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The independent Ferguson and Massey Ferguson magazine

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MF 1200 BUYING

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Autumn 2022



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SCAN TO ENTER



Classic Massey & Ferguson Enthusiast

The Independent Ferguson and Massey Ferguson magazine

Classic Massey & Ferguson Enthusiast
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Three of a kind but in an unusual colour combination. These Fergusons were spotted at the excellent Welland Steam & Country Rally.



Welcome!

The Welland Steam & Country Rally, organised for the 59th time this year by the Ross-on-Wye Steam Engine Society and held on Woodside Farm near Upton-upon-Severn in Worcestershire, on July 29th-31st, was one of the best shows I've been to this year. As far as I'm concerned, it epitomised everything that's good about this kind of event. There was an almost endless variety of interesting vehicles to marvel at, plenty of display action in the main arena, a good working field, lots of additional, family-friendly attractions, a happy, relaxed atmosphere and an informative show programme. It's no wonder this

rally has been christened 'Little Dorset', because of its similarities to the Great Dorset Steam Fair, and I'm already looking forward to my return visit in 2023.

On a less positive note, I was reading recently that the current cost of living crisis is leading to a dramatic increase in rural crime, according to agricultural insurance specialist, NFU Mutual. The theft of tractors, Land Rovers, quad

bikes, livestock and fuel has all increased dramatically following an encouraging decrease in thefts during the pandemic years. So, if you keep your precious tractors at a remote location, or operate a working farm for your living, now could be a smart time to review both your security measures and your insurance cover. The dramatic rises in the cost of fuel, secondhand vehicles and food that we've seen over the past months are

undoubtedly driving the market for ill-gotten gains, so be warned.

Finally, the eagle-eyed among you will have noticed that, instead of being the November/December 2022

edition as planned, this one has become the Autumn 2022 issue. The switch has been instigated by the publisher, Kelsey Media, to help bring the cover date back into line with the calendar month. Under the new system, the next issue will be the November/December 2022 edition, and that will be published on November 4th... much more appropriate!

Chris Graham, Editor

“There was an almost endless variety of interesting vehicles to marvel at, plenty of display action in the main arena, a good working field, lots of additional, family-friendly attractions...”

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



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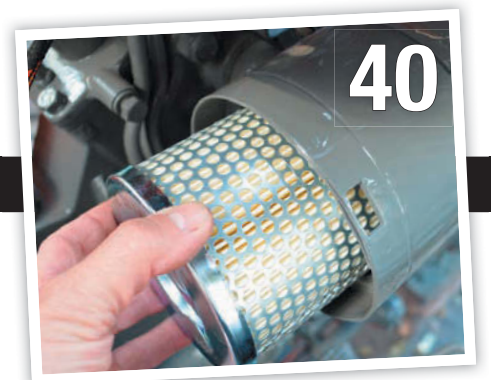
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ARLINGTON CHARITY RUN SUCCESS



Paul Bendit sets off on the first Arlington Tractor Run on his 1961 Massey Ferguson 35.

We were delighted to be invited along to the inaugural Arlington Tractor Run, which took place on July 30th in this tranquil part of East Sussex.

The event was organised by tractor enthusiast and local resident, Paul Holmes, with the aim of not only having some fun but also raising much needed funds for the re-roofing of the village church, St Pancras, Arlington.

Participants and their tractors assembled in the field next to the village hall in time for delicious coffee and bacon rolls that were served in return for a donation to the cause. The event was then blessed by the village's assistant priest, Revd Shirley



Brian Woolgar and his patriotically-adorned MF 65 leave Arlington Village.

Pearce, after which the varied assortment of 30 or so tractors set off on the picturesque route.

Thanks to the kind co-operation of local farmers, most of the route was off road, so the tractors happily made their way across fields and through wooded areas, finishing back at the village hall about three hours later, where a ploughman's lunch awaited the participants.

Paul was evidently delighted with the way the run had gone. It hadn't been promoted outside the area, but interest



There were a number of trailers on the run carrying friends, family and village residents. This one was being towed towards the finish by Ashley Wooler's 1985 MF 240.



Trevor Smith evidently enjoying some off-road running on his MF 135 Multi-Power.

from enthusiastic tractor owners and interested locals was considerable. Many of the villagers enjoyed trailer rides around the route and, for most, it was their first experience of such an event.

It was clear that everyone thoroughly enjoyed

themselves at this relaxed and friendly event and, as an added bonus, the run was able to bolster the church roof fund to the tune of an impressive £785. We gather that those who took part are already looking forward to more of the same next year.



If there had been an award for the 'best dressed' tractor, it would surely have gone to Peter Richardson and his original-looking MF 35X.

MASSEY FERGUSONS IN ACTION

One of Shropshire's top tractor runs was held on July 24th, at Batchcott Hall Farm, near Church Stretton.

The charity event was organised by tractor enthusiast Shaun Middleton,

who explained: "We were expecting nearly 100 tractors to take part. The route took in the beautiful Shropshire Hills, with a midway stop at a local pub for lunch. I'd like to thank the owner, Mrs Borlese, for allowing us to host the event."

Plenty of Ferguson and Massey Ferguson tractors took part, and the proceeds will be split between Cancer Research UK and the British Heart Foundation.

Bob Weir

TRACK THE TRACTORS!

The inaugural Five Churches Vintage Tractor Run will take place on September 17th, starting from Croydon in Cambridgeshire (SG8 0DL).

Tractors will be leaving the start at 11am then passing through the villages of Arrington 12:15, Wimpole Hall 12:45, Wimpole 1.30, Orwell 2pm and Barrington 3pm – all times are approximate.



Use this QR code to access the Track the Tractor app.

Family members of all ages will enjoy seeing a wide range of vintage tractors in action at this free-to-attend event, and will also get the opportunity to talk to owners about the makes and models on display.

In addition, visitors will have the chance to learn about the role of tractors in farming and food production at the demonstration points along the way, and a new downloadable app (use the QR code included here), will allow everyone to track the tractors on the day, to avoid the risk of them being missed as they drive from village to village.

Widening the scope and format of the traditional tractor run will make this a great day out for all involved, and raise valuable funds for the churches in Arrington, Barrington, Croydon, Orwell and Wimpole.

Donations can be made using cash or a card reader on the day, or by making a secure BACS payment online (The Benefice of the Orwell Group of Parishes, A/C No: 04196597, Sort code 09-01-50)

For further information about the event, visit the website at: bit.ly/3K1eX0A.

For those wishing to enter a tractor, please contact Ray Parcell by calling 07786 582210, or sending an email to: rayparcell61@gmail.com

A SHOCKING TALE

A fellow was recently doing a restoration for a customer and, as anyone would do, he began the process with the engine. His first thought was whether or not it would start? His client had supplied a new distributor and leads, a new coil and, of course, a new battery. He had checked before fitting any of these parts that the engine would rotate and, despite the machine having sat unused for many years, it spun freely.

So on went the new parts and the moment came to check to see if there was a spark. To do this he'd removed number four spark plug then

re-connected it to its lead, after which he held it against a suitable earth with his left hand. Next he reached around under the steering wheel to turn on the ignition, then stretched for the gear lever to activate the starter motor.

When the engine began to spin, not only was there a fat and very visible spark at the plug, but the engine fired immediately. It ran surprisingly sweetly on the three cylinders, while our intrepid restorer received the power destined for plug number 4! Apparently it wasn't a nice experience, but the tractor restoration is progressing apace!

John Selley

SALES DIARY

SEPTEMBER

5 Cambridge machinery sale. Machinery Saleground, Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767

5-13 Online timed collective auction, Symonds & Sampson, symondssandsampson.co.uk, tel: 01884 218911

7 Online tractor sale. Harrison & Hetherington, harrisonandandhetherington.co.uk

14 Thainstone online collective tractor sale, Aberdeen & Northern Marts, anmarts.co.uk

17 Dispersal sale of tractors in Somerset, HJ Pugh & Co, tel: 01531 631122

17 Vintage auction at Berwick St John Vintage Country Fair, Southern

Counties Auctioneers, tel: 07971 571612

19-28 Timed online farm dispersal sale, Brighthouse Farm, Lawshall. Lacy Scott Knight, tel: 01284 723890

30 Online timed machinery collective auction, Edward Buckland, edwardbuckland.co.uk

OCTOBER

5 Online sale of tractors, Harrison & Hetherington, harrisonandandhetherington.co.uk

7 Online machinery sale, York Auction Centre, ylc.co.uk

8 Machinery auction, Craven Cattle Marts, Skipton, N Yorks BD23 1UD, CCM Auctions, tel: 01756 792375

9 Collective farm machinery auction, Hilgay PE38 0QH. Barry L Hawkins, tel: 01366 387180

13 Collective machinery sale. Sedgemoor Auction Centre, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410251

17-25 Online timed collective auction of vintage, classic and collectable machinery. Symonds & Sampson, symondssandsampson.co.uk, tel: 01884 218911

19 Thainstone online collective sale of plant, machinery, tractors etc. Aberdeen & Northern Marts, anmarts.co.uk

21 Collective sale in conjunction with Gwilym Richards & Co. Chepstow Racecourse. Greenslade Taylor Hunt, tel: 01278 410250

21-22 Auction, bidding by telephone, internet and commission bids only. Mathewsons, tel: 01751 474455, mathewsons.co.uk

21-23 Ireland online machinery auction, Hassall Brothers, hbireland.com

22 Cambridge vintage sale.

Machinery Saleground, CB26 2QT. Cheffins, tel: 01353 777767

27 Online timed implement sale, Lawrie & Symington, lawrieandsymington.com

28 Online timed machinery collective auction. Edward Buckland, edwardbuckland.co.uk

28 Wessex machinery sale, Shaftesbury SP7 8BT. Southern Counties Auctioneers, tel: 01722 321215

28-30 Ireland Online Yesteryear Auction, Hassall Brothers hbireland.com

31-Nov 8 Online timed collective auction of farm machinery. Symonds & Sampson, symondssandsampson.co.uk, tel: 01884 218911

NOVEMBER

2 Online sale of tractors, machinery and plant, Harrison & Hetherington, harrisonandandhetherington.co.uk



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JULY/AUGUST 22



MAY/JUNE 22



MARCH/APRIL 22



JANUARY/FEBRUARY 22



NOVEMBER/DECEMBER 21



SEPTEMBER/OCTOBER 21



JONATHAN WHITLAM

... spotlights the FE-35 and wonders if it's a tractor that deserves the bad reputation it's suffered with for so many years

Perhaps no other tractor within the Ferguson, Massey-Harris or Massey Ferguson stable can claim to be such a 'Marmite' machine as the Ferguson FE-35 – it seems that most people either love it or hate it!

Introduced to the farming public at the 1956 Royal Smithfield Show in London, the FE-35 caused instant controversy, mostly because it was the replacement for the stratospherically successful TE-20 tractor family, but also because it was an American design rather than one that had come out of the British-based Ferguson organisation. The new model was based on the TO-35 produced in Detroit and, itself, was based on the TO-20, which had been the overseas version of the TE-20.

To add to this, the FE-35 was also the first new tractor to be introduced in the UK since the merger of Massey-Harris with Ferguson, in 1953; although the new Massey-Harris-Ferguson name didn't appear as prominently on the new models, but the 'Ferguson' script did.

Another talking point at the time of its introduction was the FE-35's bold new colour scheme. As with the earlier Ferguson tractors, grey remained the main colour but, on this new model, the engine and mechanicals were finished in gold, making the new tractor appear somewhat garish when compared to earlier Ferguson models. Some people liked it, but others didn't!

On the face of it, the new FE-35 offered plenty to customers. There was the choice of engine for example, with four-cylinder units built by the Standard Motor Company being offered in outputs varying from 29 to 37hp, depending on whether they ran on petrol, vaporising oil, lamp oil or diesel (the latter being the most popular). A six-speed gearbox also offered more choice of ratios than on the TE-20, while the power take-off provided both ground speed or engine speed operation. Also, a new hydraulic system – controlled by two levers instead of the earlier one – came with position control, response control and draft control, so



A Ferguson FE-35 at work with a single-furrow plough.

offered much more versatility than before. The deluxe version of the tractor even featured a dual clutch with live power take-off and hydraulics.

A new style of bonnet was designed for the tractor, incorporating a hinged panel at the top that allowed for access to the fuel tank, radiator cap and the battery, making routine maintenance

but it was still noticeable. Add to this the temperamental, cold-starting nature of the 23C diesel engine, and you can see why tractor drivers began to dislike the new machine.

Nevertheless, the FE-35 became the Massey Ferguson 35 in December 1957, when the 'Massey Ferguson' name and a red and grey colour scheme were

adopted, and a larger model – the MF 65 – was also introduced. The new MF 35 finally lost the four-cylinder Standard engine in 1959, when it was replaced by a much better, three-cylinder Perkins unit.

“Was the Standard 23C four-cylinder diesel engine really that bad? A lot of people who used to use these machines say they were dreadful...”

easy, but without the need for the whole bonnet to tip, as with the TE-20's one-piece bonnet design.

This was an impressive specification list and made the FE-35 an attractive-looking proposition as the TE-20's replacement. It was soon selling well, but that's when the problems started to show! The diesel-powered Standard 23C engine used proved to be low on torque compared to the American Continental engine that had been used for development, and thus seemed underpowered in the field. The new hydraulics did help counteract this,

However, was the Standard 23C four-cylinder diesel engine really that bad? A lot of people who used to use these machines say they were dreadful but, on the other hand, many owners of the FE-35 – and four-cylinder MF 35 – report that their machines start and perform exceedingly well. What do you think? Was the engine the Achilles' heel of these tractors, or was it a problem that was blown up out of all proportion, leading to an unjustified, poor reputation? I'd be interested to hear your thoughts.

GO LARGE!

Chris Graham chats with experienced Massey Ferguson specialist Doug Mottershead about buying and living with the giant MF 1200



If you fancy a large, 1970s classic tractor, they don't come any bigger than the articulated MF 1200. This is a beast of a machine that, having been developed in America, was built by Massey Ferguson at its industrial works in Barton Dock Road, Manchester, between 1971 and 1979.

This massive, articulated tractor followed the design footsteps of the

more powerful, American 1500 and 1800 models, and featured the same, 'hard-nosed' style of bonnet with side-mounted air intake stalk and pre-cleaner element, plus a very square-looking cab. The pivot for the 1200's articulated steering set-up was also similar but, at the rear, an integrated three-point hitch was developed to provide the sort of

The chassis and all panel work was extremely thick on the MF 1200, so it lasts well. Any rust found is likely to be surface-only. The cab wasn't built by Massey Ferguson and the paint quality wasn't as good as the factory achieved.

implement versatility needed for the European market.

Power a plenty!

Power was delivered by a Perkins A6.354, 5.8-litre, six-cylinder diesel engine producing 105hp at 2,400rpm which, back in the early 1970s, was right at the top of the scale here on the home market. The engine's output was transmitted to the wheels via a 12-speed Multi-Power transmission, or an optional, eight-speed gearbox.

The MF 1200 had been designed from the outset as a 4WD tractor, and it rode on large, equal-sized wheels that ensured plenty of ground clearance. These were bolted onto a pair of axles taken from the MF 188, and the tractor's central articulation allowed the front and rear wheels to tilt independently, enhancing rough ground performance. A powerful hydraulic ram turned the machine around its central pivot, with the engine and cab on the front half allowing the driver to face forwards at all times, while the rear wheels followed in the tracks of the fronts.

A 318-litre fuel tank was mounted high up behind the cab, and large, easy-to-remove panels on either side of the engine provided access for routine maintenance. The dry element air cleaner was mounted to the side of the bonnet and the battery was housed under the cab, on the offside, with a swinging door giving easy access. Overall, the amount of attention to detail lavished on the 1200's layout at the design stage resulted in a very user-friendly tractor that was easy to live with, service and maintain.

Driver benefits

A big selling point for the MF 1200 was the quality of its cab. Although it may have looked simple and boxy from the outside, it offered the driver plenty of space, comfort, visibility and refinement. It conformed to the very latest safety regulations and would support the weight of the tractor in the event of a roll-over.

