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The Independent Ferguson and Massey Ferguson magazine

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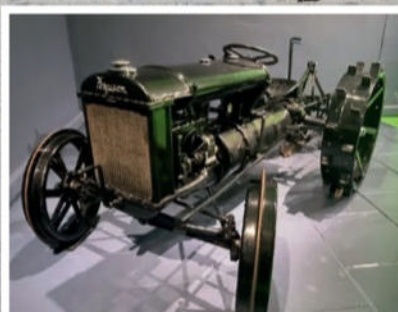
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MASSEY FERGUSON 1200 restoration, Letters, Tractor Fest, Duncombe Park, Kelsall Rally, Ray Bowler's Fleet, History Tractor Plant P2, Cheshire Harvest, MF35 Story P3, MF 35 Restoration P10, Sales Corner.



JANUARY/FEBRUARY 24

FERGUSON BROWN in the spotlight, MF 590 owner's tale, Biddenden Tractorfest report, MF 6100/8100 Pt.3, A red and grey pair of classics, South Pole adventure Pt.2



MAY/JUNE 23

FERGUSON TE-20 MODEL SPOTLIGHT, MF Dynashift transmission, Drive It Day report, 100 Series collection, Crank Handle Run report



JULY/AUGUST 24

MASSEY FERGUSON 1135 restoration, MF 165 Four Wheel Drive Ltd Focus, MF 35 P9 carburettor overhaul, Ferguson 35 History P2, Banner Lane Works History P1, Ex Ferguson Standard Flying 12 service van, Sales Corner Ferguson Brown's sold, Grice Guide, Show reports.



NOVEMBER/DECEMBER 23

MF 135 owned and worked since new, Fawley Hill show report, Tingles Trundle Road Run, British Ploughing Championships, MF 6100 profile, V8-powered Fergie



MARCH/APRIL 23

RESTORED MF 1150, MF 3690 memories, MF tractor collection, MF 1505 model spotlight, MF 500 Series Pt. 3, Trailer restoration, Tingles Trundle



MAY/JUNE 24

MASSEY FERGUSON 178 in the spotlight, Massey Ferguson 1200 in Shropshire, 2024 National Road Run Report, MF 375 Working Memories, Drive It Day Bodle Street Green



SEPTEMBER/OCTOBER 23

MF 399 STILL WORKING, Great Rempston Show report, MF 6150 memories, Rural Past Times show report, Cultra working day



JANUARY/FEBRUARY 23

FERGUSON FE 35 G/G OWNER'S STORY, MF 3070 remembered, Cherished MF 2640, British National Ploughing Championships



MARCH/APRIL 24

MASSEY-HARRIS 744D rescue story, 1980s MF 2005 in the spotlight, Tractor World Show report, MF 6100/8100 Pt. 4, steering wheel refurbishment, Red Giant collection



JULY/AUGUST 23

MF 135 OWNER'S STORY, MF 698 memories, Tractor Fest report, MF 500 Series Pt.5, MF modern classics, MF 35 restoration Pt.3



NOVEMBER/DECEMBER 22

MF 165 OWNED FROM NEW, MF 1100 spotlight, Great Dorset Steam Fair report, MF 500 Series Pt.1, MF 65 restoration. Pt.15, Lincs working day

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WHERE IS IT NOW?

The editor took this picture, (with a broken right elbow in plaster) in October 2012 at the National Ploughing Championship, which took place that year at a very wet weekend in Staffordshire. What has happened to this dual powered Ferguson TE-A outfit? It was certainly ploughing well and doing a good job late on Sunday afternoon. If you turn to page 12 you will catch up with our report following the 2024 National Ploughing Championship, which this year took place at the excellent Thoresby Park, Nottinghamshire.

Peter Love would like to thank Jeff Burgess for driving him to Staffordshire that day, 12 years ago now.





ABOVE PICTURE

ALL ON A SUNDAY MORNING

Having suffered from the unpredictable weather leading up to the South Eastern Vintage Agricultural Club's 2024 annual ploughing match, which finally took place on 15 September at the Mayes Estate, Sharpthorne near East Grinstead, the day turned out well. Here we see Abi Rushden practising with her Massey Ferguson 35, with the remarkable Bernard Pike setting the plough up and making sure the lady gets the best instruction, as Abi's Bassett hound watches on. 'Ploughman of the Day' went to Richard Lambert-Gorwyn with his Ferguson TE-D outfit.



