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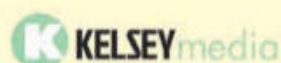
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Cleaning an old tractor has traditionally been an awkward and time-consuming job. However, we may have seen the light!



Welcome!

It's hard to believe that Christmas is just around the corner, once again. The summer and autumn seemed to pass in a flash; perhaps the glut of tractor events that got crammed into the shortened rally season, heightened that impression.

As always, heading into the depths of winter offers us all a chance for reflection. Shorter days, colder weather and more time spent inside tend, inevitably, to focus the mind. Thoughts become somewhat contemplative – well, they do for me, anyway! – and plans and ideas for the year to come begin taking shape.

The big unknown at this stage, of course, is what kind of time we have ahead of us in 2022? There's still so much uncertainty on all fronts, and I feel enormous sympathy for those event organisers looking ahead to next season and having to juggle multiple possibilities as the futures of so many rallies and shows continue to hang in the balance.

We can but hope that, with the majority of 'our' events taking place outside, we're left to our own devices by the powers that be, and given the responsibility to manage our lives – and

“There's still so much uncertainty on all fronts and I feel enormous sympathy for those event organisers looking ahead to next season”

the daily risks we face – responsibly, as has always been the case in the past.

On more immediate matters, I'll be interested to see what reaction we get from readers about the article on tractor cleaning in this issue (turn to p36). It strikes me that not much gets written about this subject in specialist magazines like this one, but I think that the two products we've introduced and tested could make a genuine and positive difference to this traditionally awkward and time-consuming job. The

fact that the easiest possible, hands-free cleaning method is combined with an anti-corrosion treatment, must surely represent a

win-win outcome for cherished tractor owners, everywhere. So, let me know what you think.

Finally, I'd like to wish you all the happiest of times this Christmas, however you choose to spend it. Also, here's hoping that 2022 turns out to be a more settled and enjoyable year than the 12 months we've all just endured, and that something approaching normality is permitted to return.

Chris Graham, Editor

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

10

18

36



CONTENTS

Independently written by real enthusiasts passionate



- | | |
|---|--|
| <p>6 NEWS AND VIEWS
Catch up with recent events in and around the classic Massey and Ferguson tractor worlds</p> <p>8 CM&FE BACK ISSUES
If you've missed an issue, or lent one to a friend, we're here to help!</p> <p>9 COMMENT
Is the famous Ferguson system still relevant today?</p> <p>10 MF135 BUYING GUIDE
Chris Graham profiles this popular Massey Ferguson; possibly the perfect model for the first-time owner</p> | <p>18 A SPLENDID COLLECTION!
David Reed meets Yorkshire-based Michael Addis, and his interestingly varied group of Ferguson and Massey Ferguson tractors</p> <p>24 YOUR LETTERS
Have your say about whatever's on your mind!</p> <p>26. WORKING MEMORIES
Jonathan Whitlam recalls the MF390; a model that was popular and sold very well in the 1980s and '90s</p> <p>28 MF 3000 SERIES
Pt.2: Jonathan Whitlam continues</p> |
|---|--|



26



48

40



about all things Ferguson and Massey Ferguson

his account of this influential and technically advanced tractor series

32 CLUBBING TOGETHER

John Selley provides more news from in and around the ever enthusiastic Ferguson Club

36 EASY CLEAN?

We sample a couple of easy-to-use products that could revolutionise the way you clean your tractor

40 MF65 RESTORATION

Part 12: Ben Phillips turns his attention to the brakes and back axle, as the MF65 restoration project continues

44 SUBSCRIPTION OFFER

Why not save money and have every issue delivered conveniently to your door?

46 EVENTS DIARY

Check on the rallies and shows happening near you this winter.

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

or Massey Ferguson tractor with 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

SHREWSBURY CHARITY TRACTOR RUN



An MF135 leads the way back to Frodesley Hall Farm.

The Frodesley Hall Farm charity tractor run, held near Shrewsbury, took place on September 12th, with more than 70 tractors involved, all raising funds for St Mark's Church in Frodesley, and Shropshire Rural Support.

"Shropshire Rural Support was started in 1991," explained organiser, Ian Millington. "Its main purpose is to help people during bouts of worry and anxiety." It's a free and confidential service that's delivered by people with farming backgrounds, who understand

the issues of living in the countryside can bring.

Plenty of familiar grey, and red and grey tractors turned up to join the fun from Shrewsbury and the surrounding area. "This is the run's second year, and we hope to continue for the foreseeable future," Ian added.

Further information about Shropshire Rural Support is available at: shropshireruralsupport.org.uk Bob Weir

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

NEW BRITAINS BOOK

With Christmas just around

the corner, readers might be interested in this fascinating book about model tractors. *Britains Model Farming Year*, by Warner Hall (£14.95, ISBN: 9781 5262 08484) is a 124-page softbound publication that offers a unique insight into the production of Britains' model farm implements from 1921 right through to 2018.

It's packed with interesting anecdotes, and model enthusiasts and collectors will no doubt be fascinated by Warner's experiences, plus the stories behind his model prototypes.

It's a great read and copies can be ordered at: britainbooks.com



KEN SMYTH

We're sad to report the death of Ken Smyth (49), the well-known engineer, farmer and MF tractor collector from Askeaton, in County Limerick.

Peter Love said: "I'd known Ken for decades, and visited him and his family several times while in the Republic of

Ireland; he was a great chap to be with.

"Ken owned the successful Palatine Engineering, which designs and builds farm machinery. Beside his fine tractor collection, which includes the original models that his father used on the farm, he was a major collector of Lego, so his family always knew what to buy him at Christmas."

The magazine sends condolences to his family at this time. He will be sorely missed.

AN ITALIAN 4WD RARITY

This very rare 1963 Massey Ferguson four-wheel-drive tractor was spotted at the 700+-lot HJ Pugh Collectors' sale, held on October 30th at Hazel Meadows, in Ledbury.

The tractor featured a Carraro axle and was assembled in Italy, judging by the manufacturer's plate. It was just one of several classics from Italy being sold at this auction, all with the import duty paid for. As expected, this one generated significant interest, and went on to sell for a thumping £12,900.



This Italian-built Massey Ferguson 35 four-wheel-drive was in great demand at the HJ Pugh sale, and eventually sold for £12,900.

HAPPY CHRISTMAS!

The Ferguson Club members would like to wish the *Classic Massey & Ferguson Enthusiast* magazine readers and staff a very happy and healthy Christmas and New Year.

The club also points out that joining still only costs £20, so how about that as a Christmas present idea for the Ferguson and/or Massey Ferguson enthusiast in your life?

All the information you need about membership can be found on the club's website at: fergusonclub.com, plus lots more of interest to read and learn. Alternatively, you can follow the club on Facebook, send an email to the membership secretary, Lynn Turner at: membership@fergusonclub.com, or call on 01964 562239 for further details!

CHRISTMAS EVENTS

We're happy to report that two popular, Boxing Day tractor runs are looking good to go, as things stand.

The first, the Six Bells Boxing Day Bash, starts at 10.15am from Jeff Burgass' farm at Cross-in-Hand, near Heathfield, East Sussex (TN21 0NE). There will be free mince pies, hot drinks and music before the entrants leave and, after arrival at the Six Bells in Chiddingly village, there will be more food, drinks and a friendly, seasonal atmosphere to be enjoyed.

This run normally attracts 100 tractors, including Fergusons and Massey Fergusons. For details, call: 07860 367420.

The second Boxing Day event will be taking place at the Larling Angel Inn, Norwich (NR16 2QU), close to Snetterton. More than 150 tractors take part in this popular charity run. Breakfast and late lunch will be available from the inn, and the run starts at 10am.

For details call 01953 717963, or email: info@angel.larling.co.uk



One of the participants looking happy to be out on the 2019 Larling Angel road run event, in Norfolk.

MERVYN PROSSER

The Breconshire and Welsh vintage tractor scene has lost a larger-than-life character from its ranks. Mervyn Prosser (73) sadly died suddenly in hospital on October 2nd, and his funeral took place on the 23rd of the same month.

The small hamlet of Llandeilo'r Fan was brought to a standstill as family, friends and neighbours congregated to pay their respects to 'Pross'.

Mervyn was chairman of the Defynnog Vintage Society for about 15 years, until retiring in 2019. He was a key organiser of the 2002 National Vintage Tractor Road Run, and was the route leader for the inaugural Welsh National Tractor Road Run, in 2012.

He'd taken part in tractor runs all over Britain, and was a Fergie man through and through. So it was appropriate that, for his final journey, he was carried to St Teilo's Church, Llandeilo'r Fan, on a Ferguson trailer pulled by his beloved, 1957 diesel Fergie.

Mervyn is survived by his wife, Liz, and two daughters, Eleanor and Delyth. Our thoughts and sympathy go to the family at this sad time.



A sad day in Llandeilo'r Fan. There were more than 400 people at Mervyn Prosser's funeral.

END OF AN ERA



Regular users of the A17 near Holbeach will be familiar with George Payne's classic tractor line-up. Alas, it's soon to be sold.

Many of you who have travelled along the A17 near Holbeach, in Lincolnshire, will no doubt have noticed the café at Fleet Hargate, and its impressive line-up of classic tractors on display during the summer months.

The machines, which include a number of Ferguson and Massey Ferguson models, belong to George Payne, are now due to be sold.

The sale, which is scheduled to take place on November 27th, is being handled by Will Barker & Co Ltd, and you can get further details by calling: 01529 414555, or visiting the website at: willbarker.co.uk

CHEFFINS AT CHRISTMAS

Cheffins' Christmas Timed Online Vintage Auction is scheduled for December 1-13th, and is an event that's proved very popular over the past few years.

The lots being sold will include plenty of 'petrolmania', plus books, posters, models and even some tractor spares. In fact, Cheffins had a number of period MF ties in its October sale, which sold for £40!

You can find out more from the Machinery & Vintage Auctions section of the company's website at: cheffins.co.uk

HJ PUGH CHRISTMAS CRACKER!

Following successful sales at HJ Pugh's Hazel Meadows HQ, near Bristol, in October and early November, the company is now gearing-up for its annual collective sale of vintage and classic engines, tractors, tractor spares, tools, seats, models, literature, military memorabilia, enamel and tin signs, agricultural by-gones and a collection of early cycling enamel signs.

This popular auction will be taking place on December 4th, and entries were still being taken as we went to press with this issue. The sale will be live at the Hazel Meadows Auction Centre, Ledbury HR8 2LP, and relayed online, too. So, don't forget to mark the date in your diary!

For the latest details, visit: hjpuh.com

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JONATHAN WHITLAM

... grapples with a fundamental question; is the famous Ferguson system still relevant today?



The 'Ferguson System' proved revolutionary, both in terms of agricultural efficiency and overall tractor design.

When Harry Ferguson launched the Ferguson Type-A in 1936, it was a totally new concept. Not only was the tractor lighter than British farmers were used to, but it was also designed to be a single unit, with whatever implement was attached to its special three-point rear linkage.

Up to this point, farmers had only really been using adapted horse implements to drag behind their tractors, using a simple drawbar. But Ferguson realised that this was a very inefficient way to put tractor power to work on the land. So, he developed a hydraulic lifting and lowering system that, by clever use of geometry through a three-point linkage system, transferred the pulling effect of a plough (or other, soil-engaging implements) as it was drawn through the soil into a force that was exerted through the linkage, adding weight to the front of the tractor.

This helped prevent the front wheels from rearing up, and also increased traction.

By incorporating a sensing element, draft control was possible, preventing any problems with the implement encountering an immovable object beneath the soil. Becoming known as the 'Ferguson System', this idea was gradually improved on the successive Ford 9N and Ferguson TE-20 models, and proved revolutionary, both in terms of agricultural efficiency and overall tractor design.

So, would Harry Ferguson approve of modern tractors? Well, the answer is probably not! You see, Ferguson was almost obsessed with keeping the tractor as light as possible,

and never conceded that extra ballast weight was needed on his machines. You just try and find a frame for the fitting of front weights on any of his own designs, for example!

The idea of having to add lots of weight to a tractor was simply anathema to his design sensibilities, and ran counter to the main epithets behind the workings of the Ferguson System. For example, in the old advertising films he produced, Ferguson used cartoons to show that a large, heavy tractor was simply a bad idea, and that the Ferguson System allowed a much smaller and lighter machine to do more work than a heavy monster.

Of course, times change and, by the time Ferguson sold his tractor business to Massey-Harris in 1953, he'd been persuaded to begin work on a larger and

Ferguson tractors that still used the Ferguson three-point linkage system, which also eventually spread to virtually all tractor makes, in some form or another.

Inevitably, tractors became ever larger and more powerful, allowing them to pull wider and heavier machinery. When Harry Ferguson made his final return to tractor design, thanks to BMC entrusting his new design company to produce improved versions of the Nuffield tractor range in the 1960s, he took the opportunity to pitch his 'small is better concept' once again. The result was the BMC Mini; a little tractor with more than a little hint of the TE-20 about it!

This was a clear sign that Ferguson still wasn't a fan of big, heavy machines carrying extra ballast. Yet, despite his lack of enthusiasm, the trend continued and, as even larger tractors arrived, overall tractor weights soon ballooned to 10 tonnes

“Ferguson was almost obsessed with keeping the tractor as light as possible, and never conceded that extra ballast weight was needed on his machines”

heavier version of the TE-20, called the LTX. However, this never got beyond the prototype stage as the new team at Massey-Harris-Ferguson dropped the project.

After Harry Ferguson left the world of tractor manufacture, it soon began to become common practice to use water-ballasting in the rear tyres, cast wheel weights at the rear and, in some cases, on the fronts, too. Heavy weights also started being routinely mounted to a frame at the very front of tractors, to help gain traction and reduce the tendency for the front end to become too light when heavy implements were lifted out of work on the rear linkage. These items were even fitted to the Massey

or more, and that was before the addition of enormous front weights, water ballast in the tyres or wheel weights, let alone an implement.

So, does this mean that the Ferguson System is a defunct idea? Probably not, as even the very latest tractors are still fitted with a three-point linkage of remarkably similar design to Ferguson's original concept, and all make use of hydraulic power to operate the lifting and lowering functions as well as draft and position control, albeit handled now by computers and electronic sensors. Big and heavy they may now be, but the underlying principle remains much about the same!

LITTLE RED GIANT!



Early 135s, like this 1965 example, featured rounded mud guards and red wheel centres, but the latter didn't last long as the factory soon decided the two-tone effect was a cosmetic extravagance. Wheels became all-silver from late 1965 onwards (apart from the PAVT-type examples).

Chris Graham profiles the MF135; a popular Massey Ferguson that may just represent the perfect model for the first-time owner

Massey Ferguson's introduction of the 100 Series tractors – christened The Red Giants by the marketing men – represented a very important development for the company. Building on the sales and performance successes of the MF35X and MF65 MkII models, the 100 Series

was intended to create a whole new, modern image for the domestic tractor market around the world.

Here in the UK, those two models got transformed into the MF135 and MF165 respectively, and were launched – together with the brand new MF175 model – at the 1964 Smithfield Show, in London.

Entry-level model

Although there was a smaller, MF130 model created for the French market, the 135 was the entry-level machine in the UK, and was an instant success. Outwardly, it looked very different from the MF35X it replaced, with more contemporary and sharply-styled new bodywork, although traditional, shell-



MF135 TECHNICAL SPECS

Production period	1964-1979
Produced at	Coventry, England
Engine:	2.5-litre, 3-cyl (diesel) 2.5-litre, 4-cyl (petrol)
Power	45.5hp
Bore/stroke	91x127mm (diesel)
Compression ratio	17.4:1
Rated speed	2,000
Transmission	6 forward, 2 reverse
Dimensions	Length: 120.6in
Width:	63.5in
Wheelbase:	72in
Weight	3,130lb (1,419kg)

plenty of similarities to the previous model. Power still came from the 45.5hp, Perkins AD3-152, 2.5-litre, three-cylinder, direct injection diesel engine, but there was also a petrol-powered version. This utilised a four-cylinder unit supplied by the Standard Motor Company, but that variant wasn't a popular seller here and was aimed primarily at export markets (it sold especially well in Denmark and New Zealand).

Tried and trusted

Of course, the Perkins engine was a tried and trusted performer, and the early models featured an oil bath air cleaner. This was changed – early in the 1970s – to a dry element-based system, with a replaceable filter linked to a service indicator below the dash panel. The engine was supported by a 12-volt electrical system and fuel supply was managed by a CAV injector pump. A comprehensive instrument cluster provided gauges for fuel level, coolant temperature and oil pressure, as well as a tractormeter and an ammeter.

Single or double Auburn clutches were available, linking the engine to the familiar six forward and two reverse gear transmission also taken from the 35X. A Multi-Power option was available for those who wanted it, although was only fitted on dual clutch-equipped models. It offered drivers on-the-move changes, even under load. However, this was only up or down from the selected gear, and the system couldn't handle complete ratio changes. Another limitation was the fact that engine braking was only available with Multi-Power engaged.

An 'updated' MF135 was officially

type mud guards were retained on the earliest models.

These were updated to a more angular, flat-topped design in 1965, which was more in keeping with the rest of the 135's tinwork, and featured integral, cast aluminium hand grips and front side lights. Then, a couple of years later, the factory switched to an all pressed-steel mud guard design which, presumably, was a cost-saving measure.

Aluminium had also been used for the headlamp casings on the first 135s,

but these were replaced by plastic alternatives in 1969. Another money-saver saw the originally two-tone wheels (red centres, silver rims) changed for a simpler, all-silver finish after only six months of production.

