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Richard Collishaw's Massey Ferguson pair; the MF 165 is an established classic, while he believes the MF 399 is 'one for the future', thanks to its lack of complex electronic wizardry. (Pic: Richard Collishaw)



Welcome!

During a follow-up chat with Richard Collishaw – the owner of the beautifully-restored MF 165 featured in this issue – our conversation strayed onto the subject of electronics in tractors. As the photograph included here illustrates, Richard also owns, and still works with, an MF 399. He's had the tractor from new and has found it to be a reliable and effective workhorse over the years. It's also a model that he's going to keep, with the primary reason for this being the fact that it's one of the last 'analogue' tractors.

There appears to be a growing awareness among

enthusiasts for the relative simplicity of models such as the 399, compared to newer, electronics-dominated alternatives, and it's easy to appreciate why. Modern tractors that bristle with sensors, electronic control units and delicate circuitry, and which rely for their operation on the integrity of hundreds of electrical contacts all over the machine, can be an understandably off-putting prospect for

those considering long-term ownership.

While a modern, state-of-the-art tractor is undoubtedly a fantastically capable and productive machine when in its first flush of youth, its hard to imagine such machines functioning as reliably 30 or 40 years down the line. Let's face it, all vehicles are built to a price nowadays, with component quality pared down to a computer-determined minimum that allows manufacturers to fulfil their

warranty responsibilities.

“The glory days of ‘over engineering’ that saw tractors built to last are long gone. And with them has disappeared the prospect of on-farm, DIY repairs”

The glory days of ‘over engineering’ that saw tractors built to last are long gone. And with them has disappeared the

prospect of on-farm, DIY repairs. The ‘make do and mend’ aspect of tractor ownership is no longer an option for owners of electronics-reliant models, and that fact creates a natural cut-off in desirability terms. Future classics, such as Richard's MF 399, are just that because they remain practical and viable from an DIY enthusiast's point of view.

Chris Graham, Editor

Meet the contributors



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



Peter Love
A tractor enthusiast with boundless energy and limitless knowledge



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



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



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

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BRILLIANT BRITISH NATIONALS!



George Sutton and his MF 135 with Ransome TS81 finished second in Class 6 – the Classic Reversible Ploughs section. George also won the Best Young Farmer award in that class, too.

The 71st British National Ploughing Championships took place at Glapwell, on the Chatsworth Estate in north-east Derbyshire, over the weekend of October 8th-9th.

The event, organised by kind permission of the Duke and Duchess of Devonshire, attracted entrants from all over the UK who contested 15 classes ranging from

horse ploughing and crawler tractor ploughing, through to categories for trailing and hydraulic vintage ploughs, classic reversible and even semi-digger work. There were also dedicated one-make sections, and the 24 competitors in Class 10 – the Ferguson Ploughing Championship – had all qualified to be there through a series of area finals

organised by the Friends of Ferguson Heritage and the Ferguson Club.

We visited on the second day of the event, specifically to see the Class 10 competitors in action and – hopefully – to catch some of the top performers at work. As it turned out, we managed to get photographs of those among the prizes, plus a few others who performed

admirably using Ferguson and Massey Ferguson tractors.

The Class 10 winner was Edmund Mason from Doncaster, with his Ferguson TE-D 20, who beat Loughborough's John Kitching and his TE-D 20 into second place. Third in the class went to Keith Williams, from Kings Caple, in Herefordshire, and his Ferguson TE-F 20.

Others we saw doing well elsewhere in the competition



Edmund Mason won Class 10 – The Ferguson Ploughing Championship at this year's British National Ploughing Championships, with his TE-D 20 and Ferguson plough.



Here's John Kitching, with tape measure in hand returning to his TE-D 20 during a session that earned him second place in The Ferguson Ploughing Championship class.



Keith Williams concentrating hard aboard his TE-F 20; an effort that meant he finished third in The Ferguson Ploughing class.

included Stephen Watkins from Maltby, S Yorks., who came first in Class 6 – the Classic Reversible Plough section – with his MF 135 and Ransome TS82. George

Sutton from Nuneaton with another 135 but a TS81 plough came second in the same class, and bagged the Best Young Farmer award for that class as well, while Ted Wright



With flags flying, here's Ted Wright on his way to third place in Class 6, with his MF 135 and Lemken 30/60 combination.

from Chesterfield finished third, on another MF 135 but paired with a Lemken 30/60 plough.

Finally, three other results of note from those on 'our team' include John Milnes, from Penistone, S Yorks, who finished third in Class 3 with his MF 35 and Ransome RSLD, John Sivewright, from Meigle in Perthshire, who came second in Class 4 with his MF 35 and

Ransome Robin plough and Nick Morley, from Lowdham in Notts, who was third in Class 5, with his MF 35 and Ransome TS86.

Hearty congratulations to all of you, plus everyone else who took part, and apologies if there's anyone we've omitted. If so, let us know and we'll happily set the record straight in the next issue.

SALES DIARY

NOVEMBER

3-10 Campsea Ashe timed online collective auction. Clarke & Simpson, clarkeandsimpson.co.uk

4 Machinery sale Applegarth Mart, Northallerton DL7 8LZ. Northallerton Auctions Ltd, 01609 772034

4 Online Machinery Sale York Auction Centre, ylc.co.uk

4 Collective Machinery & Equipment Sale Ashford Market, Monument Way, Orbital Park, Ashford, Kent TN24 0HB. Hobbs Parker, 01233 502222

5 Collective sale of farm machinery Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts, 01434 605444

5 Vintage auction at Newark Vintage Tractor & Heritage Show. On-site

bidding only. Newark Showground, Newark NG24 2NY. Brown & Co, 01480 432220

7 Cambridge machinery sale. Machinery Saleground, Sutton, Cambs. CB6 2QT. Cheffins, 01353 777767

7 Sale of tractors etc, Longtown Mart, Carlisle CA6 5LY. C&D Auction Marts, 01228 791215

7-10 Collective online timed auction of agricultural machinery. Voyce Pullin, voycepullin.auctionmarts.com

12 Monthly machinery sale Holsworthy Market. Kivells, kivells.com

15 Online auction of machinery and implements etc Winestead, Hull HU12 0NH. Frank Hill, frankhillandson.co.uk

15 Online auction of signs, toys & memorabilia. Albion, MI, USA. Aumann Auctions, aumannvintagepower.com

16 Thainstone online collective sale Aberdeen & Northern Marts, anmarts.co.uk
17 Online collective sale of implements etc, Dingwell Highland Marts. dingwallhighlandmarts.com

17 Online timed auction of tractors etc. Stags, stags.co.uk

17-19 Fall Premier Auction. Bend Expo, 922 Mississippi Parkway, E Moline, IL 61244, USA. Mecum Auctions, mecum.com

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

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

25 Machinery sale. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, 01562 820880

DECEMBER

1 Collective machinery sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, 01278 410251

2 Machinery sale. Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shrewsbury, Shrops. SY4 3DR. Halls, 01743 462620

2-3 Auction, bidding by telephone, internet & commission bids only. Mathewsons, 01751 474455, mathewsons.co.uk

3 Monthly live & online machinery sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, 01409 253275

4 Premier Deere IV toy, sign, memorabilia & literature auction. Online bidding. Nokomis, IL, USA. Aumann Auctions, aumannvintagepower.com

5 Cambridge Machinery Sale. Machinery Saleground, Sutton, Ely, Cambs. CB6 2QT. Cheffins, 01353 777767

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

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JONATHAN WHITLAM

... recalls fond memories of the 1970s Massey Ferguson 760 combine harvester; a mighty machine that impressed him as a child, but sadly failed to deliver for UK users

It was an intrinsic part of my childhood and, although I didn't see one in real life, the Britain's toy version – plus plenty of coverage in farming magazines and even books – certainly made the Massey Ferguson 760 combine harvester an iconic machine in my young eyes. And, in many respects, the 760 still is to this very day!

First introduced in North America in 1971, the huge 760 combine was the largest in the world at that time, and was joined by its slightly smaller sister machine, the 750, in 1973. Both combines used the same design elements that had proved so successful on the earlier 400 and 500 Series machines; with a saddle-type grain tank mounted behind the engine and cab, the latter sitting right alongside the engine bay to one side of the machine. This made room for as large a grain tank as possible, giving the 760 a 6,340-litre capacity. Power came from a large and throaty Perkins engine producing 170hp, which was certainly pretty impressive back in the 1970s.

All of these features soon made the 760 a favourite among the many custom cutters in the USA, who followed the harvest from the southern states, up through the wheat belt, to the northern states by the end of the season. Indeed, it was this type of work that made the 760 as famous as it became.

However, under the tinwork, the new feature of using paddle elevators to take the crop from the cutting table up to the drum – using rubber paddles instead of the tried and tested chain and slat type – although working very well in North American conditions, proved to be a serious let-down when used here in the UK. The system simply wasn't able to separate the grain from the often damp, longer and thicker straw found on this side of the Atlantic. At the same time as the 760 combines stormed along eating crops quickly in North America, they were coming to a stumbling stop here in the UK!



While an excellent performer in its American homeland, the mighty Massey Ferguson 760 combine harvester never lived up to expectation for British operators.

The situation became so bad that, in the end, a new model was produced at the Canadian combine factory in Brantford, especially for European conditions; and the UK in particular. This was called the 765 and incorporated the Multi-Flow-type separator at the very rear, which collected un-threshed grains from the straw. When the 760

day by the simple fact that it couldn't cope adequately with British harvesting conditions. Strangely, though, combine manufacturers still seem to make this same mistake regularly, by trying to sell combines built for North American conditions for use in Britain!

As for the 760; well, I still think it's the most iconic combine harvester ever built! There's something just so unique about its design and also the sheer size of it at the time it was new. Sure enough, modern combines would dwarf it, but it still looks extremely impressive!

I even recently found out that the large arable

“Plenty were to be disappointed by its performance, and its reputation remains tarnished to this day by the simple fact that it couldn't cope adequately with British harvesting conditions”

ceased production in 1980, the new 865 replaced it in 1981, being once again a version of the new North American 860, but with the Multi-Flow system.

The end result of all this was that many larger farms and contractors in Britain were tempted to try the 760 when it became available in Britain from 1974. Unfortunately, though, plenty were to be disappointed by its performance, and its reputation remains tarnished to this

and dairy farm next to where I grew up ran a 760 during the late 1970s. So, although I can't remember it, I must have watched it working at some point! Perhaps that's why I still hold the 760 in such high regard all these years later! Have any of you had experiences with the 760? Was it as bad under British conditions as the reports imply? Please let us know via the Editor; it would be great to hear your stories!

A FAMILY TREASURE

Chris Graham meets Richard Collishaw and his recently restored 1967 MF 165 that's been on the family farm since the late 1960s



Richard Collishaw's now immaculate MF 165 was restored two years ago, but has been on the family farm since it was bought new by his father in the late 1960s. Amazingly, it continued working right up until 2015.



It's a popular belief that there's no place for sentimentality in farming nowadays but, thankfully, many of those involved with classic and vintage tractors are bucking that trend. Richard Collishaw, who farms with a 260-strong herd of pedigree Holstein Friesian dairy cattle, is a perfect case in point.

"I have a very strong attachment to my 1967 MF 165," he explained. "It was the farm's main tractor back in my father's day and, while other models have come and gone over the intervening years, that one has thankfully survived. Now, following a full restoration, I'm happy to report that it's better than ever."

Happy memories

The MF 165 Multi-Power arrived on the Collishaw's dairy farm as a brand new tractor from Chandlers of Grantham, as the 1960s were drawing to a close. "I have many happy childhood memories of driving that tractor around the farm, and still have a photograph I took with my Kodak Instamatic of my father on it soon after we got it," Richard told me. "It was the main tractor in those days, and proved to be a very useful machine for many, many years. Before that, my father had run a Grey Fergie and then an MF 135 Multi-Power, although both got moved on as they became too small for our needs. Incidentally, I know that both machines survive today, as they're listed with the DVLA, and I'd love to find them."

