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Whatever the age of your tractor, knowing something of its history, where it was used and how it worked, will add enormously to the pleasure you get from owning it.



Welcome!

For lots of enthusiasts, one tractor simply isn't enough! Admittedly, it's probably the same whatever you're interested in. Whether you're passionate about cameras, lawnmowers or watches, you'll inevitably end up with more than you need. Then again, 'need' doesn't really enter the equation, does it?

Arguably, nobody who isn't a farmer has any reason to own more than one tractor, and yet there are thousands of enthusiasts all over the UK who do just that. Whether the thrill comes from saving and preserving old machinery, the process of careful

restoration or simply revelling in the pleasure to be had from tinkering with and using a working machine you remember from your youth, owning classic tractors is all about emotion.

For most tractor enthusiasts, there's an appealing resonance attached to being around aged, working machinery because, in doing so, you're preserving history. Finding out where a tractor came from, and what it did during its working life always adds extra layers of interest to the ownership experience.

Dave Woolerton, who owns the superb FE 35 featured in this issue, loves learning

about the back stories of the many tractors in his collection, and has adopted a simple policy to help boost his chances of success in this regard. Lincolnshire-based Dave is careful only to buy tractors which he knows spent their working lives within the county. In this way, when he exhibits his machines at local shows, the chances of them being recognised by previous owners – or relations connected with them – are dramatically increased.

It's happened a good few times over the years and, as a result, Dave has been able

“This way, when he exhibits his machines at local shows, the chances of them being recognised by previous owners – or relations connected with them – are dramatically increased”

to piece-together first-hand and authoritative details about the life and times of the models now in his care. He takes enormous satisfaction from gathering this information,

and sensibly points out that if he'd bought tractors from much further afield, the likelihood of stumbling upon such fascinating history would be all but zero.

So perhaps we should all take a leaf out of Dave Woolerton's book, and strive to learn more about the backgrounds of the tractors we own; it's important information that deserves to be preserved with the machines themselves.

Chris Graham, Editor

Meet the contributors



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



Peter Love
A tractor enthusiast with boundless energy and limitless knowledge



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



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



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



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finally returned to a delighted owner!

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GDSF 2023 CANCELLED

Sadly, the Great Dorset Steam Fair organisers have announced that next year's event has been cancelled, so visitors and exhibitors will have to wait until the August Bank Holiday weekend in 2024 for their next visit to Tarrant Hinton.

Commenting on the decision, the organisers explained: 'This has been an extremely difficult decision for us to make. While the 2022 event was a fantastic and resounding success as a spectacle, it was also mired by significant and spiralling increases in contractor, infrastructure and organisational costs. These costs have risen disproportionately this year and, crucially, are very difficult to forecast for next year, given the

current economic climate.

'While we appreciate that this will come as a surprise to many – given the success of the 2022 event – as the organisers of such a large-scale event, we are acutely aware of the financial unknowns moving into 2023, with further cost increases likely and our regular customers, exhibitors and traders also feeling the financial squeeze.

Given the ongoing economic situation, rising inflation and the cost of living crisis, the reality is that it would be financially challenging for us to run the event in 2023. To safeguard and preserve the future of the Great Dorset Steam Fair, we believe this to be the right



Sadly, exhibitors and enthusiasts won't be getting the chance to experience the delights of Dorset next year, as GDSF 2023 has been cancelled.

decision, and one that will enable us to continue to run a high-quality event in 2024 and beyond.

'We'd like to thank you all for your continued support, and look forward to seeing you again on August 22nd-26th, 2024.'

LYNDON PALLOT REMEMBERED



Lyndon Pallot on his Ferguson TE-20 which was fitted with a Perkins P3 conversion by Central Motors.

The Jersey Classic Vehicle Club held its 5th tractor run on September 11th, and dedicated the event to the late Lyndon Pallot of the Pallot Steam & Motor Museum, in Jersey, who sadly died on April 10th, aged 87.

A fine turnout of 46 classic tractors of varying makes, models and ages

participated in this special event against a backdrop of glorious sunshine. A collection was made in aid of Jersey Hospice Care and, before the tractors set off, the drivers and Lyndon's widow, Dinah, gathered to exchange fond memories and stories. A minute's silence followed to remember both Lyndon and Her Majesty, Queen Elizabeth II.

The route was mostly along tranquil country lanes, with the highlight being a stop at a dairy farm in the grounds of the magnificent Trinity Manor, where the tractors lined-up for photographs before continuing on to the finish back at the museum.

With the run completed, 70 or so members enjoyed an excellent BBQ, followed by a sociable afternoon relaxing in the sunshine.

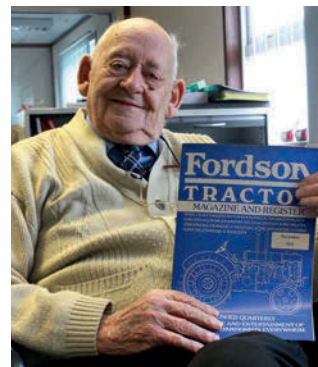
ARTHUR BATTELLE

One of our 'Old Tractor Boys' has, after 97 years, moved on from this life, having always made the most of his part of the tractor world before budgets, risk assessments, health and safety, targets and reports to management.

On the whole he enjoyed what he did and where he did it, and that could have been virtually anywhere in the world. However, we're very fortunate because he recorded most of what he did in memoirs and workshop repair manuals.

His journey through life took him from the family farm in Derbyshire to the Ford Motor Company in Dagenham, then on to Roadless Traction in Hounslow and, finally, to a family business successfully marketing 4WD conversion kits for Ford and Massey Ferguson tractors.

In the end he quietly went to sleep while sitting in his chair watching television. But he leaves behind a hole in our family and we shall



Arthur Battelle will be very sadly missed.

all miss the views, ideas and thoughts that he was always so ready to share.

Nick Battelle

AUTHOR MIX-UP

Unfortunately, we wrongly attributed the MF 1100 model profile published in the Nov/Dec 2022 issue to Ben Phillips. In fact, the article was written by Jonathan Whitlam, so sincere apologies to all concerned for any confusion caused.

TRACTOR WORLD 2023!



Original-condition tractors, like this MF 130, are always very welcome at the Tractor World Show.

Back to its original date and celebrating its 20th anniversary, the major feature at Kelsey Media's Tractor World Show (March 11th-12th) at the Three Counties Showground, in Malvern, will be 70 years of Massey-Harris-Ferguson, which was created in August 1953 by Massey-Harris and Harry Ferguson's company.

To celebrate this anniversary, The Ferguson Club and Friends of Ferguson Heritage will be staging special displays at the show. However, even non-members of these clubs will be welcome

to bring tractors, implements or models to display at the show. "The more the merrier", as co-show organiser, Mark Woodward, put it recently. He added that the organisers are keeping the cost of entry and trade stands at 2021 prices, which is great news given the current economic climate. In addition, there will be no charge to enter your tractor by post or online.

HJ Pugh reports that a number of excellent tractor collections have been entered in the event's huge, Saturday sale, at which more than 2,000 lots will be offered. For more information about all of the above, visit: tractorworldshow.co.uk

CHARITY DONATIONS

Following this year's very successful Rural Past Times Vintage Working Weekend at Horns Cross in East Sussex, the event committee gathered at Mountfield Village Hall on October 30th for a celebratory, 28-mile tractor road run followed by the presentation of charitable

donations from the summer show.

Event secretary Sara Golding welcomed everyone to the presentation at which £4,000 was distributed among 13 charities, from which a number of representatives were present. The recipients included charities Warming Up The Home, Oliver Cured

The Rural Past Times Vintage Working Weekend not only gives enthusiasts a great opportunity to get out and use their tractors as the designers intended, but also raises an impressive amount of money for local charities.

Trust, Step Up, Blood Bikers, Cancer Research, Rother Voluntary Action, Martha Trust, Hastings Lifeguards, 4Louis, Westfield Football



Club, Brede Scout Group, Staplecross/Ewhurst Bonfire Society, Battle Park Run and Street Pastors.

SALES DIARY

JANUARY

9 Timed Online

Machinery Sale. Stondon Massey, Essex. The Auctioneer, theauctioneer.co.uk

13-23 National Online Timed Auction of

Machinery, Straw & Forage. Brown & Co, brown-co.com

16 Cambridge Machinery

Sale. Machinery Saleground, Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767.

16-24 Online Timed Collective Auction of Farm Machinery & Effects. Located on farms throughout Devon, Dorset,

Somerset & Wiltshire. Symonds & Sampson, tel: 01884 218911.

19-24 Online Auction of Vintage Tractors, Implements & Spares. Brown & Co, brown-co.com

21 Collective Sale of Tractors, Vehicles, Farm Machinery etc. The West Country Sales Centre, Five Bridges, Willand EX15 1QP. Stags, tel: 01769 572042.

26 Auction of Agricultural Tractors, Forage Harvesters, implements etc. Lancaster. Cheffins, tel: 01353 777767.

26-5 Feb Online Timed Auction of Tractors, Vehicles, Diggers, Farm Machinery etc. Stags, stags.co.uk

28 On Farm Sale of

Tractors & Machinery. North Devon. Kivells, 01409 253253. 28 Auction at Somerset Vintage & Classic Tractor Show. Bath & West Showground, Shepton Mallet. HJ Pugh & Co, tel: 01531 631122.

FEBRUARY

1 Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. harrisonandhetherington.co.uk

6 Cambridge Machinery Sale. Machinery Saleground, Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767.

6-14 Online Timed Collective Auction of Farm Machinery & Effects. Located on farms throughout Devon, Dorset, Somerset & Wiltshire. Symonds & Sampson, tel: 01884 218911.

16 Major Auction Sale of

Agricultural Tractors, Forage Harvesters, implements etc. Lancashire. Cheffins, tel: 01353 777767.

16 Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

22 Online Timed Auction of Machinery, Trailers, Tractors & Vehicles. York Machinery Sales, ylc.co.uk/machinery

MARCH

1 Auction of Agricultural Tractors, Implements etc. St Albans. Cheffins, tel: 01353 777767.

6 Cambridge Machinery Sale. Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

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BARGAINS GALORE! FIND YOUR NEXT TRACTOR AMONG OUR CLASSIFIED ADS!

MF 165
Precious family tractor comes back to life

NOVEMBER/DECEMBER 22

WINTER PROJECT? FIND YOUR NEXT TRACTOR AMONG OUR CLASSIFIED ADS!

MF 1200 BUYING
Fancy one of these articulated giants?

MF 1200 RESTORATION
Repaired cab gets lifted into place

AUTUMN 22

BARGAIN BUYS! FIND YOUR NEXT PROJECT AMONG OUR CLASSIFIED ADS!

MF 35/35X SPOTLIGHT
Hints and tips on this 1950/60s favourite

MF 60 RESTORATION
Finishing touches as the project nears completion

SEPTEMBER/OCTOBER 22

WIN AN ORIGINAL 1964 MF 35 IN OUR ANNUAL CHARITY RAFFLE!

FUN IN THE SUN!
We report on the brand new 'Gypsum Run'!

ISLAND WORKERS A classic pair in the Shetlands

JULY/AUGUST 22

WIN AN ORIGINAL 1964 MF 35X IN OUR ANNUAL CHARITY RAFFLE!

MF 65 BUYING
How to bag one of these 1950s/60s classics

SUPER SALE! You shouldn't miss this auction

MAY/JUNE 22

NEW YEAR PROJECT? SEARCH OUR SIX-PAGE TRACTOR CLASSIFIED SECTION!

MF 1200 BUYING
Find out how to buy this '70s giant

MF135 RESTORATION
Brake assessment and dealing with leaks

MARCH/APRIL 22

TRACTORS GALORE! SEARCH FOR THEM IN OUR SIX-PAGE AD SECTION

POPULAR OPTION
Essential hints and tips for buying the evergreen MF135

MF65 RESTORATION
Battling with the heavy rear axle

JANUARY/FEBRUARY 22



JONATHAN WHITLAM

... speculates on the virtues of the Red Giants range, and asks if the quality of those tractors back in the day matches the iconic status they've assumed among enthusiasts today?

At the time of its introduction in 1964, the Massey Ferguson 100 Series range – otherwise known as the Red Giants – was seen as the very latest in tractor sophistication; tractors with radical styling and plenty of new features. Today, six decades later, the Red Giants range is certainly a candidate for the most popular Massey Ferguson range of all time, both in terms of its success when current and its continued popularity among enthusiasts and collectors today.

The Red Giants were born of the DX project; a development programme within MF to develop a world-wide range of models to replace the existing 35 and 65 models then being produced in a variety of different forms in factories around the world. The new DX machines would unify the world with a set range of models that could have different features to cater for different situations and needs, depending on where they were to be sold. They were built predominantly in North America, France and the UK.