Under the skin, though, there were

“It looked very different from the MF35X it replaced, with more contemporary and sharply-styled new bodywork”



Note the position of the small, 'Ferguson System' sticker here, that sits on the tinwork above the air cleaner oil bath housing. This is the correct location for early models like this, but lots of restorers incorporate the sticker into the 'Massey Ferguson' decal strip above. In fact, this relocation only happened when the wheels switched to an all-silver finish.

introduced in 1971, and featured a number of significant enhancements. As already mentioned, the air filtration system was changed but, in addition, the fuel tank capacity was increased from 8.5 to 10 gallons, which also involved raising the height of the radiator grille by 1.5in. Also, as a knock-on consequence of the higher bonnet, the steering column was lengthened. Perhaps more significantly, the old-style, swept-back front axle was also changed at this point for a straight, box-section design that was both stronger and cheaper to produce.

WHAT TO PAY

Prices for an original, diesel-powered MF135 start at £2,500 for a down-at-heel example that may be a runner, but will need plenty of work. You'll probably have to pay a few hundred more for an updated version (1971-'79), or one fitted with Multi-Power.

For a model that's been restored in the past and is a decent runner, expect to pay £6,500 or so while, at the top of the market, the best examples are currently fetching £12,000-£14,000.

Alternative models

Narrow and vineyard versions of the MF135 were also available, with conversions to standard models being undertaken in Kent by Lenfield Engineering, using parts shipped from the Massey Ferguson factory at Beauvais, in France. The narrow version was simply narrower than the standard model (shorter trumpet housings and half shafts), but the vineyard model was both narrower and lower, representing a more complicated engineering job.

A cab was offered right from the start for the 135, but the earliest ones – made by Duple Coachworks, in Blackpool – used glass fibre panels on a lightweight steel frame and plenty of glass to ensure good visibility. However, when driver safety started to become an issue in 1970, rollover protection became a requirement, and the mountings for this necessitated a redesign of the gearbox casting. Then, in 1976, more legislation set a standard for the maximum noise level (90db) permitted inside a tractor cab, so sound-deadening material was added to every surface possible to achieve the necessary result.

To say that the MF135 was a sales success is something of an

understatement. Between 1965 and 1971, Massey Ferguson produced 322,428 examples of the model then, between 1971 and 1979, churned out an additional 90,725 of the updated version. Over the 14-year production run, 413,153 tractors rolled from the factory gates in Coventry. Now, just over 40 years since the last example was made, the MF135's place in the affections of enthusiasts around the world is set in stone. It's become an incredibly popular tractor for experienced showmen and novice owners alike.

Buying advice

For some down-to-earth advice on buying an MF135, I took a trip Holbeach, in Lincolnshire, to consult Ferguson and Massey Ferguson enthusiast and experienced restorer, John Sharpe. Having completely renovated his 1965 model way back in 2000, the present

“An ‘updated’ MF135 was officially introduced in 1971, and featured a number of significant enhancements”

condition of John's 135 is testament to the quality and thoroughness of the work he undertook all those years ago. Unsurprisingly, he's a man who understands his tractors and, as such, is well qualified to offer experienced-based hints and tips for newcomers considering one of these versatile and still incredibly popular models.

The first point John made, as we stood in the garage with his gleaming, 1965 MF135, was that buyers always need to be clear about what they want their tractor for. "The use to which would-be owners intend to put their new machine should be a big factor at the buying stage," he explained. Perhaps the owner wants to take part in road runs, attend shows or actually work the tractor on a smallholding or in ploughing competitions.

"They may also be looking specifically for a restoration project or, alternatively, want a tractor that's already complete and usable from day one. I also believe that it's important for buyers to decide how important originality is to them, and whether they're keen to own a machine that's correct in every detail. All these factors have a bearing on the sort of tractors you'll be looking at, and how much you're prepared to spend."

Registered or not?

John continued: "Be aware that if you want to use a tractor on the road, it'll need to be registered for that purpose so, if it isn't when you buy it, you have that process to negotiate, too. Doing this



The silver headlamp bezels were aluminium to begin with, until plastic housings became available as a more cost-effective solution. The exhaust silencer is, in this case, finished in white, as per factory spec. Many owner nowadays opt for silver or black.

requires, at the very least, the tractor's serial number, but I don't believe that it's as easy as it used to be to get an

unregistered tractor added to the DVLA database. Authentication – typically by a knowledgeable club official – will be required to reassure the authorities that the machine is what you claim it is, and only then will they issue an age-appropriate registration number.

"The whole process will be more complicated if the serial plate is missing from the panel beneath the steering wheel (the panel can be missing altogether, or the number may have become illegible due to years of wear from the driver's left knee!). Ideally, the tractor you buy will have a logbook and a numberplate (or a painted-on number), confirming the original number and making it possible for it to be re-registered for road use with that.

"The worst option is to end up with a Q-plate! I've heard that once one of these has been assigned, the vehicle can't be switched back to an age-appropriate registration, so be warned if you're considering a tractor that's already carrying one of these."

Restoration advice

If you're looking at a restoration project, then John says that it all boils down to



The MF135 benefitted from a comprehensive instrument array. Note the centrally-placed tractormeter. This was offset to the right on later models. Also, the tractor's all-important serial number can be found on the riveted-on plate below the instrument cluster, assuming it's still present and the number remains readable.



This is the extremely reliable, 45.5hp, Perkins AD3-152, 2.5-litre, three-cylinder, diesel engine that powered most MF135s. A petrol-powered model was available with an engine provided by the Standard Motor Company, but most of these went for export.

the condition of the tinwork. “All the mechanical parts needed to rebuild one of these tractors are available nowadays from specialist suppliers, and are of reasonable quality,” he told me. “Unfortunately, the same can’t be said for many of the remanufactured panels being produced these days. Those items that originate in places like Turkey or the Far East, tend not to be as good as the originals.

“So, the golden rules with major parts such mud guards, bonnets, foot rests, front grille assemblies and seats, is to ensure all the originals are present, and to repair any that are damaged, if possible.” The bonnet is a key component on the MF135, and John says that it’s worth entrusting even quite beaten-up but original examples to a professional body repair specialist. There will be a cost involved, but it’ll be worth it to ensure a decent job and retain the good-fitting original.

“Remanufactured, pattern panels often fall down on the small but important details,” John added. Often, with replacement mud guards, for example, you’ll find drillings all over the place, which were never on the original. This – presumably – is done to allow the parts to be fitted to the

“It’s become an incredibly popular tractor for experienced showmen and novice owners alike”

widest possible range of tractors. Others may show metal joints or swage lines in the wrong places, which is a problem for those who want to create an authentic-looking restoration.”

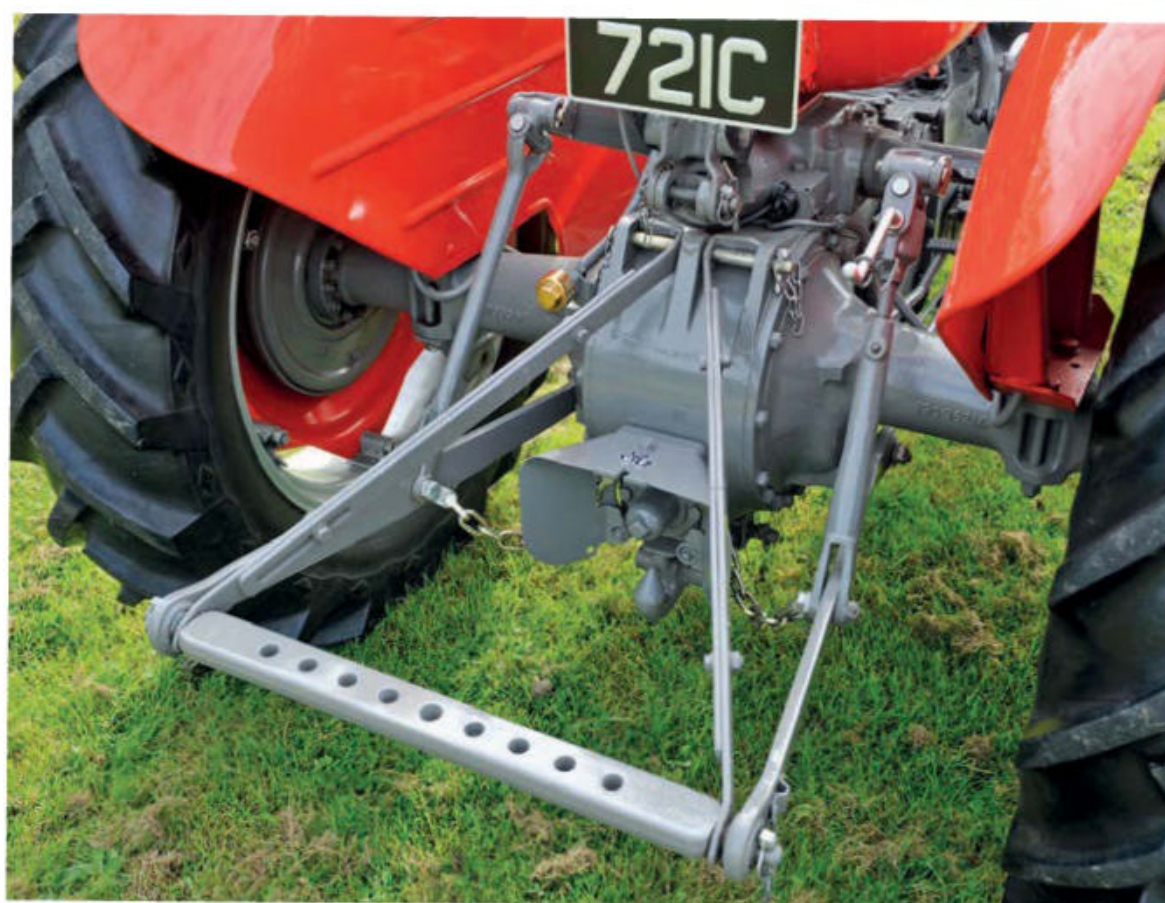
Judgement call

If you have no information about the provenance of a tractor, then you’re left having to make a judgement based on nothing more than the machine’s overall condition. As always, the key factors are how hard the machine was

worked and how well it was looked after during that period, and in subsequent years. There will be rare occasions, as in John’s case with his 135, that a tractor will come with a creditable back story. But, in most instances, there will be little clue about how it’s been used in the past, so your decision to purchase or not will come down to your own gut feeling about the machine.

Hour meters can be checked, of course, but there’s no telling whether the figure displayed is accurate. However, if there’s an obvious mismatch between the claimed hours and the general state of the tractor, then that’s a warning sign. Obvious tell-tale signs of wear and tear, such as heavily worn pedals, excessive play in the steering and gear lever, dented tinwork and non-existent brakes all speak of a hard working life and a general lack of care and attention.

While none of these issues are deal-breakers if the tractor is for sale at the right price and/or you have the budget, time and skills needed to put things right, having to replace exterior componentry isn’t always ideal, as John explained. “While most parts are available for the MF135, the quality of some of them isn’t great. For example, you can buy remanufactured pedals, but they’re not exact replicas. Important details like shaft shape and thickness are incorrect, so they look instantly wrong to anyone who knows how they should be.”



The 135’s hydraulics are both reliable and functional. The tractor will happily pull a two-furrow plough.

Reliable power

The good news, with regard to the engine, is that the Perkins three-cylinder diesel engine that powers most MF135s is all-but bulletproof. It's an engine that was used in many different applications and was thoroughly established before appearing in this model. So, even if you do come across a badly worn example that's obviously suffered with years of neglect and mechanical abuse, most problems will be straightforward to rectify.

You can by replacement cylinder heads, short engines, plus all the internal parts needed, so all bases are covered. Essentially, everything is doable so, as with any other renovation issues, it simply comes down to whether or not you have the inclination and experience to tackle the work yourself, or the funds available to pay somebody reputable to do the job for you.

John says that the transmission is tough and durable, and that serious problems in this department are very rare. However, if you notice that the rubber gaiter at the base of the gear lever has perished, then it's likely that water will have got inside. Consequently, check the

The seat was un-sprung on early 135s, but featured comfortable cushions. The design was updated later in the production run. ➤



OWNER'S VIEW: JOHN SHARPE

"My MF135 was owned from new by a farmer who lived just a few miles away from me here in Lincolnshire. It's a 1965 model, has just 6,000 hours on the clock and was known to both my grandfather and my dad.

"It hadn't been taxed for several years when I bought it, but it came with its original registration number and matching serial number, so the application process was just about as simple as it could be.

"In my opinion, the 135 is the perfect all-rounder. It makes a great road run tractor; mine will easily do 16mph, although I usually set it at about 10mph, especially when I'm leading a run. It's also ideal for those wanting to attend shows as, with it weighing just 1,500kg, it's easy to transport without the need for a top-end 4x4 and, once on the rally field, it's a model that always seems to attract plenty of attention.

"I also think that it makes a perfect first-time tractor for those new to the hobby. It's so easy to live with and handle. Anyone can drive a 135, and a properly set-up example will have good steering and brakes. Don't listen to people who tell you that the brakes are rubbish, because that's simply not true. There's plenty of stopping power for a tractor of this size, and systems that aren't working effectively have either been poorly maintained, or are badly adjusted.

"The MF135 is also a genuinely useful machine for those who want to work it. While 45hp isn't powerful by modern standards, the 135 remains perfectly capable of pulling a two-furrow plough very effectively. Also, in practical terms, it's easy to get on and off as it's not too high off the ground and, once in the driver's seat, it's not too cramped, so is comfortable to drive for hours at a time."





The battery is found beneath a hinged panel towards the rear of the bonnet. The hinges were often broken and it's quite common for the compartment cover to be missing altogether.

condition of the oil in the gearbox; there is a dipstick, so use it to see if the contents look like milk or oil. Apart from this, just about the only gearbox-related issue commonly found is worn selectors.

A simple check for this involves attempting to twist the gear lever, as you might rotate a screwdriver when tightening a screw. If you detect excessive rotational movement while doing this, then the chances are that the selectors beneath are badly worn. The danger then is that, during certain changes, the base of the lever can pop out of the selector, leaving the gearbox stuck in gear and the lever floating ineffectually above it. This can be temporarily rectified by removing the oil filler plug and using a long screwdriver to realign the selectors with the base of the gear lever.

Fluid dynamics

The hydraulic system and rear axle are both fundamentally reliable, although age-related axle oil seal

failure can result in oil leaking out and finding its way onto the brakes. Putting this right necessitates the removal of the

“Whichever example you eventually buy, you can be assured that the MF135 will tick all the right boxes”

half-shafts, which isn't an easy job, but it's doable, according to John.

With regard to the hydraulics, John says: “A useful, practical test can be to put your foot under the lift arm and raise it slightly, to note how much free play there is in the system. Then, if you're feeling a bit cheeky, you can also test the system with the engine running, by standing on the lift arms and seeing if the system is capable of lifting you up. Obviously, this isn't a realistic, real-world test, but it will at least demonstrate that there is some power in the system, and that it's operating.

“However, the only true test for any tractor will come when you put it to work. Once it's under heavy load, that's when you'll be able to see how the engine copes; whether it overheats, dumps its coolant or starts leaking oil. If you're looking at a Multi-Power-equipped model, you can test that system by driving the tractor up a slope in 'high' setting, stopping and then depressing the clutch pedal to the first stage point. At this point the tractor should remain stationary if all's well; if not, it'll start rolling backwards. Depressing the clutch pedal fully will, of course, free it to roll.”



A second, hinged bonnet cover reveals fuel and coolant filling points.

Choose carefully

As we've already mentioned, the beauty of the MF135 is that it's a tractor that you can virtually rebuild from new parts sourced from well-known specialist suppliers. So, in some respects, having that kind of 'safety net' means that the penalties for buying a 'lemon' aren't disastrous. But, as we've also noted, the use of remanufactured new parts isn't always the ideal solution, especially when they're on the 'outside'.

The inaccuracy of some of the components and panels available nowadays can detract from the overall appearance of a restored tractor, which is why the retention of original parts is so important. The popularity of the MF135 means that good quality, secondhand parts are becoming increasingly hard to source, which is why bagging yourself a complete,

unmolested example is such an advantage.

Original-condition 135s do still come up in sales and auctions, so there's always hope for the patient buyer. John told me that he saw a perfect example being sold recently; it was an essentially complete, original tractor (just missing its headlights) that sold for £5,600 (plus VAT and auction commission).

However, whichever example you eventually buy, you can be assured that the MF135 will tick all the right boxes. It's a model that's perfectly sized for the first-time owner; it's not too heavy or too big, so is easy to handle, to store and to transport. Its straightforward design, and use of tried and trusted components, means that servicing, repair and even full restoration are all within the grasp of the keen enthusiast. Couple this with the comprehensive spare parts availability situation, and

MF135 PARTS PRICES

Bonnet kit.....	£570
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Crankshaft kit.....	£294
Wheel bearing kit.....	£19.20
Lift pump repair kit	£15
King pin repair kit	£52.80
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Brake shoe set	£90
Tractormeter.....	£48
Rollbar.....	£420

All prices from Old 20 Parts Company (tel: 01332 792698, old20tractorparts.com)

it's clear that the MF135 represents an immensely appealing proposition, whichever way you look at it. ■

▼ Owners like John Sharpe consider that the MF135 offers just about the perfect tractor for the first-time owner new to the hobby.



A SPLENDID COLLECTION

David Reed meets Yorkshire-based Michael Addis, and his interestingly varied group of Ferguson and Massey Ferguson tractors

Michael Addis lives in the heart of North Yorkshire, and has had a passion for all things carrying the Ferguson name for many years. "I used to drive Massey Ferguson tractors on our neighbour's farm in Ireland when I was a child," he told me. In recent years, Michael has assembled a collection of Ferguson and Massey Ferguson tractors that represents the development of this famous marque. "Although I won't ever have every model that they built

in my collection, I've tried to bring together as many as I can," he said.