"When I was 16 years old and ready to take my tractor test for road driving, I did that on the 135. I'd driven it and the 165 a lot on the farm by that stage but, for whatever reason, I took the test on the 135. This was back in 1975 and, as I remember, the test was simplicity itself. An official examiner visited us here at the farm and, while he stood at the roadside, all I had to do was drive the tractor down the village high street, turn around and drive it back, and that was it. The whole thing took about five minutes!

"The MF 165 certainly worked hard on the farm, and was fitted with a front loader and a non-Massey Ferguson power steering system at one stage. Then, in 1976, we had to add a Sekura cab, and this was one of the first jobs that my brother and I did on it once we'd started working full time on the farm. This was done to meet safety regulations, and I well remember how much noisier it made the tractor to use. Latterly, as the operation progressed and grew, the old 165 was demoted to yard-scraper duties but, amazingly, it kept working for us right up until 2015, when disaster struck."



Richard is delighted to have been responsible for returning the tractor to 'as new' condition, and now gets immense pleasure from driving it, just as he did when he was a boy.

A grinding halt!

"As well as operating as a scraper, the 165 also performed other basic duties around the yard, including providing power for the slurry stirrer. It had to be parked on a slope to do this and, on one occasion, this incline evidently highlighted a lack of oil in the engine, caused lubricant starvation and led to the motor seizing solid.

"That was certainly a sad day but, as we towed the stricken machine into a nearby shed, there were still no thoughts of scrapping the tractor. I think we all had too much of a connection with it to see it leave the farm and, for the next few years, it simply sat, neglected in the shed.

"For quite a while, people who knew about it had been advising me to either sell the MF 165 or get it restored so, eventually, I decided on the latter. Clearly the tractor's down-at-heel condition



The 165 in pre-restoration condition, still with the Sekura cab in place, which Richard and his brother fitted in 1976. Incidentally, this cab is now for sale (complete with its doors) so, if you're interested, give Richard a call on 07800 828602.



Richard's father at the wheel of the MF 165, soon after it arrived on the Collishaw's dairy farm. This photograph was taken by Richard, using a Kodak Instamatic, when he was about seven years old.

“I have many happy childhood memories of driving that tractor around the farm”

meant that it was only heading in one direction if left as it was, so I decided to get something done about it.”

According to Richard: “The restoration work started about two years ago and, altogether, took about seven months to complete. I began by removing the cab and was then very fortunate to find the perfect man to take care of the restoration. I wanted somebody I could trust with the project and Alan Faulks certainly fitted that bill. He lives locally to me and I've known him and his family for

40 years. He trained as a fitter on 1960s and '70s Massey Ferguson tractors and, in my opinion, has a level of practical knowledge and experience that's unmatched. I also liked the fact that he operates on his own, so I had complete confidence in his ability to tackle the job.”

Restoration begins

“Once I'd delivered the tractor to his workshop, I was amazed by how quickly he got cracking. I returned just a day or two later and found my tractor in what



The skid unit was sprayed in Stoneleigh Grey by experienced Massey Ferguson restoration expert, Alan Faulks.

“The restoration work started about two years ago and, altogether, took about seven months to complete”

appeared to be thousands of pieces, all over the workshop floor! I'm such an admirer of Alan's skill, and it wouldn't surprise me to discover that he was able to tackle everything without the need to refer to a single manual.

“The seized engine was sent away to a specialist engineering firm in Loughborough called CCP Diesels and, fortunately, the subsequent strip-down revealed that the level of internal damage wasn't too great. Getting the crankshaft re-ground then fitting new pistons, bearings and cylinder liners, plus skimming the head, was pretty much all that was required.

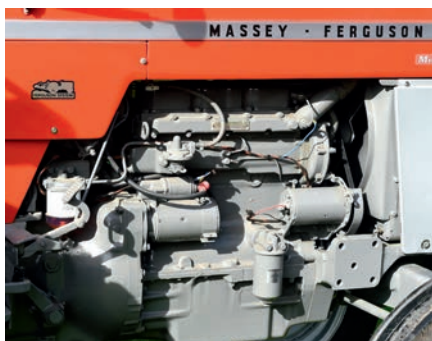
“As far as I'm aware, the engine had never needed any major repairs during its working life; apart from a replacement head gasket, a de-coke and tappet



The rebuild continues, with the freshly painted red tinwork back in place.



When not on road runs or at shows, the 165 now lives in its own shed which also houses the farm's standby generator, positioned to be driven by the tractor's PTO in the event of a power cut.



Fortunately, internal damage caused by the engine seizure was relatively straightforward to put right. Now it starts on the button, doesn't smoke and runs reliably, much to Richard's delight.



A number of components had been lost over the years, including the original mirror that was removed when the cab was fitted. Richard found this authentic replacement online.

adjustment from time to time, it was as good as gold. The head was left intact and everything else was reassembled without a single hitch.

"Alan found nothing wrong with the Multi-Power transmission so, apart from changing the oil, he left that side of things well alone. The brakes were stripped and rebuilt with new linings and that really was about it, from a mechanical point of view. Once rebuilt, Alan sprayed the skid unit in Stoneleigh Grey, but sent the original tinwork away to Ben Craig – an agricultural engineer and restoration specialist based in Harby, Leicestershire – who has the specialist equipment and facilities needed to apply the red, two-pack paint I'd opted for."

Although the tractor had been on the farm from new, it had led a hard working life and there were a number of original components that had got damaged or gone missing over the years. Consequently, replacements were required, as Richard explains. "The original 19in front wheels had been changed for smaller, 16in rims when the front loader was fitted. Then, subsequently, one of the original rims got lost, so I opted to buy a replacement pair of period 19s from Pocock Tractor Supplies Ltd in Dorset, which are fitted to the tractor now."



The hydraulics are fully functional, the brakes have been relined and new tyres were fitted all round.

“The MF 165 will, once again, be performing essential work for the farm”

Wheels and trim

He continued: "One of the rear wheel rims had become badly corroded back in the day, and had been replaced singly at the time, leaving an odd pairing on the tractor as a make-do-and-mend measure. Obviously, though, I wanted to find a matched pair to fit to the restored machine, and managed to locate a pair of period, 36in rims in good condition. All four wheels were then blasted and painted, before being fitted with a new, original-specification tyres.

"Another component that had seen better days was the driver's seat, which was quite badly holed, where water had obviously collected in the past. So, I opted to swap that with a very good replacement that I found online. However, I've saved both the old seat and the one original front wheel, and put them together to make a unique chair which

I keep in the garden room; so the pair have been 'reimagined', and live on in a different form!

"The old plough lamp was missing (they are prone to both rusting and damage) so was replaced with a good-condition original that I found on eBay. Also, another important, original-spec component that had got lost was the Wingard mirror. I remember that it had to be removed when we fitted the cab, after which it was hung on a nail in one of the sheds, where it stayed for many years. Sadly, though, it didn't survive, but I was able to replace it with a similarly-aged example found on eBay.

"The headlights are original, although they sit on a replacement grille. I used the original Instamatic photograph as a reference for the positioning of the decals; the 'Multi-Power' ones were carefully placed, and I also made sure that the reproductions I used had the correct lettering typeface – I've seen some that are wrong in this respect."

The finished result

Richard is understandably very pleased with the way things have turned out. "Not only am I delighted with the final finish



The headlights and their housings are original, although they're sitting on a new radiator grille assembly. For the future, Richard is considering having the exhaust sprayed white.



This is the unusual chair that Richard made using the MF 165's one remaining original front wheel, and the tractor's seat that his father used for so many years.

but, having a usable classic tractor has opened-up the world of road runs and agricultural shows to me, which has been a significant, and very pleasurable bonus.

"The restored tractor has certainly lived up to every expectation I had for it. I drove it home from Alan's workshop on a lovely summer's evening in 2021 and my wife was simply amazed at the transformation. We haven't looked back since. I've attended a few local shows, and taken it on three or four road runs organised by the Vale of Belvoir Machinery Group, which is a strong and enthusiastic group based in Harby, Leicestershire.

"The first tractor run happened less than a week after the restoration was completed, but I had no qualms about entering. It ran faultlessly and caused quite a stir as I was a new member and nobody had seen the tractor before, so that was great. I've also exhibited it at three shows, the first of which was the 2021 Southwell Ploughing Match & Show,

in Nottinghamshire. I drove the 20 or so miles each way to that event, and won third prize in the static tractor class, which was amazing. Then, this September, I drove it to the Flintham Show and won first prize! I returned to the Southwell show this year, too, but didn't manage a rosette this time. I'm now starting to think about sorting out an implement to mount on the back, to give the tractor even more appeal at shows.

"Sadly, this farm has sold and/or scrapped far too many pieces of interesting equipment over the years, but it's easy to regret such actions with the benefit of hindsight. At the time, when equipment breaks or lets you down – typically when it's needed most – alternatives have to be found. All I have left that might fit the bill is a late 1950s Vicon Acrobat hay turner and, although its perhaps a little small for the 165 and would look better on a 135, I may pursue that idea.

"I'm not keen to work the tractor – it's done its time, after all – so don't plan to get involved in competition ploughing or cultivation days. However, one of the justifications for the whole project was that the 58hp 165 could be used to power the farm's standby generator. We've used it in the past for that job, so I'm confident that it'll be perfectly capable of doing the same now. So much so, in fact, that I've built a dedicated generator shed/tractor storage unit next to the house, where the 165 sits connected – via its PTO – to our 44kVA generator. This has a large enough output to run the farm's milking machinery, water heater, milk refrigeration unit, automatic slurry scrapers as well as provide an electrical supply for our house.

"Of course, little did I know how things would turn out when I first thought of that plan a couple of years ago. Now, with the prospect of power cuts looking like a real possibility over the coming winter, this set-up could really come into its own and the 165 will, once again, be performing essential work for the farm." ■

CAN YOU HELP?

Richard would love to track down a couple of his family's previously-owned tractors that he knows still survive. The first is a 1967 MF 135 Multi-Power that's registered MNR 729F, and it was traded-in at Tractamotors in Melton Mowbray, when it became too small for the farm's needs.

The second machine he'd love to find is a 1955 Ferguson TE-20 four-cylinder diesel, with the registered MNR 701. Any help would be much appreciated. If you have any information, please email the Editor, or call Richard direct on 07800 828602.

WORKING MEMORIES

Jonathan Whitlam fondly remembers a faithful old Massey Ferguson 135 that outlived them all!



When it comes to using a tractor for precision-planting sugar beet, a little Massey Ferguson 135 is hard to beat thanks to its combination of light weight and tight turning circle on the headland.

Just across the river from the Suffolk village in which I lived there was a farm that, during the 1980s and '90s, was a middle-sized arable and beef-rearing enterprise that ran quite a large fleet of International and Case International tractors. However, among the assorted Doncaster- and Neuss-built machines there was also a pair of trusty stalwarts from a bygone Massey Ferguson era, that simply refused to die.

The tractors in question were two MF 135s, both of which were fitted with frames that once supported canvas-clad safety cabs. The pair had arrived on that farm as new tractors, and both lived long lives working on the same fields for decades. One was eventually replaced by the end of the century, but the other continued to be used for various jobs – mostly sugar beet drilling and irrigation duties – right into the 21st century!

I remember these tractors carting potatoes from the harvester in the late 1980s, and then I used to spot the lone



Photographed in 2009, as its fifth decade on the same farm draws to a close, this MF 135 has been repainted, and lost several items over its many years of hard work. Most of the cladding has long since vanished from its safety cab, as have the doors, while part of the front radiator grille and its bonnet decals are missing, too.



The low driving position and excellent visibility of the rear-mounted David Thomas precision drill made the Massey Ferguson 135 ideal for planting this Suffolk farm's crop of sugar beet every spring.