The keys to the interior refinement lay in the fact that the cab – together with the engine, gearbox and transfer box – was supported on rubber mounts,

“... the effect of making the MF 1200 even more desirable to enthusiasts in search of what truly is the big daddy of the Red Giants 100 Series range”



The MF 1200 was the UK's first articulated, 4WD tractor. The 70-gallon fuel tank is built into the back of the cab, so checking the level requires a bit of climbing! Massey Ferguson bought the wheels from a third party supplier so, like the externally-sourced cab, they tend not to be as durable as the rest of the tractor. Standard equipment was 12x38 tyres, but most are fitted with the optional 14x34s. Check for loose, welded-up rim lugs.

and that state-of-the-art insulation had been included, both of which helped minimise the transmission of sound and vibration into the driving compartment. The cab also featured a flat floor, fully adjustable seat, hydro-mechanical controls and a heater/blower to provide the driver with rudimentary 'climate control'.

Above all, though, the MF 1200 had been conceived as a heavy-duty tractor; it was sturdily built, durable and big enough to take the operation of large implements – power harrows, forage harvesters and rotavators etc – in its stride. Plenty of thought had also gone into the vital aspect of weight distribution and, when properly set up, the 1200 could out-pull the best of the rest.

However, with the newest of the MF 1200s now being 43 years old, and the model only having been built in limited numbers – by the standards of most mainstream tractor models – examples on the secondhand market these days are few and far between. But that 'rarity value', of course, has the effect

“Finding and buying an MF 1200 is one thing; having the space to store, live with and use one is quite another”

of making the MF 1200 even more desirable to enthusiasts in search of what truly is the big daddy of the Red Giants 100 Series range.

Buying advice

One such enthusiast is Derbyshire-based, self-employed Massey Ferguson mechanic and parts specialist, Doug Mottershead. He's worked on the MF 1200 professionally, both as a Massey Ferguson dealer employee and, over the past 34 years, as an independent repair specialist. So he's ideally placed to comment on the ins and outs of both buying and owning one of these giant machines.

I visited Doug's Ashbourne home on what turned out to be the hottest UK day in living memory – July 19th – and, as we sheltered in his cool farmhouse kitchen before the photo session, I asked him to begin by explaining the potential problems that an MF 1200 buyer should be aware of.

He started by stressing the importance of establishing that the tractor you're interested in is as original as possible. "Make sure you are able to see a set of decent photographs before you set off for a viewing," he advised. "Plenty of 1200s have been modified over the years, and lots have been used for tough work, such as forestry. I'd avoid any that have been worked in that sort of environment. I'd also steer clear of those that have been fitted with a Hiab crane on the back, or chopped around in other ways; these models are usually beyond viable restoration, in my view."

"Restoring one of these tractors properly is undoubtedly a big and involved job, and the number of unique parts used on the model means that sourcing correct spares nowadays can be a real struggle."



However you look at it, the MF 1200 is a large and imposing machine. Massey Ferguson red paint from this era typically fades to the pink seen here on Doug Mottershead's original example.



A well-equipped dash offered the MF 1200 driver plenty of information, apart from fuel level. However, a simple sight glass was provided elsewhere in the cab.

Practical pointers

"The superb Perkins 6.354 engine is secured to the chassis by four, rubber, anti-vibration mountings. It should be a good starter and can be a bit smokey

until it's warmed. Early models can smoke a lot under load, which is a sign of an injection pump timing fault. Some will have been retro-fitted with an Opico turbo to boost power. The externally-mounted

WHAT TO PAY?

The rarity of the MF 1200 makes accurate valuation tricky as sales are few and far between. However, as a guide, you're unlikely to be able to buy any example (even a non-runner) for less than £7,500, these days. That appears to be the entry level.

For a good, original example, you should expect to pay around £20,000 while, for a machine that's been well restored, prices are likely to start at £25,000.

air cleaners suffer badly with corrosion, and you'll often find that the exhaust system will have been repaired or modified.

"There's never a problem with the chassis because it was made from such thick steel; just about the only thing that can rust seriously is the battery tray (under the cab). At the front, check the axle input seal for weeping fluid loss, and the outer seals near the wheels for leakage. You might also find split brake adjuster rod rubber cup seals, which will be leaking.

"Check the engine-to-gearbox shaft, as the metal/elastic rubber bushes tend to perish and, if you notice a rattle during tick-over, it could be the splined pulley and shaft wear. This pulley also drives two hydraulic pumps, via two pairs of belts. Assess the clutch for thrust bearing noise and slippage, as a clutch overhaul will entail getting the whole unit reconditioned. The 13in drive plate is accessed through cab floor.

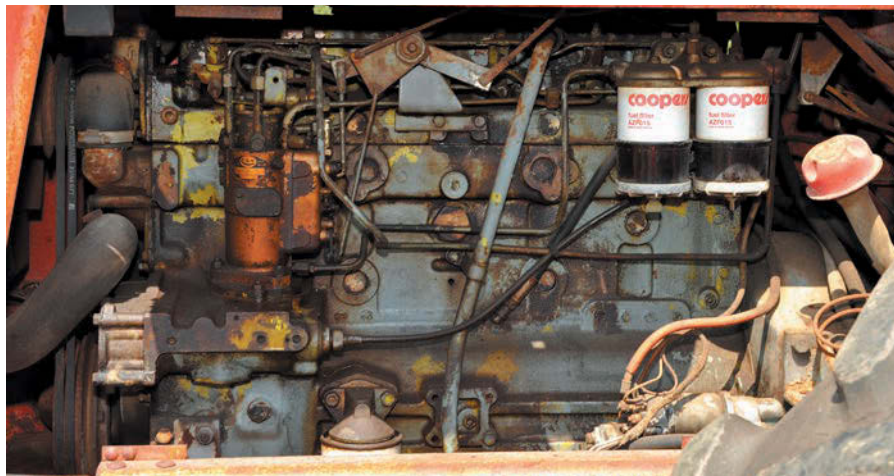
"Check the operation of the gearbox, listening for excessive noise or a tendency to jump out of gear. Also watch out for excessive play in the gear-lever, and oil leaks from the cotter pin. Be warned that most internal components used in the Multi-Power gearbox were unique to the 1200, so finding affordable replacements is very difficult now.

"The transfer box shares oil with both the steering pump and gearbox, and the level can be checked by removing the square-headed bung at the back. Also check the drive shaft for seal leaks. To carry out any internal work on either the gearbox or the transfer box, they'll need to be lifted and extracted through cab door!"

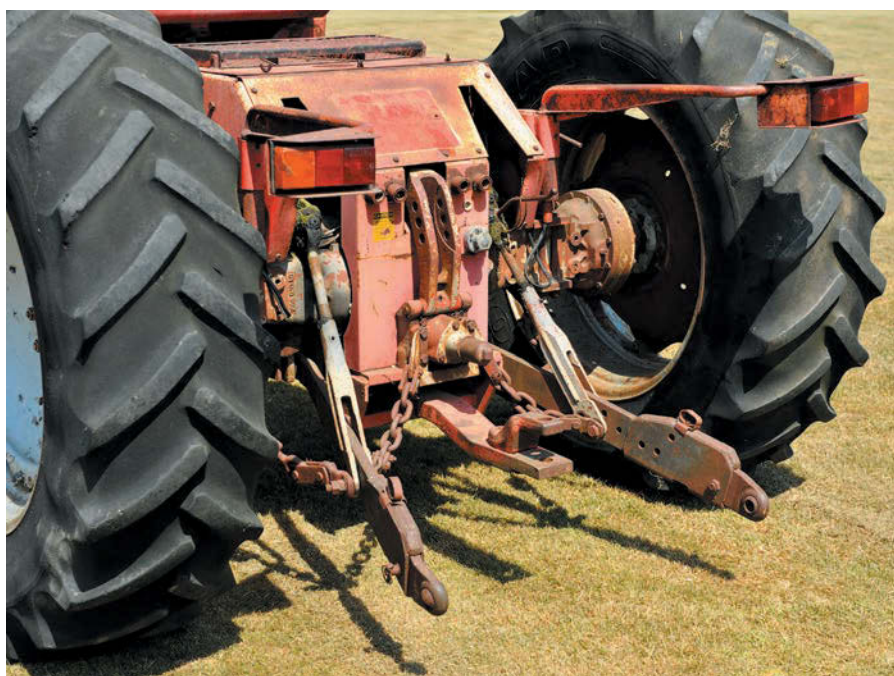
Axles and steering

"Check the driveshaft universal points for signs of wear, and listen for knocking under braking – this can be caused by play in the top and bottom spherical bearings. If there's no oil showing on the rear dipstick, then it's probably the lip seal in the oscillating part of rear axle that's letting the fluid leak out.

"The power steering is fed off the same belt-driven pump as the Multi-Power



Engines were often modified or swapped on the 1200. This one is from a Claas combine harvester.



The 1200 featured an extremely heavy-duty drawbar, but no pick-up hitch. Hydraulics are generally reliable. Rear light clusters on stalks were vulnerable, so are often broken or missing.

system, and it takes oil from the bottom of transfer box through a replaceable, suction filter. The power steering gets priority over Multi-Power so, if there's no assistance, then there's probably insufficient oil in the transfer box. If the steering becomes very heavy when Multi-Power is set in 'high', then there's probably a major leak in the supply to the Multi-Power, through the input shafts to the gearbox.

"The centre housing contains the Scotch yoke hydraulic pump for the lift arms, PTO and diff'-lock pump and clutch pack. A hydraulic quadrant is bolted to the side of the driver's seat, and two operating cables run from this, through a canvas tube, to the hydraulic

top cover. An assistor ram is used, via linkage, to give a greater lift capacity of 3,402kg (7,500lb). These cables often seize up, but the hydraulic systems themselves seldom give trouble.

"To assess the PTO, note how easy it is to turn the shaft by hand (with the engine switched off). If it's really hard or impossible, this could be an indicator of warped plates inside the clutch pack. Again, it's not unusual for the cable to be seized up. It's also quite normal for the shaft to turn when the oil is cold, and when there's no implement attached. However, if it neither drives nor stops, there's probably no output from the pump, due to worn internal splines."

MF 1200 SPECIFICATIONS

Production period	1971-1979
Produced at	Manchester, England
Engine	Perkins A6.354, 5.8-litre, six-cylinder diesel
Bore/stroke	98x127mm
Compression ratio	16:1
Max power	105hp
Transmission	12 fwd, 4 rev Multi-Power or 8 fwd, 2 rev
Dimensions	Length: 199.5in Height: 114.6in Width: 59.8in
Weight	11,370lb (5,157kg)

Diff' locks and spool valves

"The diff' locks on both axles are operated by a cab floor-mounted pedal, and there's a white engagement light on the dash panel. There are some steel and rubber oil pipes in this system which can corrode away or perish.

"Two single/double-acting spool valves are fitted as standard, and operated by two levers to the right of the dash panel. Another belt-driven pump sucks oil from a steel tank under the LH side of the cab, through a changeable filter. Four rubber, high-pressure pipes run under the cab floor, and through the canvas tube to four, quick-release couplings at the rear.

"This auxiliary tank has a dipstick on top plus a filter tube on the left-hand side of the engine bay. Standard fitment is a 2,500psi system which pumps at 4.3 gallons per minute at 1,500 revs. An optional, hi-flow system was available, delivering 2,000psi and 10 gallons per minute.

"The tractor's brakes are fluid-operated via a pedal, with a reservoir under the bonnet flap containing dot 4 fluid. A master cylinder supplies four slave cylinders, two on each axle. The handbrake works mechanically on the front axle only. Later tractors had a longer lever. Check for seized-up or sticking cylinders, usually caused by moisture in the fluid, corroded pipes, perished flexi hoses or rubber cup seal failure."

Further thoughts

Of course, finding and buying an MF 1200 is one thing; having the space to store, live with and use one is quite another. Weighing in at well over five tonnes, it's not a tractor that you can pop on a trailer

Owner's view: Doug Mottershead

"I was attracted to the MF 1200 because of its sheer size, and the fact that it makes everyone smile when they see it! It's also very useful at shows if the conditions get wet and slippery; I've often used mine to tow stranded lorries off a muddy show field.

"This tractor was advertised as having a perfect, 50:50 weight distribution with an implement on the back and, in that guise, it's my view that nothing from that era could pull like a 1200. I've owned my late example for about 15 years, but have never done any serious work with the tractor. However, I have bought a couple of ploughs for it, although both are in need of complete restoration.

"I have to admit that I haven't done much mechanical or restoration work on it over the years; working with Massey Ferguson tractors for my day job, tends to mean that my own machines get put on the back burner. Consequently, it's in the same condition now

as when I bought it. All the paint is original and, due to the characteristic, age-related loss of pigment, it's faded to pink.

"I'd love to be able to find the time to restore it properly but, as things stand, it's the paying jobs that have to take priority. Nevertheless, I still get a thrill from driving the 1200. It's not a fast machine on the road (I've never taken part in a road run in it), but there's a real sense of occasion every time I use it. The refinement in the cab really does match the claims made by Massey Ferguson in its marketing material.

"It's such a shame that so many got cut about and modified for purposes other than working in the fields. I know that one specialist firm used to reverse the cab, fit a large bucket and sell them as dumpers! I've seen others permanently fitted with sprayers, and I know that a number ended up as tugs for trailering boats in and out of the sea which, of course, is a death sentence for any tractor."

and tow around with your Discovery. In reality, moving one of these will require a sizeable low-loader or a big trailer towed behind a powerful, modern tractor. And, at just over nine-and-a-half feet high, you'll need a serious shed for proper storage, too.

Nevertheless, Doug is convinced that this Red Giant is becoming more collectable all the time, and he thinks that most owners tend to hang on to their machines. Those examples that do get moved on are often the ones

that have been abused, so buyers need to be careful. Renovating one of these machines properly will require a thorough, nut-and-bolt restoration. It's a big, heavy job if you're going to do it right and, with the shortage of parts that now exists, useful contacts and the help of other owners will be essential.

With such things in mind, Doug advises that you buy the best you can. "In my view," he told me, "you're always better off paying a higher price in the first place, and getting a tractor that's pretty much



Doug Mottershead has owned his MF 1200 for 15 years, and hopes to get around to restoring it one of these days. He also now supplies various new brake parts, seals and complete sticker sets for the 1200. You can call him on 01335 348889 (evenings only).

sorted, rather than buying something that, although cheap, will require a fortune to be spent to get it right. Having said that, I can understand the attraction. An increasing number of people are realising what the MF 1200 can offer, and the important place it occupies in the Massey Ferguson tractor development story.

"This is a tractor that was a trend-setter in its day, and was a very accomplished performer. In some respects it was ahead of its time, with the emphasis it placed on driver comfort and safety, plus the groundbreaking marriage between engine power and well-engineered four-wheel-drive."

Despite being the first articulated 4WD model available to farmers in the UK, the MF 1200 was never a great seller; perhaps it was just a step too far for the conservative British market at the time. A proportion of the 2,200 or so 1200s that left the Manchester factory were exported to Australia, Denmark and Holland, where the larger fields may have suited the tractor's skill set better. The model was superseded by the improved and slightly more powerful 1250 version in 1979 but, despite that machine's practical benefits, only about 320 were sold, and production came to an end in 1982.

Today, the MF 1200's lack of sales popularity is a distant memory, and of little concern to collectors who now see the model as interesting and even quirky. It's a physically impressive machine that never fails to turn heads, and seeing one out and about – or at a show – is always a rare treat. ■



Storing an MF 1200 requires plenty of space, but the tractor's articulated layout makes it easier to back into spaces than you might imagine.

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CHILTERN VINTAGE TRACTOR CHARITY RUN

Gary Anderson reports on the 16th running of the Chiltern Vintage Tractor Charity Run



The lunch stop on this year's Chiltern Vintage Tractor Charity Run was at the Fawley Hill Estate's magnificently-restored Victorian railway station.

The Chiltern Hills come alive to the sound of vintage tractors in mid-May every year. Families, enthusiasts, retired farmers and anybody else who is keen to see this wonderful countryside from the slow, sedate seat of a vintage tractor, starts polishing and fettling their machinery.