The launch in 1964 was a big affair, with the UK model range initially consisting of the 130, 135, 165 and 175. These were later joined by the smallest of the sister 1000 Series range from North America, in the shape of the MF 1100. Even larger models were produced for the American market as well. In Britain, though, the three- and four-cylinder tractors were king, as most farmers didn't require large, six-cylinder, 100hp machines. In fact, for many UK farmers in those days, the 165 was the largest tractor they ever considered.

But, thanks to The Red Giant's dramatic and modern look, many failed to appreciate that, under the skin, these new models were basically the same as those they'd replaced. But, the changes that were made to the specification proved ideal for meeting the requirements of the 1960s and early



Were the Red Giants models really as good as we all like to think, or are we increasingly guilty of viewing them through rose-tinted specs?

'70s, and the new 100 Series went on to become an unqualified success!

A measure of this success is the fact that Ford launched a new range at exactly the same time, and was forced to resort to advertising slogans referring to its new tractors as being the 'Giant killers', to deflect from the huge sales success being enjoyed by the new MF machines. In addition, Ford's brand-new 1000 Series

sold as 'luxury' versions of the original line-up.

However, most of the range was replaced in 1976 by the new 500 Series, but some – most notably the MF 135 – continued in production for other markets (and also for certain niche roles in the UK), until the new 200 Series arrived in 1979 and the Red Giants finally bowed out.

The 100 Series were truly successful tractors, and were universally popular thanks to their versatility and reliability. The range dominated the 1960s and early '70s, and was only really toppled by the legal requirement for a 'quiet cab' from 1976 onwards. Today they are classic icons of the tractor world, and the 135 – in

particular – has developed something of a cult following. So much so that many enthusiasts now regard it as the ultimate tractor model of all time!

So, what do you think? Were the Red Giant models really as good as we all like to think, or are we increasingly guilty of viewing them through rose-tinted specs? I'd be very interested to hear your views.

“Ford... was forced to resort to advertising slogans referring to its new tractors as being the ‘Giant killers’, to deflect from the huge sales success being enjoyed by the new MF machines”

experienced a number of serious teething troubles, but that's another story!

The Red Giant models continued to sell well into the 1970s, with new models and a choice of either rigid or flexible clad safety cab. The range was also further expanded with the introduction of the three '8-line' models, featuring a stretched wheelbase and

A GOLDEN OPPORTUNITY?

Chris Graham meets Ferguson enthusiast Dave Woolerton to discuss the pros and cons of his beautifully-restored, early FE 35



The distinctive, grey and bronze-coloured Ferguson FE 35 was only in production for a short while during the late 1950s and, due to its relative rarity nowadays, always attracts plenty of attention at shows.

It's all too easy to forget the considerable age of tractors like the Ferguson FE 35 when you see fully-operational and beautifully-restored examples like Dave Woolerton's machine featured here. The uninitiated could be forgiven for failing to appreciate how long ago models like this one were built. This FE 35 dates from a time when Anthony Eden was at the helm in Downing Street, the AEC Routemaster double-decker bus had just been introduced, Premium Bonds were launched and Bill Haley and



his Comets were storming the UK charts with *Rock Around the Clock*. The year was 1956 and, for Ferguson, it was an important one..

Glittering arrival

The FE 35 was launched to the press at a glittering, London reception, held at the Grosvenor House Hotel in October 1956. Later the same month, the public got to see the exciting new model at the British Ploughing Championships which, that year, were held at Shillingford, in Oxfordshire. Ferguson had positioned four of the new models prominently along the main roads leading to Shillingford, giving visitors a sneak preview of the new tractor as they journeyed towards the event.

Based very much on the Massey-Harris-Ferguson TO30 and 35 models that were developed and produced for the American market from the TO20 model, the Banner Lane-produced FE 35 relied on engines built by the Standard Motor Company, at the Canley Road factory in Coventry. The first FE 35 (Serial No. SDM 1001) was actually put together at Banner Lane on August 22nd, 1956, and that machine is now preserved for posterity at Massey Ferguson's museum in Beauvais, in France.

Five more were built on that same day, but production didn't really get into full swing until November of that year. The earliest models featured a plain 'Ferguson' script badge on the front, but this was soon replaced with the more familiar version, which sees the 'Ferguson' script

incorporated into a chrome-edged, rectangular solid badge.

The FE 35 was available as either a Basic or a Deluxe model, with the former having a single-stage clutch, a pan-type driver's seat and narrow section front wheels fitted with 4.00x19in tyres. The more expensive Deluxe variant featured a two-stage clutch (allowing the tractor to be stopped while the PTO continued running), a tractormeter on the dash, a tiltable and cushioned seat with low backrest and wider front wheels shod with 6.00x16in tyres. It was possible to specify agricultural, industrial or vineyard models, although no narrow version was offered, as had been the case with the preceding TE-20 range.

“The combination of metallic bronze skid unit and Ferguson grey on the tinwork and wheels was a real attention-grabber”

Standard power

As far as engine choice was concerned, you could have had whatever you liked, as long as it had a 'Standard 23C' badge on it! Diesel-, petrol-, TVO- and lamp oil-powered versions were available, with the lamp oil-, TVO- and petrol-fuelled units being essentially improved versions



You'll see various shades of bronze and gold paint used on restored FE 35s, but Dave Woolerton reckons the version on his tractor is as accurate as you can get. The colour was matched to an unfaded section of an original, factory-finished top link he bought.

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The FE 35's simple dash included a centrally-placed tractormeter on Deluxe models. It's flanked by an oil pressure gauge (left) and an ammeter (fitted to diesel-powered models only). Petrol-, TVO- and lamp oil-fuelled versions also got a coolant temperature gauge as standard.

of the 20C engine fitted to the TE-20, while the diesel-powered motor was rather more of a departure. Ferguson engaged Ricardo Comet to design the cylinder head for that motor.

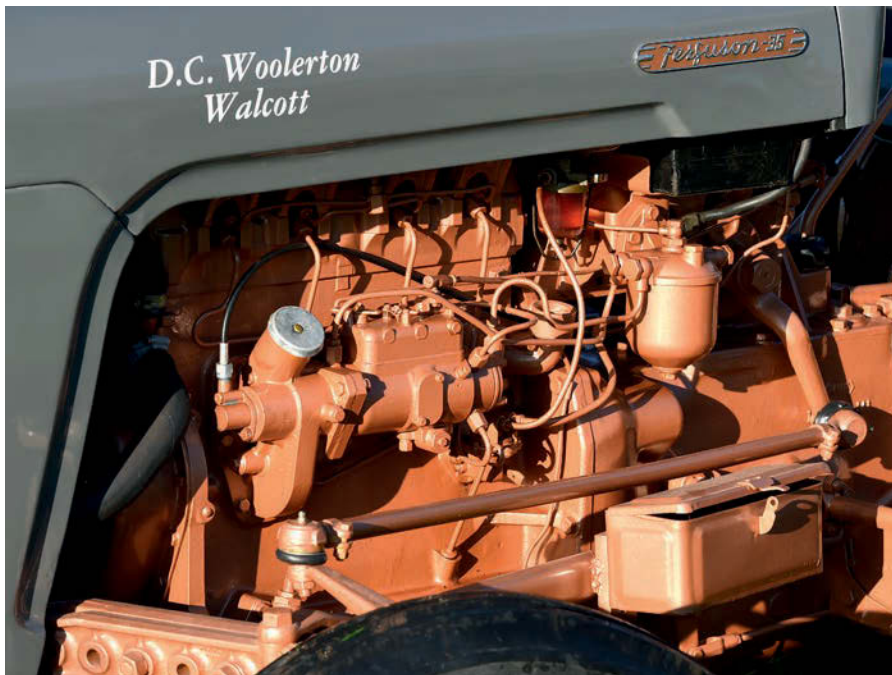
Capacity was significantly increased for the diesel version of the 23C, compared to the similarly-fuelled 20C used in the TE-20, and power output rose usefully as a result. The 2,092cc 20C produced 25hp, while the newer, higher-compression 2,259cc 23C pushed out an impressive 35.9hp, with both outputs being generated at 2,000rpm. All models also featured a standardised, six-spline, 1 3/8 in diameter PTO shaft, which made much more sense than the TE-20's quirky, 1 1/8 in fitting. The PTO was controlled by a lever located on the nearside of the transmission casting, offering 'Engine PTO', 'Neutral' or 'Ground PTO' settings.

The gearbox represented another big improvement over the TE-20, offering six forward and two reverse ratios, thanks to the inclusion of an epicyclic reduction box with its own, three-position control lever offering 'high', 'neutral' and 'low' settings. The 'neutral' position also incorporated a safety switch to prevent the engine from being started while in gear (as on the TE-20).

Additional strength

Moving further back, the rear axle casting was strengthened for the new model, with the trumpet housings featuring more fixings. In addition, the number of bolts securing the half-shaft bearings to the outer ends of the trumpet housings was increased from six to 12 early on in the production run.

These strengthening measures were taken not only to cope with the additional power, but also with one eye on the increased lifting capacity of the hydraulic system and the larger, heavier



The Standard 23C engine's reputation as a poor starter colours the reputation of this model for many people. Dave Woolerton's experience suggests that the potential for trouble is somewhat exaggerated.

implements that were already in the pipeline. However, probably the single most significant feature of the new FE 35 – from an engineering point of view – was the introduction of both Ferguson System draft control and position control, operated by a pair of quadrant-mounted levers positioned conveniently on the driver's right.

“The Banner Lane-produced FE 35 relied on engines built by the Standard Motor Company, at the Canley Road factory in Coventry”

Further strengthening was introduced at the front of the tractor, with the mounting for the front axle being beefed-up, and the axle itself being made from heavier components. The FE 35 also benefited from the inclusion of a screw-and-recirculating-ball-nut steering box linked to unequal-length drop arms, which helped reduce steering 'kickback' – something that had been an undesirable characteristic on the TE-20.

Outwardly, of course, the most noticeable aspect of the FE 35 was its striking new colour scheme. The combination of metallic bronze skid unit and Ferguson grey on the tinwork and wheels was a real attention-grabber, and

remains so to this day. The paint was definitely classified as metallic bronze, though, not gold; a fact that's not obvious nowadays given that this model is commonly referred to as the 'grey/gold' or even the 'gold belly'.

All change

However, the grey/bronze colour scheme didn't last long as, late in 1957, Ferguson decided to switch to a more corporate look. The tractor's tinwork was switched from grey to red, while the engine/transmission casting/rear axle plus the wheels were painted in metallic Flint Grey, and the MF 35 was born. However, the technical specification remained more or less the same until, in 1959, the three-cylinder Perkins A3.152 diesel engine arrived, but that's another story! Altogether, just over 73,600 grey/bronze versions were built, out of a total of about 165,500 35s produced between 1956 and 1959.

Of course, these days it's the Standard engine that dominates people's impression of the FE 35. "Oh, you mean the one that's difficult to start!" is typically how many regard this model and, while the 23C certainly can be tricky to start, the difficulty levels encountered do seem to vary from tractor to tractor. So it's important not to let this prospect overshadow a purchase decision as, in most cases, it's simply a question of getting to know a particular engine's foibles. Then, once you're familiar with an individual's



Dave Woolerton is a great fan of the FE 35's control layout. He says that the model is one of the most comfortable tractors of its era to use.

starting routine, you'll be free to enjoy the rest of the FE 35's benefits.

For an insider's view on buying and living with an early FE 35 grey/bronze, I took a trip to rural Lincolnshire where, not far from Sleaford, I found arable farmer Dave Woolerton and his very smart and authentic 1956 model. He's been buying and renovating for many years, and now has an interesting and varied collection of both classic tractors and implements, including a number of sympathetically-restored Ferguson and Massey Ferguson models.

Buying hints and tips

"First impressions are always very important when buying an old tractor," Dave explained, "and I always take time to assess the overall condition when looking at a prospective purchase for the first time. I pay particular attention to the bodywork as, although most of the FE 35's tinwork is replaceable nowadays thanks to specialist suppliers like Old

20 Parts, I'm a great believer in keeping things as original as possible. I'll always opt to repair/refurbish panels if at all possible, rather than simply fit pattern part replacements; I like to retain a tractor's history.

“The FE 35 is a great all-round package that's easy to live with and still capable of a decent day's work”

"Check the wheels and tyres carefully. The rear rims can rot and, as with tyres, are expensive to replace. Wheels can look OK outwardly, but can be badly corroded on the inside. The edges often seem to suffer quite badly, which always looks unsightly and can't really be repaired. While you're inspecting the inside edges, keep an eye out for signs of dripping oil

from the half-shaft oil seals. This can pool in the rims if the tractor has been standing for a long period.

"The Standard 23C engine has a reputation for being a poor starter but, in my experience, this isn't across the board. Some are much better than others, and there seems no rhyme or reason to it. I know that some were difficult to start from the day they left the factory; that's just the way the engine is. For this reason, I'd always want to see a prospective purchase started from cold. If you get there and the engine has been pre-warmed – or is already running – then be suspicious.