With only a roof and front windscreen remaining to protect the driver, operating the 135 on often very cold spring days required the driver to wear some pretty hefty protective clothing, often involving the use of woollen hats and jumpers! Despite that, this tractor remained a firm favourite with everyone who worked on the farm!

survivor every year, first when using a David Thomas precision drill to plant the sugar beet crop, then during the summer months when it was required to pull around an irrigation pipe trailer.

Even though the cab had no glass apart from a front windscreen – well it could hardly be called a cab with only pillars and a canvas-clad roof! – the old machine remained as the sugar beet-drilling tractor up until quite recently as, even though spring days could be rather cold and windy, the 135 was simply ideal for the task. Its light weight and manoeuvrability making it a perfect choice and a joy to operate.

Eventually, though, time took its toll and the faithful old servant got replaced as the farm progressed, becoming more involved in contracting and the like. Nevertheless, the 135 continued to linger around the place, even though its main role had been taken by a brand new Zetor Major, of all things!

However, this didn't stop Massey Ferguson tractors of a brand-new type eventually being added to the fleet, and I'm glad to report that the farm relies on a much larger modern red and grey machine for many of the major tasks to this very day!

Personally, though, I really miss seeing that plucky little 135 around the place! ■

A BIG



The MF 1100 is a large, two-wheel-drive tractor that simply oozes North American rugged power. This version was known as the 'Wide Row Crop' and was the only one of three different variants to be sold in the UK, although this actual one is a later import. Although to a much bigger scale, the bonnet design and radiator grille are all very similar to the smaller tractors in the Red Giants range, ensuring a strong family resemblance.

RED GIANT

Ben Phillips profiles the Massey Ferguson 1100; an impressive tractor that never sold well in the UK and now is a disappointingly rare sight

When Massey Ferguson launched the hugely successful 100 Series, otherwise known as the Red Giants by the merchandising people, it was always intended to expand on the original four models first introduced in 1964, and also to produce bespoke models for various different markets around the world. Here in Britain, the initial release saw the arrival of the MF 130, the 135, the 165 and the 175. The last three of these, in particular, were truly worldwide models produced for sale around the globe, with only small adaptations to the requirements for varying local conditions.

A big tractor

Here in the UK, the four-cylinder, 66hp MF 175 was a big tractor, but the best-selling of the whole range was the 135, followed by the 165. This wasn't surprising given that these two machines were the direct replacements for the existing 35 and 65 models, which had been popular sellers with farmers since the end of 1957. The 175 was thus the first successful attempt to take the horsepower figure into a higher realm. However, in the end, this model didn't prove as mechanically reliable as had been hoped, and it was replaced in late 1968 by the more powerful 72hp MF 178.

But, 'across the pond' in North America, there had always been a need for more horsepower than in the UK, thanks to bigger farms that demanded the use of larger, heavier implements. Before the arrival of the 100 Series, Massey Ferguson had produced some powerful machines, often using outside components, such as General Motors diesel engines, or even importing complete tractors built by other manufacturers. But, following the arrival of the Red Giant range, it was decided to begin producing a large tractor model in-house, and the result was a powerhouse of a machine called the MF 1100.

To keep the new tractor as part of the Red Giants, the tinwork was designed to resemble the rest of the models in the range, so it had a really familiar look about it. In fact, from a distance, it looked very much like a scaled-up version of the little MF 135. However, under the new long bonnet there lurked a six-cylinder Perkins engine that produced 105hp, taking the Red Giants into the 100hp-plus sector for the first time.



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The 105hp engine that powers the 1100 is a Perkins A6.354 six-cylinder diesel unit, with a 5.8-litre capacity. In North America this model could also be specified with a petrol- or LPG-fuelled engine.



The easy-to-use hydraulic controls for the rear linkage were conveniently positioned in a quadrant to the right of the driver's seat.

“... ‘across the pond’ in North America, there had always been a need for more horsepower than in the UK, thanks to bigger farms, which demanded the use of larger, heavier implements”

A truly big tractor!

Make no mistake, even by North American standards, this physically large machine was seen as a truly big tractor. The model number chosen for this behemoth was also clever, as ‘1100’ worked well with the existing 100 Series numbering system while, at the same time, ensured that it was seen as something much bigger. It also introduced the new ‘1000 Series’ moniker, for the first time.

Home for the new MF 1100 was Massey Ferguson’s factory in Detroit, Michigan, which, of course, specialised in producing machines for the North American market. A six-speed transmission was fitted to the 1100 as standard, but there was – as with the smaller models – also the option of the Multi-Power transmission, which doubled the number of gear ratios to 12, thanks to its high and low splitter.

This was still a pretty advanced feature in the mid-1960s, and allowed for on-the-move gear changes, at least in high and low in each gear. Of course, Multi-Power was an extra cost option, and many cost-conscious farmers decided to go for the cheaper basic, six-speed transmission, which proved perfectly



Twin headlamps were mounted in the leading edge of each rear mudguard – or fender, as they’re called in America – and provided plenty of illumination from this position. These lights were replaced by a pair in the radiator grille for the 1100s that were built to be sold in the UK market.



The steering column was telescopically adjustable to suit the operator. Note the proud proclamation of the tractor being fitted with power steering, which, on this size of machine, was definitely a necessity.

adequate for the type of work typically undertaken at that time.

As was typical for the era, the tractors for the North American market were produced in one of three versions. The 'Western' format was the most basic, with a fixed front axle and just a draw-bar to pull implements. The next stage up was the 'Wide Row-Crop', which offered adjustable axles and a three-point linkage on the back. Finally, customers could choose the 'Tricycle Row-Crop' variant, which was ideal for making on-the-spot turns with its 'V' twin front wheels, but must have been rather less stable than the other versions when working on gradients of any kind!

In addition the 1100 was also offered in three different fuel variants; diesel, petrol

or liquid petroleum gas. However, all were six-cylinder power units, with the diesel variant using a Perkins A6.354 engine built in Peterborough. The other two made use of a Waukesha 5.2-litre engine, delivering slightly less power than the Perkins motor.

Completely new!

In North America, the 1100 was an intrinsic part of the Red Giants launch in 1964, with the first prototypes being built and tested during 1963, as part of the 'DX' programme – the designation given to the development of the Red Giants line-up. However, the 1100 – unlike the smaller tractors – was completely new from the ground up, and one of the future developments actually first tested on these prototypes was the Pressure Control Hitch, which had been designed to bring the Ferguson System draft control benefits to trailed implements.

A larger version of the tractor was also introduced, known as the 1130, using a turbocharger to boost output to 130hp. What's more, an even bigger, 145hp version – 1150 – followed later. These were really powerful machines that were designed with wide-acreage farming in mind, but they were never officially imported into Europe.

The 1100 quickly became popular with American buyers and, in 1968, Massey Ferguson took the decision to offer the model to UK customers. This was quite a bold move given that farmers in Britain were still reluctant to buy tractors larger



A standard, six-speed gearbox was controlled by two short levers mounted up on the console, beside the steering wheel. Multi-Power transmission was an extra-cost option.

than the MF 165 although, of course, there was a growing demand for larger machines from contractors, large estates and those starting to make silage using larger, trailed forage harvesters that required more PTO horsepower than British-built machines could muster.

As the 1100 was manufactured in North America, several changes had to be made to make these American giants compliant with regulations on this side of the Atlantic. These alterations included relocating the headlights from the rear mudguards (or fenders) to the front of the tractor, at the bottom of the radiator grille. This also had the added benefit of making the 1100 look even more like the smaller, British-built offerings in the MF line-up.

It seems that only about 56 1100s were imported to the UK market, so it must have been a lucky few drivers who found themselves at the controls of one of these gigantic, red and grey beasts!

Short-lived success

However, the relatively low number of imports points to the fact that the 1100 didn't turn out to be the sales success that Massey Ferguson had hoped for on this side of the pond. As a result the model was withdrawn from the UK price lists around the middle of 1970.

However, users who needed the power – and could put it to good use – were undoubtedly pleased with their purchase, but it evidently took too much persuading to get more farmers to take up the large initial cost of such a massive machine. When launched, the 1100 was priced at around £3,500, which meant that you could have bought two of the

“Many American farmers simply didn't regard 4WD as desirable or necessary in those days”



The uncluttered dashboard provides all the necessary information via easy-to-read analogue dials.



The three-point linkage was of the full Ferguson System type, and came as Category 2 as standard, with the option of Category 3. It was a substantial enough linkage for the era (lifting capacity was 2,358kg), but probably soon became rather inadequate as implements continued to grow in size and weight during the 1970s.

newly-introduced MF 178 for the cost of one 1100!

There was also the competition to be considered. Ford launched its new 8000 model in 1968, with 115hp available from its six-cylinder engine making the 1100 look rather underpowered. International Harvester offered its 706 and 806 models, while John Deere was beginning to make big inroads into the British market with the 4020 model, in particular. Even though large, 2WD tractors were quite a rarity in the UK, the market was beginning to look rather saturated by 1970!

On top of this, MF also had the 1080, which was a European, 'big' four-cylinder tractor that was only slightly less powerful than the 1100, at 88hp.

Fortunately for Massey Ferguson, the 1100 was much more of a success in its native North America although, given that it was designed specifically for that market, that's probably not a great surprise. The model was produced up to 1972, when a new generation of large tractors replaced the entire 1000 Series line-up.

In addition to the fact that it was too big for many, and was pretty expensive when sold in Britain, there was also the new legislation that came into force in 1970. The safety cab regulations in Britain required all new tractors sold to be fitted with a roll-over protection frame within a cab structure.

In America a rather strange looking cab was offered that certainly didn't add to the overall aesthetics. It was really only a type of weather cab, meaning that a new safety cab needed to be designed, tested and then approved for use with

the 1100; something that would have been expensive for Massey Ferguson to undertake. Ultimately, this requirement probably represented the final straw for the model in the UK.

The 1100 today

The 1100 featured here was brought to the UK from France and, judging by its full, North American specification, was a later import into Europe. It was acquired a few years ago by Suffolk-based collector and agricultural contractor, Paul Reeve, who's not touched it since buying it as he likes its very original condition. Despite not knowing the tractor's exact history, Paul is more than happy with his large Massey – it sits well with his other smaller, British-built Red Giants.

It's certainly great that a few of these giant tractors are still preserved here in the UK as they played an important, if perhaps rather limited part, in the story of how larger, six-cylinder tractors began to be used on British farms.

There's also something very impressive about these large and powerful two-wheel-drive machines when they're seen in the British countryside and, as Paul started up his 1100 and negotiated his way out of the shed for the photo shoot, it was difficult not to be in awe of this mighty machine.

Even today, the 1100 is certainly a sight to behold, with its tinwork styling that's so familiar on models like the 135 and 165. But everything's simply built to a much larger scale, around the longer, six-cylinder engine. The stance of the machine is also impressive, with its good ground clearance. The 1100 also boasted



Basking in the Suffolk sunshine, the 1100 makes a fine sight and one that's rarely seen in the UK. It certainly makes a change from the rather ubiquitous MF 135! Note the PAVT (power assist rear wheels) that were pretty much a standard item on large, American, row crop tractors of this period.

a new feature in the form of saddle-type fuel tanks, which had the extra benefit of placing the weight of a full tank of fuel right in the middle of the tractor's chassis.

To modern eyes, the 1100 is perhaps a rather large and ungainly machine, with a somewhat modest, 105hp output, an uninspiring power-to-weight ratio and a basic 2WD configuration. But, back in the mid-1960s to early '70s, things were very different, and the American-preferred layout of high-horsepower, two-wheel-drive set-up was much more accepted; many American farmers simply didn't regard 4WD as desirable or necessary in those days.

In the end, though, the French-built, four-cylinder MF 1080 would fill the gap left by the 1100, although even that European-centric model wasn't without its detractors, and it also suffered with quite a few, reliability-related teething troubles. Somehow, though, the 1080 just doesn't possess the same kudos as the big 1100 so I, for one, am very pleased that we still have a few examples here in the UK to enjoy. ■

MASSEY FERGUSON 1100 SPECIFICATION

Engine:	Perkins A6.354 5.8 litre
Power:	105hp
Transmission:	6x2 or Multi-Power 12x4
Power Take-off:	Independent 540 or 1,000rpm
Weight:	4,536kg

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THE GDSF RETURNS!