COVER

The editor took this picture 10 years ago in Herefordshire of this collector and his wonderfully restored Massey Ferguson 135 Multi-Power, which is so typical of many of you who undertake the restoration of these iconic tractors. In this issue we celebrate the success of possibly the most desirable tractor in the Massey Ferguson range, which was introduced 60 years ago this year.

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Welcome!

I'm just trying to dry myself off after returning from a very wet Brian Knight Great Casterton Working near Stamford, Lincolnshire, held over 21-22 September. It's certainly the best place in the UK to see working machinery and features lots of Massey-Harris equipment, so do make a date for next year.

All everyone kept saying to me was:

"You should have been here yesterday."

Unfortunately that was not possible as I attended the CVA Auction of the late Tony McGovern's 281 lot sale of preservation commercials and many Ferguson and Massey Ferguson tractors, held near Slough, Berkshire. I met many fellow

preservationists from

across the pond

there – some I had

not seen in decades.

You can read

about this record

breaking event in

our sales section

starting on page

51. I then travelled

to Cranford for the

2024 Kettering

Vintage Rally &

Steam Fayre; a very

well supported rally

and I was made to

feel very welcome

by everyone. The

event featured a

good selection

of Ferguson and

Massey Ferguson

tractors but,

unfortunately, had

to be abandoned on

the Sunday.

Did you know

that AGCO announced at the end

of September that the company has

delivered termination notices, with

immediate effect, of its: (i) Massey

Ferguson brand license agreement with

Tractors and Farm Equipment Limited



(TAFE), (ii) a distributor agreement with TAFE for the markets of India, Nepal and Bhutan; and (iii) an intellectual property license agreement with TAFE for the markets of India, Nepal, Sri Lanka, Bangladesh and Bhutan. AGCO went on to say: 'These terminations follow

inappropriate and unauthorized actions taken by TAFE that the company believes breached the various agreements.'

Vanda Parcel has been in touch to tell us that entry forms for the National Vintage Tractor Road Run on Easter Sunday, 20 April 2025, starting at Blackthorpe Barn, Rougham, Suffolk are available from: vandaparc@gmail.com. The lunch stop will be at the excellent Suffolk Rural Life Museum, and then back to Rougham, a distance of some 30 miles.

All that's left to say

is Happy Christmas and New Year. There are plenty of road runs and club dinners to enjoy over this period, so do send in your reports and pictures, as they are all very welcome. See you in the New Year.

Peter Love, Editor

“In this issue we have lots for you although, unfortunately, I have kept back some of the planned items for our next issue. I thought it was more appropriate to make way for an iconic look at the Massey Ferguson 135 because, as you read this issue, the FOFH MF 135 Guinness Book Of Records attempt will be taking place at Newark and I wanted to celebrate this iconic tractor with you all – I hope you understand.”

Meet the contributors



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



Joseph Lewis
Our West Country correspondent has worked with the editor since 1997



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



Bob Weir
Lives in Shropshire 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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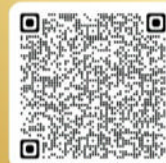


2025 TRACTOR CALENDAR

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Classic Massey & Ferguson Enthusiast magazine is delighted to receive your news on what you have been doing with your tractor or implement, and also what your club has been doing, plus road, ploughing and rally news. Please contact peterlove@madasafish.com – Tel: 01323 833125

BLACK TRACTOR FINDS A NEW HOME

Thanks to Aaron Taylor we can report that the unique 1933 Ferguson, commonly known as the 'Black Tractor', has a new home. This is the very first Ferguson tractor made and carries top link hydraulic sensing, which was the first in the world, and which all tractors still carry even today.

The 'Black Tractor' was shown on the second floor of the Science Museum, South Kensington in London for decades and was a tourist attraction in itself, but was taken out some years ago to be hidden away at Wroughton Airfield. However, it now has a new home and was unveiled in a grand ceremony on Thursday 22 August at the Ulster Folk and Transport Museum, Belfast, Northern Ireland, with the Sheldon and Fleming families present (Harry's descendents). The Museum has been working hard to secure the tractor at its establishment and it now sits proudly not far from the replica Ferguson 35hp JAP monoplane, which Harry Ferguson used on 31 December 1909, to complete the first successful flight in Ireland.