The ground this May was dry thanks to the near drought in April although, on the day of the run (Sunday, May 15th), the odd shower had been forecast early on. However, as the enthusiastic participants enjoyed bacon butties, tea and coffee before the start of the run, the weather held dry and everyone assumed there was good weather ahead.

The Reverend Sue Lepp (priest in charge of the Hambleden Valley churches)

“Very few of those taking part had waterproof gear but, with some creativity with tarpaulins and plastic bin liners, every attempt was made to stay dry”

delivered her first 'tractor blessing' to set us off, and we certainly thank the local church group for its support of this charity fund-raising event every year. In fact, the

Rev Sue enjoyed herself so much that she's already asked to be booked in for next year's event!

This tractor run is known for being a predominantly 'off road' event, and the morning session was just that as the tractor drivers and their machines were challenged by some interesting tracks. The majority of the 65 tractors taking part made it OK, although a few that were pulling heavier trailers did struggle a little. We had a jack-knifed trailer on a steep slope and a few punctures. However, the camaraderie of the event ensured instant technical support, and plenty of help was always at hand.

By late morning, the rain had started and we all thought it was the late arrival of the forecasted breakfast shower; how



Gary Anderson with the raffle's star prize; a beautifully-crafted commemoration of this year's tractor run.

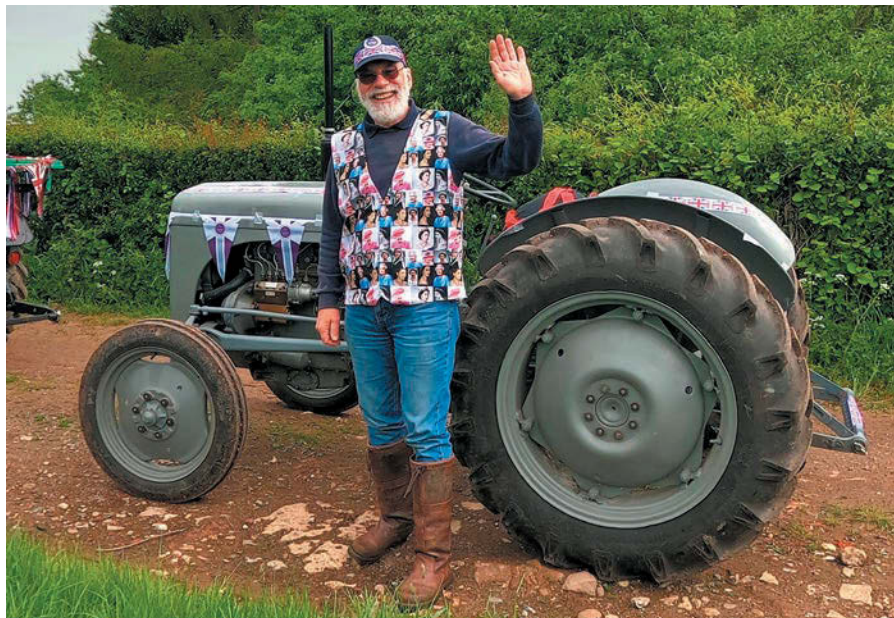


There was certainly a delicious treat in store at the lunch stop, for those with a sweet tooth!



The theme for this year's run was The Queen's Platinum Jubilee; even some of the cakes were suitably decorated in honour of the landmark event.

wrong we were! The sky turned into a solid grey mass and it soon became obvious that the rain was going to be more prolonged. Very few of those taking part (over 100, including passengers) had waterproof gear but, with some creativity



Roland Lawrence with his Ferguson TE-F 20 and Jubilee waistcoat, evidently delighted to be involved in this year's Chiltern Vintage Tractor Charity Run.



Colin and Shirley Edgington with their Fergie and in full, themed regalia.

with tarpaulins and plastic bin liners, every attempt was made to stay dry.

The scheduled lunch stop was at the magnificent Fawley Hill Estate; the private estate of Lady McAlpine and the late Sir William McAlpine, set in the heart of the English countryside, near Henley-on-Thames. Once described by *Country Life* magazine as 'the most bonkers estate in Britain', it is home to a restored Victorian railway station, the steepest standard gauge railway track in the world, a railway museum and over 20 species of animals.

The rain was persistent so all the tractors parked around the railway station, rather than on the steep grass in the animal enclosure. Some nifty parking marshalling ensured that everyone got in. Lunch was organised by the excellent catering team, led by Louise Meakes, and included a tasty BBQ with meat from

the local Lacey's family farm. Salads and homemade cakes, plus an extensive raffle (star prize was a unique piece of woodwork), completed the lunchtime stop.

All funds raised from all aspects of the event go to the Thames Valley Air Ambulance (TVAA). The total raised – £7,150 – was, once again, outstanding, so many thanks to everyone who gave so generously.

I'd like to finish by thanking all the land owners and the teams of volunteers and marshals who helped so enthusiastically on the day. Without their generosity and tireless efforts, this marvellous, community fund-raising event simply wouldn't happen. Finally, talking of fund-raising, if you'd like to help with a donation to the cause, you can do so by visiting **just giving.com** and searching for 'Chiltern Vintage Tractor Run 2022'.

THE ULTIMATE CLASSIC TRACTOR?

We ask whether the ever-popular Massey Ferguson 135 is actually the best classic tractor that money can buy?



This very original Massey Ferguson 135 epitomises the early incarnation of the model, and also the classic lines of its timeless design that became a 'piece of the furniture' on many British farms.

Do you think that Massey Ferguson knew that the 135 tractor would turn out to be the huge success it was, at the time it was launched back in 1964, as part of the brand-new Red Giants range? The model went on to become a firm favourite with thousands of farmers and tractor drivers around the world, and it's still well regarded to this day.

It was manufactured in huge numbers in the USA, France and at the UK factory in Coventry. Here in Britain, there are very few farms that won't have been worked by at least one Massey Ferguson 135 over the years.

The 135's forebears

The history of the 135 tractor begins with the Ferguson TE-20 of 1946, itself largely based on the Ford 9N of 1939, although modified in many ways, including engine, transmission and bonnet design.

The TE-20 gave way to the FE-35 in 1956, then the red and grey Massey Ferguson 35 at the end of 1957. In 1959, a Perkins three-cylinder engine replaced the original four-cylinder Standard Motor Company diesel unit, and this helped to increase the attractiveness of an already very popular tractor model.

The more powerful, and also more well-equipped Massey Ferguson 35X, was the last of this line, and arrived in 1962. Even the revolutionary Ferguson System hydraulics had been improved by the time of this tractor's launch. The 35 was firmly cemented as a pivotal model in the early 1960s; one that, with its various options such as the Multi-Power gear splitter (which effectively doubled the number of gear ratios available and also allowed for clutchless changes on-the-



The distinctive new design of the Red Giant – or DX Series – tractors was radical compared to previous models. The straight-edged tinwork and front grille treatment really set MF's styling pattern for the coming decade. Power for the 135 came from the tried and trusted, Perkins AD3-152 three-cylinder engine, carried over from the 35 and 35X models.



This tractor is part of a collection in Norfolk and, although showing its age, is very original and has plenty of character. Machines such as this are probably the most sought after among 135 enthusiasts, as good working examples become harder to find.

move, from high to low and vice versa in each gear ratio), became a firm favourite on many farms. The 35 remained a bestseller as the decade progressed, and helped keep Massey Ferguson at the top of the sales charts – its only real competition being the likes of Fordson's Super Dexta.

But Massey Ferguson was well aware that it had to keep improving to stay ahead of the competition, and the result

“As the 135 was based more on the 35X, it offered plenty of power as well as a great selection of optional extras”

was a new range of tractors that arrived in 1964. It was DX range, known outside Massey Ferguson as the 100 Series and, by the company's marketing team, as the Red Giants.

The MF 135 arrives

The four-model, Red Giant line-up represented an impressive improvement over the ageing 35 and 65 pairing, and really took the fight to Ford's 1000 Series machines. The range initially included the 130, the 135, the 165 and the 175 with larger, six-cylinder models being produced in the USA. Only the 135 used



The 135's dashboard layout was pretty familiar to users of the earlier 35, and provided plenty of useful information to the driver about the tractor's functions and fluid levels. The steering was very light – as with earlier MF tractors of this size – even without power steering!

a three-cylinder engine; the other three models being fitted with four-cylinder powerplants. This was in contrast to the Ford 1000 Series machines, which all utilised three-cylinder engines, apart from the largest, four-cylinder model.

The 135 was based heavily on the outgoing 35 model under the skin but, externally, the tinwork was all new and very distinctive. This gave the new model a fresh, modern look, with an identity that was shared across rest of the range, tying them all together as part of the same family; the identical bonnet and headlamp treatment was common to all four models.

The contemporary, sharp-edged bonnet design was completely different from the traditionally curvaceous lines of the 35, but the access flaps on the top were retained. The front radiator was an all-new design, too, marrying into the new bonnet itself with a top square section complete with the MF triple-triangle badge placed centrally. Below this the main part of the radiator grille included square headlamps inset within the grille itself.

At the rear of the tractor, rounded, shell-type mudguards were much the same as those used on the earlier 35. The transmission remained the same, as well,



The hydraulic control quadrant, neatly positioned to the right of the driving seat, is simplicity itself to operate.

with the option of the increasingly popular Multi-Power being retained.

As the 135 was based more on the 35X, it offered plenty of power as well as a great selection of optional extras, including the most up-to-date version of the Ferguson System hydraulics, giving the flexibility of both draft and position control as well as external services, plus the added option of response control. All of this functionality was controlled via the quadrant mounted to the right-hand side of the driver.

A new feature was Pressure Control, which could be used in conjunction with a special pressure control hitch to improve traction when using trailed implements; a unique idea and one that worked very well, but wasn't perhaps used as widely as it could have been.

Another option was that of PAVT-type rear wheels. This 'Power Adjustable Variable Track' system was an American design that dated back to the 1950s, and allowed the rear wheel centres to screw themselves in or out to adjust the track width. However, it tended to be more popular on the larger models in the range, especially the MF 175.

The Perkins three-cylinder engine produced 45.5hp, and was a thoroughly proven unit after its service in the 35 (in earlier forms) which started in 1959. Even the front, swept-back-style axle was carried over from the 35, and there



The transmission is easily controlled using these two gear levers, plus a switch on those tractors fitted with Multi-Power.

was also a petrol-powered version offered, which utilised a Standard Motor Company engine (as had been the case with the 35).

The 135 soon proved itself to be a successful machine, and quickly became the best-selling model out of the new 100 Series range here in the UK. It represented the ideal tractor for the average British farm, and was equally well suited to use on both livestock and arable enterprises as a frontline machine. Many TE-20s were replaced by the MF 135.



This rear view shows a common feature of most early safety cabs; the open rear. This was ideal for keeping an eye on the implement behind, but was chilly during cold weather. A fold-down clear sheet was provided, and can be seen rolled neatly at the rear of the cab roof. But once this got dirty, rearward visibility became more limited!

MF 135 SPECIFICATIONS

Engine:	Perkins AD3-152 2.5 litre three-cylinder diesel
POWER:	45.5hp
TRANSMISSION:	6x2 or 12x4 Multi-Power
HYDRAULICS	Category 1, 1,292kg lift capacity
POWER TAKE-OFF	540 and ground 38hp
WEIGHT	1,419kg

The new model also held up well against the competition from Ford, especially as the new blue 1000 Series tractors were encountering teething problems due to their all-new design. The real strength of the 135 – although looking brand new – was that it was a well-proven design underneath the skin, which gave it a significant, practical advantage over important rivals, such as the Ford 3000.

MF 135 evolution

One of the first changes to the design of the 135 (and the rest of the 100 Series, for that matter), was the switch to new, square-shaped rear mudguards. This



This Duncan cab not only met the safety cab legislation of the time, but also the later, 'quiet cab' requirements. It was a popular retro fit among budget-conscious farmers.

was done to facilitate the fitment of a fibreglass weather cab, built for Massey Ferguson by Duple. This cab was seen as the ultimate in tractor luxury back in the latter half of the 1960s. It was quite an expensive option, though, and many farmers preferred the aftermarket alternatives offered by the likes of Lambourn; or didn't bother with one at all!

The square-type mudguards were to remain, being cheaper to produce as they were made from flat steel sheet. This would prove useful as legislation demanded that all new tractors sold in the UK had to be fitted with a safety cab that would meet certain criteria, and protect the driver during a roll-over accident.



The simplest way to make a cabless 135 meet roll-over regulations was to fit an aftermarket roll-over bar, as here on this restored example seen cultivating in Lincolnshire.

Massey Ferguson came up with a two-pronged approach to the safety cab requirement on the Red Giant models, offering the choice of two types of factory-fitted cabs. The first was equipped with full metal cladding and glass in all the windows, while the second – a cheaper alternative – was the same frame but used flexible cladding together with plastic in the side windows. The latter proved popular among cost-conscious farmers!

The 135's front axle was also changed from the swept-back design to a straight bar-type and, gradually, other changes were made here and there, mostly of a small nature. Narrow and vineyard versions of the model were also produced as conversions in the UK, using parts shipped from the French factory at Beauvais. The narrow machines were identical to standard 135 tractors, but were adapted to significantly reduce the track.

The industrial version of the 135 was produced in all-over yellow livery, and was badged as the MF 20. It differed from the standard, agricultural machine in detailed specification, and there was also a 2135 version. European versions were also offered with factory-fitted four-wheel-drive, but this wasn't a feature that Massey Ferguson ever offered its UK 135 customers.

The 148 version...

In 1971, the '8-line' series of tractors was introduced alongside the original models, although the 175 had – by that stage – given way to the 178 which, in turn, had since been replaced by the 185 with more power. This new luxury range saw the 188, 168 and 148 become top-specification versions of the other models, with the 148 being the new version of the 135.

The 148 was powered by the same Perkins engine as the 135, although it was tweaked to produce 47hp, and the Multi-Power transmission became standard equipment. The fitment of a 150mm spacer behind the gearbox produced a longer wheelbase that made the 148 a much more stable tractor when using heavy, mounted implements. The lengthening also resulted in more legroom for the driver, which was particularly noticeable when a safety cab was fitted.

The rear hydraulic system was beefed-up and this, together with strengthening to the rear axle, allowed for the use of heavier implements. Built until 1979, the 148 was eclipsed – like the 135 itself – by the new MF 550, which hit the market in 1976. Despite its obvious benefits, the 148 (with all its extra features) cost a lot

more than the 135 and so, ultimately, was never as popular. Cost-conscious farmers also soon realised that a low specification 60hp 165 didn't cost a great deal more than a full-specification 47hp 148, and so many simply bought the bigger tractor!

“The square-type mudguards were to remain, being cheaper to produce as they were made from flat steel sheet”

The 135's legacy

The 135 remained an extremely popular tractor as the 1970s progressed. But, as agricultural demands grew and more farmers began to buy larger, more powerful machines, many still found a very useful niche role for the little 135, even on larger farms. Industrial versions of the 135 were also popular, being used for many tasks, including municipal work.

As 1976 saw the new quiet cab legislation come into force, this appeared to signal the death knell for the 135, following the launch of the new 500 Series. The new 550 was basically an

upgraded 135, based more on the 148, but was redesigned almost from scratch so that it could include the new quiet SuperCab as an integral part of the tractor, rather than an add-on as the safety cabs had been. But the 550 was still very much a 135 when it came to the engine and transmission, although it was heavier, less nimble and, therefore, not as useful as the old 135, on a day-to-day basis.

The 135 didn't disappear, though, and remained on sale, often in the narrow vineyard form as well as a cheaper option than the new 550, complete with a specially designed, quick-detach cab designed for use in low-roofed buildings that the 550 couldn't negotiate.

However, the writing was on the wall, and the last 135 tractors were produced in 1979. It wasn't really the end of the 135's story, though, as many thousands of these little tractors remained at work on farms across Britain, and also far and wide across the rest of the world – and many still do! And, of course, there are all the 135 tractors preserved by enthusiasts, so that fond memories of these tractors on the farms of the past can be rekindled at shows and rallies.