Chris Graham reports from this year's excellent Great Dorset Steam Fair

Making a very welcomed return after a three-year, Covid-enforced absence, the Great Dorset Steam Fair was back at Tarrant Hinton this summer, and I'm happy to report that it was business as usual. This show has long

been an event of jaw-dropping proportions, and this year was no exception. According to the organisers, all exhibitor sections were full to capacity and, judging by the size of the crowd I saw on the day I visited, the event is

back to its rip-roaring best!

Here's a selection of photographs illustrating some of the Ferguson and Massey Ferguson tractors that caught my eye at this amazing show.



▲ This 1953 Ferguson TE-D 20 was entered by Trevor Griffiths, from Holsworthy, in Devon, and it's been in the same family since the 1950s. Having undergone a full restoration, it's fitted with a genuine Lucas Cyclops lighting kit and Goodyear tyres.



▲ Russell Watts brought his 1978 Massey Ferguson Industrial 20 to the show from Sevenoaks, in Kent. The tractor was supplied new to Kent County Council, and is fitted with a Bamford Dozer blade.



▲ Sarah Tween's late grandfather found this 1963 Massey Ferguson 35 back in 2007. It took three years to restore the tractor, which is now used for farm work, ploughing matches and for taking part in 'Pink Ladies' charity road runs.



▲ Mark Trawin's diesel-powered, 1959 MF 35 was driven to the show from South Gloucestershire, towing a living van. It's also fitted with a unique dog house that provides travelling accommodation for Chai the Labrador. Here the pair are waiting patiently in the queue to get out of the main arena



▲ You don't see too many MF 130s around, so it was good catch sight of Gary Cresswell's 1965 vineyard model that's powered by a Perkins P4 diesel engine.

➤ This is Harry and Jack Mustey's 1955 Ferguson TE-F 20, that was seen running in the working area at Dorset pulling 1950s rotary harrows.





▲ Conditions were extremely dry and dusty in the working field this year at the GDSF. Here's Gunston Jones' 1949 Ferguson TE-20 taking a break from pulling its set of four zig-zag harrows. Gunston and his tractor travelled from Llandovery, Carmarthen, to be at the show.



▲ Unfortunately, the show programme had this workmanlike Ferguson TE-20 listed as a '1959 Dexta', so we're unable to identify the model or owner's name. Perhaps they'll get in touch to set the record straight, and tell us more about the cab.



▲ Richard Bateman, from Llanelli, displayed his 1955 Ferguson TE-F 20, which, as well as boasting a Ferguson Epicyclic reduction gearbox and live drive, was carrying a load of milk churns and sporting a 'Ferguson System' umbrella!



▲ This tractor was listed in the programme as Mick Jones' 1957 Massey Harris Ferguson FF30DS. It's said to have been built in France, and is powered by a French engine from the Standard-Hotchkiss Co.



▲ This is David Cooper's 1951 Ferguson TE-D 20 photographed in the main arena. During its working life it was used by the army at Arborfield Barracks, in Berkshire, for ground maintenance operations. Now de-mobbed, it lives a happy retirement in Hampshire.



▲ Wynford Walker brought his 1961 Massey Ferguson 35X to Dorset from Pontypool, in Wales. He bought the tractor in 1998 and restored it himself.



▲ This is a very rare machine; it's a 1973 MF 135 Flamingo High-Crop. Only 10 examples were built by Kent-based Lenfield Engineering, having been designed for spraying and dusting bean fields. This example was new to Chalk Valley Contracting in Bowerchalke, and was entered by Tim James from Child Okeford, Dorset.



◀ R Wraight's 1960 Massey Ferguson 65 spent its working life on a fruit and vegetable farm in Kent. Nowadays it's still used for haymaking at Hernhill, in the same county.

THE 500 SERIES

Jonathan Whitlam begins the story of the Massey Ferguson 500 Series; a model range that truly was ahead of its time

The 500 Series tractors played an important role in the Massey Ferguson line-up in Europe during the latter half of the 1970s and into the early 1980s. This series will take a close look at these models, their features and their evolution, and then consider why these machines have become 'Marmite' tractors, with enthusiasts either loving or hating them.

However, to get things started, we need to rewind to the early 1970s, to consider the origin of the species, as this was the time that the first model in the new range – the MF 595 – was launched.

Significant change

The 1970s was a decade of significant change with regard to farm tractor design. Power was on the increase; sophisticated innovations were making their presence felt and more choice was being offered. However, the biggest change was seen in the areas of driver comfort and safety.

In 1970, legislation in Britain demanded that new tractors were fitted with a proven safety cab to protect the operator in the advent of the machine rolling over. These new structures replaced the huge variety of 'weather cabs' used previously, but this was only the start. The second part of this legislation saw the introduction of 'quiet cabs' during 1976, designed to reduce interior noise levels dramatically.

As far as Massey Ferguson was concerned, these new requirements necessitated a two-step approach. The 100 Series tractors (the Red Giants), had been in production since 1964, and models like MF 135, 165 and 178, were typically supplied without any form of cab during the 1960s. However, Massey Ferguson did offer a very well-finished weather cab for those who wanted it, supplied by coach-builders, Duple.

Cabs force change

But, with the new safety cab regulations arriving in 1970, MF introduced two options for 135, 165 and 178 buyers. The top spec choice was a full safety cab with metal cladding and lots of glass that provided an excellent – if rather noisy and draughty – operating environment for the driver (ear defenders were supplied with the cab!)



The MF 595 was the flagship model in the Massey Ferguson 500 Series, and it was also the first to arrive, being launched more than a year before the rest of the range.

But this was an expensive option, so most farmers chose the second, slightly cheaper option. This consisted of the same safety frame but, instead of rigid cladding and lots of glass, buyers got a glass windscreen, door windows and canvas cladding everywhere else, including the roof. While today this may appear something of a cop-out, the canvas-clad cab actually worked very well.

The flexible nature of the cladding allowed for engine heat to be directed back into the cab during the cold winter months, but could be removed or rolled-up for extra ventilation in the summer. What's more, the cladding was very durable,

although its eventual loss of integrity led to an increasingly draughty working environment.

Iconic option

Nevertheless, canvas-clad 100 Series tractors became icons of the 1970s, and Massey Ferguson was certainly riding high as the decade progressed and the updated versions continued to sell well. However, the company was well aware that the status quo couldn't be maintained indefinitely, though, especially given that the 'quiet cab' legislation was due to come into force in 1976. This demanded a big change to the mid-range models as



With a power output of 75hp, the MF 188 was the largest in Massey Ferguson's early 1970s line-up of mid-range models. Built in both France and Britain – together with the shorter wheelbase 185 version – it sold a lot better than the next model up, the 1080. (Pic: Kim Parks)

neither of the existing safety cab options would come anywhere close to meeting the new standards.

It had also been in 1971 that the first European-built articulated tractor had appeared, with the launch of the MF 1200. This was important as the model had been designed from the outset to meet the 'quiet cab' requirements even though, at that stage, they were still five years away. The cab was flexible-mounted on the chassis, boasted plenty of sound-deadening material and was strong enough to protect the driver in the event of a roll-over accident.

A lot was learnt by the MF designers during this process and, in many ways, the cab of the 1200 was a prototype for what would soon be adopted for the replacement for the 100 Series. Because of this, it was clear that the old 100 Series models couldn't just be re-jigged to accept a new cab; it would be much better if a new range was developed around a new

cab structure, to provide the maximum benefit and reduce noise and vibration to as low a limit as possible.

Targeted approach

And that's what MF did when it took the decision to replace most of the 100 Series models by 1976, at least in the main European markets. It was also decided to only produce the new range in Britain and France, and not to offer it in North America or some other markets, usually where quiet cabs weren't a requirement. In the end, those markets adopted the new 200 Series from the end of the 1970s.

Design work advanced quickly, and it was decided to launch the largest model in the range ahead of the rest of the line-up. This wasn't actually a replacement of the 100 Series per se, but was the replacement for a tractor model with a rather troubled history.

Following a less-than-successful experience trying to sell the larger, six-cylinder, North American-built 1100 in Europe during the late 1960s, MF decided to offer a European-built machine to fill the gap that existed above the largest 100 Series model. This would be derived from the American 1000 Series, and built in Europe to meet local conditions.

The new, European-spec. 1080 was introduced in 1968, and was built in the Beauvais factory in France with tinwork that was identical to the 100 and 1000 Series. It was built as a large tractor with a long bonnet reminiscent of the six-cylinder 1000 Series, even though a four-cylinder engine was used to power it; the higher build and extra length added to the overall weight, improving traction and ensuring that it stood out visually from the then 100



The 1080 was only built at Massey Ferguson's factory in Beauvais, France, and was based on a very similar model produced in North America – the true home of the MF 1000 Series models. It was also offered in the UK and, after 1970, was fitted with a rather ungainly safety cab that made the tractor look even bigger than it already was! From the side, the 1080 looked like a much more powerful six-cylinder model, but was in fact powered by a Perkins four-cylinder engine of 88hp (Photo: Kim Parks)

Series flagship, the MF 178.

Engine choice

The engine chosen was the 5.2-litre Perkins A4.318 diesel, which in some technical literature was promoted as a 90hp power unit. However, it was typically classified as an 88hp unit for the 1080 model, which was probably nearer the exact figure. The new model came with the 12 forward, four reverse gear Multi-Power transmission as standard, plus full hydrostatic steering.

The 1080 was certainly a well-appointed



The Perkins A4.318 engine was supported in the chassis of the 1080 by side frames, which made that tractor longer than the other four-cylinder models in the range, and also added extra weight. In the end, the 1080 wasn't well liked; it just didn't have the traction or reliability needed to beat the competition, while also lacking power output. The launch of the much livelier 94hp Ford 7000 in 1971 was really the nail in the coffin for this model (Pic: Kim Parks)



The 1080 did find a niche for itself in many farming areas and, with its higher power at the PTO than the 185 or 188, it was ideal for powering forage harvesters, which led to it being an almost exclusively contractor-owned model (Pic: Kim Parks)



The first signs of what was to come arrived in 1971, with the launch of the MF 1200 articulated model. Despite being a novel overall design, and a product of the Industrial factory at Manchester rather than Coventry, the 1200 turned out to be the first to show just how future MF tractors would be styled. It was also fitted with a new 'quiet cab' with features that would later be incorporated into the 500 Series machines

machine with differential lock, suspension seat and swinging drawbar also being standard fitments. The rear linkage was of Category 2 type, with Category 3 optional, and had a lifting capacity of 2,460kg and an overall vehicle weight of 3,850kg. A four-wheel-drive version was also produced, although very few of these were sold outside France.

On paper, the 1080 seemed to have lots going for it but, in practice, it unfortunately didn't live up to expectations. It suffered with a number of reliability issues, often associated with the Perkins A4.318 engine. It also seems that even with full wheel weights front and rear, plus front ballast, the 1080 simply wasn't a good enough pulling tractor; a bit of disappointment given its 'high horsepower tractor' image. In the field the 1080 simply couldn't compete with its direct competitors, such as the turbocharged Ford 7000; it was nowhere near as lively a performer as the Ford's 94hp 'pocket rocket'.

MF needed to act quickly to save the

situation as 1080 sales fell dramatically in the early 1970s, and the decision was taken to replace it with the first of the 500 Series machines; the brand new MF 595.

The new order

So, from June 1975, the MF 595 replaced the 1080 in most European markets, and certainly looked very different from the old model. The 595 featured a brand-new cab, new bonnet with hard-nose radiator surround and new decals using the MF logo on the sides, plus the triple-triangle MF logo on the radiator grille. Although the general farming public didn't know it yet, these were all features that would – in a year's time – be rolled out across the rest of the 500 Series model range.