"It's important to see how well it starts from cold to properly assess its condition," Dave continued. "The engine was fitted with a Thermostart system; essentially a single glow plug fitted in the air intake. Controlled by the ignition switch on the dash, this starting aid triggers the burning of a small amount of fuel to warm the engine's induction air during starting. But it's not a very efficient system in my view, so can't be relied upon. Often it packs up, but you can carry out a basic test by touching the outside of the plug where it enters the air intake. If you can't detect any warmth after the ignition key has been held in the 'heat' position, then the mechanism probably isn't working."

Internal problems?

"Once the engine is running, watch for any smoking from the exhaust and – perhaps more importantly – 'steaming' from the engine breather, which is a tell-tale sign of internal engine problems," Dave added. It's unlikely that you're going to find any engine in pristine running order nowadays so, in practice, you should budget for some degree of mechanical repair/rebuild work.

Elsewhere on the tractor, Dave explained that "fuel tanks can corrode from the inside out, if water has been allowed to build up; it pools at the bottom and promotes rusting that can get bad enough to result in fuel leaks.

"Check the condition of the front axle mounting bush, especially if there are signs that the tractor has been used with a front loader. This will greatly increase wear rates in this area, resulting in undesirable front axle play. Talking of the tractor's working life, the condition of the pedal surfaces is always a good indicator of how arduous that's been. If most of the grip nobbles on the brake pedal surfaces have been worn smooth, then you know that the machine will have endured excessive use. Obviously, given the age of these models, you can't set any store by the hours total displayed on



While this tractor isn't worked any more, Dave always attaches an implement for added interest when at shows.



The FE 35 offers six forward and two reverse ratios, thanks to the inclusion of an epicyclic reduction box with its own, three-position control lever offering 'high', 'neutral' and 'low' settings. The 'neutral' position incorporates a safety switch to prevent the engine from being started while in gear.

the tractormeter, unless you're looking at a tractor with cast-iron provenance.

"The simple, rod-activated, drum-based brakes on the FE 35 are OK when functioning properly. There's

no separate hand brake, but the pedals can be locked with a catch for parking. Seizures within the system are to be expected on anything other than well-maintained examples, but the straightforward technology means that a brake overhaul isn't a difficult or particularly expensive process.

"When checking the clutch," Dave continued, "I usually run the tractor in second gear at decent engine revs, then stamp on the brakes momentarily. If all is well, this action will cause a dramatic loss of revs but, if doing so makes little difference to the engine's speed, then the clutch will be slipping. Of course, this test requires a decently functioning braking system!"

Other checks to make

"The hydraulic system on this model is known for its durability and reliability. As with the brakes, it's a very simple set-up, so serious problems are rare. I've never encountered any issues at all. Nevertheless, while on a pre-purchase inspection it's always worth testing the system, and the key thing to look for is smoothness of operation. Ideally, the linkage should be tested under load (with an implement attached), and any jumpiness in the travel will indicate a problem. Although this might be as

WHAT TO PAY

The good news is that, overall, the Ferguson FE 35 remains a relatively affordable classic tractor. At the bottom end of the market you should expect to pay about £2,000 for an unrestored 'grey/gold' diesel model, rising to around £3,000 for a runner in need of further work. Examples at the smarter end of the condition scale will set you back between £4,000 and £5,000, while FE 35s that have been restored to concours condition can go as high as £7,000.

simple as a filter issue, it might also point towards a hydraulic pump problem, which will be more involved and expensive to put right.

"Remove the radiator cap to check the condition of the coolant. Ideally an additive will be mixed with the coolant (a good indicator of a cared-for tractor) but, if the coolant level is out of sight, that's not such an encouraging sign. The presence of mayonnaise-like sludge on the underside of the cap indicates that oil's mixing with the coolant, due to internal problems.

"With the engine running and the radiator cap removed (obviously, without the engine being too hot), if you spot bubbling in the coolant, then that's a practical sign of head gasket



Rear wheels can be prone to rusting. Replacements are expensive so check a proposed purchase carefully.

problems. Finally, with the dipstick removed, rev the engine and check that there's no oil being ejected. If there is, then it's likely that piston wear is causing crankcase pressurisation.

"The electrical system is very simple so, once again, serious problems are rare. There are no lights to worry about and the most important thing is to ensure that the dash-mounted ammeter shows a decent charge being delivered to the battery when the engine's running. Oil pressure should be good, too. If it's low then you should suspect engine wear, and budget for rebuild work. Overall, though, the Standard 23C diesel engine is a tough and durable unit, assuming a decent level of maintenance."

Owner's view: Dave Woolerton

"I bought my 1956 grey/gold FE 35 in 2015 from an advert in *Tractor & Machinery magazine*. It came from Thetford, where it had been used in a caravan park. It was complete and running, and the transmission, brakes and hydraulics all worked. The only issue was that it was throwing out a bit of oil vapour from the engine's crankcase breather pipe so, clearly, mechanical work was required.

"I gave it to a mechanic friend of mine who, after stripping the engine completely, told me that it wasn't too bad at all. All he did was fit a set of new piston rings and clean the valves before putting it all back together again. Since then it's run perfectly and hasn't used a drop of oil.

"For me, the FE 35 is a wonderful looking tractor; I still remember the impression the model made on me the very first time I saw one. I think it's a very attractive yet functional design. I also really like the driving position, which is just about perfect as far as I'm concerned. I've got a number of other, similarly-aged tractors from the likes of International, David Brown and Fordson, but the FE 35 is the most comfortable of the lot to drive and use. The pedals are perfectly placed and I never get my foot caught behind the clutch, as can often happen on other models.

"All the controls fall naturally to your hands and the designers evidently put a



great deal of effort into the ergonomics. The weights of the controls are excellent, too. There's never any straining required when changing gears; I've got some other machines that take two hands to get them into gear, but there's nothing like that with this Ferguson. I also like the easy access to the fuel and coolant filler points under the central flap on the top of the bonnet.

"I think it's one of the nicest tractors that Ferguson made. The FE 35 is a great all-round package that's easy to live with and still capable of a decent day's work. It represented a worthwhile improvement over the TE-20 in many important, practical ways. I don't work mine nowadays, but do show it regularly, and always with something on the back. I have a number of period, Ferguson implements that I've restored, including cultivators, ploughs, sub-soilers and drills, and feel that attaching one of these always adds a lot of interest at shows.

"The early FE 35 is growing in popularity in my view, and the 'grey/gold' colour scheme never fails to attract attention. If I park mine next to a red and grey version at a show, it's mine that will draw the visitors. I've heard that the desirability of the grey and bronze paint combination has led to some newer models being painted in this way by less scrupulous owners, although the serial number should always clarify the authenticity. I've also been told that, when the red and grey colour scheme was introduced, there were some dealers that painted existing, unsold 'grey/gold' stock in the new colours, in an effort to boost sales!" ■



The front axle was beefed-up compared to the set-up used on the TE-20. Also, the use of unequal-length drop arms helped reduce the steering 'kickback' present on the previous model.

WORKING MEMORIES

Jonathan Whitlam turns the clock back to recall a plucky and productive MF 3070 that always seemed to punch above its weight



Back in the autumn of 1991 the MF 3070 was brand new and ready for work with the MF 510 pneumatic drill. This was the very beginning of the 3070's career on this arable farm in Suffolk.

Following the arrival of a Massey Ferguson 3080 on a farm near Lowestoft in Suffolk during 1990 – a farm that had hitherto been all Ford-based except for an old MF 165 that was now the last bastion of a once considerable MF fleet – the tide began to turn with two new arrivals in 1991. One of these was a Massey Ferguson 390, which replaced the aforementioned 165, while the other was a direct replacement for a Ford 6610 and was a testament to the success of the earlier 3080 on this particular farm.

The second new tractor was the next model down in the range from the 3080, in the shape of the four-cylinder 3070. Straight away this gutsy little machine was put to work planting the farm's extensive acreage of cereal crops, using an MF 510 pneumatic drill. Despite previously being used on the physically larger and heavier 3080, the little 3070 coped extremely well with this heavy, linkage-mounted drill, and would carry on doing so for the following half-decade or so.

But the 3070 didn't only stick with drilling; it was used for a huge range of other tasks including rolling and other light-cultivation tasks, as well as spending a great deal of time on one of the farm's two Richard Western dumper trailers, carting either grain away from the combine in summer, or sugar beet away from the self-propelled harvester during the autumn and winter.

Whatever task the MF 3070 was asked to perform, it did so admirably. When carting sugar beet in atrocious



During the summer 1994, the 3070 was busy with its third harvest, and working next to its second Claas combine. The Richard Western dumper trailer was one of two owned by the farm, and was produced locally in Suffolk.



The Richard Western dumpers really came into their own when used for carting sugar beet away from a Riecam RBM230 self-propelled harvester. One of these trailers is seen here on the back of the 3070 as it follows the sugar beet harvester around the headland of a field in almost blizzard conditions, during the winter of 1995.



This is the final photograph I managed to take of the MF 3070, busy spreading fertiliser in March, 1998. It's working with a mounted Sulky twin-disc spreader and this would have been its last year on the farm, before being replaced by an MF 6170.



The autumn of 1996 saw the 3070 sugar beet-carting, and getting pretty dirty in the process! But even when the conditions took a turn for the worse, this gutsy little 'pocket rocket' of a tractor never flinched.

weather conditions with water and mud everywhere, the four-cylinder 93hp tractor pulled like a train. It was often the smallest tractor on the job, as it worked with a neighbouring farm's 115hp six-cylinder Lamborghini Formula 115 tractor, a 100hp six-cylinder 3080 and, later a 110hp six-cylinder John Deere 6600. Despite being out-powered by all these larger machines, the much lighter MF just kept on going and, in some respects, actually out-performed the others.

There was no doubt that the 3070's turbocharged four-pot Perkins engine was a lively performer, and that it gave the tractor a full complement of horses at all times. Paired with the Autotronic features of automatic functions and protection, this really was a formidable machine for the time, and was very impressive to watch.

Sadly, its time eventually came to an end, and it was replaced by a larger, six-cylinder 6170 towards the end of the 1990s. As good as its replacement was, the farm ended up with two of this particular model. This part of Suffolk would never see the likes of that impressive 3070 again. I wonder where it ended up? ■

A BORDERS WORKHORSE

The MF 2640 was part of Massey Ferguson's 2000 Series, and powered by the reliable Perkins 6.354 engine. Enthusiast Richard Rees owns a superb example, as Bob Weir recently discovered

Richard Rees lives on the border between England and Wales, in an area well-known for its agriculture. The region has one of the highest percentages of agricultural workers per head of population in the UK, and the majority of the land is given

over to farming. A third of the acreage is arable, and the majority of the livestock is poultry and sheep.

"I was brought up in Gloucestershire and come from a farming background," Richard explained. "I began helping on the farm at the age of 12, and was around

tractors all the time. The first machine I drove was a Fordson Power Major."

First taste!

However, Richard soon graduated to Massey Fergusons, and drove a 2640, when they first went on sale. "The farm



When the 2000 Series was originally launched, its muscular looks certainly made it stand out from the crowd.



The back end of Richard's 2640 is in decent shape, although he's had to replace the blocks used to guide the hydraulic arms up and down.

was given a demonstrator to try out, and I was allowed to drive it for a couple of weeks," he recalls. "The tractor was state-of-the-art back then, with 4WD and a modern cab. I was only 18 at the time, and thought myself very lucky to have been given such an opportunity. I loved the Massey and those early memories stayed with me for a long time."

When Richard decided to buy an old tractor in 2019, there was only going to be one choice. "Although I've driven lots of different tractors over the years, I've always had a soft spot for Massey Ferguson," he explained. "I decided to search the internet to see if I could find a 2640 for sale."

Fortunately for Richard, he spotted a suitable machine that was being sold in Marlborough, Wiltshire. "I got in touch with the owner and, once we'd reached a deal, I arranged for a local haulage firm to deliver the tractor back to me here in Shropshire."

The 1970s were difficult years for Massey Ferguson and other tractor manufacturers. The 1973 oil crisis, then the 1979 energy crisis, certainly put a brake on Western economies. These events were followed by a collapse in stock markets, and a deep recession. In

“The farm was given a demonstrator to try out, and I was allowed to drive it for a couple of weeks”

an effort to fight inflation, governments were forced to raise interest rates, and Massey Ferguson was hit particularly hard as it financed its operations with short-term debt. Despite these problems, though, the company continued to develop new tractors.

The 2000 Series was a new range of tractors built both in the USA and Beauvais, France. The French plant opened its doors in November 1960, and recently celebrated production of its 1,000,000th tractor. Other milestones include the first Massey with on-board electronics in the mid-1980s, and the development of environmentally-friendly tractors in the new Millennium. More recently the factory has been involved with important research into Selective Catalytic Reduction (SCR) technology, to reduce harmful exhaust emissions.



Richard Rees certainly loves his Masseys!