As seen on Thursday 22 August at the Ulster Folk and Transport Museum, the very first Ferguson tractor, known as the 'Black Tractor.'



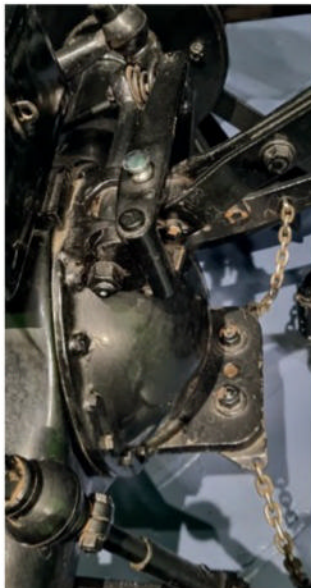
Our reporter Aaron Taylor, with his father Colin Taylor, admires everything that started their passion for the grey.



The side plate on the side of the transmission housing, which says patents applied for.



The back end of the 'Black Tractor', which features a four-piston hydraulic pump. Photo: Aaron Taylor



The back end of the tractor, which needed cleaning up properly before it went on display.



Wouldn't it be good to have the tractor running after all these years? However, it still could do with some cleaning, by the looks of it.

MASSEY-HARRIS 333 DEBUTS AT EARLS BARTON

It was great to see farmer Simon Clark out with his 72-year old Massey-Harris 744PD hi-clear, which he has rallied for seven years. Over the last winter the starter ring gear has been changed.

He was also showing for the first time his Massey-Harris 333, which he purchased through *Classic Massey & Ferguson Enthusiast* recently. This ex-Bob Parks of Marham, Norfolk tractor was imported from Canada and given the full works by Bob's team.



The Continental E206 engine certainly has a long stroke.

The 333 replaced the 33 in 1956 and was in production for two years, with some 2,748 produced. It carries the Continental E206 3.4 litre 35dbhp – 44bhp gas engine

with a ten-speed transmission. The tractor is painted in the correct livery of bronze-coloured engine, red chassis and panels, and straw wheel rims with red centres. Simon drove the tractor



Simon Clark with his Massey-Harris 333: seen on Monday 26 August at the Earls Barton Rally. Photo: Peter Love

to Earls Barton for the August Bank Holiday weekend rally. He says the 333 is ideal for road runs and is good for 20mph in high top, and it's similar for the 744PD.

RAIN BLOWS TOP EVENTS OUT!

Possibly the best vintage working event in the UK: the Casterton Vintage Working, a traditional charity event that brings the best of early agricultural machinery together. What started on Arthur Hinch's farm at Little Casterton, now takes place at Brian Knight's farm at Great Casterton, Stamford, Lincolnshire over 21–22 September. The Saturday afternoon saw much activity on the land, including combining with the Knight totally rebuilt and owned Massey-Harris 21A.

Sadly by 4.00pm the heavens opened and that brought the Saturday show to a close, with a good crowd attending as usual. On Sunday it was mist and



Dai Thomas with his Massey-Harris 25 EJ6087, which is so original. Photo: Anne Bates

light rain at 9.30am and it did not get any better. There were quality tractors and machinery here, which you just don't see elsewhere, including a lovely Massey-Harris 25 seen here, all in original condition. However, others tried to carry on as the rain eased off just after 10.00am, with the threshing in operation and some ploughing taking place.



Going well is the Knight's Massey-Harris 21A with Continental engine. Photo: Anne Bates

However, by 11.30am the rain had returned, basically bringing this wonderful event to a close for another year. The editor, Peter Love, recommends Brian Knight's YouTube videos: do go and have a look, his latest is on Steve Kitchen's 2024 private Massey-Harris combine harvesting and is well worth enjoying, and all the videos are well narrated.



Mike Lawrence with his MF 35X with JF combine, working on the fields. Photo Anne Bates

LATE SEASON EVENTS TO ENJOY

On 17 November the MERSE VINTAGE PLOUGHING MATCH takes place at Norham East Mains, Berwick on Tweed. Tel: Bill Wood 07773041137 – Email: Bill.Wood.1951@outlook.com. On 23 November the LAUDERDALE PLOUGHING MATCH takes place at Lauder Haugh, Lauder, TD2 6PF. Tel: Bruce Richardson 07812 441272 – Email: lauderdaleplough@outlook.com. On the 24 November there is a Working Weekend at the Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL.