The 595 was built exclusively at the Beauvais factory. It continued the 1080's tradition and, under the skin, was much the same as its predecessor. But this, with hindsight, wasn't the best move, given the 1080's mechanical issues.

In 1975, though, the 595 was big news. Don't forget that it looked completely new; so much so that it suggested a completely new concept and, of course, to a large extent this was true, especially with regard to the new cab. This was christened the 'Supercab' by MF, and was designed as a sealed unit to insulate the driver from both noise and vibration. This was a huge step forward and a massive improvement over the rather basic safety cab that had been offered on the 1080, which was almost universally ugly in design.

This new cab was a world away, being very quiet and with excellent access in and out thanks to a very wide-opening door. Also, both side and rear windows could be opened for ventilation, although only one door was fitted to one side of the cab; something that's common nowadays, but was certainly unusual back in 1975.

American style

The bonnet was also brand new, based on the design appearing on the large, six-cylinder tractors being produced by MF in North America that were replacing the original 1000 Series Red Giants. It looked very radical next to the existing 100 Series and couldn't have been more different, with its cleaner lines and much less fussy appearance. The 'hard-nose' radiator with its solid surround was also new, and had been foreshadowed by the earlier 1200 model. Looking back, the 1200 certainly did set the scene ready for the 500 Series in many different respects!

Beneath the new-looking exterior, the 595 utilised the same Perkins A4.318 four-cylinder diesel engine that had powered the 1080, mated to the 12-speed Multi-Power transmission.



Compared to the 100 and 1000 Series models, the 595 looked very different. The new cab and bonnet featured brand new styling that hadn't really been seen before, teamed with elements that had first seen the light of day in Europe on the articulated MF 1200 model, such as the 'hard-nose' front grille surround. This is a very early example on display at an agricultural show in the south of England (Pic: Kim Parks)



The MF 595 was an 88hp tractor powered by the same four-cylinder Perkins engine as the 1080 and, looking closely, you can see it uses the same frame found on the 1080 to support the engine. MF thought that the 595 – despite being a dressed-up 1080 – would be much more successful than its poorly-received predecessor. In the event, the same mechanicals resulted in the same reliability issues, and the original 595's better cab was pretty much the only improvement.

However, the rear linkage geometry was changed, with Category 2 lower links with telescopic feature, but also a slightly less powerful lifting capacity of 2,440kg (the 1080 claimed 2,460kg). The 595 was also heavier than the 1080, weighing in at 4,100kg compared to 3,850kg for the 1080 in 2WD format.

The 595 certainly caused a stir and was very well appointed with a deluxe

MASSEY FERGUSON 595 SPECIFICATIONS

Engine:	Perkins A4.318, 5.2-litre
Power:	88hp
Cylinders:	4
Transmission:	Multi-Power, 12 forward and 4 reverse
Power Take-off:	540 and 1,000rpm
Weight 2wd:	4,100kg
Weight 4wd:	4,480kg



The MF 595 really is an 'odd man out'. It soon became the flagship of the 500 Series range, despite only having the cab and bonnet design in common with the smaller models. It was later improved, but the original version wasn't the big success its enthusiastic launch might have suggested. It was little more than 1960s' technology dressed up in 1970s' clothes. Of course, the truth was that the MF 595 was simply a reflection of the tough financial constraints being endured by Massey Ferguson during the 1970s.



The new 595 generated a great deal of attention wherever it was displayed during 1975 and 1976, with dealers such as EO Culverwell Ltd making the tractor the centre piece of its show stands (Pic: Kim Parks)

suspension seat, front and rear lighting, two spool valves, power steering, 1,000 and 540rpm PTO adaptors, heater, cab air blower, tool box, plough lamp and a two-speed windscreen wiper with washer, all as standard equipment. Optional items included automatic pick-up hitch, rear wheel weights and front weights.

Originally the 595 was only offered as a 2WD tractor but, by the end of 1975, a



A beautifully-restored MF 595 showing all the best features of this model that had the potential to be so much more than it actually was. Even so, the 595 still became something of an icon thanks to the Britains and Ertl scale models from the 1970s and '80s.

4WD version became available, although only in France. This used a centre drive to the front axle, the latter being a very substantially constructed item with thick hubs sticking out either side of the front wheels, and adding 380kg to the overall weight compared to the 2WD version. Two-wheel drive tractors remained the most popular, but the 4WD 595 soon began to outsell the earlier 1080 models that had been so equipped, especially once they became available outside France.

First of a line

The rest of the 500 Series tractors would arrive in 1976; the year after the 595 had first seen the light of day. In many ways, the 595 was the odd man out as it was heavily derived from the 1080, whereas the smaller 500 Series tractors that followed were more closely based on the '8-line' 100 Series models, with a major redesign to incorporate the new cab. In comparison, the 595 was more a case of the new cab being grafted onto an existing tractor although, in practice there was, of course, much more to it than that!

Regardless of the new look, with the benefit of hindsight, the 595 does appear to have been something of a wasted opportunity, and should really have received the detailed redesign that the later 500 Series models got. The reason it didn't was more than likely due to the fact that MF was in serious financial difficulties throughout the 1970s, caused by the general economic downturn and also industrial strife at its European factories, in particular.

Power output remained one of the main gripes concerning the 595, and this was answered to some extent by the fitting of aftermarket turbochargers, which,

in the case of the Danish-made Opico, boosted output to a quoted 95hp. These turbochargers were usually dealer-fitted kits, but MF remained very sceptical of the technology. However, the ultimate success of these units, and those being fitted by TB Turbos, eventually convinced both MF and Perkins to start developing their own turbocharged tractor engines, although not for the 500 Series. Having said that, MF did eventually list the Opico turbocharger as an approved option for the 595.

Later on the 595 got a companion, when MF introduced the basically identical 592 model. It was also only built in France, delivered a derated power output of 85hp and had fewer standard features, so was cheaper to buy. This model certainly isn't familiar to most UK enthusiasts as it was never sold here; even in France it remained firmly in the flagship 595's shadow.

The 595 was the first sign of things to come for the European line-up of mid-sized Massey Ferguson tractors. In the end it proved not to be a perfect model, but it did set the scene for the rest of the 500 Series to come. It was also immortalised as part of the Britain's 1:32nd scale farm toy range and, as such, became something of a legend even after the real 595 had ceased production. This is fitting for a flagship model, even one that was so different to the rest of the range that was to follow a year later! ■

NEXT TIME

In Part 2 we'll meet the rest of the 500 Series range, and take a closer look at each in turn as Massey Ferguson set about changing the look of the European tractor forever.

CLUBBING TOGETHER



John Selley presents more stories from in and around the ever-enthusiastic Ferguson Club

Why on earth did I do that?

Have you ever done something and afterwards wondered why? Well, I'm going to share my latest 'I wonder why' moment with you all here.

I was trawling through eBay and came across an advert for two extremely rusty lumps of Ferguson TE-F 20 tractor. I looked at them and wondered why anybody would even bother to advertise them – let alone buy them – but I hadn't reckoned on my right-hand's wayward index finger! Almost instantly I received a message congratulating me on my winning bid, followed by another from the vendor thanking me for my very prompt payment! To add insult to injury, the price was £5 more than advertised!

At this point I felt I should read the full description. It started by saying that 'everything was very well seized, and has either been stored at the bottom of a lake or the ocean, you to decide!' As all my tractors are named, *Neptune* seemed appropriate for this one!

The description went on to say that loading would be no problem as the seller had an engine crane. So I looked at the map and found that it was 90 miles from me so, having agreed on collection the following weekend, I set-off at 6am on Saturday morning so that I'd be back for lunch and not be too 'out of favour'.

I arrived at 9am to face the first hurdle, which was to push the trailer 50m as access was far too narrow to reverse it in with the car. I spotted the two lumps sitting on the cobbles; one was the engine and front axle, the other was the back axle and gearbox. Loading began next and, if the seller had paid a fiver for his engine hoist, he'd have been robbed! All wheels were either seized or didn't caster, and we were working on cobbles! He assured me it would take 15 minutes but, in fact, it took 1.5 hours!

However, he also threw in a couple of Fergie front wheels, plus two centres from



The cylinder head was a real struggle to remove. The valves are all free in their guides, which means it will play another day.

a tractor that was very much bigger than a Fergie.

I was back on the road by 11.30am, but a diversion off the A14 sent all traffic on a crawling tour of Papworth, which took for ever. Needless to say, I missed lunch and there was no question of even a mention in the good books. At my workshop, I left the tractor and trailer outside in the hope that somebody would take the lot for scrap!

So what had I actually got? Well, the identity plate shows 'TEF 508630', which indicates it was made during August, in 1956. I got the front axle off the engine and then removed the two radius arms with the help of my impressive, Lidl-purchased pneumatic impact hammer. I never for one moment imagined that the bolts would come out, but the rattling to get the nuts undone also loosened the bolts, and soon they were spinning and I had to use a spanner to retain them in order to remove the nuts. A gentle tap with a light hammer and the bolts were out.

I'd managed to undo and remove the track rods before starting, and these will be dealt with another day, with new rubber gaiters, as will the axle ends, hubs



The rear end of my August 1956 TE-F 20, before the strip-down began.

and king pins. I was able to remove the fuel injection pump, which doesn't look too bad, and the clutch assembly. But, as yet, I've been unable to remove the cylinder head, although I've been into the 'bottom end' and found the crank to be in good order.

At the other end, I split the gearbox from the back axle and removed both trumpets. On turning over the rear axle casting I found a complete automatic hitch with little-used hook, so that was removed, blasted and primed. My friend required the selectors out of the gearbox, which were removed using, I'm told, an 18lb hammer. When he went to remove the drain bung, the casting just crumbled, so I'm awaiting the return of a box of aluminium scrap and a set of gears!

A lift arm was removed from the nearside trumpet, which is OK, as is the PTO shaft and cover. So, all-in-all, I'm pretty pleased, and feel that I've got my £205-worth of parts – plus much pleasure – from tackling the dismantling. All I need now is some way of preventing my wayward index finger from bidding again!

Much later I did manage to remove the cylinder head. The valves are all free in their guides, which means it will play another day. But, removing the pistons from the block is going to be an altogether more difficult operation, as I'm sure you can imagine!

Last time we had a job like this, Jim spent eight hours removing the four pistons! I hope he is up for it again! In the meantime, I hope you've all had a laugh at my expense!

A HOLIDAY FRIEND!



John Kurtz's Fergie on welcome duty on the verge outside his Suffolk home, where it's displayed every summer.



The TE-D 20 with a Winget 15cwt dumper.

About 40 years ago I bought a 1952 TE-D 20 p/p from a remote Herefordshire farm in the River Lugg valley, where we spent many family holidays.

The tractor's previous owner farmed a large flock of mainly Suffolk sheep, and a large herd of Herefordshire beef cattle. In his latter years he only used the tractor as personal transport to and from the local cattle market, as well as around the farm.

Following his death, the tractor was left to deteriorate in one of the many old wooden barns, together with other interesting machines including two old horse-drawn, four-wheel haywains. I arranged to buy the Ferguson from his widow and, upon inspecting it more closely, discovered that the cylinder head gasket had failed. So I arranged to spend the following Easter holiday on the farm so that I could not only replace the necessary gaskets, but also de-coke the engine and grind-in the valves.

I was a motor mechanic in the Royal

Air Force for my national service, when Standard Vanguards were the everyday mode of transport, so I was very familiar with their engines; almost identical to that in the Ferguson.

Then, later in the year, I started planning the homeward journey with the tractor. I was going to use a borrowed, home-made trailer that had suspension courtesy of two reclaimed rear axles from old Citroens. The tow car was one of the first Vauxhall Cavalier diesel hatchbacks of the late 1970s and, unexpectedly, our ginger cat produced six ginger kittens immediately before departure, so they all came with us, too, housed in an old baby's carry cot in the boot of the car!