Over the years, the MF 135 has been labelled by many as the ultimate classic tractor, and that seems to be a very fitting accolade for this amazing little machine. ■

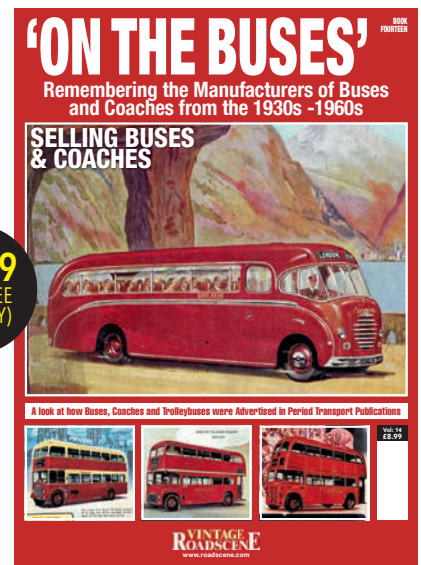


The 135 makes an ideal tractor for everyone, being light and small enough to be easily transported to shows and working events, as well as being ideal for lighter jobs around the farm or smallholding. Be it pottering around with a link box on the back, or out in the field cultivating, the MF 135 is a joy to use.

'ON THE BUSES'

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CAMBRIDGESHIRE CLASSICS

Chris Graham spotlights some of the Ferguson and Massey Ferguson tractors on display at this year's Cambridgeshire Steam & Vintage Vehicle Rally

This successful and popular event took place on July 9/10th, and offered visitors the chance to see a wide range of interesting exhibits, many of which were paraded around the arena in the picturesque setting of Quy Country Park, just outside Cambridge.

Attendance at the show – which has been running since 2009 – seemed good and, like so many events like this, it provided a very enjoyable and friendly family day out.

Here are a selection of the tractors I spotted on the showground.



▲ This 1955 Ferguson TE-F 20 was bought by Chris Deeble in 2021. He doesn't know anything about its history, but says that it was in a poor state when he got it. He's since repainted it and fitted a set of lights.



▲ C Bird's beautifully-presented Ferguson TE-F 20 is a 1952 model.



▲ A young enthusiast lost in thought as he imagines owning a machine like this 'Massey Ferguson 135 Mini'.



▲ This is S Jakins' smart-looking 1963 MF 35. He travelled from Bedfordshire to be at this show and is seen here parading in the main arena.



▲ S Bird and his 1950 Ferguson TE-A 20 with banana loader.



▲ Although this MF 135 wasn't numbered, I could only find one listed in the show programme, so assume that it belongs to L Pettitt, from Cambridgeshire. If so, it's a 1966 Multi-Power model.



▲ This is R Bleet with his 'working clothes', Winsam-cabbed 1964 Massey Ferguson 35X.



▲ C Bird's 1952 Ferguson TE-F 20 in hot pursuit around the show ring!



▲ The show and registration numbers on this grey Fergie didn't match but, going by the reg, it's G Martin's 1948 TE-A 20 model, who travelled from Essex to attend.

WORKING MEMORIES

Jonathan Whitlam recalls the albeit brief but nevertheless influential appearance of a Massey Ferguson 3125 on a Nottinghamshire farm

The Massey Ferguson 3125 has always seemed an impressive machine to me; designed, as it was, to replace both the physically much larger, but also less powerful 3610 together with the 3115, back in 1989. Not only was the 3100 Series a pretty unique club, with only the 3120 joining it later, but they were also just what the majority of British farmers were looking for – six-cylinder tractors producing between 115 and 126hp with a high power-to-weight ratio.

A Nottinghamshire farmer recognised this fact when he began cultivation work on his farm after previously using a contractor. With more time available thanks to fewer work commitments, it made sense to try and bring the main farming tasks – with the exception of crop care and harvesting – in-house and, with both his father and uncle having been ardent Massey Ferguson users for many decades, something from the red and grey camp was the obvious choice.

With the largest tractor on the farm being an ageing MF 290, it was obvious that a couple of new machines would be needed. The largest of these turned out to be a then 20-year-old MF 3125. This tractor was in exceptionally good order and, upon arrival at its new home, it was put straight to work on primary cultivation tasks. With 126hp available from the six-cylinder Perkins engine and 32 speeds from its Speedshift transmission, the 3125 was more than suited to any job that could be thrown at it on the small



This 1992 Massey Ferguson 3125 has an impressive stance, even with partly worn tyres reflecting its 22 years of farm work.



A Dowdeswell four-furrow plough was an easy match for the 3125, even in very dry conditions and with variable, Nottinghamshire soil to contend with.

farm. Those jobs I witnessed it doing included ploughing with a Dowdeswell four-furrow reversible and also breaking up oilseed rape stubble after harvest with a set of Dowdeswell disc harrows. It didn't disappoint, and displayed ample power and grip with both implements.

New in 1992, this 3125 is an Autotronic version, meaning that it is the standard model with electronic control of most

functions – including the three-point linkage, but no Datatronic computer system on board. This tractor also lacked the Dynashift semi-powershift transmission option, but is equipped with optional front mudguards.

With high-capacity rear end, beefy hydraulic linkage (both taken from the larger 3600 Series), and powerful Perkins engine with Quadram combustion



A heavy set of Dowdeswell disc harrows cause no problems for the 126hp 3125, which showed superb traction for its size, even during its second decade of use.

system, the 3125 was just what was needed at the time of its purchase. However, the fact that it lacked all the bells and whistles meant that its stay on the farm was briefer than expected, as the farmer soon decided to upgrade to something newer. Nevertheless, this MF 3125 certainly made its mark, and helped ensure that its then owner's return to farming was a successful one. ■



With the standard Autotronic specification delivering a high level of sophistication for its age, this 3125 isn't fitted with the Dynashift transmission that became available for the model later in the 1990s. Although the Speedshift transmission still offers plenty of gear ratio choice – and is very easy to use – it doesn't deliver the same 'drivability' as the semi-powershift. This was one of the reasons why this particular tractor was replaced after just a few years.

MASSEY FERGUSON 3000 SERIES

Part 7: Jonathan Whitlam concludes the story by considering the lasting legacy of the Massey Ferguson 3000 Series



The 3060 was an original model of the 3000 Series launched in 1986, and was rated at 77hp. This is a later example, as it has the centrally-mounted 'MF' badge on the radiator grille. The 3060 was a popular model, but struggled to represent MF in the 80hp bracket, so was later joined by the 85hp 3065 (Pic: AGCO)

Electronics had featured in agricultural tractors before the arrival of the Massey Ferguson 3000 Series in 1986 but, after that launch, there had been a seismic shift in how farmers regarded electronic control and computer systems onboard their tractors.

As we've seen in this series of articles featuring the design, introduction and evolution of the Massey Ferguson 3000, 3100 and 3600 Series, these tractors marked a paradigm shift in terms of how farm tractors were conceived, built and used. Before 1986, most popular tractors were purely mechanical in nature, utilising little or no electronics. But, following the introduction of the Massey Ferguson 3000 Series in that year, everything changed forever!

However, that's not to say that things weren't beginning to change already,

as several manufacturers began to offer performance monitors with digital readouts and information gathering on their flagship models. Indeed, Massey Ferguson began developing electronic linkage control towards the end of the 1970s.

But most tractors remained purely mechanical until the beginning of the 1990s. Massey Ferguson, though, truly was a trendsetter with regard to electronic control and monitoring systems on the 3000 Series models. This technology was fully integrated into the fabric of its new tractors, which was a first for the industry.

New technology

There was a degree of resistance to the new technology from some quarters, due to distrust about how it would work. Operators were also sceptical about the durability of these systems when exposed to the rough and tumble of daily

farm work. But Massey Ferguson had thoroughly tested the tractors in real-world conditions before the launch, and so was confident that the new machines would prove both sound and reliable. So, in practice, the fundamental problem was one of perception, but some farmers also found the new technology too complicated, so weren't able to get the best from it.

With the benefit of hindsight, the 3000 Series tractors were pretty simple and easy to use, especially when compared to modern machines with their touch screens and multiple computers to operate. To farmers in the 1980s, though, accustomed as they were to mechanical linkages and levers, the small dials and switches of the new Autotronic tractors, plus its automatic disengagement capability, was futuristic stuff beyond their practical experience. Then, when it came to the new tractors equipped with the Datatronic performance monitor; well, that all seemed downright alien!

Massey Ferguson overcame all this with a superb advertising campaign and dealer education set-up that allowed for on-farm demonstrations that could show prospective customers the benefits that the new technology offered. When given face-to-face, hands-on demonstrations, most farmers were soon convinced of how the new 3000 Series machines – and the 3600 Series that quickly followed – could offer more advantages than the competition. After all, these were advanced machines boasting features that were over five years ahead of all the competitors, and they set the benchmark for all tractors that were to follow!

New models

By the end of the 1980s, Massey Ferguson was enjoying increased sales of the 3000 and 3600 Series machines, and this was enhanced by the introduction of new models and upgrades. The 3065, for instance, was a new addition that filled a gap in the popular 80hp segment,



Top model in the original 3000 Series of 1986 was the 107hp 3090, which took power levels beyond the 600 Series that these tractors replaced (Pic: AGCO)



The 3080, with its 100hp six-cylinder Perkins engine, was a very popular model in the original range, and sold extremely well (Pic: Kim Parks)

and was the first of several new models. These included the 3095, that replaced the original 3090, plus the new 3115 and 3125 models that very successfully brought more compact power to the 115 and 126hp sectors. These three were also joined by two new 3600 models as that range was revamped (with the exception of the relatively new flagship 3680; the first MF tractor to be equipped with a Valmet engine rather than the more usual Perkins power plant).

The original 3600 Series, although still radically new, didn't really hit the mark in terms of sales; they were all large, heavy machines despite fairly conservative power ratings, and had a rather low power-to-weight ratio. Their arrival coincided with the time at which the industry started to shift to a higher power-to-weight ratio quotient, particularly in the lower-power, six-cylinder market.

The new 3100 Series addressed this head-on, and was instantly successful, helped by the new Quadram engine technology employed in the new six-cylinder Perkins power plants that introduced new levels of efficiency and torque. These benefits were also included in the 3095 and, later, the 3085, which replaced the older 3080 from the original 1986 line-up.

Another entrant that shared the Quadram engine was the 132hp 3635 while, at the other end of the power spectrum, there was the 3670 and 3690 that replaced the 3680, offering more choice and power at the high horsepower end of the scale. These new 3600 Series models, together with the existing 3645 and 3655, were also the first to get the new Dynashift transmission – a semi-powershift system that gave four powershift ratios in four ranges, and was operated by a small stalk under the dashboard, while



With 113hp under its large bonnet, the 3610 was the smallest of the original 3600 Series line-up, but proved unpopular due to its large size and weight combined with a modest power output. It was the first of the new models to be dropped. (Pic: AGCO)



The interior of this 3115 is typical of what greeted the 3000, 3100 and 3600 Series driver. Cab interior was spacious, light and airy. The controls were easy to use and, on top-spec models, the Dataronic terminal was mounted on the right-hand side cab pillar.



The 3125, with a Perkins 126hp engine, was the largest model in the 3100 range, but was still lighter than the 3610 that it and the 3115 effectively replaced

retaining the tried and tested synchromesh transmission controlled by the two long levers to the right of the driving seat. This provided a very cost-effective, but also



When the flagship 3680 model was replaced by the 3670 and 3690, the 190hp 3690 became the largest model in the 3000 family. A Valmet engine from Finland provided the power for this giant machine that was capable of heavy cultivation work. This promotional photograph shows a 3690 equipped with all-round duals, front-mounted cultivator press plus a rear-mounted power harrow and drill combination (Pic: AGCO)



The 132hp 3635 was the final 3600 Series model to be introduced, and was the smallest in this range. It provided more weight and power than the 3125, and filled the gap between the latter model and the 3645.



The 3085 replaced the 3080 when the Perkins 1000 Series engine was fitted, and remained one of the best-selling models in the range.

advanced, alternative to the competitors' more expensive, and usually power-sapping, full-powershift transmissions.

Dynashift would also be offered on all the smaller six-cylinder models and,

eventually, on the 3075 – a new model that replaced the 3070 and was the final new tractor to be launched as part of the 3000 Series family. The 3075 remained as the only four-cylinder model in that range to include the new gearbox as an option.

By 1995, the 3000, 3100 and 3600 Series had firmly established themselves in the market, both here in Britain as well as in Europe and elsewhere. The initial scepticism had vanished and other manufacturers had caught up with the inclusion of electronic functions, controls and automatic features. Unfortunately, global sales of farm machinery were depressed during much of the 1980s, and the development costs of ranges such as the 3000 family took a heavy toll on Massey Ferguson's finances, leading to its sale to AGCO in 1994.

MF 3000, 3100 & NEW 6100 MODELS

3050 68hp 4-cylinder	6110 71hp 4-cylinder
3060 77hp 4-cylinder	6120 80hp 4-cylinder
3065 85hp 4-cylinder	6130 85hp 4-cylinder
3070 93hp 4-cylinder	6140 90hp 4-cylinder
3075 98hp 4-cylinder	6150 97hp 4-cylinder
3085 100hp 6-cylinder	6160 100hp 6-cylinder
3095 110hp 6-cylinder	6170 110hp 6-cylinder
3120 120hp 6-cylinder	6180 120hp 6-cylinder
3125 126hp 6-cylinder	6190 130hp 6-cylinder

MF 3600 RANGE & NEW 8200 MODELS

3635 132hp 6-cylinder	8110 135hp 6-cylinder
3645 142hp 6-cylinder	8120 145hp 6-cylinder
3655 155hp 6-cylinder	8130 155hp 6-cylinder
3670 170hp 6-cylinder	8140 160hp 6-cylinder
3690 190hp 6-cylinder	8170 170hp 6-cylinder
	8160 200hp 6-cylinder
	8170 210hp 6-cylinder
	8180 260hp 6-cylinder

Massey Ferguson was the first additional 'big' brand to join the AGCO stable, that had originated out of Deutz-Allis following the German KHD firm pulling out of North America. Deutz-Allis had been formed out of the remnants of Allis-Chalmers, and AGCO – standing for Allis Gleaner Co – was begun with a group of North American manufacturers, including White, Oliver, New Idea and others. Massey Ferguson wouldn't be the last to join this growing conglomerate as, later, the likes of Fendt, Challenger and Valtra were also taken over.

New replacements

Designs had already been put in hand by Massey Ferguson for a replacement for the 3000 family by the time the merger



The last of the all-new 3000 family models was the turbocharged 3075; an excellent machine offering lots of power in a lightweight chassis. It also benefitted from the option of the Dynashift semi-powershift transmission.



An impressive line-up of new models at the Grassland '96 demonstration in Warwickshire, with a 120hp 6180 being joined by a 155hp 8130 and the original 200hp 8160 flagship model.

took place, and these finally appeared in 1995 under AGCO ownership. Gone were all the 3000, 3100 and 3600 Series models, replaced by just two ranges; the 6100 and 8100 machines.

New cabs and new styling made the tractors look brand new but, under the skin, they were pretty similar to what had gone before in terms of driveline and options. The new cab had a larger glass area while retaining the overall structure of the 3000 Series design, improving all-round viability from the driving seat. All new controls were fitted inside the cab which made it look almost unrecognisable from what had gone before, and made driving the new 6100 and 8100 tractors a new experience for seasoned 3000 Series family operators.

Datatronic II was a much-improved upgrade of the original system, which

included a new operator terminal, albeit still neatly positioned in the cab pillar, to the right of the driver. Autotronic remained standard, with Datatronic II as an option, but there was now no mention of it on the outside of the tractor. However, Dynashift was still a very popular option, and was denoted by an external decal, and included on smaller models in the 6100 Series range.

The 6100 Series comprised tractors from the 6110 up to the 6180, with the 6190 arriving slightly later. The larger 8100 range spanned models from the 8110 to the 8160 initially, with the more powerful 8170 and 8180 taking power even higher, eventually reaching 260hp – far beyond the 190hp of the 3600 Series 3690 flagship.