Tel: 01252 795571
Email: info@rural-life.org.uk. Also on that date the STRATHEDEN PLOUGHING MATCH takes place near Fife. Tel: Ron Phillips 07825 706924 – Email: strathedenploughing@gmail.com.

RARE FORD FERGUSON 2N IS ORIGINAL AND CORRECT

You don't find them this good, says the editor Peter Love, discussing the 1943 Ferguson 2N No. 117173. The Peterborough Motors supplied tractor still has all the correct features that it had when the 2N was first introduced as a utility tractor during World War Two, when materials were in very short supply.

It features the correct magneto ignition, steel wheels, and no starter motor. Purchased by Tom Fellows, who says his dad Graham had the manifold off and skimmed for straightness, which stopped the exhaust blow, and with



Graham and Tom with the Ford Ferguson 2N, still carrying its original specification.

a new manifold gasket fitted, of course.

New core plugs were all part of this package. The magneto was fully overhauled and, remembering these tractors do not have any timing marks, the Fellow's team got it right first time. It certainly is a very desirable tractor, particularly



Also new to these avid AGCO family collectors is the Massey-Harris 20, which runs so well. Introduced in the 100th year of MH (1947) and only made for two years. It took a bit of time to get used to the 'V' front axle, but I understand its advantages now, says Graham.

for Ford collectors, and is seen at the Hellingly Festival of Transport on August bank holiday Saturday.



Wow! You don't find them this good: showing the economy 2N to the full.



The Peterborough Motors Ltd plate on the tractor is original.

HAVE YOUR SAY

The editor is always delighted to receive your letters, emails, pictures and more, on any subject that would be of interest to fellow *CMFE* readers. Please send to: Peter Love, *CMFE*, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL. Email: peterlove@madasafish.com

Dear Editor,

I'm writing this from a very wet Saturday at the Festival of Transport, Hellingly, East Sussex. The weather has been a factor at a lot of shows this season. It has been a lot colder and wetter this year than last. Hopefully, 2025 will be back to being warm and dry! Every time I get to our tractor storage, my Massey Ferguson 65 keeps encouraging me to put her back together again. I bought it back in March 2022, and drove it back home from Paddock Wood, Kent. Driving that distance highlighted a few issues, the worst being the rear crank seal, which needed to be replaced. There were many other issues with it, so I decided to remove it all and replace as much as I could, but only after replacing the rear crank seal.

With the help of Ed, Nathan and Gary, I managed to split the tractor and replace



Sean is back on the MF 65 and is making progress again, and is set to show the completed tractor in June 2025.



Sean was out on his MF 135 at the SSEC Road Run, which finished at Waldron at The Star Inn.

the rear crank seal, along with the clutch and thrust bearing, before then putting it back together again. With the problems I have had with my MF 135 earlier in the year, this has taken my focus away from the 65 MK1, so in the last few weeks I've been continuing my little restoration project.

So far, I have fitted a new thermostat, a new water pump, a new fan belt, a new radiator and most of the hoses. The injectors have been refurbished, so they will be refitted along with all the fuel pipe work. I've got new front hubs and bearings to fit, so the wheels can go back on and I can move it again. I'll then get some water in the engine, fuel in the tank (yes, ha ha) and see if the old girl will

run once again. I've still got a long list of jobs to do, which I'm sure will get longer over the winter, but my aim is to have it running for next year's show season. It was purchased from Sussex Tractors in Uckfield High Street in September 1960, so next year it will be 65 years old. Tinkers Park, Hadlow Down is the closest show to where Sussex Tractors used to be based, so my aim is to show it for the first time there, that's the first weekend in June, so let's hope the winter is not too cold for working in the workshop.

Sean Tompsett, Heathfield, East Sussex

WHICH WAS BETTER?

Dear Editor,

There is no doubt that the Ford 7000 tractor proved very successful in its era of the early 1970s. However, the Massey Ferguson 595 model also had its attributes when put in direct competition with this Ford model. The Perkins A4.318 four-cylinder engine was a master at operating at low revs with excellent torque back-up.