Stand-out model

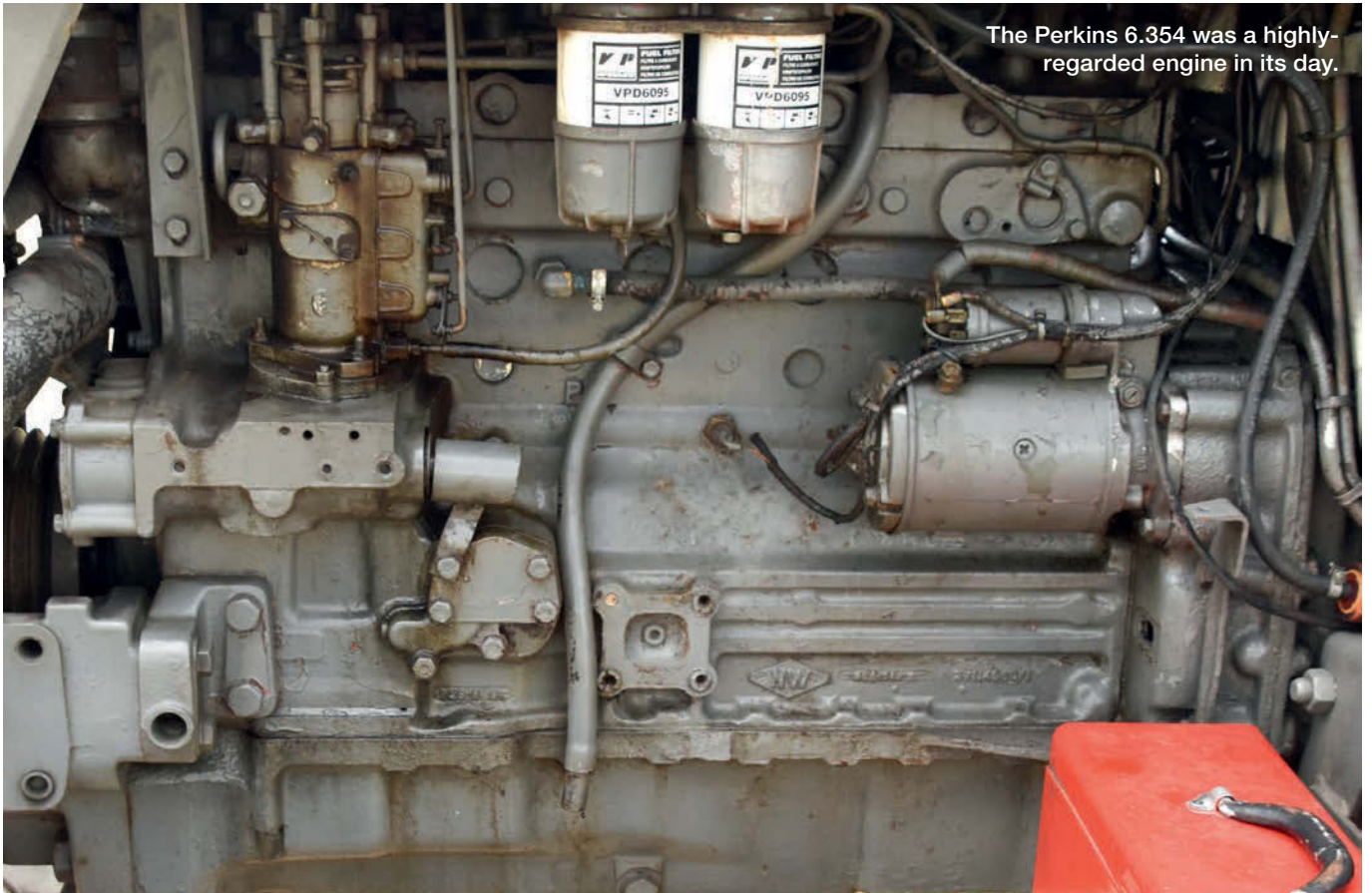
The 2000 Series was originally introduced in 1976, to replace the 1000 Series in the US market. Adverts at the time suggested the tractors' size made sure it 'stands out from the crowd'. Massey Ferguson also stressed that the engine, transmission, and hydraulic system, were 'all perfectly matched to

TECHNICAL SPECIFICATION

Model:	2640
Engine:	Perkins A6.354.4 (6-cyl, diesel)
Displacement:	353.8 ci (5.8-litres)
Bore/stroke:	98x127mm (3.875x5.00in)
Power:	82kW (110hp)
Rated RPM:	2,400
Torque:	367.1Nm (270.7lb-ft)
Torque RPM:	1,450
Transmission:	2-speed power shift; 16 fwd and 12 rev
Wheelbase:	273cm (107.5in)
Length:	509cm (200.4in)
Width:	212cm (83.5in)
Height:	284cm (112.2in)
Operating weight:	5,640kg (12,435lb) 4WD
Ballasted weight:	7,429kg (16,380lb)
Tyres:	
(2WD):	front 10.00-16 rear 18.4-38
(4WD):	front 14.9-28 rear 18.4-38



A very distinctive profile.



The Perkins 6.354 was a highly-regarded engine in its day.

PERKINS 6.354 ENGINE HISTORY

Although the P6 was the diesel engine that cemented Perkin's early reputation, the 6.354 provided the opportunity for worldwide growth through the 1960s and '70s. The engine was designed in the late 1950s, and became a mainstay of Perkins' production from 1961 to the late 1990s.

The 6.354 was a compact 120hp unit, where the auxiliary drive was taken from a small jackshaft driven at engine speed from the timing gears. This involved a new DPA (Distributor fuel injection) pump, mounted vertically, and driven through a wormwheel and pinion, with the lubricating oil pump driven coaxially by a quill shaft below the wormwheel. The extension of the jackshaft permitted auxiliaries like compressors, vacuum, or hydraulic pumps to be driven at engine speed, mounted off the cylinder block and driven through a flexible coupling.

There were further technological advances from previous six-cylinder engines. These included direct fuel injection, using a toroidal

chamber in the piston crown, rather than the Aeroflow chamber in the cylinder head. This resulted in more power and better fuel economy. The addition of cast inlet ports, and a new CAV (Constant Air Volume) pump and injectors, went a long way to reducing smoke emissions.

Production started in 1960 and the engine quickly proved its worth. The power rating was soon upgraded, including turbocharged versions, which were used in Massey Ferguson tractors. The engine was redesigned in the late 1970s, with notable changes including machined inlet ports and the removal of the tappet side cover plates.

Perkins also licensed other manufacturers to build the engine, and the 6.354 went on to achieve global status. By the mid-1980s the engine had been overtaken by more modern designs, and production ceased in 1996. Over a million engines were produced in Peterborough, plus a substantial number in factories elsewhere around the world.

each other to achieve an unsurpassed level of overall efficiency'.

The tractors were a modern design and incorporated features to improve performance in the field. The aim was to create a machine that was a 'real driver's tractor', and the engine was reputed to be capable of pulling higher gears at lower engine speeds than many of its rivals. This made the Massey less tiring to drive, and gear changes could be made while maintaining the same travel speed. This feature was meant to enhance fuel economy, at a time when soaring pump prices were a major issue.

The 2000 Series was also designed to improve output and productivity. Routine maintenance was kept to a minimum, and the tractors were offered with a wide range of specifications and accessories. Implement control was a priority, and drivers could change from two- to four-wheel-drive at the flick of a switch.

The 2640 was manufactured between the late 1970s and 1985. It was one of a trio of tractors (2640, 2680 and 2720) covering the 110-150hp range. With a practical design and advanced engineering, these durable machines had the power, manoeuvrability and comfort to get the job done.

The 2640 was a row-crop model, and was available in either 2WD or 4WD versions. It was equipped with a 5.8-litre Perkins six-cylinder diesel engine, hydrostatic power steering and hydraulic, wet disc brakes. The model also featured partial power transmission using 16 forward and 12 reverse gears, driven through a dry-disc clutch.

Hydraulic details

One of the special auxiliary services provided oil to use as hydraulic fluid by the braking system. The brakes were large-diameter single discs, and the control unit for the hydrostatic steering was mounted on the cab's bulkhead, for easy access. The circuit was interconnected to the transmission oil cooler, and a pump mounted to the engine supplied the hydraulic power.

All this attention to detail meant that routine maintenance was kept to the absolute minimum. In practice, this involved checking oil levels and the engine oil filter, which was protected by

“One of the things you have to get used to with this model is the accelerator pedal being in the middle”

the removable front grille. The battery was positioned on a pull-out tray attached to the top step of the cab, and there was also a filter for the air conditioning. The monocoque cab was another stand-out feature, and considered to be one of the best in its class. Special attention was paid to all-round visibility, as well as reducing interior noise levels and the transmission of vibration.

Richard's tractor was first registered in 1979, and supplied by a dealer in Grantham, Lincolnshire. "The tractor's history is a bit of a grey area," he told



The 2640's eight-speed gearbox was used in combination with a two-ratio power shift speed-reduction unit.



The 2640's cab was a market leader when the model was introduced. Once inside, the operator was completely sealed away from noise, dust and the elements.

me. "The Massey is a 2WD model (serial number: A162205), and was in reasonable condition when I got it, although I knew that some repairs were required. When I took it for a test run down in Marlborough, I noticed that a few parts were missing, but I suppose that's par for the course with an old tractor. However, I didn't realise until I got it home that the windscreen wipers weren't working, because the motor had gone AWOL!"

Valuable help

Richard does most of the tractor's maintenance and servicing himself, although he's also had help from other members of the family. "I'd like to thank

my three brothers-in-law, Allan Dawson, David and Mick Beech," he said. "Between them they know a lot about mechanics and, without their help I'm sure I'd have been lost."

The trio also helped Richard replace some of the missing parts. "As I recall, we had to find replacement grab handles and a new toolbox," he said. "Some hydraulic parts were missing, too, and the fuel lines were leaking. It was all niggly stuff, but it's surprising how it adds up."

According to Richard, the highly-regarded Perkins 6.354 engine is 'bulletproof', although he recently had to replace the water pump. The bodywork is also in reasonable condition, with no signs of rust. "There's still a few odds and ends that need work, and I also intend to repaint the tractor," he added. "David is very good with a spray gun, and has the advantage of having access to a sealed

booth, which should ensure a smooth finish. I've already bought the paint and hope to complete the job soon."

Richard is a member of the local tractor club and likes going out on road runs. "If I do have a gripe about the Massey, it's that the engine is a bit on the slow side," he said. "That said, the unit is over 40 years old. One of the things you have to get used to with this model is the accelerator pedal being in the middle. Steering is good, now I've fitted a new set of tyres and wheel bearings. The gearbox is smooth, and the changes are straightforward. Overall, it's a great tractor to drive."

According to Richard, the Massey also does the occasional bit of work. "We are right out in the country here and domestic log-burning is common," he explained. "I've got a log splitter that I've owned for a few years, a winch and an Ifor Williams

RICHARD'S SUPPLIERS

Ron Greet Tractors

Bickaton Farm, Broadhempston, Totnes TQ9 6BY
tel: 01803 812269
medium weight

R Hoyland Tractor Parts Ltd

Birch Laithe Farm, Bretton Lane, Bretton, Wakefield, W Yorks. WF4 4LF
tel: 01924 252129

trailer. My brother-in-law lives next door, and we help each other out."

In true Massey style, Richard also intends hanging on to the tractor for the time being. "Although I love Masseys, with the price of diesel still on the up, I'm not interested in buying any more tractors," he said. "But I'm still going to keep the 2640 because it's a great machine that can still do a job." ■



Richard behind the wheel of his MF 2640.

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NATIONAL PLOUGHING CHAMPIONSHIPS

Chris Graham spotlights some of the entrants at this year's British National Ploughing Championships who, while not among the prizes, helped make the event the success it was

As we noted on the *News* pages of the last issue, 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 reversibles 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.

As we covered in the news item last time, the Ferguson-specific 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 Capse, in Herefordshire, and his Ferguson TE-F 20.

Others doing well elsewhere in the competition 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 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,



▲ Timothy Hurley, from Stanton Wick, near Bristol, concentrates on keeping his Ferguson TE-F 20 and GP plough straight as he gets close to finishing his plot.

from Penistone, S Yorks, who finished third in Class 3 with his MF 35 and Ransomes RSLD, John Sivewright, from Meigle in Perthshire, who came second in Class 4 with his MF 35 and Ransomes Robin plough and Nick Morley, from Lowdham in Notts, who was third in Class 5, with his MF 35 and Ransomes TS86.

However, we thought it only fair this time to give some of the other Ferguson and Massey Ferguson competitors a turn in the spotlight. While most of these entrants weren't among the prizes this year, their presence and enthusiasm contributed enormously towards making the event the success it was, so well done, one and all!

Incidentally, if any of you would like a copy of any of the photographs included here, let me know and I'd be happy to email you a high-resolution image file.



▲ Graham Hunt travelled from Penrith, in Cumbria, to compete at the championships with his TE-A 20 and Ferguson HC10 GP plough.