The new models of the 6100 and 8100 ranges would take the 'thinking tractor'



The look of the new order in 1995, when the 3000 family was entirely replaced by the new 6100 and 8100 models. Note the new cab design and new bonnets with larger radiator surround on this 100hp 6160.



With its taller bonnet line, the 1995 flagship 8160 model looked larger than the 3690 it replaced – much more than the actual 10 horses, in fact! Over coming years, larger models replaced the 8160 as the largest MF tractor to be built at the Beauvais factory in France, culminating in the mighty 260hp 8180 model, launched in 1998

concept through the rest of the 1990s, eventually being replaced by the 6200 and 8200 models that took the evolution of these tractors even further, with updated features building on what had gone before.

Today, even the very latest Massey Ferguson tractors have DNA directly taken from the 3000 Series family as an intrinsic part of their make-up. In a way, you could also say much the same about every modern tractor – whatever its make or colour – because the Massey Ferguson 3000 and 3600 Series were the very first 'modern' tractors.

When Massey Ferguson designed, developed and launched them back in 1986, the firm made agricultural history. That history is a living one, and can be seen in action on tractors at work all around the world to this very day – and none of it would have been possible without the Massey Ferguson 3000 family of tractors! ■

CLUBBING TOGETHER



John Selley provides another interesting selection of news and updates from in and around the ever-enthusiastic Ferguson Club

RARE TUGS ON SHOW



Harry Ferguson would be amazed if he knew that two of the Ford Ferguson 9N tractors he converted for military use in 1942, were being driven on an operational RAF airfield in 2022!

Harry Ferguson would be amazed if he knew that two of the Ford Ferguson 9N tractors he converted for military use in 1942, were being driven on an operational RAF airfield in 2022! This year's RAF Cosford Airshow featured a vintage village, and the organisers had requested

items of interest for the static displays. So it was that Julie Browning and Gary Anderson provided their beautiful Mototugs for the occasion.

When the USA entered the Second World War, it needed tugs for use on aircraft carriers in the Pacific theatre, and Ford Ferguson converted a number



As aircraft became bigger and heavier, the 9N-based tug was inevitably superseded by more powerful alternatives.

of its 9N tractors for this purpose. Some were also used on military airfields. Many were abandoned or scrapped after the war as, because they had no hydraulics, their use in agriculture was limited. Today just a handful survive in their original specification.

These two Mototugs are both very original. One is from the Ferguson Hunday Collection, while the other is based at the Top Gun Airfield – Miramar, in California. They were used operationally between 1942 (WW2) and the early 1950s (the Korean War). But, as aircraft became bigger and heavier they were superseded with more powerful aircraft tugs.

Gary Anderson

GOING DOWN A BOMB!

I came across the Vintage for Victory show, held in the Library Gardens at Whitchurch, in Cardiff, while searching for events to attend this summer with my tractors. After making some inquiries, my 1949 (just inside the 1940s) Ferguson TE-D 20 was accepted.

I was very pleased about this because it was agreed that I'd be able to park my tractor beside a Spitfire, and I've wanted the chance to get a photograph with one of these superb machines for many years.

I did some research into whether or not Spitfires ever carried bombs, and



Bob Atter's home-made bomb carriage – and its load – was convincing enough to fool a number of onlookers.

discovered that they did, so decided to set about transforming my agricultural tractor into an RAF model, and building a bomb trailer to go with it. The final result must have looked good as the bombs

I built fooled quite a few visitors into thinking that they were real!

I'd like to thank the organisers for putting on such a well-organised and friendly show.

Bob Atter, Wiltshire



The two barn conversions at Crosthwaite, in Cumbria. The buildings were donated to the Addington Fund, and converted in 2018.

HELPING FARMERS

I thought readers might be interested to hear about a charity that the Suffolk branch of the Ferguson Club partially supports. It's the Addington Fund that exists to help those in agricultural and rural communities. It was founded in 2000 in Suffolk, by the Reverend Canons Sally Fogden and Richard Addington, as a means of providing aid to East Anglian pig farmers whose lives and livelihoods were devastated when Classic Swine Fever hit the region.

In 2001, working with the Arthur Rank Centre (ARC) and many other charitable trusts and individual donors, the charity provided an important part of the National response to the devastating outbreak of Foot & Mouth Disease. Between March 2001 and July 2002, it was able to distribute £10.3 million to more than

22,000 families directly impacted by FMD.

Recently, while chatting with Sally Fogden, she recounted the story of one man who had phoned the charity for help. He'd asked how long he would have to wait if his application was successful? Sally replied that, as he'd phoned for help he obviously needed assistance, and that she'd have a cheque with him in no longer than 48 hours, at which point he burst into tears! Years later he was able to repay the gift in full.

Many years ago, the branch supported the Fund by parading with its tractors, alongside members of The Museum of East Anglian Life, through Stowmarket, to attend a service of 'Blessing the Plough'. This service was always held on the first Sunday of the New Year, and heralded the start of ploughing in the area.

Now we support them by attending the 'Lammas Service' which is, in effect, a pre-Harvest Festival, and always includes a loaf made from recently-harvested grain. The changing climate means that this service gets earlier and earlier.

In addition to Disaster Relief, the charity operates a Retirement Homes scheme which buys houses for farmers who find themselves leaving their farm due to ill health, retirement or the non-viability of the operation. This scheme recognises the contribution farmers have made to the rural community, and offers them affordable, nearby accommodation.

Also, as the cost of houses in many rural areas can be beyond the reach of many people who wish to work

A WORTHY CAUSE



Pete Burdass will be raising money and awareness for Motor Neurone Disease next year (2023) by driving his restored Ferguson TE-D 20 from John O'Groats to Land's End. This is a massive task to undertake by any means, but especially hard for a tractor that will be 74 years old! It's a big ask of his family and friends who will be joining him, and supporting him along the journey, which will take approximately 12 days to complete, covering over 1,000 miles.

If you like to help the cause and make a donation to support Pete's amazing effort, then you can do so by visiting [justgiving.com](https://www.justgiving.com) and searching for 'little grey Fergie challenge'.

Incidentally, most regional groups of the Ferguson Club support one or more charities, with proceeds typically going to worthy causes such as air ambulances, local hospices, Cancer Research UK, MacMillan Cancer Support and many others.

in agriculture, and need to live in the surrounding rural community, the charity runs an Affordable Rural Housing Scheme, which aims to provide homes for rent, usually at less than full market cost.

However, perhaps the most exciting scheme – still being finalised – is the Young Entrants Scheme, which will give suitably-qualified and energetic young people a chance to farm in their own right. Such rare opportunities to take a first step on the farming ladder will be given to ambitious, first-generation farmers who have a different approach to running businesses and who, the charity believes, have the potential to make a major contribution to agriculture.

For further information about the Addington Fund, visit the website at: [addingtonfund.org.uk](https://www.addingtonfund.org.uk), call 01926 620135 or send an email to: enquiries@addingtonfund.org.uk ■

John Selley

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](https://www.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!

WELLAND STEAM & COUNTRY RALLY

Chris Graham visits this amazing, three-day event – organised by the Ross-in-Wye Steam Engine Society – that's grown to such a size that many now refer to it as 'Little Dorset'!

This was my first visit to the Welland Steam & Country Rally (July 29th-31st) and I have to say that I was immensely impressed by the sheer breadth of the show. I can certainly

understand why it's popularly referred to as 'Little Dorset', by people likening it to the Great Dorset Steam Fair. The variety of attractions was incredible, and the organisers' aim of creating a genuine

'working event' was certainly achieved. I shall definitely be returning next year.

In the meantime, here's just a sample of the red and grey (plus purple and yellow!) machines that caught my eye.



▲ If there had been an award for the 'most dapper' driver, Gunston Jones, from Llandovery, would surely have been in with a shout. Here he is parading his 1949, P3-engined Ferguson TE 20, resplendent in its working clothes.



▲ According to the programme, vehicle No. 188 is listed as a 1973 Ford Escort 1300E saloon! So, unfortunately, I'm unable to identify the happy driver. But if she reads this and wants to get in touch, then I'll be delighted to set the record straight.



▲ This eye-catching, 1954 Ferguson TE 20 'purple and gold' is owned by Adam Eady, from Llandovery. Angela Eady was listed as having entered a pink Ferguson TE 20, so perhaps they'd swapped tractors on this occasion.



▲ This tidy, 1968 MF 135 Multi-Power, complete with transport box, is owned by Andy Maas, from Stratford.



▲ This Massey Ferguson 188 Multi-Power is owned by Mike Brazington, from Ledbury, and is a 1976 model. Unfortunately, I didn't see it running around the ring.



▲ This imposing, 1973 MF 1155 was surely one of the biggest tractors at the show, and belongs to David Sherwin, who had travelled all the way from Bourne, in Lincolnshire.



▲ Here's Richard Bateman, from Llanelli, on the way to the show arena aboard his immaculate-looking, 1955 Ferguson TE-T 20 Industrial.



▲ This is another machine that, sadly, I didn't see running. It's a 1982 MF 134C crawler, owned by Bill Stokes, from Leominster.



▲ Nearest the camera is Richard Belwood's 1953 Ferguson TE-F 20 Hi Crop, finished in a distinctive shade of yellow.

◀ Ken Gibbard was showing his 1950 Ferguson TE 20 Reekie vineyard conversion, beautifully preserved in its working clothes.

A SOLWAY WORKHORSE

Bob Weir took a trip to Gretna to meet Peter Hornby, and his Massey Ferguson 550 workhorse



Rough but ready... Peter's MF 550 is still hard at work.

Just like Massey Ferguson, Gretna has a proud history. The village is historically the first in Scotland, and is famous for holding runaway weddings. This practice dates back to the 18th century, and grew out of the differences that existed between the English and Scottish marriage laws. Young couples would defy their parents,

and elope north of the border to 'tie the knot'. The blacksmith's shop, where many of these ceremonies took place, is now a popular tourist attraction.

However, agriculture is the dominant industry in the area, and farming makes a very important contribution to the local economy. Peter Hornby is a mechanic, and has lived in the Gretna area for most

of his life. He comes from a farming background, which accounts for his interest in old tractors.

The move to Scotland

"I was born in Wigton, on the English side of the Solway Firth, before we moved across to Scotland," he explained to me. "The family ran a farm in the village



Peter runs his own garage... when he's not busy buying tractors!

of Eastriggs, just to the west of Gretna, and my father was very fond of Massey Ferguson tractors. The area's dealer was located close by, so that probably had something to do with it. My elder brother eventually took over the farm, so I decided to open my own garage, L&P Motors. We specialise in MoTs, but will tackle most repair jobs that come through the door."

“I started getting involved in ploughing matches quite recently, and am now making up for lost time”

Peter has always been interested in tractors, and started his own collection several years ago. "I've collected a lot of different tractors over the years including Fiats and grey Fergies," he explained. "I like refurbishing the machines, and working with tools certainly beats watching the telly every night!"

Peter reckons that owning a garage is a big help, particularly for storing and working on the tractors. "The weather can get a bit unpredictable around the Solway Firth, especially during the winter months," he explained. "Having plenty of space and facilities on hand, allows me to carry out refurbishments at my own pace. It's also important to have the tractors stored under cover.

"Restoring a tractor is about preparation as much as anything else. I

usually try to get hold of any spare parts ahead of starting a job, so there's no delays further down the line. I like to finish a refurbishment as soon as possible, so I can free-up the space. I also do a lot of my spray painting in-house, although I haven't got a sealed booth. So far I haven't had any issues, which is down to proper preparation."

A local machine

Peter acquired his 550 from local Massey Ferguson enthusiast and tractor engineer, Davy Little. "Before Davy bought the tractor, it belonged to another local enthusiast, Stuart Barbour," he recalls. "Stuart has collected virtually all the classic Masseys at one time or other, and managed to get hold of a cleaner example. He decided to let the other MF 550 go, and moved it on to Davy Little. I needed a tractor to take part in road runs, and the 550 suits me just fine.

"When Davy sold me the tractor it was in reasonable condition. It has the standard spec except for the gearbox, which has been taken out of an MF 690. This particular gearbox has 12 forward and four reverse gears. These are set up as three gears plus reverse in two ranges, with an additional two-range speedshift. Gears two, three and speedshift are synchronised." Davy carried out the conversion because he was looking for more road speed. He told me that choosing this particular gearbox involved a bit of trial and error, but that the combination works well.

The Massey Ferguson 500 Series was one of the most important range



Peter Hornby has always been interested in tractors, and started his own collection several years ago.



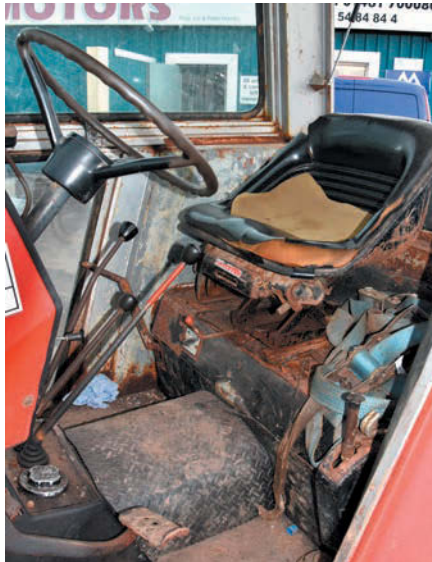
The Perkins AD3.152 that powers this MF 550 was a popular and reliable engine.



The view from the MF 550 driver's seat. By the mid-1970s, getting wet and cold on a tractor was a thing of the past.

of tractors to be introduced in the 1970s and, in a sense, it defined the decade. The company had been keen to capitalise on the success of the outgoing and best-selling 100 Series range, and certainly had its work cut out. Fortunately for classic collectors, it came up trumps, selecting a good engine, an all-new ergonomic cab plus a tried and tested hydraulic system.

Perkins was the obvious choice of engine, and the unit was shrouded by a



Although Peter's tractor could do with a makeover, the Sankey cab was considered one of the best in its class back in the day.

square-cut bonnet. This also provided a home for the battery, the air cleaner and the cab air filter. The standard transmission was a synchro unit, with a well-spaced range of speeds for both field and road work. The Multi-Power gearbox was also available as an option. This offered change-on-the-move clutchless shifting, with 12 forward and four reverse speeds. The downside was that there was no engine braking in 'low', and the tractor couldn't be bump-started.

Smallest in the range

The MF 550 was the smallest tractor in the Series. The hydraulic controls were pure Ferguson, with two levers providing draft and position control. Although this system was no longer state-of-the-art, it was still effective. The launch of the 500 Series also coincided with the transition from drawbars to pick-up hitches.

The 500 Series was also popular for its safety cab. The introduction of safety cabs had transformed the tractor market, and the latest designs were now a valuable selling point. Massey Ferguson was keen to stay ahead of the game, and had commissioned Sankey to design a flat-floor cab with noise levels not exceeding 85db at the driver's ear. Sankey came up with the goods, and managed to produce a design that offered safety, good visibility, unhindered access and ergonomically-driven styling. A two-door version of the cab was eventually introduced in 1979.

When he's not working or restoring tractors, Peter is an active member of the local tractor scene. He's also recently

MF 550 SPECIFICATIONS

MF 550	1977-1979
Engine	Perkins AD3.152
Cylinders	3
Power	47hp (35kW)
Displacement	2.5 litres (152.6cu/in)
Bore	91mm (3.6in)
Stroke	127mm (5in)
Rated speed	2,250rpm
Torque	124.6lb/ft (169Nm)
Transmission	8fwd, 2rev in hi and lo ranges 12 fwd, 4 rev in three gears in hi and lo ranges with two-speed, Multi-Power powershift
Three-point hitch	Rear type II
Rear lift	1,415kg (3,120lb)
Weight	2,086kg (4,600lb)
Wheelbase	208cm (81.9in)
Length	356cm (140.2in)
Height	226cm (89in)
Tyres	Front: 6.00-19 Rear: 12.4-32

started taking part in ploughing matches. "I enjoy going to tractor rallies, and meeting other enthusiasts," he said. "It's usually a good day out, and you can make lots of friends. Most of the exhibitors are very knowledgeable, and you pick up plenty of useful tips. I suppose it's nice winning the occasional rosette, but it's really the taking part that counts.