The MF company demonstration team put this to good effect when operating at both public and private demonstration events, usually operating a plough or cultivator. With the MF 595, the MF operator could throttle the tractor down to almost tick over, whilst still maintaining full depth of the implement – which then

meant the Ford had to reduce engine revs in a similar manner. A subsequent wide opening of the throttle meant the MF 595 picked up its revs quickly, with no need to change to a lower gear, at which point the turbo powered Ford lost its ability to do the same and required a lower gear change to maintain forward movement without stalling. MF did approve some turbo after market kits for the Perkins 318 engine, which gave it close to 100hp if installed correctly.

Readers may note that the correct red paint colour for the MF 35 and 65 models is now known as 'Vintage Red', not 'Super Red' as stated by some. 'Super Red' only came into production with the MF 100 series models in 1964.

Regarding the MF safety cabs for the MF 100 series tractors, only the under fender support was fitted in the factory. A dealer's order at the factory consisted of either a 'flexi' or 'rigid' cab specification. All the balance of cab components were shipped to the dealer from Massey Ferguson's Central Parts Operation (CPO) in Urmston, Manchester. These were ready for complete fitment in the dealer's workshop at the time of the customer's tractor undergoing its pdi (pre-delivery inspection). Scirocco only supplied cabs direct to MF; they did not have their own distribution in the UK for this task.

J. Chris Clack, Leamington Spa



JONATHAN WHITLAM

In this issue Jonathan Whitlam looks at the Massey Ferguson 500 series launched in 1976 and its biggest model, the 590. We are always delighted to receive your letters and thoughts on this column and anything else in the magazine.

When the main part of the Massey Ferguson 500 Series was launched in 1976 the biggest new model was the 590; the flagship 595 having already been introduced back in 1974. The 500 Series was a very different looking concept to the 100 Series that had gone before, as they were the first Massey Ferguson tractors that had a quiet cab designed as part of the tractor, rather than an add-on.

The 595 had been based on the mechanical units of the earlier 1080 model, and it was the same with the new smaller models, the 590 being largely the same as the earlier 188 model, in terms of driveline and features. The 595 was only built in the Beauvais factory in France, leaving the 590 to be the largest model to be built in the UK at Coventry, although it was also produced in France.

The 590 might not have been the flagship model of the new range of tractors, but it soon became the most popular. This was partly since its power output was ideal for most British farmers who did not require

anything larger at that point and, since the 595, like the 1080 before it, was not the most reliable of machines, having inherited the engine issues encountered with its 1080 predecessor.

In contrast, the 590 was very well liked and, although there were a few teething issues with the 500 Series as a whole, these were gradually sorted out, leading to a very reliable and popular tractor range.

Even though the 75hp 590 did not have the 88hp that the 595 offered, it still seemed to be a powerful performer for its size and was certainly a lively tractor to operate. Four-wheel drive versions also soon became available as a factory fitted option that was quite widely chosen on this model. The 590 certainly had its loyal fans and some have even survived on small farms to this day, with large numbers also being exported to countries where they are still used for hard work.

The 500 Series was not liked by everyone, but at the time of its

introduction it was certainly something very new. The all-new quiet cab, or Supercab as MF proudly called it, was certainly a well thought out and attractive place to spend a working day in, especially if you were used to an earlier 100 Series tractor with a rattly old safety cab with most of the canvas cladding missing! Instead, a very quiet environment awaited the driver of the 590, with such luxuries as a heater-blower and even the option of a built-in radio!

No wonder tractor drivers who received a new 590 were pleased. The farmers were often less so, as the cost of the new tractor was significantly higher than previously, however legislation stated an approved quiet cab had to be fitted and so the manufacturers naturally passed on the cost of these units to the buyer. Nevertheless, the 590 remained popular with farmers throughout its production life up to 1981 when it was replaced by the new 690.

The compact nature of the 590 made it a very versatile tractor and the fitment of an aftermarket turbocharger kit could also increase its power output close to that of the 595, making a much more useful and well-liked machine than the 595 generally was.

Did you ever have to choose between a 595 or a 590? Which do you think was the better tractor? Please let us know via the Editor.



The 590 was often the largest tractor to be found on British farms, and was thus expected to do all the main primary jobs, such as ploughing and cultivating, as well as harvesting work. This 590 was the mainline machine on an East Sussex farm for many years, until joined by a newer 390, but was still used for many jobs throughout the year, including spraying and drilling.