Michael and his wife, Rebecca, run Addis Garden Design and Helperby Nursery, and it's here that Michael's collection of tractors can usually be seen, greeting visitors to the nursery during its open days in May and June. "The tractors receive a lot of attention from people," Michael added, although they're not seen at rallies. "I don't take them

to shows," he added, "I don't really have time, so I just display them at our nursery."

Working clothes

Michael has bought his tractors in restored condition, but has made sure that they all have that 'working' look. "I prefer to see them as if they're still operational, rather than being too polished up," he said. The first Massey Ferguson he bought was a 1979 550, which was put to work around the nursery when it first arrived. "That really started my collection off," he said, "Although I'd never driven one, I went for the 550 because I liked the size of it," he explained. "It was nice and compact, being used for trailer and grass-topping work," he added.

The 550 is registered DYG 747T, and Michael admits that he searched for two years to find the right one. "It had been supplied by E Truman of Wath, near Ripon, to Mr CA Booth of Hill Farm, Whitwood near Castleford. In time, it passed to PG Smith of Willowbrook, Great Broughton, on the

▼ **Michael Addis with his collection of Ferguson tractors at the nursery.**



“Although I'd never driven one. I went for the 550 because I liked the size of it... It was nice and compact”

edge of the North Yorkshire Moors National Park.

"The 550 was later bought by Bert and Eddie Heaviside of Great Broughton, who did show the tractor for a few years, and I saw it advertised in January 2015 by Eddie," Michael recalled. "He was keen to sell it to somebody who would look after it rather than just sell it on. It had been restored at some time, although the inside of the cab remained original, apart from a new seat, which I fitted," Michael added.

Low hours

With only 5,000 hours on the clock, the 550 was in very good condition. "It must have been dry-stored as there's hardly any rust on the cab," Michael said. There was still some work to do to it, though. "I searched for 2½ years to find a front weight frame for it, resprayed the wheels and did some other paint jobs."

Michael admits that of all the tractors in his collection, the 550 is his favourite. "It's a lovely tractor and I



A side view of Michael's MF 550. He says that it was just the size of tractor that he was looking for and, of course, it had to be a Massey Ferguson!

used its original stickers as templates for new ones to be made in Ireland. As a nod to its previous owner, it still carries the name 'Bert' at the top of the windscreen."

The second Massey Ferguson that Michael bought was GSH 294H, a Selkirk-registered, 1970 MF135. He doesn't know anything about the

135's previous owners, but saw it advertised on eBay. "This tractor came from Leeds, where it had been partly restored by its previous owner," Michael explained. "I went to see it and bought it there and then. There was still work to be done on it; none of its stickers were present, and I put new front wheel rims and tyres on it.

"In addition, I fitted a mirror, new lights and a front grille, although the latter still requires a new coat of Silver Mist paint. The bonnet and mudguards also need a re-spray, which I'll tackle over the winter. The 135 is an important part of my collection; I've always wanted one ever since driving one as a child on a neighbour's farm," he added.

Sowing the seeds

Michael's interest in tractors stretches back to when he was about four years old. "I've always liked them," he said. "We lived at Moira, County Antrim, in Northern Ireland, and I think that I was about 10 when I first drove a tractor," he said. "That was an MF178, which was followed by a 595, an MF699 and a 3095. It was pretty demanding work for a young lad. I was doing ploughing on the 3095 as well as more general arable work. It was then that I developed my passion for Massey Ferguson tractors."

After leaving school, Michael enrolled at Greenmount Horticultural College in Co Antrim, before moving



Michael on board his 1970 Massey Ferguson 135. The tractor is in good working condition, although he says that the mudguards and bonnet need to be re-sprayed.

to England where he studied at Askam Bryan College near York, which is where he met his future wife, Rebecca. Nowadays, Michael runs Addis Garden Design, which specialises in landscaping and garden design services, while Rebecca runs Helperby Nurseries. "My first tractor arrived in 2015, and I had the space to store it – and those that followed – at the nursery," he said.

The next tractor he bought was UYJ 217, a Plymouth-registered Massey Ferguson 35, built-in 1961. Its working history involved farm work with Charles Ley of Highampton and Vincent Allard of Chilsworthy in Devon, before Michael got it.

This was another machine advertised on eBay and, as it looked pretty good, Michael decided to buy it unseen. "The first time I saw it was when it arrived on the back of a lorry from a dealer in Devon. It was in excellent condition and I haven't had to

▼ Michael at the controls of his 1961 Massey Ferguson 35. He hasn't done anything to this tractor, apart from giving it a service and fitting a mirror.



▲ The pretty original MF3060 looks to be in great shape; it's easy to forget that it's about 30 years old!



“The 3060 has the look of a working tractor, and has carried out jobs around the nursery ever since it arrived”

do anything to it, apart from a routine service and adding a mirror (also bought on eBay).

"The 35 had obviously been restored to a high standard by its previous owner, as the only thing not working was the hour clock," Michael said. "I think it might also have been fitted with a loader in the past. It has a few hydraulic fittings, plus some brackets, which suggest this could have been the case."

Grey Gold arrives

With three red and grey Massey Fergusons already bought, Michael decided to add a 1958 Ferguson FE35 Grey Gold to his collection. "This tractor came from North Wales in 2018, and was another one that I found on eBay." Ever prepared with his trailer in tow, Michael went to see the FE35, it looked good, he drove it and brought it back. "They always know you are keen if you turn up with a trailer!" Michael added with a wry smile.

"I've always liked the look of this model; they look a bit different and provide a link between the grey Fergusons and the red 35s," he added.

Although the FE35 had been restored before Michael bought it, he was pleased to see that it hadn't been over-done. "I ran it for a while, but there was a problem with the diesel pump, so I got Nigel Taylor, from Ampleforth, to take it off and send it away for refurbishment. Since then it's been OK." Michael is indebted to Nigel, who is a tractor mechanic and has worked with Michael to get the tractors started. "He's been a great help to me!"

Following the purchase of the FE35, Michael was on the lookout for an even older Ferguson tractor, which turned out to be BSD 748, a 1947 TE-20 petrol/TVO, originally registered in Ayrshire. "I don't know anything about the early history of this tractor," Michael said, "but I saw it advertised in Cumbria on eBay." He was obviously impressed with the TE-20: "I went to see it, I drove it and then I bought it." This was the first 'grey Fergie' that



The rear end of Michael's 1958 Ferguson FE35 grey/gold; all the rear fittings are in a workmanlike condition.

Michael had owned, and he wanted a model that would contrast well with his newer, Massey Fergusons.

Earliest of the lot

After being brought back to Michael's North Yorkshire base, the TE-20 did run initially, but then sat for a

while before being looked at. "It was clear that some work was required," Michael explained. "The wiring wasn't in good condition so I opted for a new loom. In addition, the whole fuel system needed to be flushed and a new condenser was fitted," he confirmed. The Ferguson had been



The Ferguson TE-A 20 doesn't have a registration plate or logbook, so no early history is known. However, Michael thinks that it dates from around 1951.

“The finished tractor represents the culmination of one man's passion to do nothing but his best”

painted during a previous restoration, and Michael liked the 'lived-in' look it now presented, so decided to leave this aspect exactly as it was.

Then, to complement the petrol/TVO Ferguson, Michael started looking for a diesel-powered example. "I found a Ferguson TE-A 20 that didn't have a registration plate or a logbook, and think that it was built around 1951. I found it advertised online, and went to view it in Bedfordshire. It had been used for general, light duties on a smallholding, and was being sold because its owner had died.

"It's another tractor that's had very little done to it since I bought it. I got Nigel

to clean the fuel pump and then I gave the tractor a general service," Michael explained. "It was fitted with a roll bar, but that's been removed so that it'll now fit under the canopies at the nursery." Once again, this one's a tractor that's in light working condition, just the way that Michael likes it, and he's more than happy for it to stay like that.

After buying older Fergusons, Michael turned his attention to a more modern 1992 MF 3060 Autotronic, registered K73 NDO. "It was bought in original condition from a friend, locally," he told me. "I've done nothing to it and, so far, it's been used for baling, spraying and other general, light duties." Once again, the 3060 has the look of a working tractor, and has carried out jobs around the nursery ever since it arrived. "I've used it for trailer work on landscape jobs as well as cutting grass," Michael added.

Seat search

The biggest problem with the 3060 concerned the acquisition of a passenger

seat. "I rang every scrapyards in the UK and Ireland on an almost weekly basis for two-and-a-half years, looking for one," Michael said. But, his persistence eventually paid off, and it was eBay, once again, that opened the door for him. "I spotted one that was fitted to a tractor in the Yorkshire village of Wilberfoss, so I travelled over, paid the price and was delighted to get it."

The 3060 isn't used for work purposes much nowadays; that role is now undertaken by Michael's latest acquisition, a 2016 Massey Ferguson 1740. "This is used regularly around the nursery, and is fitted with a rear pallet fork loader and a compact MX C3 front loader."

Despite Michael being pleased with the tractors bearing the Ferguson name that he's amassed so far, he plans to expand his collection further when he can. "My next step is to look for a 3095. I'd like one of these because it's the model that I regularly used to drive," he said. Another tractor on his shopping list is a Massey Ferguson 65 so, one way or another, there are exciting times ahead for Michael and his collection. ■

▼ The history of Michael's 1947 Ferguson TE-20 Petrol/TVO is unknown; it was the first grey Ferguson tractor that he bought, and he found it on eBay.



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Brilliant Stoneleigh training centre

I left school the day I was 15, in 1969, and started work as a tractor mechanic apprentice with North Wales Engineers Ltd, at St. Asaph, in Wales, which was then the local Massey Ferguson dealer.

In 1970 I was sent to Stoneleigh, Warwickshire, to attend a mover and baler course. It was a wonderful experience and one that I'll never forget. We stayed in a small hotel in the middle of Stoneleigh, and attended the training centre each day for four days.

The training was both practical and classroom-based, and I learnt so much which has stayed with me to this day. I can only describe it as miles ahead of its time.

Howard Standring, via email

Halloween Massey!

I enclose a picture of Amelia, my granddaughter, all dressed for Halloween, with granddad's MF35 and her trick-or-treats all around! Keep up the good work.
Geoff Price, via email



Geoff Price's granddaughter, Amelia, enjoyed spending part of her Halloween with his spookily-clad MF35!

Bush combine ID, anyone?

On October 30th, while visiting my daughter in Herefordshire, I noticed a sign for the late JH Pritchard's sale, at Longtown.

Not knowing what to expect, I went to find out a bit more, and ended up keeping fit as those attending were having to park miles from the entrance, due to the waterlogged fields!

However, once in, I was made welcome by auctioneers RG and RB Williams, and was amazed to see so many of the lots were covered in bracken and undergrowth; many had simply been pulled out.

From my side of things, this was a good, old-fashioned sale with no internet bidding and a 10% buyer's premium. I don't think the

auctioneers were expecting such a big turnout; from what I saw, I reckon there must have been about 800 people there.

The impression I got was that the late Mr Pritchard had never sold or thrown anything away; it was just a pity that so much of it had been left outside, and that included two Massey-Harris-Ferguson combines. Both were total wrecks, but still sold for £600 each.

What I'm asking is whether any reader can identify the remains of the combine I photographed at the Pritchard sale? I'd be very interested to find out which model it is.

FJ Jones, Monmouthshire

◀ Can any reader help Mr Jones by identifying which model of Massey Ferguson tanker combine this is?



Massey's best friend?

I thought readers might like to see a photograph of our sheep dog, Toby, who likes nothing better than a trip out on my Massey Ferguson 35, which he regularly gets!

There's nothing like keeping the 'master's best friend' happy with an outing or two on my grey and red tractor!

Thomas Kilpatrick, via email

Toby the sheepdog patiently awaiting his next trip out on Thomas Kilpatrick's MF35. ➤



A Massey steamer

While at this year's excellent – if a little damp and chilly! – Rundles & Eptons End of Season Steam Up on October 17th, the only Massey Ferguson-related attendee I could find was something I'd never seen before; the steam-powered scale model shown here in the photos.

I had a brief chat with the owner, who stumbled upon it completely by chance on the internet, and has owned it for about a year. It was a commercially-available kit made to a 1:4 scale and, apparently, it's about 30 years old.

He renovated the vertical-tube boiler as a project during lockdown and, next, intends to get on with restoring the cab and the electrical system (it has a full set of working lights). Power from the boiler is transmitted to the rear wheels (via a chain) through a three-speed Albion motorcycle gearbox.

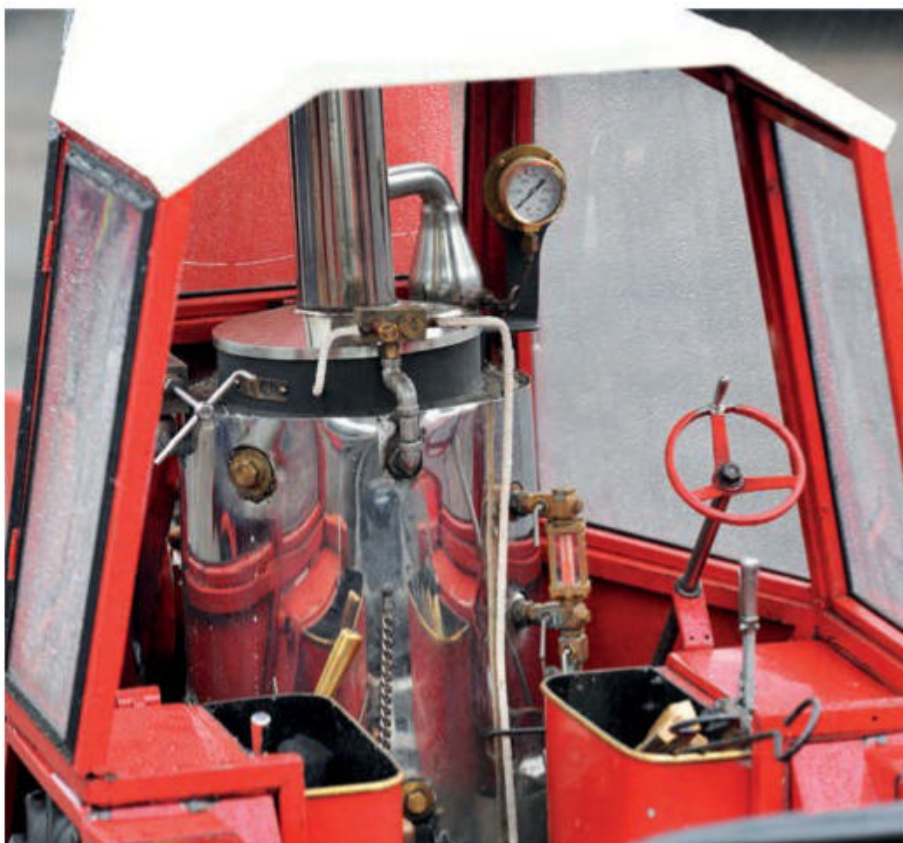
The owner had a couple of other superb, steam-powered miniatures on display at the event – a traction engine and a steam waggon – but admits that he's never seen anything like the Massey steamer at a show before. He's come across a number of smaller-scale variants, but nothing of this size.

I was wondering if any readers could throw any more light on this interesting machine?

Colin Weston, via email



▲ Does anyone have any knowledge of this unusual, steam-powered 'Massey Ferguson'?



▲ In true steam miniature vehicle fashion, the driver rides along on a 'floating' seat.

◀ The boiler and its associated componentry has already been restored by the present owner.

WORKING MEMORIES

Jonathan Whitlam remembers a Massey Ferguson 390; a model that was popular and sold very well in the 1980s and '90s

In the small village of Mutford, in Suffolk, a tenant farmer with a small acreage of arable land – mostly in one, single block – has, for many years, had a history of using Massey Ferguson tractors, including some pretty new additions. Despite updating the fleet, the farm has also retained some of its older machines, which are still used for everyday work, and included among these is the subject of this affectionate look back at working machines.

The Massey Ferguson 390 was part of a large family of MF tractors first launched in 1986, and which was updated and improved as the 1990s dawned. The 390 was one of the larger models in the range, and proved a popular seller. Bought new, this example is a two-wheel-drive machine although, of course, four-wheel-



Being a late model 390, this tractor is fitted with several features that were added late in the production life of the 300 Series, including an 18-speed Speedshift transmission.

drive versions were also available.

Powered by a four-cylinder Perkins A4.248, 4.1-litre diesel engine rated at 80hp, the 390 was a lively performer in its day. However, the 390T turbocharged version offered

even more impressive performance, and so proved to be a popular option with many farmers at that time.

In this case, though, the two-wheel-drive 390 proved to be more than adequate for the on-farm roles it had

▼ With a slim exhaust stack and plenty of glass in the Hi-Line cab, the driver has a good view of the task at hand. These cabs were a great improvement over the original design fitted at launch, in 1986.



been brought in to tackle. Its main jobs included sugar beet drilling and fertiliser-spreading, plus other top-work-type jobs. It was also used with trailers to cart the cereal crops from the combine, and also the potato crop from the farm's Grimme trailed harvester.

This tractor was certainly an impressive all-rounder when it came to usefulness, which was one of the big selling points of this range of MF models. Another aspect that proved to be a practical and worthwhile advantage was the relative simplicity of the MFs from this era. Models such as the 390 weren't reliant on too much complicated electronic wizardry, as was found on other, more expensive models from the Massey Ferguson range from the early 1990s.