▲ Cutting a dash with his unusually-coloured TE-F 20 is Paul Jones from Abergele, Conway, in Wales. The plough he's working with is a Ferguson 10AE28.



▲ Richard Mee, from Helmsley in Yorkshire, keeps a close eye on the furrow being created by his TE-D 20 and Ferguson GP plough combination.



◀ There's always time for a natter before the serious work begins. This is Christopher Huck's TE-F 20 which was working with a Ferguson GP plough. Christopher lives in Ampney Crucis, near Cirencester, in Gloucestershire.



▲ Derek Grice's TE-F 20 takes a breather during the competition. He was using a Ferguson GP plough, and comes from West Knapton in North Yorkshire.



▲ Christopher Rainthorpe, from Saxilby, in Lincolnshire, reaches the end of a run aboard his Ferguson TE-F 20 paired with a Ferguson 10 GP plough.



▲ Robert Godfrey from Hawarden, in Flintshire, makes some careful adjustments to the set-up of his Ferguson GP plough, that's being pulled by a beautifully-patinaed TE-F 20.



▲ Andrew Millington, from Market Drayton, in Shropshire, was competing in the Classic Reversible Ploughs section (Class 6) with his MF 135 and Ransomes TS81 plough.



◀ Francis Grose made the journey all the way from St Just, near Penzance in Cornwall, to compete in the Classic Ploughs section (Class 5) with his MF 135 and Ransomes TS90.



◀ Graham Cooper, from Tidewell Moor, Buxton, in Derbyshire, finishes a run on his TE-F 20 and Ferguson 10HC GP plough combination.



▲ Richard Birkbeck, from Appleby-in-Westmorland, Cumbria, navigates across the event field on his TE-A 20 with Ferguson GP plough.



▲ Edwin Vigers came all the way to Derbyshire from Crediton, in Devon, to compete with his TE-D 20 and Ferguson GP plough.



◀ Keith Williams, from Kings Capple, Herefordshire, takes a few moments to reflect on his efforts. He was to finish 3rd in the Ferguson Ploughing Championship (Class 10) with his TE-F 20 and Ferguson GP plough.

THE 500 SERIES

Part 2: Jonathan Whitlam charts the arrival of the influential Massey Ferguson 500 Series range

The 500 Series tractors from Massey Ferguson were very important to the company, especially in the European marketplace. Right from the mid-1970s launch through to the early 1980s, this range provided the company's main driving force in many countries, including Britain.

In some respects, farmers had an idea about what to expect when the new 500 Series models arrived in 1976 because, the previous year, Massey Ferguson had introduced the first of the line in the shape of the 595 model, built exclusively at the Beauvais factory in France. Although mechanically this tractor was the first of the new generation, under the skin it

was basically the same as the old 1080 model it replaced. True, it featured newly-styled tinwork and a brand new cab, but it remained something of a badge-engineering exercise, and perhaps wasn't as successful as MF had hoped.

THE OLD ORDER

The 595 certainly generated a great deal of interest at its first appearances in public during 1975, looking, as it did, very different from all that had gone before. Only the articulated 1200 appeared remotely similar in the UK, and then only thanks to the front radiator surround.

The 88hp, four-cylinder 595 was bigger than the rest of the 100 Series models

then in production, both in France and at Coventry. Most of the range had been in existence since 1964, when it had been launched as the Red Giant line-up and, although it had evolved, the core models remained the 135, the 165 and the 185 (the latter replacing the 175). There were also the '8-line' models that joined the originals in 1971, and consisted of the 148, 168 and 188. All were extremely popular tractors in the UK and around the world, and were powered by three- and four-cylinder Perkins engines.

With a choice of two cab options – a flexible or rigid clad safety cab – the models had looked essentially the same since the introduction of the safety cab

The 590 shared the same styling as the larger, previously-launched 595, and looked very different to what had gone before. The new 500 Series was designed by Massey Ferguson specifically to meet European requirements, which included a quiet cab. Models from the range were never offered in markets such as North America.





With 47hp available, the little 550 was the smallest of the new 500 Series models. As can be seen, the same design of new cab was used on the 550 as on the 595, and it makes the tractor itself look very small. This model replaced the MF 135 and 148, so it was supposed to be a diminutive, entry-level machine by design, and still had all the other major new 500 Series features. In fact, there were three types of new cab; the 'A' type seen here on the 550, the 'B' type used on the 565 and the 'C' type fitted to the 575, 590 and 595.

legislation in 1970. But the new 'quiet cab' regulations that arrived in 1976 necessitated a big change, with the development of new cabs that were both quiet and safe for the operator. Like other manufacturers, Massey Ferguson took this as an opportunity to introduce a new range, and the 500 Series was the result.

From the beginning, the 500 Series range was designed around the cab, making it an integral part of the tractor. Of course, this was something that didn't really apply to the 1080-based 595, although that tractor did feature the same cab that was to be rolled out on the forthcoming 500 Series models. It was probably used as a sort of 'proof of concept' exercise, to test the structure of the cab in real world conditions after much behind-the-scenes testing. In a way, the 595 was something of a prototype that was released to manufacture, and this helps to explain its rather 'odd man out' position in the 500 Series story. However, the rest of the new 500 Series tractors were another case entirely.

THE NEW RANGE

Although farmers had been given a sneak preview of what to expect with the 595, the rest of the range unveiled in 1976 remained of great interest; replacing, as it did, most of the 'old order' – with the notable exception of the 135, which continued in several forms, including with a quick-detach cab.

The former 100 Series models had been extremely successful, yet Massey Ferguson was confident enough to release a radically different looking range as a replacement. Although the new models were fresh from the ground up to incorporate the new cab as an integral part of the machine, they still relied heavily on previously-used mechanical

underpinnings. In many respects they were a direct evolution of the '8-line' models, even including the extra-long wheelbase of those models dubbed 'luxury versions', thanks to increased leg room for the operator.

The 500 Series tractors certainly looked very different, with the new single-door cab, which was mounted on rubber blocks to reduce vibration transfer. The new machines also featured increased oil pump capacities and a new electrical system. However, the options of an eight-speed manual gearbox – or the 12-speed Multi-Power transmission – would have been familiar to owners of the earlier MF models, as would the Perkins engines which, as before, featured three- and four-cylinder units.

There were five new models in the range which, combined with the existing 595 (and the 592 in France), created a seven-model line-up with power output ranging from 47 to 88hp. With the new cab – called the Supercab by MF – the 500 Series machines appeared very straight-edged and angular. The new bonnet styling treatment reinforced this impression, with clean lines replacing the fussier design of the earlier, 100 Series models.

VISUAL CUES

The top half of the cab and the mechanical units were painted grey, while the rest of the machine was finished in the familiar red. A new 'MF' logo was incorporated into the decals on both sides of the bonnet, with the familiar 'triple-triangle' badge being carried on the front radiator grille. The grille itself was surrounded by the new 'hard-nose' metal surround first seen on the 1200. This replaced the two-part grille of the earlier tractors with a single-piece construction that stretched from the top



The 595 first appeared in 1975, a year ahead of the rest of the 500 Series range. It had the new cab and styling but, beneath the new look sat the old 1080 model. The 595 was, in many respects, the prototype for many of the new features of the 500 Series.



The 575 technically replaced the MF 168, and used the same A4.236 Perkins engine as that model. It was one of the stars of the new range in terms of sales figures. Although offering just 6hp more than the 565, the 575 was built to a taller design than its smaller sister. This example has spent its entire life on a farm in Norfolk where it's still used every year.



The 590 was featured prominently in Massey Ferguson's promotional material, and this 'fresh out of the box' example is shown with a Massey Ferguson forage harvester (Pic: AGCO)

of the bonnet down to the headlights positioned in the lower third; the whole top grille being easily removable for maintenance access to the air filter. The new design also meant that the battery, windscreen washer bottle and several



The distinctive new styling of the 500 Series was most noticeable with the bonnet, which bore no resemblance at all to earlier models. The 550 used the same compact Perkins AD3.152 three-cylinder engine that had powered the MF 148.



This superbly-restored MF 565 showcases the new lines of the 500 Series extremely well, with the Supercab featuring the very 'box like' styling reflected in the rest of the tractor's design. This tractor is wearing the later 'MF' badge on the front radiator grille, that replaced the triple-triangle design at the end of 500 Series production, and is more commonly seen on the later 600 Series tractors.



The MF 590 was often seen as a more useful tractor than the flagship 595. This side view of a 590 – that's remained on the same Lincolnshire farm from new – illustrates how the cab is mounted significantly forward of the rear; the centre of the rear axle aligns with the rear cab pillar. This allowed the driving seat to be positioned slightly forwards of the axle, producing a smoother ride.

500 SERIES SPECIFICATION

550

ENGINE	Perkins AD3.152S, 2.5-litre
CYLINDERS	3
POWER	47hp
TRANSMISSION	8-speed or 12-speed Multi-Power
REAR LINKAGE	Category II, 1,415kg maximum lift at arm ends
WEIGHT	2,083kg

565

ENGINE	Perkins A4.236, 3.9-litre
CYLINDERS	4
POWER	60hp
TRANSMISSION	8-speed, 12-speed Multi-Power
REAR LINKAGE	Category II, 1,542kg maximum lift arm ends
WEIGHT	2,770kg

575

ENGINE	Perkins A4.236, 3.9-litre
CYLINDERS	4
POWER	66hp
TRANSMISSION	8-speed, 12-speed Multi-Power
REAR LINKAGE	Category II, 1,769kg maximum lift at arm ends
WEIGHT	2,872kg

590

ENGINE	Perkins A4.248S, 4.1-litre
CYLINDERS	4
POWER	75hp
TRANSMISSION	8-speed, 12-speed Multi-Power
REAR LINKAGE	Category II, 2,227kg at arm ends
WEIGHT	3,378kg

oil filters, could all be accessed once the front grille had been removed.

However, the top of the new bonnet did feature a curved edge – the only one on the whole tractor – and, on top of this, the exhaust stack and silencer included the small, 'mushroom'-type air intake. Although the new bonnet wasn't fitted with easily-accessible lifting flaps as on the 100 Series, a great deal of thought had gone into simplifying routine maintenance on the 500 Series. This meant that most of the serviceable components could be easily accessed without the need to remove the bonnet itself.

The extra length in the wheelbase inherited from the '8-line' models was put to good use, giving the cab more legroom as well as allowing the driving seat to be positioned slightly forward of the rear axle. These factors combined to give a more comfortable ride while still allowing for good visibility out of the rear window to the implement being used behind.

The new cab had only one opening door – to the driver's left – with the opposite side of the cab consisting of two large windscreens to provide maximum visibility. A modern type of binnacle housed all the instruments on the dashboard surrounding the steering column, and two gear levers controlled the transmission, mounted centrally on what was nearly a flat floor (with only a slight intrusion from the transmission tunnel through the centre, on the larger models). The hydraulic controls

were all mounted to the right of the driver's seat in a neat quadrant.

At the rear, the forward position of the cab was most noticeable, although this only helped to make the visibility of the whole of the rear of the tractor much better than previously, giving the sort of uncluttered effect only usually found on much larger tractors.

The hydraulic system used on the 500 Series was much improved in several areas, and provided increased reliability and more capacity, not only for external services but also within the tractors themselves. The Ferguson linkage was also quite extensively modified and improved.

All-in-all, the overall effect was one of a completely new design concept, and one that met all the new quiet cab legislation easily and effectively. At the same time, Massey Ferguson had managed to produce a fresh design with improved features and functionality, as well as a completely new look.

THE RANGE

The MF 550 was certainly the smallest in the new 500 Series range, with its three-cylinder Perkins engine rated at 47hp. As such, it replaced both the 135 and 148 models. Despite being much smaller than its new sisters, the 550 retained all the features of the larger models, albeit at a cost that proved off-putting to many prospective purchasers. These customers often decided to spend more on the next



A 590 tackling some deep cultivations shows just how well ventilated the cab could be, with the rear window opened and the large side window on the non-opening door also opening wide to let in air and expel excess heat.

model up, and get more tractor for their money. As a result, the 550 was never as popular as its 135 predecessor. But this trend also highlighted the fact that times had changed, with farmers looking for larger, more powerful tractors.

Moving up from the 550, the smallest of the four-cylinder models was the 560 which, with 56hp available, was very similar to early versions of the old 165 model. However, this tractor doesn't appear to have been on the UK market for long, and seems to have been aimed at other countries, such as the Netherlands.

Next in line was the MF 565. This model was powered by a Perkins engine rated at 60hp, and was the natural successor to the 165. It offered less ground clearance than the larger tractors, but was lighter, which is why many farmers chose it in preference to the bigger 575, which provided just 6hp more power but an extra 100kg of weight.

The 575 appears a much larger tractor than the 565; larger than the 6hp power difference might imply. However, this didn't stop this 66hp tractor – the successor to the 168 – being extremely popular and one of the best-selling 500 Series models.