Back in those days the A14 didn't exist, neither did many town bypasses, so the return journey home was quite an adventure. Town centres including Leominster, Bromyard, Worcester all had to be driven through, and we spent a night in Stratford-upon-Avon. Then it was on to Warwick where, while climbing the



I bought this 1952 TE-D 20 p/p from a remote Herefordshire farm about 40 years ago. Here it is just before its long journey to a new home in Suffolk began.

hill into the town, the poor old Cavalier slowed to a standstill, unable to cope with the ordeal. My wife and children (then aged 8 and 11), had to get out and push! We continued travelling east, through Leamington Spa, Northampton, St Neots and Cambridge, then round the backs on the river Cam, past Addenbrooke's Hospital and, finally, got safely home.

We have a large, ornate and beloved garden but, to get to my storage and tractor shed, a very long herbaceous border has to be negotiated. So, when it was designed, the lawn dividing the flower beds was made wide enough – using old engineering bricks – to match the track of the Ferguson.

I'm now pretty ancient, and the tractor doesn't get used very much. In the past it's carried fallen trees from beside the River Stour, that runs nearby, using an old four-wheel trailer, so that the wood could be cut and split for our wood-burning stoves.

During the summer I park the Fergie outside on the wide verge and, as our house is the first in the village, it gets much admired, despite its unrestored condition. I often fit an MF spring-tine cultivator to complete the picture.

John Kurtz

JOIN THE CLUB!

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

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



Despite the heat and dust at this year's Great Dorset Steam Fair, many exhibitors still made a brilliant effort to enter into the spirit of this incredible event. Here's Sarah Tween looking glamorous at the controls of her 1960s Massey Ferguson 35, as she makes her way to the show arena.



FUN IN THE SUN!

Jonathan Whitlam reports from a brilliant working day in Lincolnshire, at which there was plenty of Ferguson and Massey Ferguson interest

It was great to see a fantastic range of Massey Ferguson and Ferguson tractors breaking stubble in Lincolnshire when Robbie Thorpe and friends came together for a late-August cultivation day.

Robbie himself had his four-cylinder Massey Ferguson 35 working in the field with a set of disc harrows, putting its Standard Motor Company diesel engine to good use. Luckily, this part of Lincolnshire had experienced some significant rainfall during the week leading up to the event, loosening the soil enough for the cultivators and disc harrows to do a good job, and also generate that lovely smell of freshly-disturbed, damp soil for everyone to enjoy!

But Robbie's 35 wasn't the only example of this famous and long-lived model present at the cultivation day, as David Bryant supplied along no less than two examples of different ages, including a 35X. John Muliss supplied the oldest example at the event, in the shape of his grey and gold Ferguson FE 35, while John Sharpe and Richard Gratten were busy cultivating with their very fine examples of a 35X and early 35 respectively. In fact,

one of the highlights of the whole day was when Robbie got several of these tractors to work together, forming an echelon across the field, starting with the newest 35X down to the FE 35.

Several Ferguson TE-F 20s were also working, owned by Terry Lee and John Duffen, as well as an unusual French-built FF-30 owned by Mervyn Wright. The later Massey Ferguson 135 model was very well represented by splendid, fully-restored examples owned by Daniel Disdall and Paul Green, plus lovely original tractors owned by Nick Pilgrim and Peter Thorpe.

Two Massey Ferguson 165 tractors looked superb; Gerald Copeland borrowing a chisel plow from Robbie to break the stubble, while David Disdall was doing fine work with a set of disc harrows behind his very slightly older machine.

James Issitt kept his Massey Ferguson 565 working at full throttle all day with a cultivator behind, while Dean Baud's son joined him with a larger 590 model that Dean remembers arriving on the family farm brand new, back in 1977 – and it still works there to this day! Dean

also brought along his other son's MF 1200 but, unfortunately, a hydraulic fault on the day prevented it from doing any cultivating on this occasion.

The newest tractor to attend was fascinating to see, despite not working. The sloping-bonnet MF 3065 High Visibility models were quite popular when introduced in the early 1990s and were based on the existing 3065 model. Nowadays, though, they're pretty hard to find. Owned by local farmer David Goodley, this 3065 HV is still used on his farm for many jobs, including inter-row work.

With beautiful sunshine all day, Robbie's cultivating event with MF family tractors was without doubt a huge success. Not only was the entire field well cultivated, but everyone who took part thoroughly enjoyed themselves and also got to give their red and grey machines a great workout. I just wish I could have had a chat with everyone, but the day was so hectic it sadly wasn't possible. Nevertheless, I'd like to thank everyone for attending with their machines and taking part and, of course, special thanks to Robbie Thorpe for organising the day.



▲ Local tractor enthusiast Robbie Thorpe organised this get-together, and is seen here with his four-cylinder Massey Ferguson 35 working with a set of disc harrows.



▲ Owned and driven by John Sharpe, this Massey Ferguson 35X was busy working the land with a set of spring tines. This tractor was one of a batch of 20 bought by Carter Farms, near Wisbech, in 1963.



▲ Nick Pilgrim aboard his very original-looking 135, complete with safety frame and set of Ferguson disc harrows.



Dean Baud also brought along his other son's MF 1200, and it looked superb parked next to the family's 590. Unfortunately, an issue with the hydraulics prevented it from working on this occasion.



▲ With a set of spring tines behind, James Issitt enjoys blowing the cobwebs from his Massey Ferguson 565; he kept the throttle well back all day!



▲ Powering along with a chisel plow; Gerald Copeland puts his MF 165 through its paces. The 165 was the second most popular model in the Red Giants 100 Series range, to the 135.



◀ Doing an excellent job breaking the stubble, John Muliss' Ferguson FE35 looks superb working in the August sunshine.

➤ The 35 family was a very popular one and sold in large numbers, with the later three-cylinder Perkins-powered examples introduced in 1959 further enhancing their desirability. Today they make great preservation candidates thanks to their comparatively small size while also being a useful machine for ploughing matches and working days like this one.



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PART 15

MF 65 RESTORATION

After a great deal of work, the restoration of Tim Elgood's Massey Ferguson 65 is finally finished, as Ben Phillips reports



After so much work, it was great to finally get Tim's completed Massey Ferguson 65 Mk.2 outside.

Getting a finished tractor out of the workshop for the first time after a full restoration is always an exciting time. Admittedly, this one had been out earlier in the process, for a bit of a shake-down, but this was the first time in its complete, fully painted and reassembled state.

The Super Red paint was dazzlingly bright in the daylight and the Stoneleigh Grey looked superbly shiny; I used Vapormatic paint for this job, as I usually do. I started using this brand quite early on in my career as a tractor restorer, so know and understand its performance inside out.

Old and new mixture

The front cowl assembly on this particular tractor was a mixture of old and new parts because, as is the case with most

old tractors, certain vulnerable parts at the front had become damaged during the working years. The upper section was original and was fairly straight, but the grilles were replaced with new parts as the originals were badly distorted.

I also had to replace the lower, chin section as, when the tractor arrived with me, it was fitted with a weight frame instead. Thankfully, though, the original, triple-triangle Massey Ferguson badge had survived, so I was able to clean this up carefully using a wire brush, then repaint the black background areas and the white, 'MF' lettering.

The only other black item on the front was the small rectangular mesh (with a chrome surround), which sits above the badge and allows an air supply through to the air cleaner located just behind it, via a rubber pipe. Behind the front cowl there's

the familiar, long bonnet panel that lifts from one side and, as is often the case with these, its piano hinge was broken, so I fitted a replacement.

One of the final jobs on any restoration is always to apply the decals, which are mostly found on the tractor's bonnet. I love this job as it provides the tractor with its identity, and signals the end of all the hard work, as far as I'm concerned. Under the bonnet was the Perkins AD4-203 engine which, in my experience, is a lovely engine both to use and work on. If you've followed this series in the magazine, you'll appreciate the amount of work that's gone into getting this engine back to good working order. Most of the new stuff was hidden inside the engine; new pistons, rings, liners and valves were all fitted, to name but a few.



Only when it was outside could I fully appreciate the finish I'd achieved on the paintwork.

Other new parts

There were one or two items on the outside that were replaced, too, including the fuel lift pump and the wiring loom. In addition, I fitted new gauges in the dash (oil pressure, tractorometer and ammeter) and all now look very smart with their shiny chrome surrounds glinting in the sunshine. Another important decal added to the bonnet was the 'Multi-Power' logo, indicating that this MF 65 has that type of transmission. This sticker was supplied by Machinery Decals, and wasn't available off the shelf. Incidentally, the addition of Multi-Power, and its control switch, necessitated the relocation of the ignition key switch, to the right. This is found on the lower dash panel along with a new light switch and starting instruction plate.

Getting onto the tractor is made easy thanks to the footplates, which, surprisingly, were still the original ones. Footplates are quite vulnerable to corrosion damage, promoted by a life generally spent caked in wet mud and grime. As soon as the paint gets worn off, the rust sets in. Next to the left-hand footplate, a new clutch pedal and rod was fitted, together with a new pivot pin.



Part of this front cowl assembly was new; the original grilles were bent and twisted so they were replaced, as was the lower chin panel.

The rod had to be adapted from an MF 135 component, as the proper ones are no longer available. The pedal itself is from an MF 165. I wasn't able to buy a genuine 65 clutch pedal, but this one sufficed. As Tim is planning to use the tractor on a regular basis, I thought it better to have a new one with plenty of tread to make it safe plus,



The triple-triangle 'MF' badge is original. After cleaning it I was able to repaint the black background and the white lettering.



A new chrome surround was bought for the mesh grille that feeds air into the air cleaner, positioned immediately behind the front cowl.



This Perkins AD4-203 engine has been the subject of an extensive rebuild.



It's obvious from this photograph that the fuel lift pump, the dynamo and the wiring loom are new.



The lower part of the dash includes the ignition key switch, relocated due to the inclusion of the Multi-Power control lever, which occupies the key's normal place.

now, the pedal wasn't flopping about all over the place.

When this tractor arrived it was easy to see that the front wheels were smaller than they should be – they were 6:00/16 items, rather than the 6:00/19s that should have been fitted. But this tractor was also fitted with bigger, 36in rear rims, rather than the standard 32s, which exaggerated the pitching towards the front. Finding the correct 19in rims for the fronts was extremely tricky; new ones are no longer made and people tend to hold on to any originals they've got.

Wheel solution

To remedy this I bought new 16in rims and fitted them with 7:50 tyres, a combination that equalled the same



The upper dash was fitted with three new dials and a commission plate. The new steering wheel got a replacement chrome nut and washer, too.



The repainted and re-hinged bonnet looks great with its new decals.



A brand new seat cushion set in grey with red piping provide as much comfort as you can reasonably expect on an early 1960s tractor.



The most visible decal on the bonnet is this 'Multi-Power' one, which was made to order by specialist producer, Machinery Decals.



Massey Ferguson 65 tractors always look great with smart headlamps fitted. Exact copies of the original type were fitted in this case.



Footplates nearly always need replacing as they get plastered in wet mud from working boots over the years. Amazingly, though, the original ones on this tractor survive.



When this MF 65 arrived with me, the front wheels (6:00/16) were too small, so I swapped them for 7:50/16s.



These 12.4/36 rear tyres were slightly bigger than the standard 32in rubber that should be fitted on the MF 65. Plenty of shiny new nuts are required on these wheels.



When viewing the rear of this tractor, you can really appreciate how good the new tyres look.



This view shows the new levelling box and the shell-type fenders with the original brackets fitted.



It's clear from the registration number why this tractor's nickname is Sal!

overall height as the original 6:00/19 spec. and levelled up the tractor very well. With brand new BKT rubber all round, the MF 65 now looks superb.

The rear of the tractor was pretty straightforward, overall. The roll bar (which was wrongly fitted in these photos but was remedied shortly afterwards),



This swinging drawbar was a useful addition for towing or pulling; the pins, nuts and bolts were all renewed

was put back on, and a new set of fenders with original brackets bolted on top. A new hydraulic levelling box and drop arm was fitted, together with new lower link arms, which ironed-out the free play that was found on this tractor when it came in.