Seen here sowing sugar beet, the David Thomas six-row precision drill was used on a Massey Ferguson 690 previously, a tractor that the 390 actually replaced. With narrow, row-crop wheels fitted to the rear, the 390 is light and ideal for this sort of task; one for which a newer, heavier, four-wheel-drive machine simply isn't necessary. ■

▼ Rear visibility is excellent from the cab, especially if the rear window is open. The 300 Series was a very popular one for MF, and the 390 was one of the best sellers, beaten only by the turbocharged 390T version, the 398 and the six-cylinder 399.



Being a two-wheel-drive model, this 390 is a light machine and ideal for this sort of job. With the drill on the rear linkage, a few wafer weights are needed on the front to act as a counterbalance; they look like they may have come from the farm's MF 135.



◀ The David Thomas precision drill, built by a farmer engineer, was a common sight on many farms in Suffolk for many years, with the majority being of six-row layout



MASSEY FERGUSON 3000 SERIES

The Massey Ferguson 3000 Series was launched in 1986, and heralded a new era of tractor design and functionality thanks to the integrated use of electronic control. Five models made up the new range, with power outputs ranging from 68 to 107hp. (Pic: AGCO)



Jonathan Whitlam continues his account of the influential and technically advanced Massey Ferguson 3000 Series

Back in 1986, the farm tractor was a very different beast from the machines we know today. Electronic control systems were just starting to appear, most often as part of monitoring and display systems although. At that stage, though, they were still playing a pretty minor role in the overall scheme of things, and remained very much an add-on type of feature.

However, Massey Ferguson had begun to take electronics and the tractor in a different direction by introducing a form of electronic rear linkage control on the large 4000 Series articulated tractors. The company followed this with a more advanced electronic linkage system on the 2005 Series, introduced in 1985.

This, however, was only the beginning, as Massey Ferguson had much bigger plans for the use of electronics in a new range of tractors that were already well advanced when the 2005 Series arrived. These models were set to change the way tractors would be used forever, and lead to the creation of the sophisticated machines we see now in the 21st century.

Range replacement

Massey Ferguson had its sights set firmly on the lucrative, mid-range sector of the marketplace which, at that time, was occupied by the Massey Ferguson 600 and 200 Series machines. The 200 range was also in the middle of a revamp behind the scenes, ready for the launch of the new 300 Series, in 1986. The 600 Series was actually just a cosmetic upgrade of the older 500 Series tractors from the 1970s, themselves an evolution from the 100 Series of the 1960s.

It's worth taking a closer look at the 600 Series, though, as this was the main range that the new electronic tractors were to replace, and it makes for an interesting comparison. Launched in 1981, the 675, 690 and 698 were 66, 77 and 88hp tractors respectively, and benefitted from an Italian-sourced, flat-floor cab. The styling was very square-cut, but did give a feeling of reliability, overall. Specification-wise, a basic 12 forward and four reverse speed gearbox was now of a synchromesh type, making on-the-move changes easier, while the Multi-Power option doubled the number of ratios available.

All these tractors were powered by four-cylinder Perkins engines and, in 1984, the 698T replaced the original 698 with 90hp, thanks to a turbocharger being fitted. Nineteen eighty-four also saw the launch of the only six-cylinder tractor in the range; the 98hp 699. This pushed the range up to replace the smallest of the 2000 Series, the 2620.

Important range

Although not technically significant in many ways, the 600 Series certainly helped keep MF going in this important mid-range sector of the market, but it was very much a stop-gap measure designed to keep things ticking along until the new 3000 Series was finally ready to bring to the marketplace. These models didn't make any use of electronics, which makes them seem even more dated now than they deserve to be – it was just that their replacements delivered such a seismic leap in tractor technology!

Of course, the new tractors didn't appear overnight. Called 'Range 3' by Massey Ferguson, these new machines had much more to achieve in their design brief than just an improvement in electronic hitch technology. These tractors would be the first 'new from the ground up' designs built by MF since 1964, and would include a never-before-seen level of computer and electronic technology. Prototypes were built to test concepts of the

“Massey Ferguson had much bigger plans for the use of electronics in a new range of tractors”

design and, eventually, working tractors were constructed; usually painted in any colour other than MF red and grey, to conceal their identity while under test in the French countryside.

So, at the beginning of 1986, the MF 200, 600 and 2005 ranges were the main offerings for those wanting small to medium-large tractors with up to 147hp. The 2005 was ahead of the competition with its electronic rear linkage, but the others were fairly standard fare. That all changed later in the year, though, when the 3000 Series – the new, official name for the Range 3 tractors – was announced with a great fanfare.

The 3000 Series arrives

Here was a range of four- and six-cylinder tractors – from the 68hp 3050 to the 107hp 3090 – that looked completely different to anything that had been seen before. All were almost completely new from the ground up, and even the most casual observer could tell that they were looking at something radically different.

The new cab offered superb, all-around visibility thanks to large glass doors; the rear pillar provided most of the cab's strength. At the rear, bonded glass formed a three-piece rear screen with an opening middle section, giving almost completely unobstructed rear views of implements following behind.

The seat was positioned ahead of the rear axle, to help improve ride comfort for the driver on his fully adjustable, side-swivel, air-cushioned throne, while the interior trim consisted of light grey plastic and grey textile covering, giving a very light and modern feel. The only cab that looked similar in design was that used by IH, called the XL cab. Indeed, I gather that one of these was used at the prototype-building stage, although the final result proved to be completely unique to Massey Ferguson.

Flat glass was used throughout the cab, with a slightly tapered, narrow front and a wider rear half. Both wide-opening doors contained a small opening section to provide fresh air, and interior noise levels were low thanks to the cab having few mechanical connections to the chassis.

Although different colours from the norm are often applied to prototype machines, this example has a finish somewhat similar to that which was introduced with the new 300 Series tractors, launched at the same time as the 3000 range. (Pic: AGCO) ➤



▲ A four-cylinder Range 3 prototype under test in France, negotiating some sticky conditions with a plough attached. (Pic: AGCO)

◀ Prototype testing was essential for the Range 3 tractors that became the 3000 Series, due to the completely new design. (Pic: AGCO)





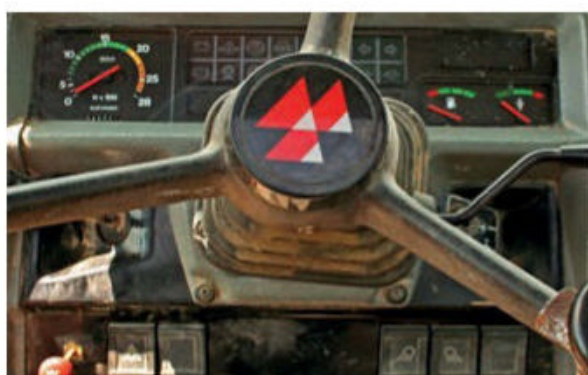
An early example of the 3070 model in Autotronic form, taking a break from preparing land for potato planting in Suffolk, in 1991. Note the wide-opening cab door.

Air conditioning was a factory-fitted option available at extra cost, as was an additional passenger seat positioned to the left of the driving seat. The right-hand-side cab pillar would also prove ideal as a mounting point for the new monitoring and control computer interface, one of the new Range 3's most stunning features.

Innovative cab

The cab was equipped with roof-mounted air cleaner elements, together with two, front-mounted work lights, plus another pair to illuminate things behind. The new design of the cab dominated the overall look of these tractors, combined with a red-painted bonnet of a new design featuring completely removable side panels for engine access and maintenance.

Red mudguards at the rear started fairly narrow near the bottom of the cab door, then gradually grew larger as they made their way up the side to form wide wings at the rear of the cab. The result was a



Inside the cab of a 3080. The dashboard is narrow to help ensure good forward visibility, but still provides plenty of important information about the tractor's functions. The warning lights at the top were particularly clear and easy to read.

tractor that looked completely new and as different from the 600 Series it essentially replaced as could be imagined! The grey, 'hard-nose' front radiator surround was really the only distinctive MF feature to be retained externally!

A thin exhaust stack protruded through the bonnet; the muffler being positioned under the bonnet so as not to impinge on forward visibility from the cab. This aspect was also helped by the small size of the instrument panel around the steering wheel which, nevertheless, still contained an array of warning lights linked to all the important functions of the tractor. A pre-cleaner air intake bowl was located on the top of the bonnet, towards the very front of the tractor, meaning that it didn't intrude on visibility,



The two, tall gear levers used as the main controls for the transmission, aren't quite floor-mounted, but almost! A logical 'H' pattern made operation easy, and the synchromesh transmission made the selection of each gear, and forward and reverse, a doddle!

“Even the most casual observer could tell that they were looking at something radically different”

either. In addition, the front of the bonnet was inclined downwards very slightly towards the front, also to assist in this regard.

For certain export markets, a tall air intake pipe was available, which raised the pre-filter bowl up to the height of the exhaust stack, for working in extremely dusty conditions. The fuel tank was mounted at the rear, underneath the cab, which was convenient from a design aspect, but could provide something of a challenge when refuelling in real-world conditions on the farm.

Responsive hydraulics

Two, high-capacity rear spool valves were fitted as standard to the 3000 Series, with a high pump flow rate giving quick and responsive control of any hydraulically-operated equipment, and these could be adjusted for both single- or double-action operation. Up to four spool valves could be accommodated, when required.

Perkins engines were used throughout the range, starting with the little 68hp 3050, which proved not to last long in the UK market, where the next model up – the 77hp 3060 – became the baby of the range. Next was the 93hp 3070, the largest four-cylinder in the range, and this was followed by the first six-cylinder model, the 100hp 3080. Above this came the flagship, 107hp 3090. This means that, in Britain at least, four models of 3000 Series replaced four 600 Series models, although the biggest seriously encroached into the 2645's territory, with its 107hp.

A stunning studio launch of the 300 and 3000 Series was staged with lights, music and visual effects befitting such a leap in farm tractor evolution. The new tractors represented a huge step forward although, once the music had stopped and the dry ice disappeared, it was down to the dealers to convince a sometimes-sceptical farming community that the new electronic technology would not only work effectively, but also be worth paying extra for.

Ground-breaking new features

The 3000 Series was designed from the outset as either a two- or a four-wheel-drive tractor. This meant that the 4WD version was constructed as a model in its own right; the four-wheel-drive system wasn't simply an optional add-on. This made for a robust and reliable tractor.

Massey Ferguson developed a new front axle design for the four-wheel-drive

tractors in the 3000 Series, offering excellent manoeuvrability and strength. For road travel, four-wheel-drive was automatically disengaged when speed reached 14mph, saving on fuel consumption as well as wear on the tyres. Even the axle on the 2WD models was also new, offering greater strength and manoeuvrability than earlier examples, and the ability to carry an increased load.

A 16 forward and 16 reverse electro-hydraulically-operated transmission provided an excellent spread of ratios, and was controlled by a pair of long gear levers situated to the right of the driver's seat. A simple reverse shuttle allowed for matched forward and reverse speeds; especially useful for tasks such as loader work.

The Speedshift option allowed for clutchless gear-changing on the move, and a button mounted on the console to the right of the driving seat, operated the system, doubling the number of gears to 32 forward and 32 reverse. Unlike the earlier Multi-Power system, Speedshift allowed for engine braking in both low and high ranges. Another option was a set of creeper gears to give really low-speed capability.

The 3000 Series featured an independent power take-off system with electronic clutch control, and was controlled by a lever mounted on the console on the driver's right. Shiftable and changeable power take-off systems were offered; the changeable shafts provided six-spline at 540rpm, and 21-spline at 1,000rpm, with the shafts being removed and installed by removing a circlip. The shiftable system, on the other hand, used one six-spline shaft giving 540 or 1,000rpm, and was shiftable using a lever in the cab. Two other options that could be either factory- or dealer-fitted, were ground speed power take-off or economy power take-off.

Useful automation

However, it was in the area of automation that the 3000 Series really broke new ground. The new tractors offered two levels of specification, with the entry-level being the standard, Autotronic feature. Although being a standard feature, this was far from familiar to anyone in the tractor industry at that time! It was an advanced electronic system that automatically controlled many functions, including the engagement of four-wheel-drive (if fitted), as well as engagement of the differential lock and the power take-off.

This not only took a lot of work away from the operator by making these functions engage and disengage automatically, but also prevented any potential damage due to incorrect use, the PTO only being engaged gradually, for example. With a top road speed of 40kph, a key feature was good braking, and this was achieved by the Autotronic system automatically applying four-wheel-



On Datatronic models, the performance monitor interface was mounted on the right-hand cab pillar, giving easy access for the operator. This was a very advanced system that was operated by the small knob seen at the bottom of the panel, with information displayed on the small, LCD screen at the top. Datatronic opened up a whole new world of tractor control and efficiency, the like of which had never been seen before.

drive, allowing for braking effort on all four wheels. The four-wheel-drive was also automatically engaged when the tractor was parked.

The electronic linkage system was standard across the range, and was controlled by a switch and rotary dials mounted on a console to the right of the driver, within easy reach. It featured an adjustable implement lift height control and sensitivity control, the latter allowing the operator to match the implement to a variety of different soil conditions, as well as heavy or light equipment, and the former prevented damage to implement or tractor due to lifting too high. A rate of drop control allowed fine-tuning of the speed of lift and



The lower, solid panel on the 3000 Series cabs was used to display the type of model, either 'Autotronic' or 'Datatronic'; the latter being enhanced by the use of an eye-catching red font.

lower, as well as a safe transport position.

The draft control sensors were a new type used to operate the electronic linkage control, and were positioned in the lower link arms. The position control sensor was mounted on the cross shaft. Two pushbuttons were also fitted to the rear mudguard, allowing coupling to implements from outside the cab; the electronic system enabled this new innovation, which made rear-mounted implement attachment and unhooking both quicker and safer. ■

NEXT ISSUE

Additional features explained



The 3080 was one of only two six-cylinder models in the new 3000 Series line-up, with its Perkins engine delivering 100hp. This is the standard Autotronic version, complete with non-standard front weights!

CLUBBING TOGETHER



John Selley pulls together another collection of news, views and stories from in and around the ever-active Ferguson Club

INTERESTING PEOPLE

Being a member of The Ferguson Club for more than 20 years has given me so many memorable experiences. I've attended countless country shows, tractor rallies, road runs and agricultural auctions, and each event has had some sort of link with the Little Grey Fergie. But the overriding memory that lives with me most strongly is of all the interesting people involved in these activities.

They're all genuine, down-to-earth enthusiasts who are busy getting on with enjoying life while, at the same time, helping others around them who share the same interests. I'm sure that many readers of this magazine will empathise with these thoughts.

My story here provides a typical example. The UK has a National Transport Trust (NTT) that was established in 1965. It's the only national body that promotes and encourages the preservation and restoration of Britain's transport heritage, in all its forms – road, rail, wings and water.

The NTT's 2021 Annual Awards were held late in October at Fawley Hill, Buckinghamshire; the home of the late Sir William and Lady Judy McAlpine. Lady McAlpine is still a great supporter of the



Gary's superbly restored TE-T 20, complete with Scottish Aviation cab and 30cwt Ferguson trailer, was a real eye-catcher at the NTT's 2021 Annual Awards.

vintage tractor movement, and Sir William was a well known steam enthusiast, having rescued the Flying Scotsman from America, back in 1973.

He also built a standard gauge railway in the grounds of Fawley Hill, and The Ferguson Club's Chiltern Vintage Tractor Charity Run often uses that railway's station as its base for the event. As a result of my connection to this event, I was asked to supply an appropriate vintage tractor for this year's NTT awards ceremony, which was to be attended by NTT patron, the Princess Royal.

I chose a Ferguson TE-T 20, complete with Scottish Aviation cab, pulling a 30cwt Ferguson trailer, all restored to original specification. However, it was what I put in the trailer that seemed to draw the most

attention, though. I'd loaded it with an Austin J40 'barn find'!

The vehicle had been sitting, abandoned in a shed for about 50 years and the dilemma now, of course, is whether to restore it to Concours condition, or preserve it in its 'as found', patinated condition? Certainly, in the vintage tractor world, higher prices are now being paid for examples showing attractive, age-related patina, compared to those that have been freshly painted. So, I displayed a poster asking the question: 'Patina or repaint?'

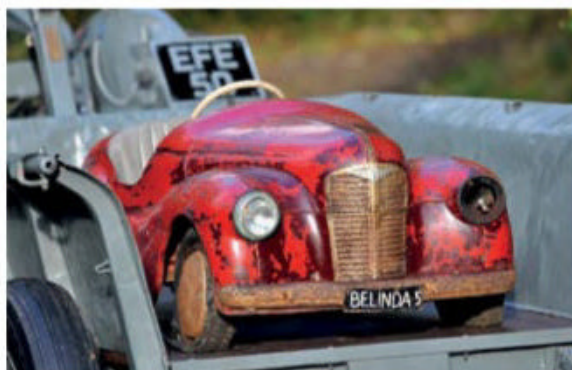
The majority of NTT members seemed to be in favour of the patina option, and I'm delighted to report that HRH Princess Anne took great pleasure in studying the Ferguson set-up. She was genuinely interested in the restoration question and, initially, said it should be repainted. I discussed the merits of both with her, and she seemed to change her mind. But I was told later, by Lady McAlpine, that she'd mentioned the subject again, but had reverted to the full repaint option.

However, the fact that it's still possible to have such a down-to-earth discussion with the Princess Royal, was lovely. I was told one of the reasons she took on the NTT patronage was because her father, the Duke of Edinburgh, had a passion for British engineering and its future.