Largest of the new models was the 590; a 75hp tractor that replaced both the 185 and 188 models, and did so very well. It was a powerful and capable machine thanks to its Perkins four-cylinder engine that many said allowed the 590 to perform better than the larger 88hp 595. Together with the 575, the 590 was also a bestseller; another indicator of how demand for more powerful tractors was growing during the late 1970s.

EXTRA GOODIES!

Optional extras were quite numerous across the 500 Series range, and included Multi-Power transmission (the manual 8-speed being standard), independent power take-off, auxiliary

hydraulic pump, different size tyres, premium specification cab, assister ram, front and rear wheel weights, front weights, automatic pick-up hitch, single or twin spool valves and Pressure Control. This allowed prospective purchasers to find a specification and a price to suit their individual requirements and finances.

Both the 550 and the 565 were also produced as Industrial tractors, the 550 being called the 20D and the 565 the 30C. These tractors, painted yellow, were modified from the agricultural versions with the addition of dual drum brakes plus optional extras such as industrial tyres, weights and a belt pulley; the latter only on the smaller model.

A notable thing was the absence of a four-wheel-drive version in the 500 Series range, but this was nothing unusual at the time. In Britain, manufacturers such as Ford and MF were still concentrating on meeting the normal requirements of farmers with large-volume, 2WD tractors. But this soon started to change, thanks primarily to the success of other manufacturers, such as SAME, offering four-wheel-drive machines. With the 100 Series, those in Britain wanting to buy a 4WD version could turn to conversions sold by Robert Eden, built using Italian Selene parts. At the launch of the 500 Series, it looked like this might be the future for the new range as well but, after two years, factory-fitted 4WD became an option on the larger models in the line-up.

SETTING NEW STANDARDS

The 500 range, as it stood in 1976, was seen by most as a fitting replacement for the 100 Series, the models from which had served Massey Ferguson so well for over a decade. The new features were welcomed and their tried and tested mechanicals were trusted, such as the Ferguson System hydraulics, Multi-Power transmission and Perkins engines. Many farmers weren't happy about the extra



With the radiator grille removed on a 500 Series model, it was a quick and simple task to remove the air filter. (Pic: AGCO)



A rear view of a 590, showing how exposed the rear end was, making adjustment and maintenance an easy affair. This view also shows just how much glass was used in the new cab, giving much better all-round visibility from the seat, compared with the earlier, 100 Series cab.

cost of the new tractors, but much of this was due to the development of the new quiet cab, and was unavoidable.

The range had stiff competition right from the start, with the Ford 600 Series gaining a new, very curvaceous quiet cab at the same time, and proving to just about outsell MF, at least in the UK. Nevertheless, the 500 Series range carved out an important niche for itself, and managed to keep customers coming back, many of whom had been users of the earlier red and grey products. ■

NEXT TIME

The 500 Series Supercab in detail

CLUBBING TOGETHER



John Selley presents some of the highlights from The Ferguson Club's stand at the recent Newark Vintage Tractor & Heritage Show

For many years, The Ferguson Club's stand at the Newark Vintage Tractor & Heritage Show was in the George Stevenson Hall. However, in 2021, we found ourselves in the Theme Marquee while at the most recent event – held on November 5th-6th last year – the club was allocated stand space in the Sir

John Eastwood Hall. Even though this hall is at the furthest end of the showground, we were delighted to be inundated with visitors, who certainly weren't disappointed with the display of tractors and implements they found on the stand.

Many of the club's executive committee members, area representatives and other

officers and members were on hand to welcome visitors, answer queries and just chat, which resulted in a very enjoyable weekend for all involved.

Here – in no particular order – is a selection of photographs (kindly supplied by Judy Jeffries) to illustrate the range of superb tractors we had on display.



▲ Rebecca Waterworth's Massey Ferguson 65 with Ferguson three-row ridger.



▲ Tom French Senior's Massey Ferguson 148.



◀ Simon Durrant's Ferguson TE-D 20 Halftrack.



▲ John Grimwood's Ferguson FE 35.



▲ John Jeffries' Ferguson TE-F 20.



▲ John Plowright's Ferguson FE 35 with an F Crawford Tulip Topper on the back.



▲ Nigel Harness' Ferguson TE-20.

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!

The 2022 British National Ploughing Championships took place at Glapwell, in north-east Derbyshire, over the weekend of October 8th-9th. It was the 71st time the event has been run and, as usual, was an absolute treat for those who love to see classic tractors hard at work doing precisely what they were intended to do by their designers. This photograph shows Francis Grose, from St Just, near Penzance, in Cornwall, deep in concentration as he competes in the Classic Ploughs section (Class 5) with his Massey Ferguson 135 and Ransomes TS90 plough.





BIDDENDEN TRACTORFEST

Chris Graham shares some of his pictorial highlights from this year's excellent Biddenden Tractorfest, back in the heat of August

It's particularly nice at this time of year – with the temperatures plummeting, the dark evenings and the worst of winter still ahead of us – to look back and have a metaphorical basket in those lazy, hazy days of summer. It provided a great season of shows and virtually every one of the many I visited was an absolute cracker.

The Biddenden Tractorfest was, like many others, back after a two-year absence, and boy did it reappear with a bang. Returning to the favoured fields of Holden Farm and with a fresh approach on the organisational side, the show took place on August 20th-21st. It attracted a great range of tractors for the thousands of visitors to enjoy, and the weather over the two days couldn't have been better.



◀ Apart from a slightly droopy headlamp, Arthur Iles' 1954 Ferguson TE-F 20 was very smart.



▲ Simon Wright's beautifully presented, 1971 MF 178 looked a treat in the Biddenden sunshine at this year's Tractorfest.

Here's just a selection of the photographs I took at the event which, judging by what I saw, is certainly completely back on track. Here's to a return visit in the summer.



▲ It's relatively rare to see tractors at shows with trailers or implements attached to the back. Bucking that trend here was Mark Batt's 'working clothes' MF 135 that was pulling a hop trailer around the show ground.



▲ This is Liam Banks' 1957 Ferguson FE 35 making its way to the tractor arena.



▲ It's great that some exhibitors put so much effort into their show displays; period implements, equipment and accessories add so much.



▲ While an increasing number of owners opt to keep show visitors off their machinery, there are thankfully still those who are prepared to let the enthusiasts of tomorrow experience some exciting time in the 'hot seat'.



◀ Simon Wright's stunning, 1972 MF 1150 was one of the largest tractors at the show.



▲ For whatever reason, show visitors aren't treated to the sight of many MF 65s at the moment, so it was great to see Myles Simmons' 1962 Mark 2 looking so smart at Biddenden.



▲ Lee Blackford owns an impressive tractor collection which we hope to investigate further in a future issue. He had several machines at Tractorfest; this is his superb, 1954 TE-A 20.



▲ This is another of Lee Blackford's Fergusons; a 1961 35 orchard model in its working clothes.



▲ It was interesting to see Thomas Smith-Clark's part-restored, 1957 FE 35 'gold belly' at the show.



◀ Warming the engine before taking a turn around the ring. This is George Booth's 1954, Perkins P3-engined Ferguson 35 in 'off farm' condition.

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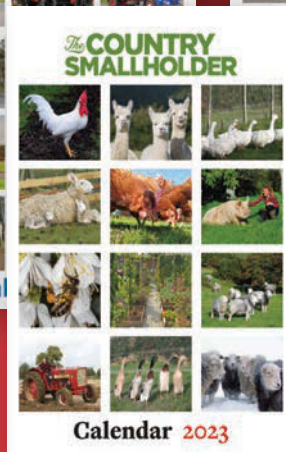
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MF 135 RESTORATION

Ben Phillips reports on the big handover; our project MF 135 is finally returned to a delighted owner!

**PART
6**



On a beautiful, sunny September day, Alan Braithwaite sets off in his freshly-restored Massey Ferguson 135, on the short journey back to his home.

The day had finally come to hand this Massey Ferguson 135 back to its owner, Alan Braithwaite.

As he only lives a few miles away from my workshop, his plan was to drive the finished tractor home and, even though it was quite a warm September day, he would be protected by the cab.

By the time Alan's 135 rolled from the Banner Lane production line, cabs were becoming commonplace on agricultural tractors, as both comfort and safety were playing an ever-increasingly important part in tractor design. The one fitted on

Alan's tractor is known as a flexi cab, and was built by Sirocco. It features a good and strong tubular frame that's clad with a simple plastic cover.

Sirocco had been making roll bars for tractors for years, so the company's designers certainly knew what they were doing. They devised a neat construction that was made to fit the later MF 135, which had mounting points built into the casting. These fixing points weren't present on the earlier models.

Alan had bought new covers to replace the old, torn ones that came with

the tractor, and which I'd taken off. He'd done his homework with regard to the replacements, and had settled for a set made by JW Trim. Once they arrived, both he and I were extremely pleased with the quality. They were excellent copies of the original design, featuring a double skin arrangement with foam inserts. There were a few rods that the stitched covers needed to be pulled onto, some of which were tricky to work into place; it took a bit of patience.

The bonnet, which had needed only minor repairs, looked resplendent in its



The cab on Alan's 135 was known as a flexi cab, and offered quite good weather protection. The cover was made new and I consider that the quality is outstanding.



As the cab covering is new, the side window is lovely and clear, ensuring great visibility. Note the red flap below, for hand signals!



On the side new badges were fitted, including this lovely emblem supplied by Agriline Products, in Bromsgrove.

fresh coat of Super Red paint, and I'd treated it to a new set of decals plus a new round emblem. This latter item is of superb quality, was supplied by Agriline Products and is made of cast metal.



The cover extends down the full length of the door, over a frame to give it rigidity.

This represents a pleasing, high-quality alternative to the standard plastic one and its round decal. However, the best thing about it was that it came painted, which is a real advantage. I'd always advise buying one like this, as achieving a good standard of finish on an unpainted replacement is a tricky job in a DIY workshop situation.

Below the round badge the 'Multi-Power' decal had been stuck in roughly the correct area. Around the front there was a new badge bar featuring the



The familiar front end of a Massey Ferguson 135; new headlights and cowls, plus the upper badge bar, were fitted.



At the other end of the bonnet, the cab surround hugs the dash as it should do, to help protect the driver from draughts.



The door cover is double-skinned, with a section of foam between the layers of plastic, as per the original design.



New rear lights and reflectors added that all important attention to detail that's so important on a restoration like this.



A copy of the original warning sticker found on 100 Series MF tractors; it carries an important message that nobody should ignore.



The original door glass cleaned-up very well, and was refitted with new rubber seals. The effort to renew these seals was certainly worth it.



A rear screen was provided, but isn't fitted here. The plough lamp makes a nice finishing touch.



An important feature if you have a windscreen is an effective wiper; here's the motor that powers it.



The roof features the same double-skinning with a foam insert. The straps secured to the frame help hold it in place.



What a joy it is to see some good, original Goodyear diamond-pattern, three-rib 6:00/16 tyres on the front.



Even better, the rears matched the fronts! The rims and dishes were finished in silver mist paint, and held together with zinc-coated nuts and bolts.

triple-triangle MF badge. The upper grille was original, and I'd sprayed it black and applied the small strip of rubber edging to prevent the rough metal scratching the bonnet. Below this was the lower grille that featured the usual black and silver ribs. To achieve this finish I applied the silver first, then masked it carefully once dry and sprayed the lot black.

Perched on the side are the headlamps which, in this case, are new. The old ones were suffering with badly rusted reflectors, as is often the case. I always think elderly, discoloured headlamps look bad, so replacing them with sparkling new ones makes a big difference to the whole look of the tractor. The surrounds on post-1970 models like this one are made of plastic, rather than the chunky aluminium versions that were used on the earlier models. As such, they're more prone to front-end impact damage.

Another part at the front that often gets damaged is the lower panel and, in this case, that had obviously happened in the past as it had been replaced. The final details that completed the front end included the chrome catches on the centre flap and battery box cover. The latter weren't that visible due to the



The Perkins AD3-152 engine required no serious rebuild work. The motor jobs done included the fitting of a new new fuel lift pump.

cab material hugging the bonnet closely to help stop draughts entering the cab. Attached to this lower down was an extra section of material that could be wrapped around the engine to capture the warmth and channel it into the cab. I left this rolled up, but think these red covers around the engine look nice. The red material was also found on the lower section of the doors; just a simple tubular frame holds this rigid.

The tops of the doors feature glass windows and these, plus all the rest of the cab glass were removed, cleaned and refitted using new rubber seals. I'm sure there's a knack to this refitting process with new rubber, but I always seem to find it a bit of a struggle! On the plus side, I didn't do any real damage to the pre-painted frames, nor did I break any glass, which was a bonus. Given that this tractor has a windscreen, having a working wiper is an important requirement, and I was amazed to find that the original motor still functioned, especially as this area was the worst for corrosion when I was stripping the cab.

One of the advantages of having a cab fitted is that the dashboard gauges are protected from the elements, so all the originals were in good enough condition to reuse. I always love being able to stick with original gauges which, in this case, are a mixture of AC, Smiths and Lucas – all good, British companies. To complete the original look, I reused the old blanking grommets, and riveted the original serial number plate back on to the dash. The only new items I had to use on the dash were the light switch plus the diff' lock and quality-approved decals.