"I started getting involved in ploughing matches quite recently, and am now making up for lost time. To begin with I used a grey Fergie and won the novice trophy at Kelso. Fortunately, Davy Little is a dab hand at the ploughing, and he gave me some useful tips and advice.

"I've bought several ploughs since, including a Ransome Robin and TS. I've also got a Sherman plough that used to belong to a Ford/Ferguson. I could do with spending some time trying the ploughs with different tractors, until I come up with the ideal combination. As usual it's finding the time and a suitable bit of ground.

Peter also wants to spend some time refurbishing his MF 550. "I don't mind using tractors in farmyard condition, although the Massey could probably do with a bit of a makeover," he said. "The tractor runs as sweet as a nut, but is looking a bit untidy. We'll get winter out of the way and take it from there."



The hydraulics may look a bit rough, but everything's in working order.

A brief history of GKN Sankey

GKN is a multinational company based in Redditch. It was formerly known as Guest, Keen and Nettlefolds, and acquired Joseph Sankey & Sons Ltd in 1920.

GKN can trace its roots to the middle of the 18th century, and the Dowlais Ironworks in Merthyr Tydfil. Following several mergers, Guest, Keen & Nettlefolds was formed in 1902. Sankey had trained as an engineer, and was also involved in the early years of the motor car. He became friends with Herbert Austin and supplied sheet steel components to the industry.

Sankey was also one of the first people to develop steel road wheels. He started production in 1908 from his Bilston works, and later opened the new Hadley Castle plant at Wellington, in Shropshire.

By the time the business was acquired by GKN, it was supplying wheels to many UK manufacturers. At its peak in 1969, the Hadley Castle plant was producing up to 30,000 wheels a day. By 1961, Sankey was manufacturing everything from bumper parts to agricultural implements and trailers. Some Sankey companies had been re-branded 'GKN Sankey' as part of corporate policy and, in 1968, Joseph Sankey & Sons officially became GKN Sankey Ltd.

During the 1970s, Hadley Castle was split into four operating units. One of these was Agricultural Products, which was tasked with supplying tractor cabs for Ford and Massey Ferguson. The company went through several more restructurings, including a change of name to GKN Cabs Division. However, due to the decline of the independent tractor cab market, the operation eventually closed in 2002. ■



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MF 135 RESTORATION

Ben Phillips nears the end of the MF 135 restoration project by installing the resprayed tinwork and re-fitting the repaired cab

**PART
5**

Here's the nearly-finished tractor, before the restored cab was re-fitted.



I was getting to the end of Alan Braithwaite's Massey Ferguson 135 restoration, so much so that the skid unit had been sprayed in Stoneleigh Grey and the tinwork in Super Red. I always like to get the tinwork bolted onto the skid unit as quickly as possible, to minimise the risk of accidental damage. It also frees up space around my workshop.

I normally start by fitting the wings but, in this case, the bonnet went on first. If you remember, this panel had seen

some minor repairs at the front end, with the addition of a new skim of filler. But, looking at it sprayed and fitted, I was more than happy with the results.

Before the bonnet had been fitted, it had been fully assembled, including the grille and lights. The lights were new, as were the plastic cowlings; by the time this 135 was built in the early 1970s, the nice aluminium type had long since been replaced. Plastic goes brittle and is easily damaged, and the light units go rusty inside, so they lose their vibrant lustre.

Inside the bonnet there are some sections of metal that have rubber seals attached, these channel air into the radiator via the upper and lower grilles. Also concealed under the bonnet, behind the radiator, is the oil cooler filter – I'd cleaned out the container and fitted a new filter. Further back, a set of new fuel filters had been fitted but, as the fuel system was all plumbed in, fuel had been run through it and I'd masked-up the filters.

I always opt for good quality filters on my restoration projects, as I think they



Once the skid unit had been sprayed I began to re-fit the tinwork, beginning with the bonnet. If you remember, this had been repaired near the front.



Under the bonnet, these sections that funnel the air into the radiator were cleaned-up, painted and then were re-fitted with the original rubber seals.



Found under the bonnet near the radiator, this filter was renewed. It's part of Multi-Power system; the gearbox oil is passed through a cooler nearby.

need to work well and look good. In this case I chose a set of genuine Perkins parts, so that the fuel and oil ones matched. By the time this MF 135 was built, the front hubs with pressed-in wheel studs had been superseded by a design with threaded holes, and these always benefit from having a threaded tap run through them to clear any dirt or debris. Ignoring this simple task can result in the wheel bolts being unnecessarily difficult



The two fuel filters were carefully masked during the spraying stage, as the whole fuel system was plumbed-in at that point.



The grille was painted in a mixture of black and silver mist. New light units and cowls were fitted.



Running a tap through these threads in the front hubs made it easier to fit the wheels.

to get started, and even harder to bolt in. It's always tricky enough balancing the wheel while lining up the holes and getting the bolt in, without paint or other dirt fouling up the process.

Another new idea on this MF 135 was the dry air cleaner system; the oil bath approach having been replaced by a paper air cleaner element-based system – simple to buy and replace. If you're familiar with the early MF 135s, you'll appreciate that the gearbox configuration pattern is on top of the gearbox. On Alan's tractor, though, it had moved to the top of the gear knob due to the presence of a handbrake limiting the space available on the top of the gearbox.



I'm quite pleased with the shiny paint finish achieved on the skid unit. As usual, I used Vapormatic Stoneleigh Grey paint.



An addition on the later MF 135s was this dry-type air cleaner. Here I'm fitting a new element, which was a simple job.



I always like to make sure that the filters all match up. In this case, I used original Perkins parts; the white looks good against the grey.



I was pleased with how the restored wings turned out, and with the glossy paintwork finish.



The area of the wing where I'd welded-in the repair sections came up particularly well.



Note that the gearbox positions are no longer cast into the top; instead they are on top of the selector knob.



As this tractor is fitted with power steering, it features a small hydraulic ram fitted on either side, mounted on this bracket.

Once I'd removed the cab during this MF 135's initial strip-down, I moved the rolling skit unit outside to take a few photographs. So now, with it complete again apart from the cab, I thought I'd do the same again. It was good to see the tractor out in the daylight and to be able to fully appreciate the finish. The bright light also gave me the opportunity

to check for any imperfections that still needed to be resolved.

The manoeuvring also provided a good opportunity to test the power steering, which had been disconnected while the restoration had taken place. This was a neat system with a ram on each front wheel, and anchored to the front axle. The hydraulic pipes ran to a special



Alan Braithwaite bought this Terex loader to fit the heavy top of the cab.



It took quite a bit of work to get the screen looking right. Here I'm refitting the glass, complete with new rubber seals.



Here the screens are being fitted into the cab frame. They looked so much better with the new rubber seals fitted.



This new cladding, supplied by JW Trim, was of superb quality.

steering box which, during the outdoor inspection, I discovered had a leak. A couple of new O rings were required to put that right.

Pukka Blast visited the workshop to clean up the various cab components and, once these had been painted, it was time to start re-fitting them to the tractor. The uprights were simple to replace, but the top posed more of a challenge. This big, heavy, metal section couldn't simply be lifted into place by hand but – luckily – Alan had access to a loader that he brought to my workshop which meant we could tackle the job with ease. With the main frame back in place, it was time to fit the glass, which had all been removed to allow the metal to be restored properly, and because the rubbers were starting to perish, it was all in good condition, so simply required a thorough clean before being re-fitted.

However, having no previous experience with this aspect of the job, it



The new decals on the hydraulic quadrant looked great. Small details like this are always important as far as an overall restoration is concerned.

was a case of learning as I went along. At the start of the process, I did begin to wonder what on earth I'd let myself in for but, as I progressed slowly, it did get easier. But the fit was extremely tight, and my finger tips certainly knew all about it afterwards! Despite the hard work, I was pleased with the results, and I took extra care when bolting the glass sections into the cab frame.

To complete the cab, a flexible cover was purchased. Alan had done his research into suitable suppliers, and settled on JW Trim, and we were both very happy with what was supplied. It all fitted correctly and finished the cab off perfectly. The final job I had to do inside the cab was to apply the quadrant lever decals and, after doing that, it was ready for Alan's inspection. ■

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Please check with the organiser that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue; we're still living in uncertain times. 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@masadafish.com, or call him on 01323 833125.

SEPTEMBER

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Tel: Nigel 01989 569377

Email: nigel@morrisrussell.co.uk

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www.uskshow.co.uk

10-11

HADDENHAM STEAM RALLY & HEAVY HORSE SHOW

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haddenhamsteamrally.co.uk

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LANLIVERY VINTAGE RALLY

Chark Farm, Redmoor, Bodmin, Cornwall PL30 5AW

Tel: 01208 872921

lanliveryvintagerally.co.uk

10-11

NORTHLEACH STEAM SHOW

A436, Notgrove, Nr Northleach, Glos. GL54 3BS

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northleachsteamshow.co.uk

10-11

35TH HUNTON STEAM GATHERING

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huntonsteamgathering.co.uk

10-11

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Sandringham Estate, Sandringham, Norfolk PE35 6EN

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livingheritagecountryshows.com

10-11

LAUGHTON AUTUMN SHOW

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Tel: 01323 811264

heritagefield.co.uk

10-11

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17-18

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amberleymuseum.co.uk

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prickwillowmuseum.com

2 TOM DONNELLY MEMORIAL CRANK-UP

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ploughmen.co.uk

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beamish.org.uk

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Email: alexandertownroe@gmail.com

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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 are organising a tractor event that you feel would interest readers, then please contact Peter Love directly, by calling 01323 833125 or sending an email to: peterlove@madasafish.com

FERGUSONS TO THE FORE



J Mawer's Ferguson TE-F was working well in the sandy soil at Weeting, with its three-furrow plough.



Here's A Havelock's 1948 Ferguson TE-A complete with Ferguson potato planter on the back.



There were plenty of Ferguson TE-F diesels at Weeting this year, including P Gammon's example.

Since the Proctor family took over the tractor section at the Weeting Steam Engine Rally & Country Show (July 15th-17th) it's gone from strength to strength.

This event is by far East Anglia's largest rally and, this year, visitors were able to enjoy seeing 180 tractors on display, as well as much else besides.

The tractors were certainly very well received by the enthusiastic crowd as they paraded around the ring on each day, and the welcome that exhibitors got from the Proctor family was superb.

All-in-all this was a great event, and one that can be heartily recommended to all tractor fans. The hundreds of exhibits were ably supported by a good range of trade and autojumble stands, and everything was well detailed in the excellent show programme.

Congratulations to the organisers and here's to next year's event, which will be taking place on July 14th-16th, so make a note in your diary!

HARVEST TIME!



The crop was very dense for the 'baby' 1957 Massey-Harris-Ferguson 735. Nevertheless, it worked impressively in the hands of David Philby and Gemma Johnston.

The harvest field is one of the most underrated attractions at the superb Weeting Steam Engine & Country Show. With more than 50 acres to be cut, it was full on action for the classic combine boys, who were mostly using red machines.

Making its debut after a major restoration was Steve Carter's Massey-Harris-Ferguson 780 Special, which was built in Kilmarnock, in July 1958. The 'special' aspects of this machine include hydraulic lift control for the table, independent adjustment from the driver's seat and speed control, of course.

Steve bought this machine from Jimmy Drew in 2013, and the restoration was a relatively easy one. The photos here were taken during the combine's second run through the crops since the renovation was finished, and it certainly performed well.

Further down the line was the 1957 Kilmarnock Massey-Harris-Ferguson 735 combine belonging to David Philby, with Gemma Johnston operating the bagging section. "It was new to Lincolnshire," David explained, and has been in his collection for five years and is working well.



Robert Pratt's Massey Ferguson 735 is a 'work in progress' job, and is certainly coming on well.



216 Steve Carter has done a magnificent job with the restoration of his 1958 Massey-Ferguson-Harris 780 Special.

These 'baby' 735s need some skill to handle properly, particularly the manual table lift, which takes some controlling. But David did a good job, and the Austin (BMC) Newage four-cylinder engine ran sweetly.

In reserve was Robert Pratt's 'work in progress' MF 735, which he's owned for six years. It's required various bits to bring it back to running order, and it's visibly improved every time Robert brings it out.

HEDDINGTON & STOCKLEY

The Heddington & Stockley Steam Rally & Country Fair (July 2nd-3rd) was a great success this year, despite some dodgy weather on the first day.

This is one of the largest vehicle rallies in Wiltshire and, commenting on the event, committee chairman Jerry Field said: "After a prolonged absence, and all the trials and tribulations of the past three years, we made it big! It's been a difficult and long haul, and I must pay tribute to the volunteer committee members for their efforts in organising this popular event."

The tractor section was excellent, with plenty of late classics on display. The show normally features tractor-pulling (not helped by weather conditions) and the Lawn Mower World Championship. A bumper crowd was certainly pleased to be back on site, particularly on the Sunday, with the better weather.

Dave Loveys

The Kilmarnock-built Massey-Harris 745 – with Perkins L4 and hydraulics – was a very underrated tractor. This excellent example was just one of many fascinating exhibits at the Heddington & Stockley Steam Rally & Country Fair.



RECORD CROWD AT 91ST KENT COUNTY



George Simmons' Massey Ferguson 65 Mk.2 was one of the tractor highlights at this year's Kent County Show.

Stunning weather greeted more than 80,000 paying visitors who flocked to the show ground at Detling for this year's Kent County Show (July 8th-10th).

Following a cancelled show in 2020, and the 'restricted' Summer Fayre last

year, this year's event – the 91st to be run – saw something of a re-focusing, as the organisers steered the event back towards agriculture, animals and education.

Commenting on the show, Kent County Agricultural Society chairman, Julian Barnes, said: "I'm exceptionally pleased with how successful this year's event has been, and would like to thank the hard work of our operational team, as well as the army of volunteers, my fellow directors and the support of our sponsors."

The Heritage section saw a bumper crowd visit its area, which included an enlarged parade ring in which there were regular parades – including a good variety of tractors – over the three days.

PACKED PARHAM PARK!

It was great to see a proper vehicle rally back at Parham Park in West Sussex this year (July 9th-10th), staged by Sussex Steam Engine Club Ltd and friends. It attracted over 20,000 visitors, outperforming the Wiston House events the club used to organise.

This isn't the first time that an event like this has taken place on this site, but this was laid out totally differently and had many more exhibits than those earlier events that took place in the 1980-90s. In fact the ring position was the only thing I could see that was in the same place.



This Massey Ferguson 35 vineyard was a winner at Parham Park.

A good selection of grey and red/grey machinery was on display, including the Goldring family's beautifully restored, 1975 Massey Ferguson 165 that was bought in 1993 from the Canterbury area. However, the star among the Massey Ferguson exhibits was undoubtedly Simon Wright's 1972 MF 1150, which he bought in 2019 and restored to a high standard. This impressive tractor made its restoration debut at the Tractor World show at Malvern, back in May.



Simon Wright's Massey Ferguson 1150 was the star in the impressive Friends of Ferguson Heritage members' display.

MARSWORTH MAGIC



This Massey Ferguson 185 with Flexi cab was looking good at Marsworth.

The Marsworth Steam & Classic Vehicle Rally took place on June 19th at Startop Farm, Marsworth in Buckinghamshire, and was returning after a Covid-enforced absence.

The compact show site is situated next to the Marsworth reservoirs, not far from the Grand Union Canal, and the organisers were probably surprised by the numbers of visitors and vehicle exhibits that attended.

The show was opened by a Tring Auctions auctioneer and, overall, was a very good event. Well done, one and all!



What a stunning, late MF 65 Mk.2. complete with Lambourn cab.

WROTHAM CLASSIC IS BACK

This event had rather lost its spark in recent years but now, under the care of the West Malling Lions, it's been revived as a one-day show, which took place at the end of June.

Traditionally, this event has always featured an excellent autojumble and, happily, that continued this year. It was also good to see that most sections were up on the previous event, in attendance terms.