A useful part of this tractor is the swinging drawbar, which had new pins, nuts and bolts fitted, as I knew that Tim would probably be towing a trailer with the tractor in future. Looking at the number plate, it's not hard to see why Tim and his family affectionately call this tractor 'Sal', and it's nice to see the original still in place. ■

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Pudsey Civic Hall, Cote Lane, Pudsey, Nr. Leeds LS28 5TA samuelledgardsociety.org.uk

19-20

WINTER CRAFT & VINTAGE FAIR

Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL rural-life.org.uk

20

NORMOUS NEWARK AUTOJUMBLE

Newark Showground newarkautojumble.co.uk

26

LINCOLN AUTOJUMBLE

Hangar No 1, Hemswell,

Lincolnshire DN21 5TJ
lincolnautojumble.com

27

CHRISTMAS FESTIVAL

The Brickworks Museum, Swanwick Lane, Bursledon, Hampshire SO31 7HB bursledonbrickworks.org.uk

27

ANNUAL COLLECTORS' FAIR

Aldridge Transport Museum, Shenstone Drive, Aldridge, Walsall WS9 8TP Tel: 01922 454761





27 Nov-24 Dec
CHRISTMAS VISITS AT
BRESSINGHAM

Bressingham Steam Museum & Gardens, Low Road, Bressingham, Diss IP22 2AA bressingham.co.uk

DECEMBER

3
BREDE STEAM ENGINE
OPERATING DAY

Waterworks Lane, Brede, Nr. Rye, East Sussex TN31 6HG bredesteamgiants.co.uk

3-4
CHRISTMAS AT AMBERLEY
Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT amberleymuseum.co.uk

3-4
THE CHRISTMAS CRACKER

Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW gmmts.co.uk

3-4
CHRISTMAS AT THE MILL
Heckington Windmill, Hale Road, Heckington, Sleaford, Lincs NG34 9JW heckingtonwindmill.org.uk

4
CHRISTMAS CRACKER
Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD ipswichtransportmuseum.co.uk

4
CHRISTMAS FAIR
Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA museumofpower.org.uk

8-9
CHRISTMAS EVENINGS AT
BEAMISH



Beamish Museum, Nr Stanley, Co Durham DH9 0RG beamish.org.uk

10-11
CHRISTMAS AT AMBERLEY
Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT amberleymuseum.co.uk

10-11
A WARTIME CHRISTMAS
National Emergency Services Museum, Old Fire/Police Station, West Bar, Sheffield, Sth Yorkshire S3 8PT visitnesm.org.uk

11
NORMOUS NEWARK
AUTOJUMBLE
Newark Showground newarkautojumble.co.uk

15-16
CHRISTMAS EVENINGS AT
BEAMISH
Beamish Museum, Nr Stanley, Co Durham DH9 0RG beamish.org.uk

17-18
CHRISTMAS AT AMBERLEY
Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT amberleymuseum.co.uk

JANUARY

1
NEW YEAR'S DAY STEAM UP
Westonzoyland Pumping Station Steam Museum, Hoopers Lane, Westonzoyland, Nr Bridgwater, Somerset TA7 0LS wzlet.org

1
NEW YEAR'S DAY RUNNING DAY
Oxford Bus Museum, Hanborough Station Yard, Main Road, Long Hanborough, Oxon OX29 8LA oxfordbusmuseum.org.uk

1
NEW YEAR'S DAY ROAD RUN
Starts: Sedgemoor Auction Centre, Jct 24 off M5, Bridgwater, Somerset somerseattractionengineclub.com/club

1
HAPPY NEW YEAR 2023
East Anglia Transport Museum, Chapel Road, Carlton Colville, Nr. Lowestoft, Suffolk NR33 8BL eatransportmuseum.co.uk

1
NEW YEAR'S DAY CRANK-UP
Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA museumofpower.org.uk



OUT & ABOUT

Peter Love spotlights his pick of shows around the UK 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

GREAT DORSET STEAM FAIR



Richard Bateman with the rare 1960 MF four-wheel-drive conversion.

It was such a good feeling to be back at the Great Dorset Steam Fair; the largest show of its kind in the world today. With plenty of sunshine during my visit I headed straight to Stuart Cotton's tractor section where I was pleased to see a good number of Massey Ferguson and Ferguson machines in the lines.

It was a thoroughly good show and the ring parade commentary was entertaining and well researched. The working section was full of excellent but very dusty tractors by the end of the show, and it was great to see everyone enjoying themselves.



Jack Bateman was out on the Howard transmission 1953 Ferguson vineyard, in such original condition.

BIDDENDEN TRACTORFEST



The two big stars at TractorFest had to be the Massey Ferguson 1150s of Mick Blunt (1970) and Simon Wright (1972).



It's a tradition that children are allowed to play on the tractors at this show.

My big complaint about the Biddenden TractorFest over the years is that there just haven't been enough tractors attending to actually call it a proper 'tractor festival'. After all, June's Tractor Fest at Newby Hall, in North Yorkshire, had approximately 900 tractors entered!

Well, that all changed at this year's Biddenden event, where 14,000 visitors

who paid to attend were able to enjoy over 200 tractors on site. The event, organised by the Kent Agricultural Society and its band of enthusiastic helpers, was also back on its original site, which was another plus point.

As I wandered across the showground, heading towards the tractor display, I saw huge queues at all the food outlets, and I know that one



Another gem at the show was this Massey Ferguson 178 Multi-Power.



Russell Watt's very rare grey and gold vineyard FE 35 made its debut.

vendor had to send staff back to their farm shop to bake more sausage rolls, such was the demand.

The show included a stunning display of Ferguson tractors, the like of which hasn't been seen in this area for decades, many of which were part of the Lee Blackford collection. It was good to see that each machine was displayed with a proper information sheet, so that those viewing knew exactly what they were looking at.

John Burdfield's rare and restored Massey Ferguson 188 four-wheel-drive was a treat to see, and contrasted beautifully with Barry Leggatt's restored Ferguson TE-20 that was being displayed nearby. The Friends of Ferguson Heritage club stand, being managed by Simon Wright, did well here, and it was a real pleasure to see his lovely, just-restored 1972 MF 1150 joined in the ring by Mick Blunt's 1970 example. To see two of these large and scarce prairie Masseys in the same ring was a treat I'll remember for a long while, and a unique event for this show.

All-in-all it was a very successful and professionally organised charity show that was evidently enjoyed by all. Congratulations to everyone involved in TractorFest; it was a big hit in 2022, that's for sure.

RECORD CROWDS AT WELLAND

The 56th Annual Steam & Country Rally at Woodside Farm, Welland, Upton-upon-Severn, in Worcestershire, took place in dry and warm conditions on July 29th-31st.

The event attracted a record crowd through the gates, with some reportedly waiting for 90 minutes in a queue to get in on Saturday; yes, it was that busy up to 8pm that evening!

The 200+ display tractors had been moved to a better place on the showground this year but the section was run – as ever – by Graham Skittery and his family.

Tom Prout's tractor-pulling section was as popular as ever, and kept going until after midnight on Saturday evening. Saturday's early-evening entertainment was enjoyable although, unfortunately, the main act suffered with a PA problem. There was certainly much to do at this very busy and excellent show.

The Ferguson and Massey Ferguson display was very good, with highlights including Ken Gibbard's original-style 1950 Ferguson TE-D 20 Reekie vineyard conversion, and Richard Bateman's 1955 TE-T 20 Industrial looking well restored, as usual.



Andrew Millington has kept his Massey Ferguson 35 in tip-top order over the decades.



Grahan Kear from Lydney was there with his 1958 Massey Ferguson FE35 petrol paraffin.



Mike Brazington from Ledbury had his 188 at the show, weights and all.

The Massey Ferguson line-up included Andy Maaz's well-restored 1968 135 Multi-Power and the 35X Multi-Power belonging to Andrew Millington from West Drayton, who has been using that the tractor for decades. Other notables included Mike Brazington's 1976 MF 188 open centre, from just up the road at Ledbury and, towering above everything



Andrew Maaz with his 1968 Massey Ferguson 135 Multi-Power and box.

else, David Sherwin's 1973 MF 1155; another stunning restoration.

This show has had many ups and downs over the years, much to do with the weather, but it all came good this time with records broken in all quarters. The 2022 event certainly made up for the recent years lost to the Covid restrictions.

NETLEY MARSH AT 50!

Supported by good weather, the 50th anniversary of the original 'Puff-in to Netley Marsh Steam & Craft Show' took place on July 22nd-24th, having been first run way back in September 1971. It was a show that I first attended in the mid-1970s.

Placed on the top of the hill at Meadow Farm where everything started all those years ago – not far from the M27 and Southampton – this site has always been easy to get to. As such, the show has

always enjoyed good support, and this year was no exception.

While the famous, Friday and Saturday evening stage entertainment might not be in the league it used to be (well known jazz legends like Acker Bilk, Kenny Ball and George Chisholm all played here in the past), the acts entertaining the crowd this year certainly put on a good show that was enjoyed by all. An impressive total of £17,000 was donated to charity from the 2019



This late-entry Massey Ferguson 35 was an excellent example.



The well known Ted Lomax was here with his working 1954 TE-F and 1960 Massey Ferguson dung spreader.



Gemma Drodge's 1958 early MF 35 was in fine form at the show.



A 1941 Ford Ferguson 9N owned by Charley Gradidge in Lease-Lend colours.



Restored by Cliff Pickering, this 1953 Ferguson TE-F is now owned by his granddaughter, Mollie.



Paul Roebuck's 1960 Massey Ferguson FE 35 is still used on his smallholding and, like so many of the tractors on show, featured an implement on the back.



Harry and Joe Mustey from Lymington showed their 1963 MF 35 which is used to help with the restoration of other tractors with its front loader.



Peter Lewis from Winsor, Hampshire still uses his 1976 MF 148 on his estate.

event, and this year's event certainly represented a triumphant return.

Tractors have always represented a big part of this show and, this year there were more than 125 for visitors to enjoy, plus others from the market garden section, all run by James Healey. It was good to see an excellent cross-section of clean and restored machines including a raft of classics and plenty to interest Ferguson and Massey Ferguson enthusiasts.

All-in-all there was an excellent variety of machinery for everyone to enjoy, many of which could be seen parading in the two show rings. So, if you've never been to this event before, I'd highly recommend it for next year.

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

BEST MID-TERM COLLECTIVE EVER!



This semi-original MF 148 made £8,500.

Sale demographics might have changed with over 75% of bidders operating online nowadays, but Cheffins had its best 'live' crowd turn out over the two days of its Vintage Collective at the Cambridge Machinery Sale site on July 22nd-23rd, since the pandemic. In fact, this mid-term sale was to be the best ever for Cheffins, with more than 190 tractors on offer among the 1,499 lots that went under the hammer.

The vehicle part of the sale began at 10am on Saturday, with lot No.1279, which was a 1960 Standard 10 van. The vehicle was in need of a replacement transmission, but had excellent brakes and, despite the corrosion showing on the bodywork, interest was good. The van was said to be in the correct Ferguson Dumfries Depot livery and was being sold with V5c documentation. However, by the time this vehicle was built, that dealership was surely a Massey Ferguson outlet, meaning that the colour scheme should have been red and grey. Nevertheless, it changed hands for a decent £11,500, and there was no VAT to be paid.



This restored, 1963 Massey Ferguson 35X could have been yours for £11,500.

When the tractors came under the hammer, Oliver Godfrey started by making quick work of selling a turbocharged 1980 MF 1250, for £28,000. Then a very good £8,500 was paid for an open centre semi-original 1973 Massey Ferguson 148 Multi-Power, especially considering the prices paid for other examples of this model recently. There were hardly any newly-restored tractors offered in this sale, although one that did stand out was a 1963 Massey Ferguson 35X Multi-Power, finished in two-pack paint, which sold for a good £11,500.