Gary Anderson



NTT patron, the Princess Royal, chats with Lady McAlpine at the recent Annual Awards event.



The debate about whether to repaint this Austin J40 pedal car, or preserve its wonderful patina, rumbles quietly on.

JILL'S STORY

Jill started life as 'Not so Scruffy', and was purchased back in May, 2002, from a friend's son-in-law who, in turn, had bought it at a farm sale. But he was unable to get it going so gave it up as bad job, and I bought it for £100! The tractor is a Ferguson TE-F 20, and was built in 1954.

It didn't go because, among other things, the engine had no pushrods! We did get it to run, but not sweetly, so then undertook a full engine overhaul. It next ran on August 18th, 2004, but that was a short-lived success. A bang brought things to an abrupt halt after which another engine rebuild was undertaken, this time to replace No. 4 piston, fit a new cylinder liner and con rod, and install the scuff ring the correct way up!

The annoying thing is that there's no reference in the workshop manual about the correct orientation of the scuff ring.



Jack and Jill at Tractor Heaven!

It should be obvious as 'TOP' is etched on the ring, but we all do it; polish it to death and remove the etching! But I certainly won't get caught like that again. The engine ran again on September 9th, 2006.

An age-related registration number –

263 XUX – was received in May, 2010. She had been painted in CLIC Sargent colour, and appeared as identical to *Jack*, so was renamed *Jill*. Then, in 2016/'17, both tractors changed to Addington Fund, and so they're now finished in its colours.

A CHRISTMAS TALE



Merry Christmas, one and all!

It was Christmas Eve, I'd done all my chores, the turkey was ready, the sprouts were done and the parsnips and spuds had been peeled. I craved some quiet time, so decided to go for a walk. It had snowed, but the sun was shining so the atmosphere was lovely and crisp; it was a joy to be out!

My walk took me to Tractor Heaven where, as my granddaughter says, magic happens to dead and dying grey Fergie tractors, and they're given a second chance. So, knowing that, you can imagine that I wasn't terribly surprised to see Santa Claus sitting on my tractor, *Jill*.

As one would, I wandered over to have a word with the old man, and asked if I could take a photograph of him, which he agreed

to and I've included here. I also had to ask what had happened to Rudolph and the rest of the reindeer, and the sleigh? In other words, why was he using a tractor?

Well, it seemed that Rudolf had been suffering with Arthurrighitus (this is the correct spelling, as we're dealing with Reindeer!). So, with Rudolf's agreement, Santa went to The Reindeer Market where he found Red Robbo who, of course, had a super-red nose. Sadly, Red Robbo didn't like the carrots which, he said, were not up to British standard. Also, the stables weren't heated to the correct temperature and, as for that crazy idea of delivering all those presents in just one night, that was completely out of the question. His suggestion was to reschedule the job over three nights, and at full, overtime rates!

As you might imagine, all this made Santa very sad, and he really didn't know what to do. Then Rudolf suggested that Santa could use a Fergie for the rural parts of the country, and he, Rudolf, would do the towns, to which Santa agreed.

Of course, I had to ask why the red biscuit tin, thermos and netting sack? Well, the tin was because Santa couldn't eat all the mince pies that had been put out for him and, as he hadn't any little helpers, he could keep the excess safely

for later. The thermos was because Santa's a responsible driver and would never drink and drive, so all the drinks put out went into the thermos and, of course, the netting sack was for the carrots put out for the reindeer.

Santa asked me to reassure all children that normal service has been resumed, and for them not to stop leaving the mince pies, drink and carrots (and certainly NO red diesel), for which he thanks everybody!

We then said goodbye and, as if by magic, Santa was gone! Well, Christmas is a magical time! I hope you all have a Very Happy Christmas, and that we'll all enjoy a Fergielicious New Year!

Tractor Grandpa

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!

A smallish but, nevertheless, interesting display of Ferguson tractors greeted visitors to the quieter-than-expected Heritage Transport Show, held at Kent County Showground, Detling, near Maidstone, on October 10th. Here's just a few of the machines on show, on a day that started misty and damp.







Gary's superbly-restored grey Fergie wasn't as dirty as we'd have liked for this product test, but is probably representative of most cherished tractors.



Henry applying Bilt-Hamber's Touchless. We were somewhat hampered by the jet washer not being able to froth the product into the desired 'snow foam' layer that could then dwell on the tractor for several minutes while doing its work.

EASY CLEAN?

We evaluate two interesting products from Bilt-Hamber that could revolutionise the way you clean your tractor. Chris Graham reports

How do you clean your tractor and how regularly do you do it? It's unlikely to be as often as you clean your car I'd wager but, if you're a regular on the tractor show circuit and have a restored machine that's in decent nick, then I imagine that you do your best to keep it looking its best.

The problem, of course, is that tractors are notoriously difficult machines to wash properly. Unlike a car, most of a tractor's working parts are exposed for all to see, especially on those machines from the vintage and classic eras. So, anyone wishing to clean their machine thoroughly is faced with an awkward array of sponge-snagging pipes, sharp-edged fixings and bothersome bolt heads. As a result, getting into all the nooks and crannies can be a knuckle-bashing nightmare, and this is surely why many owners are put off even trying.

Painless solution?

The much easier – and less painful – solution is simply to do your best with a hose pipe on all the awkward bits, then run a sponge over the tinwork to remove the worst of any dust or mud that might be clinging. I'm sure that there are plenty of owners who adopt this approach, and never bother with specialised cleaning products to make initial dirt removal more effective, or to enhance the final finish of painted surfaces.

However, the automotive valeting products industry is nothing if not innovative, and one of the more recent technological developments has seen the introduction of 'touchless' cleaning products, which are

designed to do their work without the need for physical agitation.

I'm sure you'll all have noticed how car paint deteriorates with age; a process that can be greatly accelerated by careless treatment of the surface. Just stroll through any supermarket carpark on a bright, sunny day and you'll see many horror stories; bonnet, roof and boot lid panels that are covered in unsightly, swirly patterns. This undesirable effect is most noticeable on dark paint colours, and results from the accumulation of thousands of tiny scratches that are unceremoniously cut into the clear lacquer top coat, either by automatic roller-

“Both are easy and convenient to use, caustic chemical-free, environmentally-friendly and actively fight corrosion”



Nevertheless, it was still clear that the product we applied was quickly able to soften and loosen the grease, dirt and oil deposits found in all those awkward-to-get-at places.

based car washers, or poor hand-washing techniques.

Touchless cleaning products have been introduced in a bid to do away with the need to have any physical contact with a car's delicate, painted panels, and thus remove swirl-inducing sponges, brushes and dirty old rags from the paint cleaning equation.

So, I thought it would be interesting to see if this sort of technology could be usefully applied to the tractor world, and was delighted when Gary Anderson, who is the Ferguson Club's website co-ordinator, offered one of his superbly restored TE-20s as a Guinea pig.

Product choice

For some advice about which products might be best suited for use on a grubby tractor, I approached the experts at Chelmsford-based cleaning product manufacturer, Bilt-Hamber Laboratories.



▲ The top of the gearbox casing was obviously quite grubby before we started, but the Touch-less cleaning process made a big improvement. ▼



APPLICATION METHOD SUMMARY

Bilt-Hamber Touch-less

This bio-degradable, sugar-based product contains no phosphates, solvents, NTA or caustic soda. It can be applied with trigger spray, pump spray, pressure washer or snow foam lance. The minimum recommended dilution rate should be 2% PIR (Panel Impact Ratio), and up to 5% for very dirty vehicles. Follow the manufacturer's instructions for achieving the desired PIR.

1. Working out of direct sunlight, apply a thick, foamy layer of Touch-less to the entire vehicle.
2. Allow to soak for between one and five minutes (but never allow it to dry on the surface).
3. Power-wash off thoroughly.

Bilt-Hamber Touch-on

This is a durable, hydrophobic ceramic paint protection treatment that additionally has low-foaming, powerful detergency for most second-stage bucket washes, allowing further cleaning of the paint. Once applied it has dirt-releasing properties that work in conjunction with Touch-less in subsequent wash routines, to produce superior contactless results.

1. Empty contents of a one-dose, 30ml sachet into a power washer or lance reservoir, then top-up with clean water and apply at low pressure.
2. Alternatively, empty 30ml sachet into a 15-litre bucket of warm water, then apply to vehicle using 'noodle' wash mitt.
3. After application, rinse whole vehicle with clean water from a pressure washer.
4. Dry with a clean, microfibre cloth.

Note: The vehicle must not be allowed to air-dry as water spotting may occur.

After some discussion, the company agreed to donate a five-litre bottle of Touch-less, plus some sachets of a new paint protection product called Touch-on, for which we were extremely grateful.

When I arrived at Gary's Buckinghamshire home with products and camera in hand, he and son Henry were ready and waiting to help. The pair set to work shunting tractors in and out of sheds to release the 'grubbiest' example from Gary's impressive collection – a 1950 TE-A 20, complete with banana loader. Admittedly, it wasn't very dirty, but there was appreciable grease and grime build-up on the engine and gearbox castings, and on the rear axle/linkage assemblies, so it was going to be interesting to see how Touch-less coped with that.

The straightforward application methods for the two products are detailed in the separate panel, but we soon ran into a bit of a practical problem. Gary's pressure washer was unable to generate the layer of snow foam that's ideally needed to enable the product to sit on the vehicle for the required dwell time. Even the machine kindly lent by a helpful neighbor also failed to deliver the foamy goods, so we just had to do the best we could.

As a result, much of the product ran off too quickly, so the full effects of the up to five-minute dwell time recommended, weren't available to us, which was a shame. Nevertheless, both Gary and Henry agreed that the cleaning effects achieved were impressive.



The rear axle was another of the dirtier areas on this tractor but, once again, the cleaning power of Bilt-Hamber's Touch-less is obvious.



It's important to give the tractor a thorough rinse after applying Touch-less and allowing it to work. This is the stage that removes the already loosened dirt and grime, as well as any excess product. Touch-less is fully biodegradable and caustic chemical-free, so you need have no concerns about it polluting the environment.



Bilt-Hamber's Touch-less is sold in a five-litre container costing £19.95.



Touch-on surface enhancer is supplied in a 30ml, one-shot sachet. Each costs £1.19, and they're available in packs of 10.



Bilt-Hamber's surface enhancer, Touch-on, can also be applied using a jet washer, but we chose the 'old school' approach with warm water in a bucket and a sponge.

Effective performance

Dirt and grease was softened and loosened by the product, making it easy to remove with the subsequent fresh water jet wash rinse. Afterwards, the whole tractor looked immeasurably cleaner and, better still, there wasn't a bruised knuckle or scratched forearm in sight!

The follow-up Touch-On paint finish enhancer can be applied with either a jet wash or a more traditional bucket and cloth, so we adopted the latter. It contains a modern, ceramic formulation which bonds to the surface and is designed not only to enhance the shine, but also to make subsequent washing easier as the smoother surface it creates makes it more difficult for contaminants to stick.

Obviously, the true worth of that side of its performance will take several further washes to evaluate, but Bilt-Hamber recommends that its use is restricted to once a month. Consequently, we couldn't assess its long-term benefits but, in terms of instant results, it certainly gave the



Touch-on needs to be thoroughly rinsed off with clean water following application, and then the surface must be dried. Leaving it to air-dry can result in water spotting.

Ferguson's painted surfaces a discernable, extra shine. Water-beading was also much in evidence.

Whether or not the results come across adequately in the photographs once they're printed in the magazine remains to be seen, but those of us there on the day can attest to the impressive effects these two products delivered. So, when you add in the facts that both are easy, quick and convenient to use, caustic chemical-free, environmentally-friendly and actively fight corrosion, these two Bilt-Hamber products get a hearty thumbs-up from us! ■

FIND OUT MORE

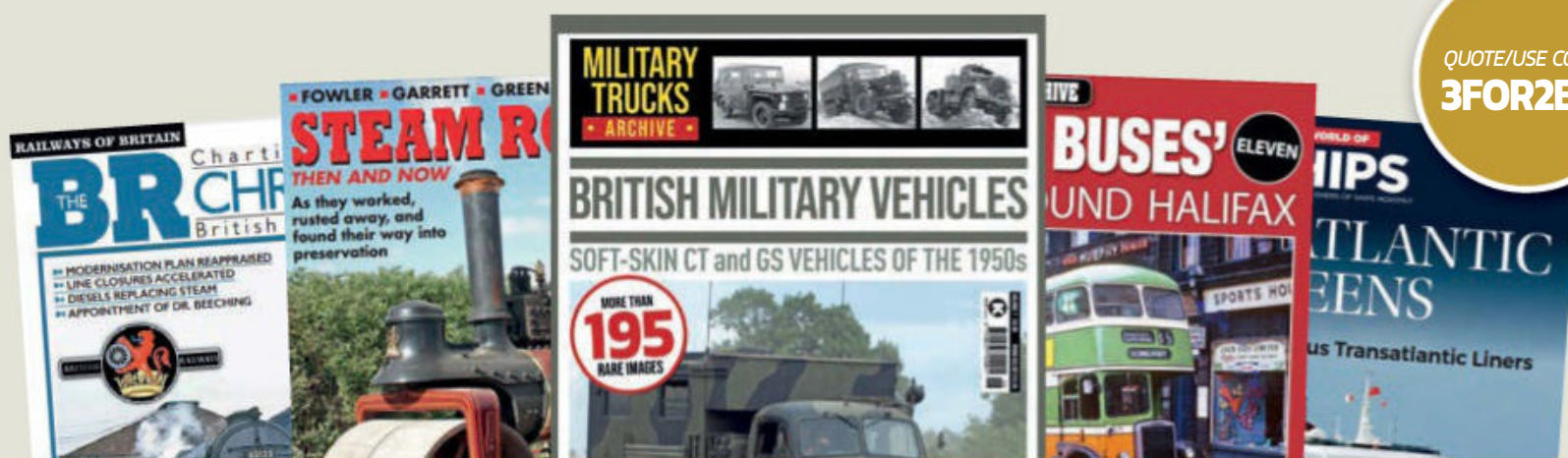
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Swift House
18 Hoffmanns Way
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Gary was delighted with the finished job; this Bilt-Hamber product combination certainly gave his grey Fergie a real visual lift.

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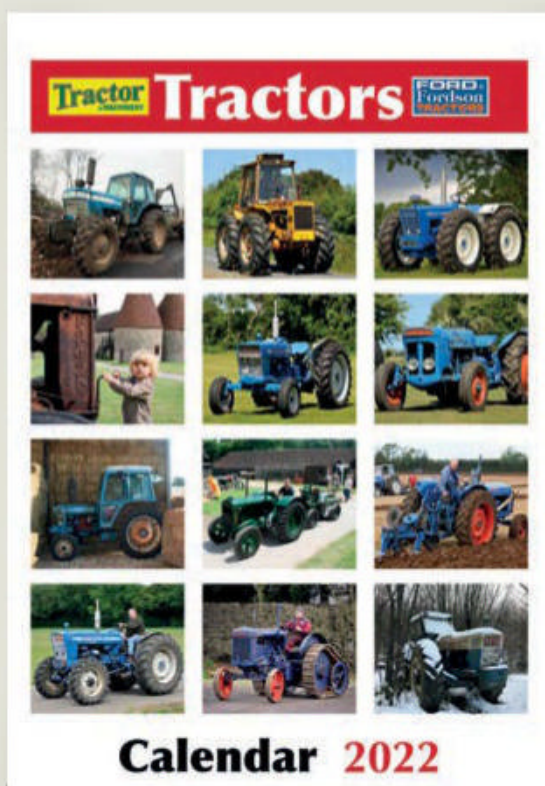
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MF65 RESTORATION

Ben Phillips turns his attention to the brakes and back axle, as the MF65 restoration project continues

**PART
12**

Having good brakes on a tractor is extremely important so, before any work had been done on this Massey Ferguson 65, I decided to investigate how well it stopped. It didn't take long for me to discover that the original system wasn't in brilliant shape, and it was clear that a thorough overall was going to be needed, as part of the restoration process.

The brakes on the MF65 rely on discs that are positioned in the axle, close to the crown wheel, so access to them requires the removal of the whole axle. As the tractor ages and routine servicing and maintenance levels inevitably falter, the brakes come under attack from oil, in two directions; it leaks from both the back end of the tractor, and from the reduction hubs.

First things first

The first job was to drain the oil from the back end which, much to my surprise, wasn't too milky. Once that was all out, I strapped the whole axle to my crane to secure it before starting any dismantling work. The rear axle is a very heavy component, so you'll need something like a crane to hold it safely.

Once I was satisfied that it was secure, I started to undo the collection of 3/4in nuts around the trumpet housing. Then, with these removed, a bit of gentle levering and some adjustment to the crane angle, resulted

in the lot dangling in mid-air. As the axle was heavier at one end than the other, I was pleased that I'd used my engine leveller to get the balance right.

I had a pallet waiting beside the tractor so that I could lower the axle down on to a safe, secure surface, after which I could start work. Accessing the brakes involves removing a couple of countersunk screws that hold the plate in place. These needed an

Allen key and, luckily, they undid with ease. I hate seized Allen key screws, especially when they're countersunk, – there's no easy way of gripping anything substantial onto them.