There were just over 50 tractors on display from the local area, including a plethora of Fergusons. Among these was Sarah Champion's pink, 1948 Ferguson TE-A 20, a Lenfield narrow Ferguson TE-F 20 conversion and a standard example supplied by Barclay Motors. Visitors also enjoyed seeing assorted MF 35s and 135s.

The crowd certainly looked like a big one, and it was pleasing to see the event back on the calendar. Let's hope it stays that way.



There was a good selection of Ferguson and Massey Ferguson tractors at Wrotham, including this MF 135.

STRUMPSHAW, AS POPULAR AS EVER



Maurice Law just loves his 1962 Massey Ferguson 35!

This event, which took place at the Strumpshaw Steam Museum, near Norwich (June 2nd-5th), was packed over the Platinum Jubilee weekend.

As always, visitors enjoyed a friendly and welcoming atmosphere at this show and the tractor section – organised by Dave Filby – was impressive. There was a great line-up of Ferguson and Massey Ferguson machines, and all looked glorious in the brilliant sunshine as



John Chittock and his 1947 Ferguson TE-20 was certainly enjoying the show.

they paraded around the show ring. Of particular note was Gary Springall's 1963 Massey Ferguson 35X Multi-Power.

As always, this was a thoroughly enjoyable show that was superbly organised by Stuart Hines.

SALES CORNER

Peter Love reports with details of the Ferguson and Massey Ferguson movers and shakers changing hands in the past month or two

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

AIDAN STRAIN COLLECTION RECORDS

Cheffins hosted an on-site sale of over 80 classic and vintage tractors on April 2nd in Newry, Northern Ireland. The tractors were sold on behalf of well-known collector, Aidan Strain.

Aidan began amassing his collection in the 1990s, with a focus on Massey Fergusons but recently took the decision to sell the tractors to allow for the growth of his electrical business.

The sale generated many record prices, including a pair of concours condition Massey Ferguson 35Xs that sold for £12,500 and an amazing £18,500, respectively. In addition, a 1973 MF 135 four-wheel-drive with Sekura cab made an amazing £31,000, while a Ferguson Brown A sold for a whopping £42,000.

Cheffins director, Oliver Godfrey, commented: "The Aidan Strain sale was extremely well attended, with over 400 registered buyers coming along on the day and an additional 250 registered online. Buyers came from all over the UK and Europe, with many of the top lots set to stay in Ireland.

"The collection created huge amounts of interest during the lead up, and we saw some extraordinary prices paid for the tractors on offer. This was one of the largest single vendor collections to become available in Northern Ireland in decades, and we offered some of the best quality examples of Massey Fergusons."

WILLIAMS SALE DOES WELL

Auctioneers Williams Associates held a disposal sale for Mr and Mrs P Mayberry on May 5th, at Ynysarwed Farm, Resolven, Neath, Wales.

The collection included a number of fine vintage tractors, including a 1960 Massey Ferguson 65 Mk.1 that looked rather dusty (and previously restored), which sold for £4,800. Also of note was a Ferguson three-ton flatbed trailer in restored condition, and this was moved on for just £900.



This Massey Ferguson 65 Mk.1 had been restored before, and was sold by Williams Associates for £4,800.

WJ NAISH SALE



This 1958 Massey Ferguson 35 with 23C engine found a new home for £4,400.

Greenslade Taylor Hunt's Sedgemoor Auction Centre team held an extensive dispersal sale for WJ Naish & Sons Ltd, on May 26th, at Glastonbury, in Somerset.

It was a 228-lot sale that was rather chaotic to follow, and details were rather scant in many places. Thankfully, though, it all turned out fine in the end!



This Ferguson 35 grey and gold (in restored condition) changed hands for £5,000 at the WJ Naish & Sons Ltd dispersal sale in Glastonbury.



▲ This Ferguson 35 vineyard sold well at £3,100.

◀ Some £550 was paid for this Perkins P3-engined Ferguson.

RODNEY COWLE SALE



For a model that's always been rather unfashionable, the sale of this MF 4880 artic for £41,000 (+ VAT), has certainly turned the tables.

Against a backdrop of glorious weather, combine harvester dealer Rodney Cowle staged its second classic collective sale at Winkleigh, in Devon, on May 28th.

With a good number of later classics coming under the hammer at this sale, a good proportion found new homes at



This 1996 Massey Ferguson 375 2WD got moved on for £12,800 at the Rodney Cowle sale in Devon recently.

excellent prices. The majority of tractors being sold were Ford and Massey Ferguson in this 275-lot sale, and the highlight for me was the 1985 MF 4880 artic, which was sold for a record-breaking price of £41,000.

The tractor was in good working condition, and was of a type that's always been rather unfashionable, until now!

STANFORD BRIDGE FARM COLLECTIVE



This Ferguson TE-F 20 was showing signs of work on the bonnet and wheels, but the engine area had been forgotten.

Cheffins was acting on the instructions of FGS Agri Ltd on June 16th, at Stanford Bridge Farm, at Pluckley, in Kent. The sale was a 500-lot clear-out for a number of customers, and the weather was as hot as the prices achieved!

Of the Massey Ferguson machines

that sold on the day, those that caught my attention included a 1990 MF 3070 4WD with 4,238 hours and in average condition, which went for £6,400 (+ VAT), an MF 158S narrow with Duncan cab that made £3,500 (+ VAT), an MF 35X (No. SNM310096) narrow needing work, which made £3,000 (+ VAT) and a Ferguson

ANNUAL SMALLWOOD COLLECTIVE

Barbers Auctioneers held its annual Smallwood Collective Sale in Cheshire on May 27th.

The auctioneer had to work hard to make himself heard above the horrendous wind on the day, but managed to get the sale completed. Notable among the lots was a Lambourn-cabbed Massey Ferguson 135, complete with original wheels, that sold for £4,500.



Built as a narrow, this Massey Ferguson 35X was on wide settings and sold for £3,400.



This French-made MF158S appeared somewhat unloved, but went on to sell for £3,500.



While not perhaps the best example, this MF 5470 was sold for £16,500.

TE-F 20 diesel (No. 514934) that had been restored before, and sold for £1,750.

FERGUSONS STAR AT LLANSANTFFRAID



This Ferguson Brown A made £21,500.



This 1943 Ford 2NAN went on to sell for £4,000.



The ex-Harry Ferguson TE-A demonstrator could have been yours for £4,000.



This original-condition, 1957 Ferguson FE 35 sold for £3,250 in Wales.

Howard Pugh headed to Llansantffraid, Powys, on June 18th, to handle the 296-lot Doris Thomas sale in front of a good crowd. The stock was well liked and good prices were achieved.

An early Ferguson Brown A (No. 293) got moved on for £21,500, while the ex-Harry Ferguson Ltd 1948 demonstrator Ferguson TE-A 20 sold for a very good £4,000. Continuing the 2022 trend,

the Ford Ferguson 2NAN sold for an average £4,000.

Other results included a Ferguson FE 35 with loader (requiring work) that made £1,650, a 1957 Ferguson FE 35 25ATU original that raised £3,250, a Ferguson TE-D 20 with a Lambourn cab and previously restored that went for £1,300 and a Ferguson TE-20 in need of work that found a new home for £1,400.

RC BAKER CLEAR-OUT

Cheffins held the RC Baker clear-out sale near Banbury, in Oxfordshire, on June 29th.

Notables that moved on during this 300-lot sale included a Ferguson TE-F 20 diesel needing work that sold for £1,100, a TE-A 20 also needing work that went for the same money and a TE-D 20 petrol/paraffin that made £750.

Finally, an original-style Ford Ferguson 2NAN p/p sold for £2,700, and all prices required VAT on top.



This Ferguson TE-F 20 diesel went for £1,100 at the RC Baker sale.



This Ford 2NAN petrol/paraffin, which Cheffins sold in Banbury for £2,700, was a dusty gem.

SUNDERLANDS' COLLECTIVE

Sunderlands held its collective at Woolerton Grange, Ludlow, on July 2nd, and the sale included several tractors of interest to us. Most notable was a Ferguson TE-F 20 diesel that had been pulled out of a barn and was in rusty condition; it made £1,800.

There was also an MF 362 2WD – fitted with an MF 875L loader and showing roof damage – that sold for £12,000.



This Massey Ferguson 362 2WD, with MF 875L loader, sold for £12,000.



This rusty 'barn find' Ferguson TE-F 20 went to a new home for £1,800.

MFs STEADY AT FMC

Over in Northern Ireland, FMC Auctions Ltd held its annual collective in Ballymoney, County Antrim, on July 2nd.

However, the sale proved to be very

hard work for the auctioneer at times – especially with many of the classic cars being sold at the event. Not all the tractors were sold, either, but most examples from the AGCO family did OK.



This imported MF 148 needs the works, and was sold for £5,700 in County Antrim.

Some £20,000 was offered for this Massey Ferguson 1200.



A restored Massey Ferguson 188 Multi-Power could have been yours for £14,000.

PRICE GUIDE

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

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

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

PRICE GUIDE BANDS EXPLAINED

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

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

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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
WALLIS							
Wallis Cub	1914-17	£17,450	£28,000	£46,000	£34,000	£54,000	NA
Wallis Cub Junior	1917-19	£16,500	£26,000	£42,000	£34,500	£37,900	NA
Model K	1919-23	£1,500	£6,900	£10,000	£8,200	£9,900	NA
Model OK 15-27	1923-27	£2,900	£3,800	£9,000	£7,800	£9,800	NA
Model 12-20	1929-32	£2,900	£3,600	£8,100	£12,200	£14,200	NA
Model 20-30	1927-32	£2,800	£4,400	£8,900	£7,900	£8,700	NA
FERGUSON							
Ferguson-Brown	1936-37	£13,500	£22,500	£34,000	£28,000	£36,200	NA
Ferguson-Brown	1938-39	£11,800	£21,000	£32,000	£26,200	£41,000	£53,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£29,900	NA
TE-20 Continental	1946-48	£1,200	£2,100	£9,200	£4,700	£6,600	£7,100
TE-20 Narrow Perkins P3 Conversion	1946-48	NA	£2,300	£4,100	£3,100	£3,900	NA
TE-A 20	1947-56	£950	£1,500	£4,900	£2,900	£5,400	£5,800
TE-A 20 half-track	1947-56	NA	£4,500	£24,000	£7,600	£16,400	NA
TO-20	1948-51	£1,200	£1,700	£3,900	£2,600	£3,700	NA
TE-D 20	1949-56	£1,100	£1,200	£6,200	£2,100	£4,250	£6,750
TE-D 20 full-track	1949-56	NA	NA	NA	£7,500	NA	NA
TE-D 20 Twose roller	1953-56	£4,750	£6,900	£21,500	£9,800	£24,000	NA
TE-F 20	1951-56	£1,700	£2,600	£9,200	£3,800	£5,900	£7,600
TE-F/T 20 Industrial diesel	1951-56	NA	£2,950	£9,300	£4,900	£6,900	NA
TE-E 20 narrow p/p	1949-56	£1,200	£1,700	£3,600	£2,700	£3,900	£4,100
Perkins P3 Conversion	1946-56	£1,200	£3,100	£4,900	£3,600	£4,900	£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
TE-L 20 Vineyard p/p	1952-56	£1,100	£1,900	£5,300	£3,400	£4,500	£7,100
TE-K 20 Vineyard petrol	1952-56	£1,120	£1,800	£4,300	£2,900	NA	£4,350
TE-P 20 petrol Industrial	1952-56	£1,350	£3,100	£4,800	£13,200	£6,200	NA
TE-E 20 narrow	1951-56	£1,600	£1,400	£4,900	£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	£1,900	£2,300	£3,700	£3,100	£4,100	NA
TO-35 USA-built	1954-57	£1,600	£2,800	£3,400	£3,000	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£1,200	£2,300	£5,200	£4,100	£5,400	£7,200
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	£4,900	NA
95 & Super 95 (MM)	1958-62	£2,200	£3,400	£6,900	£4,100	£7,800	£7,400
97	1962-65	£3,100	£4,200	£7,700	£5,800	£7,700	NA
97 4x4 (MM)	1962-65	£3,900	£4,600	£7,100	£6,900	£8,700	NA
98 GM-371 (Oliver-built)	1959-60	£3,300	£4,800	£5,100	£5,800	£9,600	NA
35 Standard 23C 4-cylinder	1957-59	£1,400	£2,700	£6,900	£3,900	£6,920	£9,900
35 Standard Industrial	1957-59	£1,500	£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 petrol/paraffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£5,200	NA
35 Perkins 3.152 engine	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 engine	1958-62	£1,900	£2,100	£7,900	£4,100	£9,500	NA
88 Continental engine	1959-62	£2,600	£3,400	£6,400	£3,900	£8,800	£7,900
90 Super	1961-65	£2,800	£3,600	£6,900	£5,200	£7,800	£10,250
35 Perkins 3.152A	1962-64	£1,950	£4,100	£14,600	£5,900	£12,100	£14,900
35X	1962-64	£1,200	£5,400	£15,400	£6,600	£12,400	£15,400
35X with Multi-Power	1962-64	£1,950	£4,900	£18,800	£7,800	£12,800	£16,100
35 Hi-Clear	1959-64	NA	£4,600	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 6X
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	£3,100	£5,200
21 French Peugeot petrol	1959-61	£900	£1,250	£2,950	£3,800	£4,600	NA
DT7000 (Landini MF) 4x4	1960-64	£1,200	£2,850	£6,200	£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	£2,100	£2,700	£3,400	£3,100	£4,200	NA
42 French	1962-64	£2,100	£2,800	£5,400	NA	£5,700	NA
65 Mk2	1960-64	£1,850	£3,400	£7,100	£4,800	£9,900	£12,100
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	£9,900	£5,300	£9,200	£10,600
130 French	1965-72	£1,900	£2,900	£4,100	£3,000	£5,100	£6,200
135	1965-71	£2,600	£4,600	£18,100	£5,900	£10,100	£14,200
135	1971-79	£2,800	£7,800	£11,700	£6,450	£11,100	£14,200
135 Multi-Power	1965-79	£3,100	£5,100	£14,200	£7,900	£12,200	£18,750
135 Vineyard	1965-79	£2,900	£4,500	£6,200	£5,200	NA	NA
135 Industrial	1965-79	£2,600	£4,100	£8,900	£6,400	£8,700	£12,300
135 petrol (Standard engine)	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 engine)	1972-79	NA	NA	£7,400	NA	NA	NA
135 4x4	1965-79	£7,900	£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	£1,900	£2,400	£5,200	£4,100	NA	NA
145 French	1965-75	£1,950	£2,600	£5,300	NA	NA	NA
155 French	1965-75	£2,100	£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	£19,500
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	£1,950	£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	£2,700	£3,100	£11,900	£9,100	£12,400	£14,650
148 Multi-Power	1972-78	£2,900	£4,900	£14,200	£8,900	£11,700	£17,100
168 Multi-Power	1971-78	£3,700	£4,500	£17,800	£9,600	£15,100	£12,500
168 4WD	1971-78	£4,900	£12,200	£16,100	£10,400	£17,400	NA
185	1971-78	£3,900	£4,300	£12,000	£9,900	£12,800	NA
188 Multi-Power	1971-78	£5,900	£9,575	£33,300	£12,800	£18,700	£22,100
188 4WD	1971-78	£6,600	£12,400	£28,500	£14,100	£21,400	£28,500
1100	1964-67	£3,400	£6,400	£12,000	£8,900	£12,700	£13,200
1080	1968-72	£2,400	£3,900	£5,700	£5,800	£7,800	£12,300
1130	1964-72	£3,700	£5,200	£8,900	£6,950	£7,100	£11,000
1105-1135-1150	1973-78	£3,900	£5,950	£12,100	£9,800	£11,900	£13,400
1200	1975-79	£8,700	£16,000	£31,500	£19,500	£27,600	£31,600
1250	1979-80	£9,900	£16,500	£28,900	£17,900	£19,800	£29,300
1505	1974-76	£9,250	£18,200	£30,000	£19,100	£28,700	NA
4840	1980-82	£8,900	£12,300	£27,100	£18,900	£25,400	NA
2745	1978-83	£6,900	£4,500	£10,500	£7,600	£11,200	NA
2805 V8	1976-83	NA	£12,700	£19,800	NA	NA	NA
550	1976-79	£5,400	£6,700	£27,900	£13,900	£15,900	£19,750
565	1976-82	£5,100	£6,800	£17,100	£14,800	£16,200	£16,900
575	1976-83	£5,700	£6,750	£19,100	£14,200	£15,900	£16,000
590	1976-83	£5,750	£6,700	£14,200	£9,200	£13,300	£15,100
592 French	1979-84	NA	NA	£9,500	NA	NA	NA
595	1979-83	£4,750	£8,700	£16,200	£9,900	£14,900	£16,300