I was also taken by a very clean, 1995 Massey Ferguson 390T four-wheel-drive, with just 3,385 hours on the clock, which



Some £8,400 was paid for this 1976 MF 135 Multi-Power.



This clean-looking and original 1971 MF 135 reached £6,200, but failed to sell. The semi-restored 135 in the background got moved on for £5,800 (+ VAT).



The top Massey Ferguson on the day was this 1250, which was hammered-down in no time at all for £28,000.

found a new home for £18,000 (+ VAT), as well as an imported, four-wheel-drive Massey Ferguson 135 that was in need of work and went for £5,800 (+ VAT).

So this was a very good mid-term sale for Cheffins, although it was clear that some of the clapped-out classic bangers are becoming ever harder to sell for the reserves being set.

SOMETHING FOR EVERYONE



This MF 135 went for £5,000.



This 1961 off-farm MF 35 could have been yours for just £2,450.

The tractor auction at this year's Welland Steam & Country Rally took place on July 29th, supported by hot weather. It wasn't as large as in previous years but there was still a good enough choice to

see a raft of items change hands, some from dealer to dealer.

Massey Fergusons were in demand yet again, with an original-style 1961 FE 35 petrol/paraffin model (said to have just 457 hours on the clock) selling for



This imported Massey Ferguson 185 four-wheel-drive sold for £7,500.



A very good £7,100 was paid for this 1964 Massey Ferguson 35X, sold with V5c.



The bidding for this MF 135 – with just 667 hours on the clock – reached £9,200, but it wasn't sold on the day.

a very good £5,500. An older, restored, diesel-powered 35X found a new home for £7,100, a so-so, off-farm 35 went on to make £2,450 while a 135 Lenfield narrow conversion – with some new bits fitted – sold for £4,200.

The bidding for a 445-hour, 1974 Massey Ferguson 135 with Flexi cab reached £9,200, but that wasn't enough to see it sold. Nevertheless overall it was a very satisfactory day for the HJ Pugh organising team.

A GOOD SELECTION OF MF CLASSICS

Massey Ferguson tractors featured heavily at a recent Euro Auctions sale that took place on August 3rd at the company's Leeds base. There was a wide variety on offer among the 60 or so tractors being sold, with some modern working machines as well as older and vintage models going under the hammer.

As ever, prices varied depending on age and, more importantly, condition. But all paraded on the selling ramp and found a new home. However, there was no doubt about which MF was the most expensive in the sale. That honour went to a 2008 MF 6485, which, despite appearing to have been well-used during its life, still sold for £20,500.

Then there was a series of 2014, imported MF 4291s, all in excellent condition, fitted with front weights and showing low hours. The models ranged from the 349 to the 768, and all sold for between £15,000 and £15,500. Also, a 2014 MF 4297, with 207 hours behind it, made £14,750.

Next up was a tidy 2008 MF 6480 DYNA-6 that was fitted with a Trima loader, which boosted its value. It eventually sold for £13,500, while a 2006 MF 6480 that was in similar condition, managed to make £13,000.

Moving away from the tractors for a moment, I spotted a 1997 Massey Ferguson 860 backhoe loader among the plant equipment being sold. It was in good overall condition and, at £12,000, it seemed pretty cheap compared with some other backhoes in the sale.

Among the cheaper Massey Fergusons at the sale I saw a rather work-worn 3060 fitted with a sun canopy rather than a cab, which sold for £5,500, despite having a front loader and bale clamp to boost its price. Also, selling for the same amount, was an MF 375 that was again fitted with a loader and bucket to help it along.

To round things off, but having contrasting fortunes, were a couple of two-wheel-drive classics that looked to be in original condition. The first was an MF 165 that sold for £3,250 despite being fitted with a front loader, while a Japanese MF 135 (displaying some oriental writing) had better luck when it sold for a stomping £7,500, despite its average condition.

As ever, there was a varied selection of tractors on offer for the MF enthusiast at this sale, again proving that a Euro Auctions' sale is always well worth a look!



There were some interesting oriental markings on this Massey Ferguson 135, and the machine looked to be in good condition overall, which is why it sold for £7,500.



Looking to be in good, solid working condition, this 2008 MF 6485 was fitted with front linkage and sold for £20,500; the top price achieved by an MF tractor in this sale.



Really looking the part, this 2014 Massey Ferguson 4291 that was fitted with front weights and, with just 349 hours on the clock, went on to sell for £15,000.



This 2006 Massey Ferguson 6480 four-wheel-drive was fitted with front linkage and PTO, and was in very good condition. It sold for £13,000.

HARROGATE HOLDS UP WELL



The 'big' MF on the day was this nut-and-bolt restored 135, which sold for £16,500.

On August 20th, Cheffins hosted its annual collective sale at the Great Yorkshire Showground, in Harrogate, which presented about 900 lots of classic and vintage tractors, agricultural machinery, vehicles and collector's items. The sale grossed over £500,000 and saw crowds in the 100s from across the UK and Europe.

There were over 140 classic and vintage tractors being sold, and the classics generated high sale prices. These included a 1964 Massey Ferguson 35X that made £11,500, a 1969 MF 165 that sold for £9,800 and an extremely well-restored MF 135 on which the hammer fell at an amazing £16,500. Also of note was a very fine and original Ferguson TE-F 20 diesel that was snapped-up for a record price of £8,300.

Oliver Godfrey, head of the machinery department at Cheffins commented: "The Harrogate sale provided a fantastic day out and is a key date in the vintage and classic calendar. We saw large crowds on the day, with buyers from across the northern counties and further afield all heading to the Great Yorkshire



Massey Fergusons were the predominant make at the Harrogate sale, and £11,500 would have got you this 1964 35X.



This Massey Ferguson 175 was another original gem. It made £6,000 on the day.

Showground to join in the fun, as well as 100s of bidders online. The market is



The Jon Plowright-entered ex-Danish 1962 Massey Ferguson 35X Multi-Power was moved on for £7,000.

clearly still going strong for both vintage and classic tractors."



Looking clean, this ex-Scandinavia MF 148 vineyard raised £6,000 at Harrogate.



This record-breaking and very original Ferguson TE-F 20 changed hands for £8,300.

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	£3,900	£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

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

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)

115108

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/TV0, 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 FE35 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

FIAT F130 DT 4WD



£15,950. Goes well! Fitted on Michelin tyres. This has pick up hitch, 3 spools and a good size tractor. Done 7373 hours, although clock has stopped counting. This starts, runs and goes very well!. Please call 01254 854103, East of England. (T)

115738

FIELD MARSHALL FIELD MARSHALL MK1 S 2



FIELD MARSHALL MK1 S 2. runs well good strong engine good clutch no frost damage £9500 tel jason daytime, 07855399487. Please call 07855 399487, South West.

116275

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 168



£8,000. 1975 £8,000+VAT. Rare 8-speed non multi-power version. One owner from new in original condition. Doors are included as are front weights. Please call 07493 433603, South East.

112918

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 148



£10,500. Fully refurbished, new tin work, new wheels and tyres, engine rebuild, new crankshaft seals, hydraulic pump refurbished, new water pump. Everything is working as it should be. Please call 07751 236230, Yorkshire and the Humber.

116648

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 garentee 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 135

£300. Tractor Safety Cab. Please call 01461800325, Scotland.

116810

SALE Highlight
1951 FERGUSON TE-D
PETROL/PARAFFIN



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

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

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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 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 MF240



£10,500. Fully refurbished by MF trained technician, engine, clutch linkage thousand spent too may 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. 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 35



£3,250. PETROL / TVO, WITH LOADER, NEW WHEELS AND TYRES GOES WELL. Please call 07831 347400, South West. (T)

115324

MASSEY FERGUSON 821



£1,750. c/w finger bar mower and wheel weights, good tyres for restoration. Please call 07831 347400, South West. (T)

115325

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 sales offers over 11,000. Please call 07578760764, South East.

MASSEY FERGUSON 165



£5,000. Original condition. Been on family farm for the last 30 years. PTO, hydraulics, brakes work. Bonnet lovely patina, mudguards rusted in places. V5 registered, metal number plate. No VAT. Please call 07702 333087, South West.

114171

MASSEY FERGUSON 8700



2010, £40,000. The MF 8700 S was for many years the Champion of the Field and represented the pinnacle of Massey Ferguson's engineering achievements in terms of quality, reliability, performance and fuel efficiency in the high horse power segment. It was not an easy task to design its successor, but that is precisely why it is so very exciting. With the new MF 8700 S we are setting the bar a touch higher. Among the great innovations are still "high-efficiency" SCR AGCO Power engines providing up to 400 hp for impressive traction capacities yet with industry. Please call 440909800, Channel Islands.

111714

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 HARRIS

MASSEY-HARRIS 25



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

112663

SALE Highlight MASSEY FERGUSON 35 4-CYLINDER DIESEL



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

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

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



MASSEY-HARRIS 33 DIESEL



1953, Complete with 3-point linkage with both foot and hand clutch. Collection only. Please call 01409 261345, South West.

110456

MASSEY-HARRIS 55



starts fine electric start nice original barn find. Please call 07855399487, South West.

110873

MASSEY-HARRIS 55



POA. Electric start, running. Please call 07855 399487, South West.

112329

MASSEY-HARRIS 102



POA. 4-cylinder petrol paraffin. Please call 01606 592639, West Midlands.

112173

MASSEY-HARRIS 203



POA. TVO, runs like a clock. Very straight and original. Please call 07855 399487, South West.

112335

MASSEY-HARRIS PACEMAKER

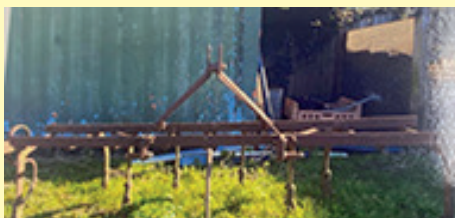


1938, POA. Starts easy and runs well. Please call 01409 261345, South West.

110455

OTHER MACHINERY

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

PARTS

FORD PTO SHAFT



£48. PTO Shaft Ford 10 series USED. 540 rpm 6 spline. Still with original packaging, so may not have actually been used. Please call 01889 500303, West Midlands.

115907

FORDSON DEXTA DIFF



£144. Fordson Dexta Diff USED. Crown Wheel and Pinion Teeth all ok. Please call 01889 500303, West Midlands.

115903

FORDSON DRAWBAR



£90. Drawbar probably Fordson E27N. Used. No wear on pin hole. Please call 01889 500303, West Midlands.

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 WAVER WEIGHTS



£150. 4 mf waver 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 ENGINE



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

115981

MISC

MASSEY FERGUSON 35 INJECTORS



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MASSEY FERGUSON 35 INJECTION PUMP



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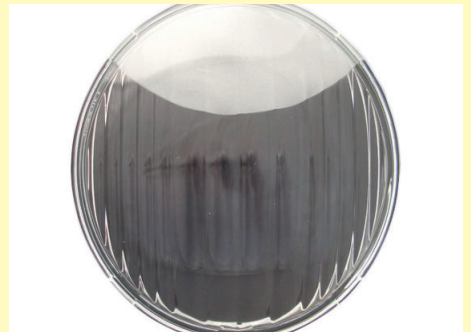
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POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

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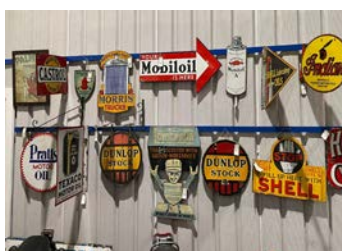


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50059
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£36.72



4309
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6231A
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(Chrome & Gold)
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FERGUSON TED20


2999
Bonnet Kit
£280.00



2155
Wing Skin & Bracket
(As Original)
£74.99



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Radiator
£149.99



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Petrol/TVO Tank
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£35.85



6835
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(Coiled Harness)
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Assembly
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5030
Rear Light Square
£15.30



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2432
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