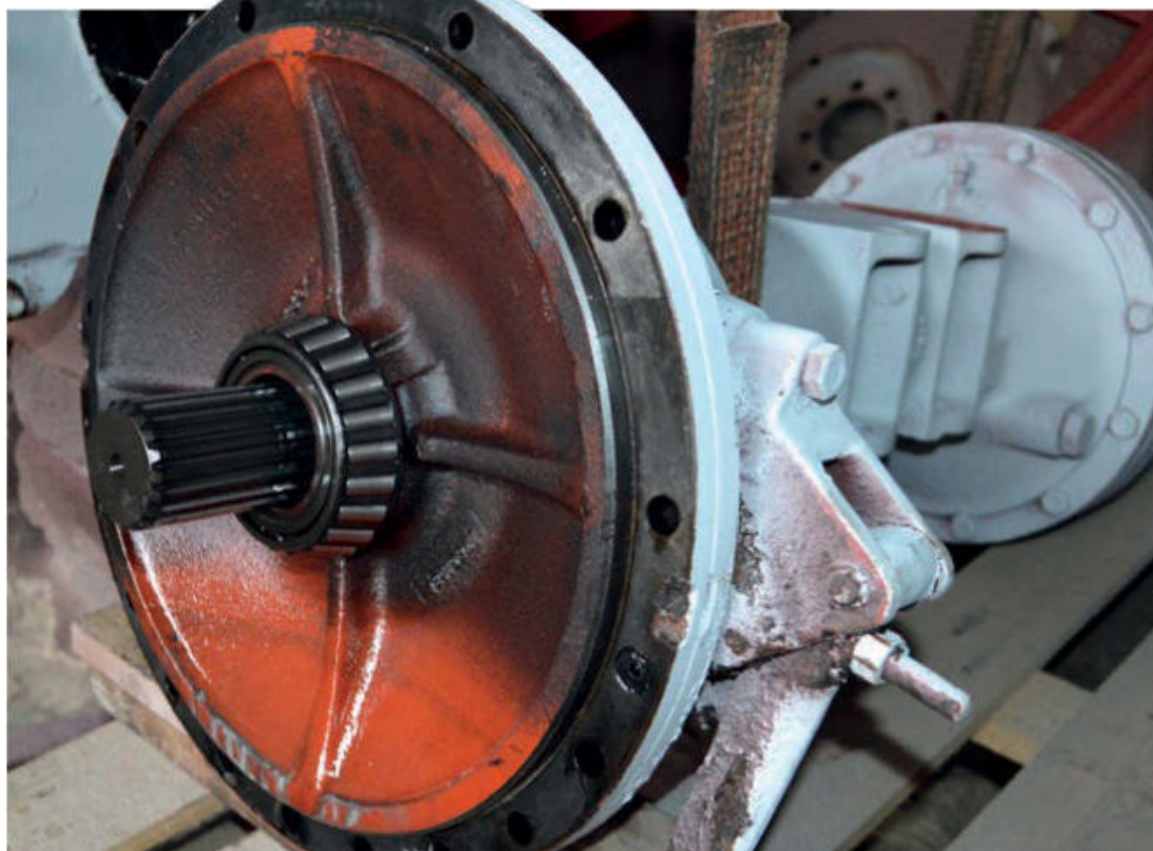
Once I'd removed the plate, it was immediately apparent that the oil seal at the rear end of the tractor had failed, and a pool of old oil soon started growing on the workshop floor as the contents leaked out. It was black,



Before I even thought about removing the back axle, I drained the old oil out of the back end.

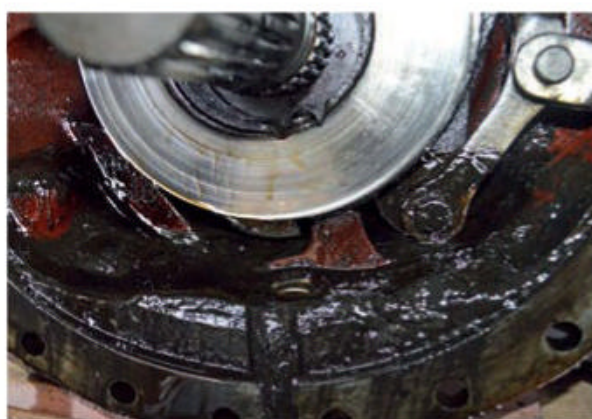


With the axle supported, I could begin undoing the nuts; they are 3/4in and there's quite a collection of them around the trumpet housing!



▲ To get into the brake disc area, you need to undo these countersunk Allen key screws. They normally release quite easily.

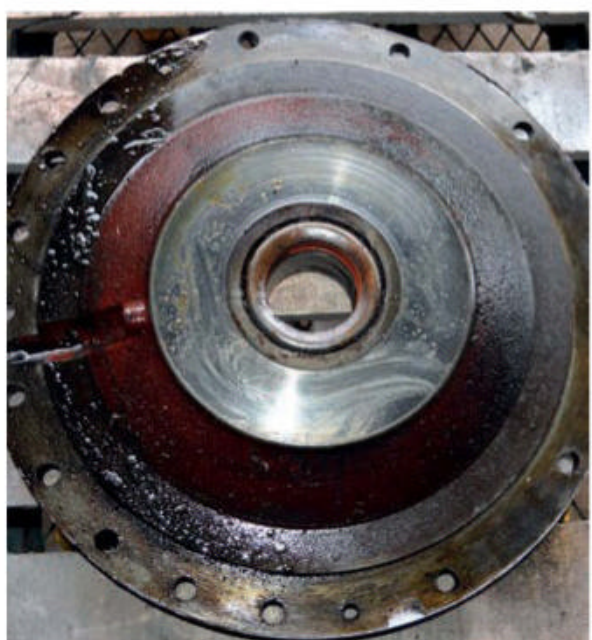
◀ The axle is quite a heavy component, so I used my crane to lift it clear, then lower it safely down onto a pallet, where I could begin the strip-down.



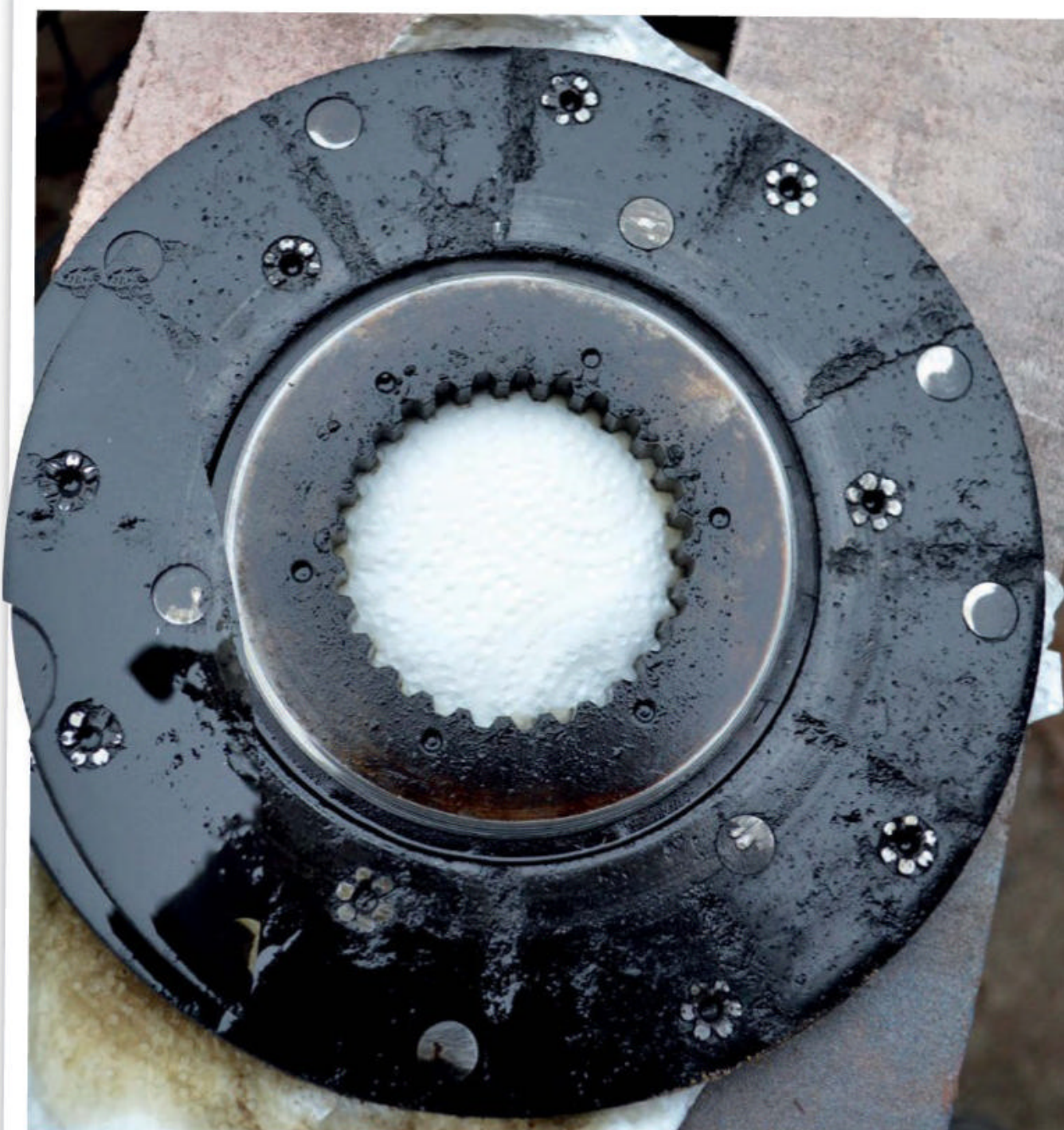
▲ Once I got the plate off, I could see why the brakes weren't working. This area should be completely dry, with just a bit of dust...

pasty stuff consisting of a mixture of oil and brake dust which had, in turn, blocked the groove in the bottom – designed to drain the oil out before it contaminates the braking system.

Sliding the brake disc off the half shaft



The plate I've just removed was also doused with oil; the seal in the centre had obviously failed.



There are two brake discs per side. This one wasn't only worn, but also plastered in oil, so there was absolutely no friction whatsoever.

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Sandwiched between the discs is this actuator that, when pulled, pushes the discs against the plates.



While the axle was off, I took the opportunity to remove all the accumulated sludge from the back-end of the tractor.



To reach the outer seals, I needed to remove the hub and this meant undoing another collection of nuts and bolts...



... after which the reduction hub could be removed, allowing me to slide out the half-shaft.

revealed that it was not only plastered with oil, but that the linings were worn down to the rivets; this overhaul was long overdue! The actuator that's sandwiched between the discs was also worn; the ridge around the edge and the grooves across the surface provided the evidence of this.

Obviously, I had a lot of axle-related cleaning ahead of me but, before I started tackling that, I took the opportunity to clean the back end of the tractor. There was a fair bit of sludge in there but, due to the presence of the crown wheel, it could

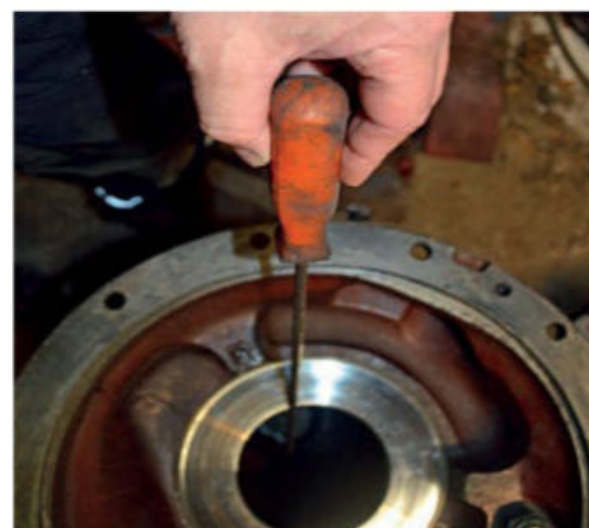
only be removed from the one side. To clean the axle out and replace the other oil seal, I needed to take the reduction hub apart, which necessitated removing another collection of nuts and bolts.

Moving the reduction hub clear allowed me to slide out the half shaft. The hub was put to one side safely while I began removing the old seals in the axle. One was easily removed by sliding a long screw driver down the whole length of the axle, and it didn't take much of a tap for the seal to drop out.

To get tractor parts properly cleaned,



Careful and thorough cleaning is required around this edge, to ensure that the cork gasket seals properly.



Using this long screwdriver, I could remove the seal at the other end of the axle.

I normally brush over a good amount of degreaser, allow it to dwell for a minute or two, then use a pressure washer to blast the grime away. This is followed by a blow-over with the airline, to remove excess water, after which things are given time to dry naturally. It's always so much nicer (and easier) to work on parts that are clean and dry.

The next job was to tap in the new seals and, to do this, I used a suitably-sized length of metal tubing. The seal on the reduction hub, which was situated near the edge, was made of cork, so I



Getting everything washed and cleaned was a time-consuming job, but well worth the effort.



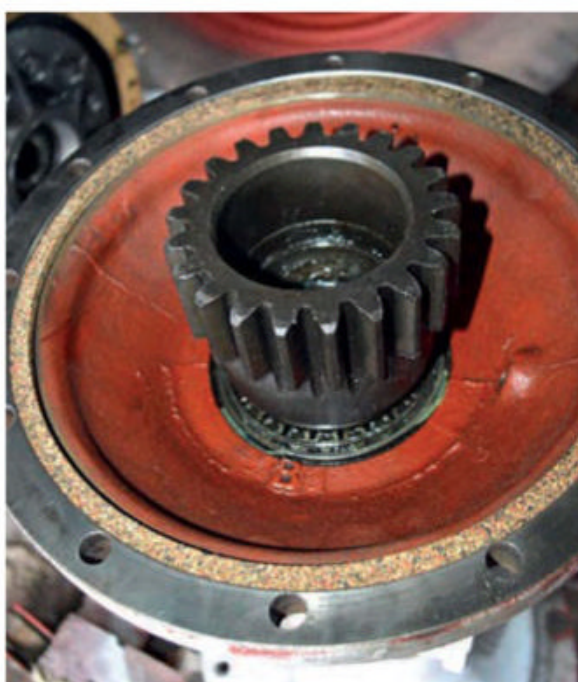
The first of many new seals to be fitted into the axle; I tapped them in using a suitably-sized section of metal tubing.



In the groove that I cleaned out previously, you can see the new cork gasket that's been fitted.



I used a length of Emery tape to thoroughly prepare the area where the seals locate on the half-shaft, getting them as clean as possible.



With the axle standing on end, I could easily slip the half-shaft back into place.

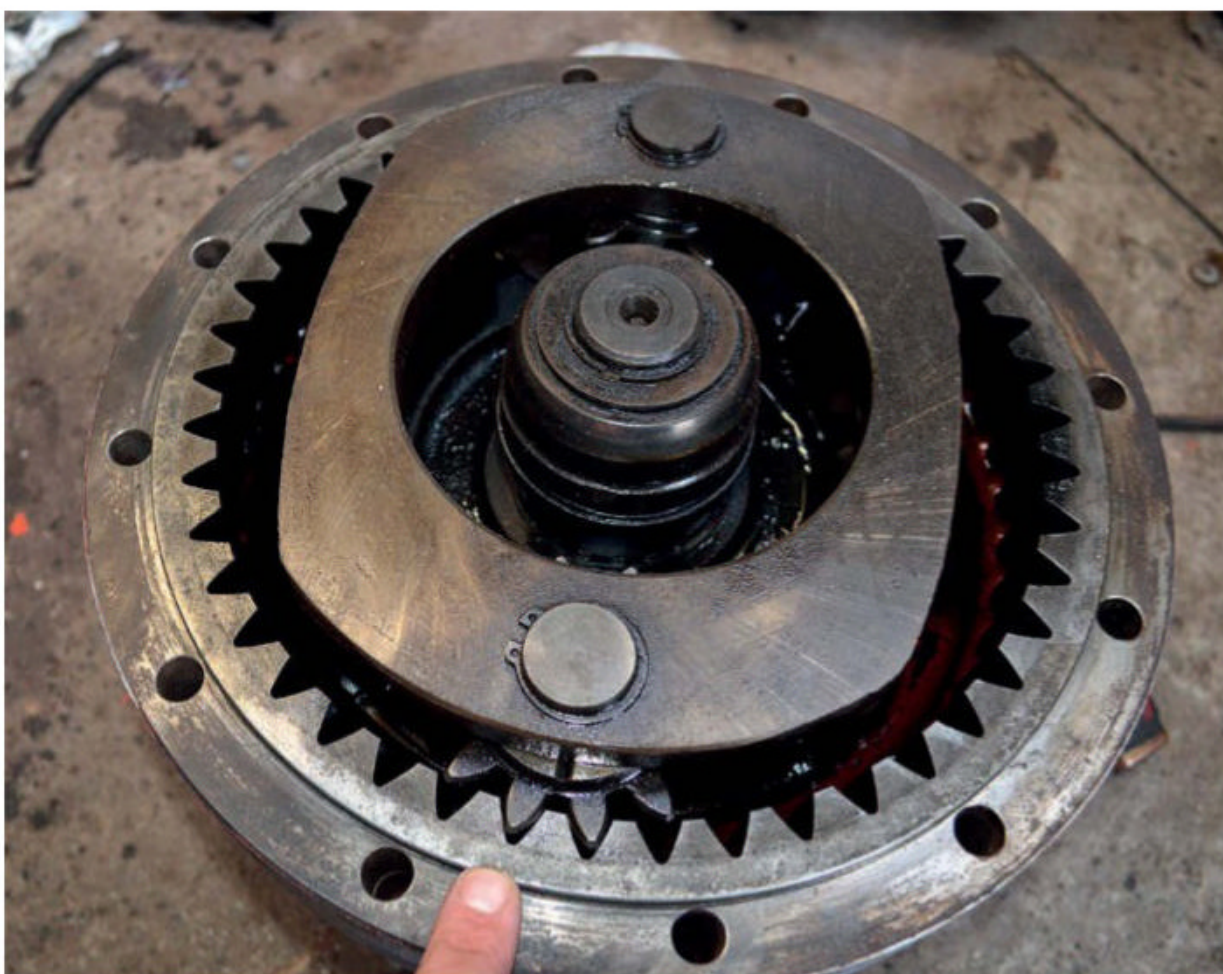


With the axle on end, lifting the hub on, and lining up the holes, was a lot easier than it might otherwise have been.

needed to make sure that the ridge it sits on was extremely clean before it was fitted. Another area that needed to be as clean as possible was the area on the half shaft, where the seal locates. To ensure this, I gave it the once-over with some Emery tape.