The dash still features all the tractor's original gauges, thanks to them having been protected over the years by the cab.

I also made a point of adding another decal that was always fitted when these tractors left the factory. It's stuck on inside the cab and importantly warns the driver to disengage the PTO when working on implements. While it's doubtful that this MF 135 will ever work again, it certainly could do, so having that sticker in place is well worth it from both safety and originality points of view.

The Perkins AD3-152 engine started and was evidently a good runner. I had replaced the fuel lift pump and the water pump as precautions. I'd also replaced the starter solenoid because somebody in the past had cross-threaded the connections on the old one. This is all too easily done as the copper thread is a lot softer than the metal nut, so be warned! New oil and antifreeze, plus a full set of new filters, completed the engine work.

Thankfully, new tyres weren't required as the Goodyear diamond pattern set it came on were in good enough condition to keep. While they're certainly part-worn, there's plenty of life left in them yet, as there now is in the tractor as a whole. ■

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MEMORABLE MOMENTS

FROM 2022

Chris Graham picks some of his favourite Ferguson- and Massey Ferguson-related memories from 2022 which, somewhat against the odds, turned out to be a great tractor event season



▲ Organised by Jonathan Lightfoot and Trevor Charman, the 27-mile long Gypsum Run took place on March 27th, and included a wonderful off-road section that followed the ups and downs of the British Gypsum overland conveyor near Mountfield, in East Sussex. It was a great chance to access this unusual feature in wonderful spring sunshine.

➤ Back in early June, one of the many events occurring over the Platinum Jubilee weekend was Tractor Fest at Newby Hall, in North Yorkshire. Well over 800 tractors were present, including this 'little and large' pair; D Rand, from Billingham, manoeuvres his smart, 1951 TE-D 20 as I Thornton's 1995 MF 3670 waits patiently in the background.



▲ The Great Dorset Steam Fair was back at Tarrant Hinton in late August, and seemed busier than ever. 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, his Labrador. Here the pair are waiting patiently in the queue to get out of the main arena.





▲ I picked July 19th – the hottest day of the year during last summer's mini heatwave – to go to Derbyshire and photograph Doug Mottershead's wonderfully-original MF 1200. He's owned the machine for 15 years, and hopes to start its restoration 'one of these days'. The blistering intensity of the heat during the photo session on a shadeless cricket ground is seared into my memory!



▲ The Welland Steam & Country Rally (July 29th-31st) organised by the Ross-in-Wye Steam Engine Society, has grown to such a size that many now refer to it as 'Little Dorset'! If there had been an award for the 'most dapper' driver at this superb event, Gunston Jones, from Llandoverly, would surely have been in with a shout. Here he's parading his 1949, P3-engined Ferguson TE 20, resplendent in its working clothes.



▲ The always relaxed and enjoyable Cambridgeshire Steam & Vintage Vehicle Rally took place on July 9th-10th at Quy Country Park, just outside Cambridge. During my visit I spotted this young enthusiast lost in thought as he imagines owning a machine like this 'Massey Ferguson 135 Mini'.



▲ The inaugural, charity fundraising Arlington Tractor Run took place on July 30th. One of the 'best-dressed' tractors on this well-received new event was Peter Richardson's original-looking, MF 35X.



◀ During mid-August the Rural Past Times Vintage Working Weekend was welcomed to its new, permanent home at Monkings Farm, Horns Cross in East Sussex. It was very dry and hot so the soil in the working areas was powdery, but that didn't stop many enthusiastic participants from flexing their mechanical muscles!

OUT & ABOUT

Peter Love spotlights his pick of ploughing matches around the UK that attracted Ferguson and Massey Ferguson machinery in recent months

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

WELCOME BACK!

It was some 30 years ago that I was last at the East Grinstead & Three Counties Ploughing match, which is now in its 74th year. September 3rd was a fine autumnal morning at Imberhorne Farm, at East Grinstead in West Sussex, and I was greeted warmly by the two young car park marshals and given a copy of the event's excellent programme.

Even at 9am the 57 competitors were lining up to start as they cleared their plots of straw. As expected, the conditions were very tough, but the firm ground was just about ploughable for the little grey Ferguson class (Class 8). After a bit of wheel-spin, they got through on the slightly upward-sloping field.

The winner of the sponsored, Kenward Construction Ltd class was T Patterson and his TE-F 20 with GP plough. In second place was W Cottingham with his TE-20 and GP plough, while Phil Curd and his Ferguson TE-20 Perkins P3 conversion with Ferguson 10H on the back finished third.

In Class 7 for Vintage Mounted, second place was P Pierson with his fine 1958 Massey Ferguson 35 and Ransomes TS59. Class 10 was the largest on the day, with 10 ploughman competing for the Classic Ploughing award kindly sponsored by Chris Leggat Plant. Ian Linch finished second in this section with his immaculate, 1963 Massey Ferguson 35X and RSJ TS59 plough.



David Hall with the family's 1960 Massey Ferguson 35 and Ransomes TS59 behind.



Seen at East Grinstead, this Massey Ferguson 165 Multi-Power, with Kverneland plough and wheel weights, has much style about it.

HARD ON ROMNEY MARSH!



'Rocking and rolling'; Dan Smith with his lovely 1957 Ferguson FE 35 grey and gold with Ransomes Robin behind, on Romney Marsh.

The ground conditions at the New Romney Society's match at White House Farm, Brookland, Kent, were extremely dry as I saw the many competitors lining up for the start in glorious sunny conditions during my visit on September 4th.

There was a bigger-than-expected crowd gathered on the very flat site for Sunday's competition at this well-organised annual match. Sadly there was just one entrant in the modern reversible class, but the event attracted nearly 60

ploughman overall, although very few had made it down from the East Grinstead match the day before.

Ben Marsh, from Faversham, took the Classic Class 2 with his MF 135 and Ransomes TS84, and was also to take the 'Plough Champion' award at the end of the day. Ian Linch finished second in this class, and Class 3 (Vintage Mounted) was taken by Ian Hogbin with his Ferguson TE-20 and Ransomes Robin. Second – and having a rough ride of it – was Dan Smith with his grey and gold Ferguson FE 35, also using a Ransomes Robin.

As for Class 4, the Ferguson class, there were 11 entrants and N King, from Tonbridge, took the honours, Mick Jones finished second using a French-built FF30DS, while J Paine was third with his TE-F diesel. Phil Curd came fourth, followed by H Church, from Chichester, who was fifth with his TE-F diesel.

Yet again this was a very successful event, supported by plenty of trade stands, including MF dealer, Agwood Ltd. The dog show and other events held the crowds until late afternoon, and everyone had a great day.

WORKING IN NORTHAMPTON



The Massey Ferguson highlight at the Blakesley Show Vintage Working Weekend was this MF 2640, in very original condition.

It was a pleasure to be invited to John Sheppard and friends' Blakesley Show Vintage Working Weekend, which took place on September 10th-11th at Poplars Farm, Greens Norton, Blakesley, in Northamptonshire.

The weather had been very wet the day before, which helped the land, but made it difficult for the event set-up. There was plenty of land to plough, plus crops to cut and baling to be done.

All enjoyed the excellent refreshments available from the café supplied by Blakesley School Friends Association (bacon rolls, burgers and hot dogs all at £4!) and there was a popular bar, too. All exhibitors were given an excellent, free meal on Saturday evening, to mark the organisers' appreciation for their valued attendance.

In other areas visitors could enjoy everything from horse-harrowing and

SEVAC PLAY WEEKEND



Taking time off from professional farming, Lincoln Cranfield enjoying some quality field time with his fine Massey Ferguson 40 Industrial.

Just up the road from the East Grinstead ploughing match is the Mayes Estate at Sharpthorne, where the South East Vintage Agricultural Club held its annual 'play' weekend on September 3rd-4th.

This mixed event included ploughing, a road run, a BBQ and much more besides. SEVAC chairman Steve Pike was very pleased with the way everything went although, sadly, there weren't many Massey Fergusons to be seen. However, we did spot Lincoln Cranfield out ploughing with his immaculate MF 40 Industrial, which was great to see.



Another original gem seen at Blakesley was this Massey Ferguson 135, complete with interesting front arrangement.

Fowler steam and diesel ploughing, to a fine line of interesting tractors, ploughing demonstrations and an active harvest area.

Massey Fergusons were outnumbered at the event overall, but those machines that were on show were of good quality. Among the stand-outs for me was a very original-looking MF 2640 four-wheel-drive tractor with Dowdeswell five-furrow plough on the back.

MASSEY DOMINATE AT WEALD OF KENT



F Martin with his MF 4709 and three-furrow Lemken plough going well in the Open Reversible class.

The biggest ploughing match in the south east takes place in Kent and, for whatever reason, the Weald of Kent attracts crowds like no other. Incredibly, more than 12,000 people attended this year's event, which took place at Hawkenbury on September 17th.

The ploughing class details were as follows: Class 1 – Conventional Mounted, saw three competitors including D Linch and his finely-presented Kubota L275

with – interestingly – a Ferguson two-furrow behind.

Class 2 – Classic Mounted had 11 competitors and was the most hotly-contested of all. 'Mr Reliable' Ian Linch was hoping to go one better than his recent second places with his immaculate Massey Ferguson 35X and TS59 combination, and did just that.

The modern reversible ploughing class is, unfortunately, not terribly fashionable these days, nevertheless, there were 16



There was a raft of classic and vintage tractors on various stands at the event, including this MF 65 Mk.2.



Agwood Ltd was showing this Massey Ferguson 5S.115; it's a popular seller at the moment.

outfits taking part here, using Kevernland, Dowdeswell and Lemkin ploughs behind. F Martin, with his immaculate MF 4709 and three-furrow Lemken plough looked a treat, however, Trevor Bennett was again the Reversible Champion with his black MF 5713S pulling a Dyna 4 NEXT Edition.

It certainly was a superb day at New Barn Farm, and thanks go to John Emery, Mr and Mrs Graham Williams and, of course, the glorious weather!

Trevor Bennett was again the Reversible Champion with his MF 5713S Dyna 4 NEXT Edition.





A Massey Ferguson 7718S Dyna 6 – supplied by B&B Tractors – was used at the Southwell event for transporting people around the extensive site.

HUGE SOUTHWELL MATCH

The excellent Southwell Ploughing Match & Show took place on Hardstaff family land at Farnsfield, in Nottinghamshire, on September 24th, and it's an event that's grown to become as large as many county shows!

I've been aware of this event for years, but have never been able to attend before, so was excited to visit this year; it certainly lived up to every expectation I had. Amazingly, it remains something of a 'hidden secret' despite being possibly the largest one-day show of its kind in the UK, all put together by a team of just 30 people.

So what makes it so special? Well there's some very high-class ploughing in numerous classes, of course, but the



This Ferguson 35 grey and gold diesel outfit looks very original indeed.



Simon Durant was runner-up in the Vintage Mounted class.



Ivan was out with his Massey Ferguson 1010 and Ransomes TS41 on the back. He was competing in the horticultural class and this rare MF has been with him for nearly 20 years.



There were plenty of Fergusons at the Southwell match, including this very original-looking TE-F 20.



R Belton with his 1962 Massey Ferguson FE 35 and Ferguson plough produced a very clean plot.



Looking immaculate in the Classic class, this fine MF 35 outfit was producing exemplary, straight furrows on an ideal plot.

organisers also provide additional prizes for important – but often overlooked – categories such as 'Best work by an under 21', various 'Best kept tractor' awards and even one for the 'Best kept crawler'. All other ploughing match organisers would do well to take note of the welcoming, enthusiastic and friendly atmosphere created at this superb event which, this time, attracted over 24,000 visitors.

The main field included an excellent display of preserved tractors, stationary engines and crawlers, many of which were paraded for spectators. Also, there was the biggest display of modern machinery that I've seen in years.

On a slightly less positive note, none of the 130 ploughing entries in the many classes carried identifying numbers on their tractors, which made things

confusing. Also, the otherwise excellent programme didn't help as one class was omitted altogether, and those included were simply a list entrants' names and not their machinery. Thankfully, Angelia Hardstaff was able to provide me with the competitors' details included here.

Sadly, Ferguson and Massey Ferguson competitors didn't fare too well in the competition, although there were plenty of them about. The Vintage Mounted class saw local champion and favourite, Simon Durant with his fine early MF 35 and TS59, lose out by seven points to Richard Chatterton and his IHC outfit.

All-in-all, this was an event that took me back to the 1960s, to a time of well-organised and interesting agricultural shows. Perhaps the secret of this event is that it's organised by well-supported enthusiasts who fully understand just what's needed to get this type of show spot-on, including the car parking!

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

FERGUSON BROWN A DOES WELL

Tractor sales in Cumbria haven't always done well over the years, but the W Wharton Green Rose Farm disposal sale, which took place recently, certainly reversed that trend.