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
1102S (Eicher German-built)	1980-83	NA	£7,600	£10,300	NA	NA	NA
230	1979-83	£5,600	£8,400	£21,900	£7,200	£9,650	NA
240	1983-99	£5,800	£4,600	£15,000	£6,600	£8,300	£9,400
240 4WD	1983-99	£6,700	£7,800	£20,200	£7,900	£11,400	£12,200
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	£14,900	NA
254 4WD	1982-87	£7,900	£4,750	£9,200	£5,500	£7,400	NA
265	1974-83	£4,500	£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	£14,500	£8,870	£10,950	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	£4,700	£5,100	£12,600	£7,200	£11,400	NA
2620	1981-84	£4,700	£6,300	£9,800	£6,100	£10,900	NA
2640	1981-84	£4,900	£5,440	£9,400	£5,900	£11,200	NA
2645	1984-87	£4,950	£5,450	£10,750	£6,240	£10,300	NA
2680	1981-84	£4,200	£5,900	£6,500	£9,750	£10,200	NA
2680 4WD	1981-84	NA	£6,400	£14,300	£8,700	£12,500	NA
2685	1984-87	£4,900	£7,100	£12,300	£6,400	£12,200	NA
2720	1981-84	£4,950	£6,400	£12,700	£9,600	£12,600	NA
2725	1984-87	£4,450	£7,800	£12,960	£9,500	£12,700	NA
350 2WD	1986-95	£7,600	£10,900	£19,800	£16,600	£19,500	NA
360 2WD	1986-95	£7,750	£10,250	£20,800	£14,700	£18,700	NA
360 4WD	1986-95	£7,800	£10,800	£30,000	£14,200	£24,000	£28,500
390 2WD	1986-97	£9,750	£11,400	£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	£6,900	£8,800	£14,200	£7,900	£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	£3,700	£4,100	£7,500	£5,800	£7,700	NA
Challenger Standard axle	1938-39	£1,950	£3,900	£4,200	£5,200	£5,200	NA
Pacemaker styled	1937-39	£2,260	£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	£3,800	£4,200	£5,100
101 Super Twin Power row crop	1938-42	£1,700	£2,300	£4,500	£5,700	£5,600	NA
102 Junior Standard	1939-46	£1,100	£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	£6,800	£4,500	£6,700	£7,500
744 PD Hi-Arch	1948-53	£3,800	£5,600	£6,900	£4,800	£6,800	NA
745 (inc Sunshine model 1)	1954-57	£3,800	£3,700	£4,900	£3,900	£4,900	£5,750
745S	1957-58	£3,600	£3,700	£9,200	£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	£1,000	£1,900	£2,400	£2,100	£2,900	£4,100
Pacer 16	1953-56	£1,600	£1,900	£3,300	£2,100	£3,200	£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 TED 20



£2,200. This is a very tidy example of the popular petrol TVO 'Grey Fergie', which drives well. It has recently been fitted with a new bonnet. This Ferguson starts and runs very well on TVO, with good oil pressure. Please call 07966881985, South West. (T)

115693

FERGUSON T20 DIESEL



£2,750. FERGUSON T20 DIESEL, GOES WELL, WITH V5C, GOOD TYRES. £2750. Please call 07831 347400, South West. (T)

115707

FERGUSON T20



£1,850. FERGUSON T20, PETROL / TVO, STARTS AND RUNS £1850. Please call 07831 347400, South West. (T)

115708

FERGUSON TEF



1954, £3,500. Older restoration, lighting set, wiper motor and blade, as new tyres, no cracks in the block, ki-gass pump, tidy little tractor. Please call 07759 918265, Yorkshire and the Humber.

114665

FERGUSON TEF



£2,600. New front tyres, new electrics on starter motor, new hoses, working hydraulics and brakes, rear tyres approx 50%, no cracks in the block, ki-gass pump, straight tinwork. Please call 07759 918265, Yorkshire and the Humber.

114666

FERGUSON TEF



1953, £2,200. Ferguson TEF. Original tractor, not run for many years, ki-gass pump in place, ripe for restoration or leave as is, all tyres hold air, no cracks in the block. Please call 07759 918265, Yorkshire and the Humber.

114671

FERGUSON FE35

£2,650. Good Runner, very tidy. Please call 07778 525037, South East. (T)

114722

FERGUSON TED



1951, £2,000. Petrol/TVO, newly restored converted to 12 volts with all new electrical parts. rear wings axle seals brakes, relined new fuel tank. Please call 01644430480, Scotland.

115873

FERGUSON COMPLETE MTCH PLOUGHING OUTFIT.



1957, POA. Ferguson F.E35 Ransoms T559 match plough QK top link and left leg. Poles scrapper, hammers. Disc lots of spares. V5. All ready to start new season. Please call 07870427889, South East.

115103

FERGUSON 120 DIESEL



£2,750. GOES WELL, WITH V5C, GOOD TYRES. Please call 07831 347400, South West. (T)

115322

FERGUSON T20



£1,850. PETROL / TVO STARTS AND RUNS. Please call 07831 347400, South West. (T)

115323

FERGUSON TE'D



£2,500. Good starter and runner, stored in a barn. Please call 01745 570093, Wales.

115394

FORD FERGUSON



POA. petrol/tvo model, straight original tinwork, runs good, complete with stays, 9 hole bar and pto pulley, delivery can be arranged. Please call 07388 530078, Ireland.

115986

FORD FERGUSON



£6,000. Ford Ferguson mint , original condition. Please call 01984623486, South East.

115374

MASSEY FERGUSON

MASSEY FERGUSON 135



£5,500. This is an early 135 identified by the hinged battery lid; this tractor is complete and would be ready to go to work. Alternatively, this would make a nice cosmetic restoration project. Please call 07966881985, South West. (T)

115699

MASSEY FERGUSON 590



£6,200. MASSEY FERGUSON 590, STANDARD BOX, V REG, SOMERSET TRACTOR, STARTS AND GOES WELL, £6200. Please call 07831 347400, South West. (T)

115701

MASSEY FERGUSON 35



£3,250. MASSEY FERGUSON 35, PETROL / TVO, WITH LOADERNEW WHEELS AND TYRES GOES WELL £3250. Please call 07831 347400, South West. (T)

115709

MASSEY FERGUSON 821



£1,750. MASSEY FERGUSON 821, C/W FINGER BAR MOWER AND WHEEL WEIGHTS, GOOD TYRES FOR RESTORATION, £1750. Please call 07831 347400, South West. (T)

115710

MASSEY FERGUSON 235



£9,500. lights and switches, new tyres and a complete engine rebuild with new cylinder sleeves, pistons, bearings, injectors and rebuilt fuel metering. The starter and dynamo were rewired and the radiator was re cored. It has only covered 237 hours since the rebuild. The tractor comes complete with an auto hitch, drawbar, workshop manual an original owner's manual and a large collection of parts. Please call 07860 885532, South West.

114662

MASSEY FERGUSON 35X



1963, £5,500. Lovely original condition, never been painted, straight tinwork, been on the same farm since new, good oil pressure, historic block repair, no leaks. Please call 07759 918265, Yorkshire and the Humber.

114663

MASSEY FERGUSON 35



1959, £4,500. Massey Ferguson 35, 4 cylinder 4 good tyres, lovely straight tinwork, front lights, starts and runs well, under swept exhaust, industrial hitch, has V5, clean tidy tractor. Please call 07759 918265, Yorkshire and the Humber.

114670

MASSEY FERGUSON 590 MULTI-POWER 2WD



1978, £7,950. Very original example in good working order! Been with the last owner since 1983 and obviously been well looked after mechanically. C/w PAVT wheels, pick up hitch, 2 spools, multi-power all working, good tyres all round and 9162 hours. Serial No: H195205 / Registration: YVL 594S Price: £7,950 + VAT. Please call 01254 854103, East of England. (T)

115742

MASSEY FERGUSON 130



£3,500. Good running order. Please call 01452 740262, South West.

115824

MASSEY FERGUSON 35 4 CYL



1960, £11,000. The tractor is a 1960 mf 35 3 cyl it has had a full nut and bolt restoration, and full respray in 2 pack paint. I will guarantee it for 3 months parts and labour price is £12500 with the topper or £11000 on its own located welshpool. Please call 07885 641594, Wales.

115841

MASSEY FERGUSON 165 SQUARE AXEL



1972, £7,499. In totally original condition. All tin work totally rot free. In extremely good mechanical condition. Good tyres and all hydraulics and pto in working condition. Please call 07787882204, South East.

115081

MASSEY FERGUSON 165



£8,995. 1967 massey ferguson 165 tractor, new good year tyres/clutch/brakes/hydraulic pump/wings/lights/wiring harness/Control box/gauges/fuel sender/heater plug etc. Excellent engine, all in very good condition. Please call 07813 435923, Wales.

115917

MASSEY FERGUSON 41 SERIES 2 FURROW PLOUGH



£350. Massey Ferguson 41 series 2 furrow plough, fair condition with some original red paint and decals still present, supplied by Ben Turner of Ripley. Please call 01403 822412, South East.

115925

MASSEY FERGUSON 135



1966, POA. Nice restoration, new tyres all round, all new part V5 certificate. Please call 07731 891640, Yorkshire and the Humber.

115141

MASSEY FERGUSON 135



£5,500. This is an early 135 identified by the hinged battery lid; this tractor is complete and would be ready to go to work. Alternatively, this would make a nice cosmetic restoration project. Please call 07966881985, South West. (T)

115309

MASSEY FERGUSON MF240



£10,500. Fully refurbished by MF trained technician, engine, clutch linkage thousand spent too many new parts to list. Full respray everything works as it should, pick up hitch power steering no oil leaks, diverter valve one quick release coupler with returns. Please call 07764359250, East of England.

115228

MASSEY FERGUSON 135



£8,995. This late 135 has been recently restored. It has been painted to a good standard and appears to have had new rear wings and a new clutch, which is set up and working properly. It is fitted with a straight front axle and 4 new tyres. Please call 07966881985, South West. (T)

115310

MASSEY FERGUSON 165



£8,995. This is a very late model 165, featuring the late square rear axle with the improved oil immersed brakes. This tractor also benefits from power steering and includes a pick-up hitch. Please call 07966881985, South West. (T)

115313

TRACTORS MASSEY FERGUSON 590



£6,200. STANDARD BOX, V REG SOMERSET TRACTOR STARTS AND GOES WELL. Please call 07831 347400, South West. (T)

115317

MASSEY FERGUSON MF 4



£2,500. MF 4 cylinder good working order good tin and with rear wheel weights. Please call 01984623486, South East.

115372

MASSEY FERGUSON 135



POA. Massey Ferguson 135 S Reg 1977 taxed at present, registration number OSH 419S, this tractor has had extensive restoration all new parts and is for sale offers over 11,000. Please call 07578760764, South East.

115500

MASSEY FERGUSON 35



£6,595. 3 cylinder. 2WD Tractor. NO VAT, 37HP, 1 spool. Toolbox. Seat cushion. 3 Cylinder Perkins. 3 Point linkage. PTO. V5. Tyre sizes and percentages 12.4-28 80% 6-16 80%. Came from private collection. NO VAT. Please call 01360 661001, Scotland.

113723

MASSEY FERGUSON 35 INDUSTRIAL



£3,000. Starts, runs and all works. Wheel weights, pick-up hitch and drawbar. Power steering needs attention, oil leak below loader controls, original seat included. Please call 07770 362768, South West.

112178

MASSEY FERGUSON 65 MK2



£4,850. Excellent starter. Everything works well. Oil pressure good, Tyres good. V5. Hydraulics and lights all working. Older restoration. Please call 07759 254695, South West.

112345

MASSEY FERGUSON 135



£4,000. Massey Ferguson 135 with cab and front loader. Engine rebuilt 15 years ago. Off farm condition, good tyres. Please call 07981 213648, Yorkshire and the Humber.

113585

MASSEY FERGUSON 135



£8,250. This tractor is in very clean, original condition, everything in working order, with no rust or dents and ready to show. Round mudguards. Registered 1976, with original paperwork. Please call 07837 991278, South East.

112655

MASSEY FERGUSON 135



£4,800. Very clean and tidy, serviced and new brakes fitted complete with safety cab, 9 hole drawbar and external valve. Please call 07973 541202, West Midlands.

112650

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

FERGUSON CULTIVATOR



£140. Ferguson Cultivator for sale, excellent condition very straight with some spare parts. North Norfolk. Please call 01328 738470, East of England.

113304

FERGUSON SPRINGTING



£180. Ferguson spring ting, cultivator, excellent condition. All new points fitted. North Norfolk. Please call 01328738470, East of England.

113300

MASSEY HARRIS 701 BALER



1958, £2,300. Massey Harris 701 Baler approx. 1958 Armstrong Siddeley Diesel Engine. Barn stored, original condition. Known history, last used 2008 harvest. Please call 01270 524170, West Midlands.

115191

FERGUSON 2 FURROW PLOUGH



£450. Ferguson 2 Furrow Plough with moving cross shaft. Good working condition. Please call 07860 623357, North West.

115233

FERGUSON TED 20 PEP

£475. Ferguson engine in good condition. Please call 01377 287626, Yorkshire and the Humber.

115023

MASSEY FERGUSON 80 LOADER



POA. Massey Ferguson 80 Loader. This loader came off MF135 very little used, very tight loader. It comes complete with spool valves and stands. You will not be disappointed everything is there and works. **COLLECTION ONLY.** Please call 07789 993567, South East.

115513

MASSEY FERGUSON PRESSURE ADJUSTING KNOB

POA. Pressure adjusting knob to fit onto MF spring suspension seats, as fitted on the 100 series Tractors. Please call 07971 290371, West Midlands.

115773

MASSEY FERGUSON WAFER WEIGHTS



£150. 4 mf wafer weights for sale. Please call 01945773200, East of England.

115062

MASSEY FERGUSON BRAKE DRUM MF



£48. Brake Drum MF20 Industrial USED. Removed when converting to standard set up. Looks okay. Also have other side but would need skimming. Please call 01889 500303, West Midlands.

115910

MASSEY FERGUSON FLYWHEEL CYL 35



£144. Flywheel 35 4 cyl Diesel for Dual Clutch USED. Removed from 23c diesel engine out of FE35. Starter Ring Gear in good condition. Please call 01889 500303, West Midlands.

115911

MASSEY FERGUSON VARIOUS



£95. Massey Ferguson tractor pick-up hitch. Very good condition. Please call 07775713002, East Midlands.

115098

MASSEY FERGUSON ENGINE



POA. M.F 23C Engine good runner. Please call 07732878991, North West.

115981

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.

FERGUSON TE-D ENGINE PARTS

From a dismantled engine. Most items available. Please call 01692 405492, East of England.

112795

FERGUSON TRAILER HAY EXTENSION

£55. Believed to be for a F-JE-A40 Ferguson hydraulic system trailer or a non tipping F-JE-A30. Please call 01362 820629, East of England.

113443

LAMBOURN TRACTOR CAB



£2,000. Lambourn Tractor Cab. Brand new made by coach builder to original plans. 1958 onwards painted in Massey Ferguson red and will fit any tractor. Please call 07726664689, South East.

112714

MASSEY FERGUSON 35 INJECTION PUMP



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON 35 INJECTORS



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

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.

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

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University of
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U H

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