To make refitting the hub as easy as possible, I'd turned the axle up on end, so that I could slide the half shaft in first. I also smeared the bearing with a good coating of grease, just to give it some lubrication to begin with. I had to be careful while lifting the hub into place, as it's quite heavy, and the collection of bolt holes needed to be aligned correctly without disturbing the cork gasket.

Tightening these nuts and bolts is a progressive process, because the cork gasket gets compressed, meaning that I had to keep going around, tightening further, until all were completely tight. With this, a big part of the axle rebuild was now complete, but the important part – and the main reason for this strip-down – the brake overhaul, still had to be finished. I'll cover what's still to be done in the next episode. ■



Here I'm pointing at where the cork gasket sits on the reduction hub; this area needs to be as clean as possible.

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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, nor 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@masdafish.com, or call: 01323 833125.



NOVEMBER

21

Military Day at Brooklands Museum, Brooklands Drive, Weybridge, Surrey KT13 0SL. Details, 01932 857381

DECEMBER

3-4

Christmas Nights, Black Country Museum, Tipton Road, Dudley, W Mids. DY1 4SQ. Details, 01215 579643

4-5

Santa Specials at Pendle Miniature Railway Society, Colne Rd, Burnley, Lancs. BB11 2AA. Details, tel: 07957 714148

4-5

The Christmas Cracker, Museum of Transport, Boyle Street, Cheetham Hill, Greater Manchester M8 8UW. Details, 01612 052122



4-19

Christmas at Amberley Museum, Barn Road, Amberley, Nr Arundel, West Sussex BN18 9L. Details, 01798 831370

4-20

Santa Specials, Sittingbourne & Kemsley Light Railway, The Wall, Sittingbourne Retail Park, Sittingbourne, Kent ME10 2XD. Details, 01795 424899

4-23

Steam into Christmas at Didcot Railway Centre, Station Road, Didcot, Oxon. OX11 7NJ. Details, 01235 817200

5

Steam Punk Christmas with Santa at Museum of Power, Hatfield Road, Langford, Essex CM9 6QA. Details, 01621 843183

5-24

Christmas Trains, Evesham Vale Light Railway, The Valley, Evesham Country Park, Twyford, Evesham, Worcs. WR11 4DS. Details, 01386 422282

5-24

Santa Specials at The Isle of Wight Railway, The Railway Station, Havenstreet, Isle of Wight PO33 4DS. Details, 01983 882204

11-19

Santa Specials at Heathershaw Light Railway, The Forge Heatherslaw, Cornhill-on-Tweed, Northumberland TD12 4TJ. Details, 01890 820244



11-12

National Emergency Services Museum, Old Fire, Police Station, West Bar, Sheffield, Yorks. S3 8PT. Details, 01142 491999

11-12

Christmas at the Black Country Museum, Tipton Road, Dudley, W Mids. DY1 4SQ. Details, 01215 579643

11-12

Santa Specials at Bredgar & Wormshill Light Railway, The Warren, Swanton Street, Bredgar, Sittingbourne, Kent ME9 8AT. Details, 01622 884254

11-12

Chailey Tractor Club Christmas Fair at Bluebell Vineyard Estates Ltd, Glenmore Farm, Slider's Lane, Furner's Green, Uckfield TN22 3RU. Details, 01825 791561

12

1940s Christmas at South Yorkshire Museum, Unit 9 Waddington Way, Rotherham, Yorks. S65 3SH

18-19

Christmas at Black Country Museum, Tipton Road, Dudley, W Mids. DY1 4SQ. Details, 01215 579643

26

Boxing Day Six Bells Road Run Starts at 10am from Holms Hill Farm, Cross In Hand, Heathfield, E Sussex TN21 ONE. Very popular with more than 100 tractors taking part. Festive drinks and mince pies available. Details, 07860 367420

26

Boxing Day Larling Angel Road Run, The Angel Inn, Larling, Norwich NR16 2QU. Over 130 tractors take part, breakfast and lunch available from the

inn, starts at 10am. Details, 01953 717963, info@angel.larling.co.uk

28-29

Winter Warm-up, Bolton Steam Museum, Mornington Road, Chorley Old Road, Bolton, Greater Manchester BL1 4EU. Details, 01204 846490

JANUARY 2022

1

New Year Steam Up, London

Museum of Water & Steam, Green Dragon Lane, Brentford TW8 0EN. Details, 02085 684757

1

New Year's Day Steam Up, Westonzoyland Pumping Station, Hoopers Lane, Westonzoyland, Somerset TA7 0LS. Details, 01278 691595

1

New Year's Day at Oxford Bus Museum, Hanborough Rail

Station Yard, Main Road, Long Hanborough, Oxon. OX29 8LA. Details, 01993 833617

29-30

Somerset Vintage & Classic Tractor Show, Royal Bath & West Showground, Shepton Mallet, Somerset BA4 6QN. HJ Pugh Sale on Saturday starts 10am. Details, 01458 274062



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

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

MFs AT MUDDY WHITBY!

This year's Whitby Traction Engine Rally (August 8-9th) attracted large crowds to a fantastic setting on the cliffs above the picturesque seaside resort, in the shadow of the historic Whitby Abbey. Visitors enjoyed steam engines, commercial vehicles, cars and, of course, plenty of tractors.

There were several grey Fergusons on show, including Chris Chatham's restored 1954 P3 and Robert Bulmer's 1953 Ferguson T20. The Ferguson FE35 grey and golds on display included Ray Green's 1957 example (previously painted red and grey!), and James Whittaker's machine which was originally scheduled to be one of 10 being exported to West Africa for oil exploration work, but it wasn't sent. It was found in scrap condition despite only having 384 hours on the clock, and James restored it as a lockdown project.

Among the red and grey-liveried Massey Fergusons at the event was Arron Jordon's 1957 MF35, fitted with an FE35 engine, bonnet and gearbox. Alec Wilson's 1963 35X was also present, complete with its 135 engine and hydraulics, plus 185 Multi-Power gearbox. Fred Wren's French-built MF130 also attracted plenty of attention, as did Robert True's 1970 MF133, which he brought all the way from Ayrshire.

Graham Bristow's 1969 MF135 Multi-Power was among several 135s on show, as was Linda Bulmer's recently restored 1975 example of this popular model. Linda's husband, Robert, was also exhibiting his 1969 MF165, complete with a potato planter on the back. Another 165 Multi-Power was entered by Andy Maaz, this time a 1968 model which he'd bought on eBay seven years ago. Newer still was Robert Dent's 1979 MF178, plus many more. It was a great event!

➤ **This 1979 MF178 seen at Whitby worked at Darlington before being used on a heritage railway, where it was fitted with buffers to push trucks around. Present owner Robert Dent restored it eight years ago.**



Robert True's 1970 MF133 at Whitby. Its working life began in Holland, before it was imported to England and then moved to Scotland. Robert bought it from Bute in 2020, and has left it original, apart from new tyres.



ASTLE PARK SUCCESS

The Astle Park Traction Engine Rally (August 14-15th) was a huge success, and attracted plenty of interesting tractors to this rural part of Cheshire.

Grey Fergies are always popular at events like this, and one of the oldest on show here was Steve East's 1947 TE-20, which he bought in 2020. Also catching



The biggest tractor at Astle Park was this impressive, 1978 MF1200, entered by S Beckett.

the eye were Michael McElchare's 1952 TE-F 20 and Samuel Murray's 1954 TE-A 20.

There was a couple of TE-D 20s on show, too: Phil Greenwood's very original 1953 model and Andrew Dobson's 1951 example, which was his 14th birthday present back in 2005.

Andy Tatton bought his 1957 FE35 grey/gold 20 years ago from Leek, where it had been used for pulling boats into Rudyard Lake. From the same year was J Browning's extremely interesting, 1957 Ferguson F45 prototype LPG tractor. This was a model that never went into production, although was the basis of the later Massey Ferguson 50.

Moving into the 1960s, R Waterworth's 1962 MF65 and Paul Reeve's 1961 similar model looked good, as did Andrew Redhead's 1960 FE35. Peter Newton's 1958 four-cylinder MF35 was bought as scrap 14 years ago, yet only took three months to restore. George Newton bought his 1961 three-cylinder MF35 10 years ago, after it had spent its working life



Paul Reeve bought this 1961 Massey Ferguson 65 as a part-restored project; he's since finished to job to a high standard.

at Barrow in Furness.

A beautifully original, 1965 MF175 was entered by B Cragg and grabbed plenty of attention, as did A Bowden's 1973 MF165. Of the larger machines on display, Phil Booth's impressive 1974 MF1080 was an eye-catcher, having been restored in 2018. The biggest of the lot was S Beckett's 1978 MF1200, which certainly proved to be a popular exhibit at this popular event.

ANNIVERSARY ROAD RUN



This 1978 Massey Ferguson 590 had been working on a farm topping and grass mowing before being bought three years ago by Rykki Weaver of Telford.

The extremely popular Shrewsbury Steam Rally marked the 60th anniversary of the County of Salop Steam Society this year although, due to Covid, the show was cancelled but the organisers held a series of road runs.

Society members brought their vehicles to Forton Airfield, from where steam engines, cars, commercials and tractors all set out on celebratory runs to mark the important milestone. Of the tractors taking



In original condition, Robert Davies' 1960 Massey Ferguson 35 three-cylinder tractor was seen at the start of the run.

part, the following were of particular note.

Ian and Stephanie Davies' 1948 Ferguson TE-D 20 was seen in original, working order. Gerald Siddorn's 1967 MF135 (with just 4,500 hours) was smartly presented, as was David Siddorn's 1995 MF240, which he bought three years ago.

We spotted an MF575 and a 185, both with more of a working feel to them, as did Rykki Weaver's 1978 MF590, which he bought

three years ago. There were a couple MF35s taking part, the first belonging to Charlie Edwards – a 1963 example – that was first used at a college in Kent as part of a student project, and Robert Davies' 1960 three-cylinder model.

All-in-all, it turned out to be an interesting and enjoyable weekend from the tractor perspective, with good weather making the runs a more comfortable affair.

BALLS CROSS EVEN BIGGER!

The successful and long-running event that's always held at Balls Cross, near Wisborough Green in W Sussex, has raised many thousands of pounds for Macmillan Nurses, and continued this year (September 4-5th) with an even bigger display.

Surrey and Sussex enthusiasts were there in force, with 70 assorted tractors and crawlers plus a huge number of stationary engines for visitors to enjoy. There were a few classic cars and commercials on show, too, and an autojumble together with a few trade stands.

In the veteran section, Nigel Covey's 1934 Massey-Harris GP 15-22 wide-track featured a William Engelmann fuel tank and Nigel's own radiator complete with silver-soldered lettering. John Baker and Rod Tyler also presented a fine display of some of their Ferguson and Massey Ferguson stock. All-in-all it was a great show with a wonderfully homely feel.



Looking down the extensive line-up at Balls Cross, the vineyard/orchard MF35 stood out.

PLOUGHING SEASON STARTS

Romney Marsh Ploughing & Cultivation Society chairman, Ben Ashdown, welcomed all to the Romney Marsh Ploughing

Match (September 5th) at Charles and Ollie Furnival's Ham Mill Farm, at Hamstreet, Kent.

The Society deserves much praise

for this event and the excellent programme; it was great to see a good number of local farm machinery dealers present. A full commentary kept everyone informed while sheep shearing and a dog show helped keep the whole family entertained.

This is probably the best ploughing match in Kent these days, and always opens the season well. Congratulations to Ian Lynch who, with his MF35X and Ransomes TS59 plough, won the Class 2 Classic competition, and was Reserve Champion on the day.

It was an excellent event blessed with good weather and all involved should be congratulated for staging a superb season-opener.

◀ Ian Lynch on his way to victory in the Classic Class at the Romney Marsh Ploughing Match, with his MF 35 and TS59.



LONGSTOCK STARS

The Longstock Rally (September 11-12th) has been running for 23 years and takes place in the Test Valley near Stockbridge, in Hampshire, thanks to the Burnfield family.

Andy Knight took over the organisational side of this last year, and has certainly breathed new life into the event.

The traditional ploughing field gave ploughman time to test out their equipment over the two days of the show in glorious weather, while the Saturday tractor road run was a great success.

We're sure that this event will go from strength to strength in the coming years.

➤ This MF165 with Howard rotovator was spotted heading for the Longstock Rally ploughing field.



6,000 ATTEND WEALD OF KENT

The Weald of Kent Ploughing Match (September 18th) is by far largest event of its type in the south-east, and was

held this year at David Gwilliam's Honey Farm, in Pluckley, Kent.

The weather was great although some competitors complained about

the hard soil compaction. Besides the ploughing, visitors could enjoy a gymkhana, a French Market, various country sports, plenty of trade stands plus steam and horse ploughing.

WKPMA chairman, Seth Nesfield, did a wonderful job ensuring the event went ahead, while Lesley Mannington, WKPMA president, judged the 'Best Trade Stand' competition.

Altogether, some 50 ploughman took part. Mr T Bennett won the Open Reversible Ploughs class, with his black MF5713S and Lemkin plough. Alan Pilcher finished second in Class 2, with his MF35X and Ransomes TS59, while D Newman and his Ferguson TE-20 took the Vintage Ferguson Open Mounted Ploughs class (M Jones and his TE-F 20 diesel came second).

F Martin finished second at the Weald of Kent Ploughing Match, with his MF4709 and Lemkin plough.



GREAT FINALE!

The rally season's last big event, the Kettering Rally & Steam Fayre, took place at Cranford, Northants. (September 25-26th), in aid of Warwickshire and Northamptonshire Air Ambulance.

The weather was good and the crowd the biggest in the event's 21-year history. Nearly 900 entries, together with plenty of interesting trade stands, were packed into the compact showground, and there were almost 150 tractors for visitors to enjoy.

The Friends of Ferguson Heritage stand, run by Sarah and Justin Chambers, featured a French-made, 1966 MF130 and a 1957 Massey-Harris 820D, belonging to Darren Bale, that was also built in France.

Another eye-catcher was S Clark's 1952 Massey-Harris 744PD High Arch, with Perkins P6 45hp diesel engine. This event represented a great end to a patchy rally season in the Midlands; here's to better things in 2022!



The Friends of Ferguson Heritage supported the Kettering Rally & Steam Fayre. (Pic: Sarah Chambers)

TEME VALLEY PLOUGHING MATCH



Donald Mills was the winner of the Ferguson Class at the Teme Valley Vintage Club's ploughing match.



Lewis Bevan was the winner of the Teme Valley Vintage Club's beginner's ploughing class.

There was a bumper turn-out for this year's Teme Valley Vintage Club's ploughing match (September 26th), held at Bedstone by kind permission of Mrs Mann, at Heath Farm.

The highly competitive event saw Cliff Hamer crowned overall champion with club president, Gordon Morris, winning the prize for the Best Teme Valley member. The Hydraulic Plough Class saw the newly-crowned Welsh champion, Arthur Jennings, finish third, behind Cliff Hamer and his Ferguson TE-F 20 and Star plough (1st) and Emlyn Jones with his Ferguson TE-F 20 and Star plough (2nd).

The hotly-contested Beginners' Class saw a number of Teme Valley committee members having a go, but teenager Lewis Bevan, with his Massey Ferguson 35, took the honours under the watchful eye of his mentor, former Welsh champion, Glyn Morgan.

The club would like to thank Mrs Mann, the landowner, as well all the competitors who made this event such a success.

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

CHEFFINS VINTAGE COLLECTIVE



The ex-Finnish Massey Ferguson 65 timber tractor, complete with rear winch, could have been yours for £4,500.

Cheffins offered almost 180 tractors at its final Vintage Collective of the year, which took place at Sutton, Cambs., on October 23rd.

However, as far as the lots were concerned, it was somewhat a case of quantity over quality, but the tractors sold well, nevertheless. A Ford Ferguson 2N,

that was listed in the programme as a '9N' was a good piece of kit for its price (£3,800). However, the best genuine Ferguson – a TE-L 20 orchard model that was rusty in places – sold for £3,550.

Prices were decent for the range of Massey Ferguson tractors offered. The values for MF35s, MF135s and the



This 1975 MF1200 appeared to be one they all liked at the Cheffins sale, despite its very matt paint. It sold for £19,800 (plus VAT).

MF1200 artic series continue to rise. But, perhaps the most interesting machine was a 1963 Massey Ferguson 65 with Bombardier tracks and Tuiskulan winch on the back, that had come from Finland, via Denmark. It had truck front wheels from the 1980s, was described as a 'good runner' and sold for £4,500.



The big one on the day was this 1991 Massey Ferguson 365 2WD with MF80 loader, that sold for £20,200 (plus VAT).



This Massey Ferguson 675 2WD made £7,500 (plus VAT).

50-TRACTOR AUCTION

There was a good crowd at Fackley Farm, near Mansfield, on October 7th for the sale of 50 tractors plus a lot of assorted farming equipment (1,000 altogether).