Penrith & District Farmers Mart held this on-farm sale at Crackenthorpe, Appleby, against a backdrop of glorious weather. The sale consisted of 706 lots, and there was a similar number of registered bidders, plus their friends and plenty of interested bystanders, which all ensured that this was a big day out for everyone.

William Wharton is well respected in the area and this was reflected in the stock offered for sale. The top lot on the day was undoubtedly his

1937 Ferguson Brown A (No. 44) in 'old restored' condition, which was sold to a buyer from Edinburgh for £22,500.

A Ferguson welder unit made its reserve price of £16,000, and other Fergusons sold at the sale included: a TE-D 20 4x4 in 'older restored' condition, that made £3,750; a Ferguson TE-20 Perkins P3 for £3,050; a Ferguson TE-F diesel that sold for £2,900; a Ferguson TE-F that made £2,000; a Ford Ferguson 2N selling for £2,500; a Ferguson TE-20 that went for £1,600; a Ferguson TE-F diesel that made £1,600; a Ferguson TE-E Industrial selling for £1,200; a Ferguson TE-T vineyard moved on for £950 and a Massey Ferguson 35 with loader that made £3,200.



This dusty but early Ferguson Brown A sold for a good £22,500.

The implement prices were as follows: Ferguson cement mixer, £2,200; Ferguson muck-spreader, £2,000; Ferguson buckrake, £1,600; Ferguson transport box, £1,400; Ferguson harrow, £500; Ferguson winch, £800; Ferguson Brown 2-F plough, £700; Ferguson Brown ridger, £700; Ferguson sprayer, £700; Massey Ferguson-Harris spreader, £650; Massey-Harris 703, £550; Massey-Harris spreader £500 and a Massey Ferguson transport box, £1,400.

GOOD PRICES AT SHINGAY

September 30th saw Brown & Co at Easter Gate Farm, Shingay, in south Cambridgeshire, where it was holding a 338-lot machinery dispersal sale in cold and draughty conditions. Nevertheless, the prices made were good.

The equipment was mostly post-classic, but there were a couple of exceptions. A not-so-exciting Massey Ferguson 35X, with just 2,680 hours on the clock but no log book, sold for £2,900, while an excellent, 1996 MF 698T 2WD with only 1,931 recorded hours, made £14,800, despite its average condition.

Elsewhere in the listings a 2000 MF 4235 2WD (with 2,109 hours) sold for £22,000, a 3,031-hour, 2002 MF 4345 made £25,200 and a 2002 MF 4355 4WD with Quicke Q55 loader and 3,395



This rather bashed-about Massey Ferguson 35X managed to sell for £2,900 (+ VAT).

hours, went for £24,300. Other interesting machines included a 2006 MF 6475 4WD Dyna-6 (with 4,307 hours) that went for £31,800, a 2007 MF 5470 4WD Dyna-4 (with 4,370 hours) on which the hammer

STUNNING PRICES!

Cheffins staged the excellent PM Peake, Golder Manor Farm machinery dispersal sale on Tuesday 27th September. There was lots of stock to interest us mostly in original style working condition but only one AGCO machine. The 'dusty' but very original 1965 Massey Ferguson 175 Multi-Power FBW806C with Farmhand HW104B front loader that needed tidying up, was got away at £4,500 + VAT.

fell at £31,500 and a Massey Ferguson three-furrow plough that sold for £280.

The auctioneers were very pleased with the results and it should be noted that all prices were subject to VAT and the buyer's premium.

AR WILSON SALE

Part 1 of the Cheffins' AR Wilson Ltd sale took place on October 7th in Nottinghamshire, following the tragic and unexpected death of the much-respected Robert Wilson, earlier in the year.

Robert and his late father – Alan – had amassed the largest collection of Caterpillar, Allis-Chalmers and International Harvest Co machines in Europe. However, on the farm they used a trio of venerable Massey Ferguson four-wheel-drive tractors; two 2640s and a 2620.

While these weren't the prettiest of machines, all three had solid cabs, and were sold as follows. The 1984 Massey Ferguson 2640 4WD made £6,600, the 1983 Massey Ferguson 2620 4WD



This 1983 Massey Ferguson 2620 was sold for £3,400 (+ VAT) by Cheffins.

ex-French model sold for £3,400 and the 1981 Massey Ferguson 2640 4WD made £2,300. All prices exclude VAT and buyer's commission.



The highest price reached among Robert Wilson's working MF trio was for this 1984 2640 4WD, which changed hands for £6,600.

It's envisaged that there will be three more sales covering the rest of the collection, concluding with the major one in mid-May.

GREAT EURO AUCTIONS CHOICE



Despite the light rust on the cab, this Massey Ferguson 698 looked to be in solid condition, and sold for £5,500.

There was certainly a good selection of Massey Fergusons on offer at the Euro Auctions sale held in late October. There were some stand-out machines at both ends of the spectrum, ranging from those that were only a few years old to others that had seen a fair amount of work during their lives. And, to round things off, there were a few vintage MFs on offer, too.

There was no doubt about the most expensive Massey Fergusons in the sale, as that honour went to a 2017 7722 Dyna-6 from, that made £46,000. However, a 2018 6714S Dyna-4 ran it a close second selling, as it did complete with MF FL.4121 loader, for £43,000. Both were in great condition and deserved the prices paid.

Moving down the price scale, a 2001 MF 6290 4WD in reasonably good



Being sold in working condition, this MF 690 2WD made £6,000.



This 1997 Massey Ferguson 374S 2WD had received some modifications during its life, but still managed to sell for £4,000.

condition sold for £11,000 while, in similar condition, a 6170 Dynashift from 1995 made £9,500.

Cheaper still was a 1999 MF 4260 – another tractor that looked to have survived its working life pretty well – sold for £9,000 while, with a few more



This 1961 MF 35 was in a very good, restored condition, sold with a three-furrow plough for £5,500.



While there was some rust evident on this 1975 MF 50B 2WD fitted with a front loader, it could have been yours for just £2,000.



This Massey Ferguson 354-4F, fitted with a rotovator, looked to be in reasonable shape, and got moved on for £4,250.



Imported from Japan, this early MF 165 sold for £4,000.

obvious signs of wear and tear, a 1988 MF 3080 found a new home for £6,250.

On a smaller scale, but still reasonably tidy to look at, an MF 690 2WD made £6,000, and a larger but rather faded 698 sold for £5,500. The majority of the other Massey Fergusons in the sale came in at under £5,000. These included a 4WD 354-4F 4WD fitted with a rotovator that made £4,250, and an Irish-registered 1982 MF 2620 2WD that, again, looked to be in reasonable condition, and sold for £4,000.

There followed a 1997 374S 2WD that also made £4,000, while a rather work-weary 1975 MF 50B – complete with a front loader – got moved on for £2,000.

The vintage tractors being sold included a couple of MF 165s. The first had come from Japan, looked somewhat faded and sold for £4,000, while the second had a cab but also looked tired and made £3,000.

To round things off, a fully-restored 1961 MF 35 diesel was sold with a similarly well-restored three-furrow plough, and made £5,500. There was certainly an interestingly varied line-up of MF machines being offered, as is typically the case at a Euro Auctions sale.

FRENCH MF 130 DOES WELL

The early November sale at the Newark Vintage Tractor Show is traditionally a bit of a struggle for auctioneers Brown & Co, but a number of tractors did sell well, as did some of the implements and parts.

The notable lots for me included a Massey Ferguson 130 vineyard from

France that was rough but running, and sold for £3,100, a so-so Massey Ferguson 35 23C diesel that made £1,400 (+ VAT), a rough TE-20 that sold for £360 (+ VAT), a similarly rough TE-D 20 that made £670 (+ VAT), a rough TE-F 20 diesel which found a new home for £610 (+ VAT) and a scrap Ferguson TE-A 20 that made £300.

JESSIE'S MASSEYS SELL WELL



This MF 165 was straight, but needed engine work and so sold for £2,800.

Barry Hawkins of Downham Market staged the Jessie Watson estate sale on November 12th, which featured 35 or so tractors among the 350 lots. Included among these were 10 AGCO family machines and, as none of the lots was very desirable from a condition point of view, the prices achieved were very good.

They were as follows: MF 165 Mk2, needing work but with a Lambourn cab, £2,800; a Ferguson TE-D 20 p/p needing work, £840; an MF 152 MkIII (French) narrow, clean but needing work, £2,300; an MF 35 diesel, original but needing work, £2,800; an MF 35 in reasonable condition, £2,200; an original MF 35 needing work, £3,300; a Ferguson TE-F 20 diesel needing



This French Massey Ferguson 152 MkIII went on to sell for £2,300.

work, £1,000; a rough Ferguson TE-F 20 diesel, £980 and a TE-F 20 diesel needing work, £1,200.

WESSEX SALE VARIETY



This 1972 MF 135, from a Dorset estate, was sold for £3,700 (+ VAT).

Southern Counties Auctioneers conducted its final Wessex Machinery Sale of 2022 at the Wessex Saleground, in Shaftesbury, on October 28th.

Around 130 lots of agricultural tractors and vehicles were available and, most notable among the sellers was a 1972 MF 135 from a local estate that went for £3,700.



This diesel MF 35 looked good and sold for just £2,200.



This MF 35 had a very straight bonnet and changed hands for £2,800 (plus commission).

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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1950, £2,500. Great tractor, starts and runs perfectly, ready for work, new clutch, exhaust and battery, excellent tyres. Please call 07766572477, Scotland.

116887

FERGUSON FERGUSON TEF.



1947, offers over £1000. Ferguson TEF. 3-cylinder conversion, narrow orchard model. Used for doing vines previously in Cambridgeshire. Please call 01695 722219, East of England.

116914

FERGUSON TED20



£1,800. Petrol TVO, Good Runner, as new tyres. Please call 07778 525037, Greater London. (T)

117592

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

FIELD MARSHALL FIELD MARSHAL SERIES 3



POA. Field Marshal series 3 good running original. Please call 01747 828272, South West.

117105

FIELD MARSHALL SERIES 3A



£20,500. Refurbished for saving, including twin seats, lights and V5. Starts easy with a cartridge, always kept in dry storage. In full working order. Please call 01295690254, South East.

116925

MASSEY FERGUSON

MASSEY FERGUSON MF135



1971, £7,000. W/cab and keys. Pick up hitch. External valve. Pedal accelerator. New bonnet, radiator, ex manifold, instruments, brakes, drums, wheels, goodyear diamond tyres. Good oil pressure, first time starter, full tank. Please call 07903 448575, Scotland.

117134

MASSEY FERGUSON 35 X



1963, £6,750. Full restoration. Please call 01428682394, South East.

117162

MASSEY FERGUSON 135

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

116810

MASSEY FERGUSON 35



1962, POA. Fully restored Massey Ferguson 35 1962 in excellent condition. New steering, new tyres, swinging drawbar, new radiator, respray and many other new parts. Please call 01902 850861, West Midlands.

117492

MASSEY-HARRIS 22



£3,995. The Massey Harris 22 was produced in Wisconsin, USA between 1948-1953. This smaller, lightweight and manoeuvrable tractor was perfect for smaller jobs around the farm. This is a beautifully restored tractor benefiting from full electrics, new tyres and a superb paint finish. Please call 07966881985, South West. (T)

117049

SALE Highlight
1951 FERGUSON TE-D
PETROL/PARAFFIN



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

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

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



MASSEY-HARRIS 203



POA. massey harris 203, nice original tractor electric start runs really well. Please call 07855 399487, South West.

117493

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

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

SALE Highlight **MASSEY FERGUSON** **35 4-CYLINDER DIESEL**



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

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

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



MASSEY FERGUSON 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 22



£3,995. The Massey Harris 22 was produced in Wisconsin, USA between 1948-1953. This smaller, lightweight and manoeuvrable tractor was perfect for smaller jobs around the farm. This is a beautifully restored tractor benefiting from full electrics, new tyres and a superb paint finish. Please call 07966881985, South West. (T)

117049

MASSEY-HARRIS 203



POA. massey harris 203, nice original tractor electric start runs realy well. Please call 07855 399487, South West.

117493

MASSEY-HARRIS 33



MASSEY HARRIS 33 nice electric start tractor very original in working order tel jason daytime 07855399487. Please call 07855 399487, South West.

116840

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 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

MASSEY FERGUSON SEAT COVER KITS



To fit MF 100 Series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Also now available Oil filled Damper, Pressure Control knob, Nylon Rollers, Slide rails. Please call 07971 290371, West Midlands.

117086

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 WAFER WEIGHTS



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

115062

MASSEY FERGUSON BRAKE DRUM MF



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

115910

MASSEY FERGUSON GEARBOX



2020, £750. Massey Ferguson 1200/1250 PTO gearbox to reduce the PTO speed from 1000 rpm down to 540 rpm original fitment price £750. Please call 07831 665757, West Midlands.

116051

MISC

MASSEY FERGUSON 35 INJECTORS



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

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