MASSEY FAMILY DOMINATE

The editor takes a brief look at the well organised 73rd British National Ploughing Championships, held at Thoresby Estate, Perlethorpe, near Ollerton, Nottinghamshire.

The site was excellent, as were the marshals and friendly members of the Society of Ploughman, led by the ever jolly and courteous chairman Mark Turner who makes a good leader. The Friends of Ferguson Heritage had an excellent stand lead by Andy Trezise and the Ferguson Club were here also.

On Saturday the weather forecast was turned on its head when it was heavy showers from the off when the competitors set their opening furrows at 10am in the sandy loam soil. The sun showed itself just as they were finishing at 2pm. Many did not have a cab but the award winning Young Farmers Harry Bassett from Ashbourne, Derbyshire had an umbrella over his early MF 35, which brought a smile to everyone. However, the Young Farmers Championship went to Will Marshall in the conventional world style class with his export Massey Ferguson 420 with the obligatory Kverneland behind.

The class 1 reversible world style was not to see a Massey Ferguson at the head end. When it came to the class 2 conventional world style, on the Saturday, Ashley Boyles defending champion was on top form with his Massey Ferguson 4215, sponsored by Cheffins, Qualube and others when he scored 277 points. In fourth place



Ashley Boyles was out of luck on the Sunday and was to finish runner up when it mattered.

was former champion David Chappell with his export Massey Ferguson. On Sunday the clouds threatened early, but it turned out to be a fine day in the end, unfortunately the 'blue' of James Whitty came though to beat the 'red' of Ashley Boyles by six points.

In the trailed vintage class, former champion John Milnes finished third on the first day and second on Sunday, to give him the runner up spot. The mighty Richard Ingram with his famous MF35 and TS54 plough only finished second on the

Saturday, but romped away in Sunday's drier conditions. Third was the consistent Ian Berriman using his immaculate MF35 with a TS54 behind, he was to finish runner up on the Sunday when it mattered. On Saturday David Franklin was not far behind in fourth with his MF35 and TS59 following him was former champion John Sivewright from Scotland with his MF35 and Ransomes Robin.

In the classic reversible ploughs, a growing class of 18 competitors, all Ransomes equipped, but one, it was



Keeping drier was YF Harry Bassett from Ashbourne with his MF 35 and Ransomes TS59, an award winner here.



It was certainly wet on Saturday, as we see a fine MF 65 outfit in the classic ploughs class (without its number on) ploughing through.



Keith Williams (87) has been an amazing winner in the Ferguson Championship. He is sadly set to retire now.



Will Marshall was to take the Young Farmers Championship with his export MF 240 outfit in the class 2 conventional world style class.

a MF romp with Stephen Watkins with his MF 135 and TSR82. He led by some 31 points on Saturday from Graham Sutton with his MF 65 and TSR82 and Timothy Hurley third with a MF 135 with TSR82. Neil Ramsey from Berwickshire was fifth with his MF 65 and TSR81. On the Sunday it was Graham Sutton come though to take the championship, with Stephen Watkins runner up in the end and Tim Hurley holding on for third.

It was sad to say goodbye to Keith Williams (87) from Hereford who has been the man to beat in the Ferguson class for years, as he has decided to retire from competition ploughing with his TE-E and was out of the top three here. It saw Jo Paine from Wimborne, Dorset take this prestigious title.

All in all an excellent event, here's looking forward to the 2025 championships which will be in Warwickshire near Coventry.

We will take a second look next issue and concentrate on the Ferguson Ploughing Championships.



John Milnes was to finish second in the trailed championship.



James Dyer with his 1984 MF 250 in class 2 conventional world style.