The sale was held on the instructions of Ian Taylor, and was conducted by Bagshaws Auctioneers, with Mark Elliot in charge of selling the tractors, with his usual good humour. It was a traditional auction with no internet bidding here, and no buyer's premium to contend with, either.

The first few tractor lots included several Ferguson TE-20s that fell into the 'for spares or repair' category. The best example was a TE-F 20 with side-button start, that made £900. However, doing somewhat better was an original-looking, 1957 French Massey-Harris-Ferguson 30 narrow model with underslung exhaust, which made £3,700.

Among the strong selection of Massey Ferguson tractors was an MF35 with turf tyres that sold for £3,500. This was followed by a 1979 MF590, with Q cab and 6,717 recorded, which sold for £4,150, while a partially-restored MF20 Industrial (2,849 hours) with loader, made £4,500. Also, a Q-cabbed, 1982 MF690 (6,759 hours), made £7,600.

Of the newer machines, an MF398 made £9,000, and a 2004 MF5465 (just 3,905 hours) went for £19,900.



This Massey Ferguson 35 was fitted with turf tyres, and was in good, original condition. It sold for £3,500.



This French-built Massey Harris Ferguson 30 narrow model attracted a lot of attention. It was in good condition, fitted with an underslung exhaust and made £3,700.



The most expensive tractor in the sale was this 2004 MF5465. With just 3,905 hours recorded, it found a new home for £19,900.



◀ The best of the Massey Ferguson industrials was this MF20, with just 2,849 hours on the clock. The loader had seen some restoration, and the combination sold for £4,500.

MASSEYS SELL WELL



Basil Gibbons lends a hand by driving the MF178 in to the sale field; it went on to sell for £13,200.

There were some well-restored tractors being sold at the 173-lot, HJ Pugh Willow Barn Farm sale, which took place at Chandlers Green, in Hampshire, on September 22nd.

The owner spent his early farm life in Kent, before moving to Hampshire in 1966. He started assembling his excellent collection – mainly Massey Ferguson tractors – about 16 years ago, but feels that now is the time to sell.

The highlight for Massey Ferguson enthusiasts was the MF178 Multi-



The Super 90 was something else, even though it was being sold with a minor transmission problem. The hammer eventually fell at £5,600.

Power. Some people thought it wasn't correct because it didn't have the spacer in the transmission, but the 178 model didn't have one fitted, and this example sold for £13,200.

As for the tractor I'd have taken home well, that would have been the American-made Super 90, on which

the hammer fell at £5,600. All the vendor's tractors were up and running, and were certainly a credit to his care and attention.

This was a very good quality sale indeed, but the rarest thing I spotted was a Ferguson tool carrier, which was sold for £2,400.



The mighty MF1100, named Maisie, sold here for £8,200.



This Massey Ferguson 86 4/5-furrow plough made £2,000.



This Massey Harris 701 baler, which was in excellent condition, sold for £2,200.

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	£4,300	£3,400	£4,500	£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	£5,400	£6,500
FE-35 Grey & gold (p/p)	1956-57	£1,300	£2,000	£3,900	£3,000	£4,900	£6,000
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	£7,100	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
35 4WD	1959-64	NA	£9,500	£12,900	NA	£15,700	NA





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
35x Industrial	1962-64	£2,600	£4,600	£9,200	£6,200	£8,100	£9,100
35x Vineyard/Narrow	1962-64	£1,950	£2,400	£6,500	£4,100	£7,250	NA
35x Golf course (grass tyres)	1962-64	NA	NA	£6,100	NA	NA	NA
65 Mk1	1958-60	£1,600	£3,300	£6,800	£4,400	£6,900	£8,600
821 French Hanomag diesel	1959-61	£950	£1,300	£2,700	£2,000	£3,000	£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	£2,900	£3,100	£3,000	£4,400	£5,200
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	£5,700	£8,750	£9,250
165	1971-79	£4,100	£4,700	£10,300	£5,900	£10,400	£11,500

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
165 Multi-Power	1965-71	£4,450	£7,200	£17,250	£6,450	£11,900	£18,000
165 Multi-Power	1971-79	£4,300	£7,400	£18,000	£8,800	£12,200	£20,000
165 4WD	1968-78	NA	£6,900	£16,900	NA	£21,800	NA
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	£14,500
178 4WD	1968-78	NA	£5,900	£19,200	NA	£20,400	NA
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 4WD	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
168 1971-78	4WD	NA	£6,100	£17,400	NA	NA	NA
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	£8,700	£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	£19,500	£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	NA

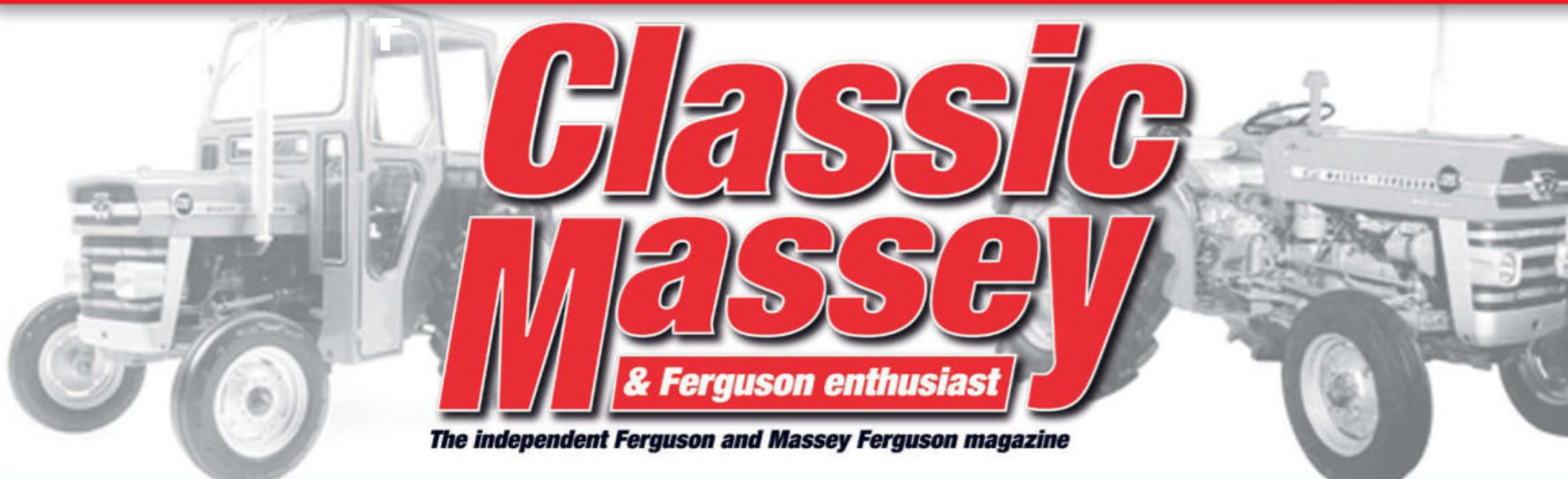




MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
1102S (Eicher German built)	1980-83	NA	£5,600	NA	NA	NA	NA
230	1979-83	£4,600	£8,000	£10,900	£6,000	£8,650	NA
240	1983-99	£3,800	£4,600	£15,000	£6,600	£8,300	£9,400
240 4WD	1983-99	£6,700	£7,800	£10,200	£8,900	£9,400	£10,200
245	1976-83	£3,400	£4,600	£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
275 4WD	1974-83	NA	£6,500	£16,800	NA	NA	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	£5,400	£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	£7,600	£10,900	£18,800	£14,600	£16,500	NA
360 2WD	1986-95	£7,750	£10,250	£20,800	£14,700	£18,700	NA
360 4WD	1986-95	£7,400	£9,800	£22,200	NA	NA	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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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
General Purpose 4x4 SV & OHV	1930-36	£5,900	£8,800	£11,200	£7,000	£12,000	£14,500
Type 25	1933-38	£2,250	£3,400	£7,800	£5,200	£6,400	NA
Pacemaker 12-20	1936-37	£3,400	£4,100	£6,200	£4,900	£5,200	NA
Challenger V	1936-37	£3,900	£5,100	£7,400	£5,400	£7,600	NA
Challenger V front styled	1938-39	NA	£4,100	£7,500	£5,800	£7,700	NA
Challenger Standard axle	1938-39	£1,950	NA	£4,200	£5,200	£5,200	NA
Pacemaker styled	1937-39	£2,200	£3,800	£7,700	£5,200	£8,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super Standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	NA	NA	NA	£3,700	NA	NA
102 Junior Standard	1939-46	£950	£1,800	£2,400	£4,600	£3,100	£5,000
102 Senior Standard	1941-45	£1,300	£2,100	£4,600	£3,300	£4,200	NA
201 245 cu in Chrysler engine	1940-42	NA	£3,600	£6,900	£7,900	£6,100	NA
203 303 cu in Continental	1940-47	£3,200	£3,800	£6,100	£5,900	£6,300	£8,400
203 Perkins P6	1940-47	NA	NA	£5,250	NA	NA	NA
44	1946-53	£1,800	£2,300	£3,000	£3,100	£4,200	NA
55D	1949-55	£2,000	£2,400	£4,900	£2,900	£4,800	NA
55K	1947-55	£1,800	£2,800	£5,900	£4,200	£5,100	NA
22	1948-53	£1,900	£3,800	£3,000	£3,100	£3,500	NA
744 PD	1948-53	£3,400	£3,800	£4,800	£4,500	£6,700	£7,500
744 PD Hi-Arch	1948-53	£3,800	£3,600	£4,500	£4,400	£5,200	NA
745 (inc Sunshine model 1)	1954-57	£3,800	£3,700	£4,900	£3,900	£4,900	£5,750
745S	1957-58	£2,600	£3,700	£9,000	£4,400	£8,900	£6,200
333 V row crop	1954-57	NA	£1,000	NA	NA	£3,600	NA
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,800	£3,800	£5,100	NA
Pony 11 & 14 Woodstock CN made	1947-57	£950	£1,900	£2,400	£2,100	£3,200	£4,100
Pacer 16	1953-56	£1,600	£1,900	£3,300	£2,100	£3,700	£4,750
Pony 811-812- 814-820 French	1951-58	£1,000	£1,400	£2,600	£1,950	£2,700	£3,700





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FERGUSON

FERGUSON 35



£7,000. Grey and gold Ferguson 35 Diesel 4 cylinder. Total engine rebuild. 18 hours. New brakes, steering and tyres. Good starter, very clean. Total restore. Please call 07368 683336, West Midlands.

110459

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



£2,150. Diesel, good starter and condition. New rear tyres, oil pressure and hydraulics good. Garaged. Please call 07915 753745, South East.

110735

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



POA. Restored. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

110624

FERGUSON TE-D 20



1952, £2,500. Complete engine re-build and body restored. With V5 and handbook. All good working order. Dry stored, reg no. JAM 754. With original Tax Log. Circular saw bench also available. Please call 01256 771055, South East.

110602

FERGUSON TE-D 20

£2,750. A good running example fitted with new front tyres. Starts easily and runs well with good oil pressure. Tinwork is complete but has been previously brush painted. Please call 07966881985, South West. (T)

110553

FERGUSON TE-D 20



1948, £1,650. Petrol TVO, front loader. Please call 01743 790747, West Midlands.

110837

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

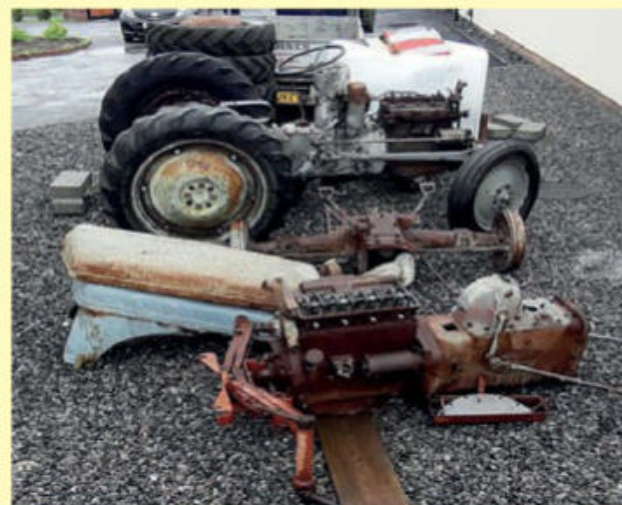
FERGUSON FE-35



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 35



£10,000. With Gardner 4LK engine. Please call 07979 856122, North West.

110604

MASSEY FERGUSON 550



1981, £10,000. In good original condition, engine re-build, new clutch three years ago. Original paintwork and rear tyres. Was featured in Tractor July 2016, road reg. Please call 07789 685451, Scotland.

110843

MASSEY FERGUSON 35



£3,750. Rare narrow versions. Tidy and original. Starts and goes well. Please call 07831 347400, South West. (T)

111122

MASSEY FERGUSON 5610S



£8,500. 2017 Massey Ferguson 6716S Dyna 6. Front and Cab Suspension. Front Linkage. 3 Spool Valves. Please call 01606 592639, West Midlands.

111131

MASSEY FERGUSON 165



1975, £7,850. Rare tractor, only two owners, current owner 36 years. Original V5, complete with Cameron Gardener fork lift with side shift/tilt and front loader. All working. Please call 07732 989314, Scotland.

111141

MASSEY FERGUSON 50HX 2WD DIGGER LOADER

£5,750. C/w 4 in 1 bucket, ditching and 2 digging buckets for backhoe. Please call 01763 780440, East of England. (T)

111148

MASSEY FERGUSON 135



£5,250. V5 present, multi power, power steering, Perkins engine, good starter, sprung seat, some extra's and spares, good tin work, more photo's available. Please call 07910 374240, South East.

111153

MASSEY FERGUSON 165



1967, £7,000. In very good working order, owned for over 45 years, never missed a beat. Please call 01559 370603, Wales.

111156

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 5445



2005, £23,500. Low profile, std shuttle. Please call 01539 620636, North West. (T)

111166

MASSEY FERGUSON FE35



£5,750. Restored tractor. Please call 07790 388252, South East.

111167

MASSEY FERGUSON 65



£5,000. Massey Ferguson MF65 MK2 torque convertor model. Power steering, original tin work, starts instantly. Not used for last 2 years as no shows or road runs. Much admired. Please call 01647 252730, South West.

111171

MASSEY FERGUSON 135



£135. Late model, has pickup hitch. Please call 01747 828272, South West.

111187

MASSEY FERGUSON 200B CRAWLER



£2,000. Not been used for a while, will start and move. Please call 07860843341, West Midlands.

110191

MASSEY FERGUSON 35

£3,350. A genuine petrol/two Massey Ferguson 35 which would make a very useful addition to a smallholding, fitted with a loader and fork. Please call 07966881985, South West. (T)

110545

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, POA. 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 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-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

SALE Highlight

MASSEY FERGUSON 35 4-CYLINDER DIESEL



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

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

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



MASSEY-HARRIS 55



POA. Starts fine electric start nice original barn find. Please call 07855 399487, South West.

110873

MASSEY-HARRIS 5500



1951, £5,500. Excellent condition after restoration. Starts and runs well. Ideal for shows. Please call 01452 722886, South West.

110195

TRACTORS WANTED

FERGUSON 780 COMBINE HARVESTER



POA. For restoration. Perkins L4 diesel engine. Please call 07379 129442, Yorkshire and the Humber.

110100

MASSEY FERGUSON 165

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

108501

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 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.

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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 Fergusson tractor made by EO 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

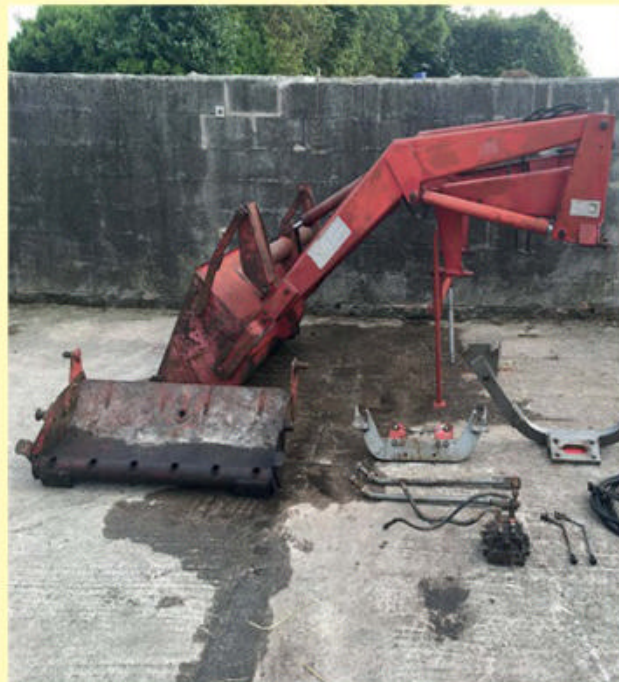
MASSEY-HARRIS TIN SEAT



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

103418

MASSEY FERGUSON 80 LOADER



£1,550. Removed from MF240 but also fits MF135. Comes with all brackets, pipes and spools needed to fit to tractor. Comes with MF muck fork frame to fit loader. Please call 07790 066621, West Midlands.

109847

MISCELLANEOUS

MASSEY FERGUSON CLUTCH JIG



£25. Massey Ferguson Dual Clutch dismantling jig plus clutch dummy shaft and guide studs for reassembling split tractor. MF35, 65-135, 165. Please call 01492 544866, Wales.

110981

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(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.

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You will also receive two free 60cm injection lances.
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Available now on our website or by phone.

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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.

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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.

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*"The relative performance of each product in this test, is as follows;
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DYNAX-S50



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Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



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