FAMILY RESULTS

Saturday Qualifying

Class 2 Semi Digger Work (2 Or More Furrows): 1st Ashley Boyles, MF 4215 Kverneland

Best Young Farmer: 1st Will Marshall MF 420 Kverneland

Class 3 Trailing Vintage Ploughing: 3rd John Milnes, Penistone, South Yorkshire MF 35 Ransomes RSLD 263

Class 4 Hydraulic Vintage Ploughing: 2nd Richard Ingam, Atherstone, Warwickshire MF 35 Ransomes TS54 260, 3rd Ian Berriman, Drifffield, East Yorkshire MF 35 Ransomes TS54 257

Best Young Farmer: 1st Harry Bassett MF 35 Ransomes TS54; 2nd Fraser Cartwright Ferguson FE35 Ransomes TS59, 3rd Ben Milnes MF35 Ransomes TS59

Class 5 Classic Tractor Ploughing: 4 Carl Wright MF35X Ransomes TS86

Best Young Farmer: 3rd Josh Bullard MF 135 Ransomes TS86

Class 6 Classic Reversible Ploughing: 1st Stephen Watkins, Maltby, Rotherham MF 135 Ransomes TSR81 319, 2nd Graham Sutton, Nuneaton, Warwickshire MF 65 Ransomes TSR82 288, 3rd Tim Hurley, Pensford, North Somerset MF 135 Ransomes TSR81 276

Class 7 Oat Seed Furrow Work (Tractors): Saturday: 2nd Brian Shaw, Bridgnorth, Shropshire MF 35 Ransomes RSLD 272

Sunday Final Plough-Offs

Conventional: 2nd Ashley Boyles, Market Rasen, Lincolnshire MF 4215 Kverneland 294



Emlyn Jones was going well with his TE-F and Star plough.



The classic reversible plough class is very popular and Massey Ferguson was to take the top three places.

Vintage Trailing Final Plough-Off:

2nd Johns Milnes, Sheffield, South Yorkshire MF 35 Ransomes RLSD 271

Vintage Hydraulic Final Plough-Off: 1st Richard Ingam, Atherstone, Warwickshire MF 35 Ransomes TS54 290, 2nd Ian Berriman, Drifffield, East Yorkshire MF 35 Ransomes TS54 255.

Best Young Farmer: 1st Harry Bassett MF FE35 Ransomes TS54; 2nd Fraser Cartwright Ferguson FE35 Ransomes TS59; 3rd Ben Milnes MF 35 Ransomes TS59

Hydraulic Classic Final Plough-Off:

Best Young Farmer: 3rd Josh Bullard MF 135 Ransomes TS59

Classic Reversible Plough-Off: 1st Graham Sutton, Nuneaton, Warwickshire MF 65 Ransomes TSR82 295, 2nd Stephen Watkins, Maltby, South Yorkshire MF 135 Ransomes TSR82 285, 3rd Tim Hurley, Pensford, North Somerset MF 135 Ransomes TSR81 250. **Best Young Farmer:** 1st Oliver Gilbert MF 65 Ransomes TSR82

Young Farmers Champion: Will Marshall MF 420 Kverneland

British Vintage Champion: Richard Ingam MF 35 Ransomes TS54

Richard Ingram & Graham Sutton qualify to represent England in the European Vintage Championships

March 1-2 Class 10 Ferguson Ploughing Championship: 1st Joseph Paine, Wimborne, Dorset TE-F GP 219, 2nd Peter Cotton, Horncastle, Lincolnshire TE-D GP 218, 3rd Phil Partridge, Brockworth, Gloucestershire TE-A GP 215 ■

FERGUSON BROWNS STAR AT CULTRA 2024

Classed by people in the know as the best event in 2024 for all Ferguson and Massey Ferguson fans, the annual Friends of Ferguson Heritage Cultra Working was better than ever, says Aaron Taylor.



Steve and Luke Watts lead on the Ferguson Brown As, with the Weeks conversion on the right of the picture.

The 29 June 1939 is a significant date in Ferguson history, as it was the official public launch of the Ford 9N tractor with Ferguson system, or Ford Ferguson 9N, as it is known in preservation today. It was no surprise that the Annual FOFH working event, held at the excellent Ulster Folk and Transport Museum at Cultra on the outskirts of Belfast, had quite a few Ford Fergusons arrive for this year's event on 29 June.

In addition to the Ford Fergusons, the FOFH team had asked for attendees with any Ferguson industrial tractors and equipment to bring it along, to add another dimension to the day.

As usual the event was very well attended as the bright sunshine shone on the crowds, with a record of 102 Ferguson

tractors signed in for the demonstrations, which varied from the Ferguson Brown As to the Ferguson FE 35s.

Overseas visitors also peaked this year and we had well known Ferguson faces from Scotland, England, Wales, Germany and the Netherlands. The majority made a long weekend of it, staying over as a large group and attending several collections and museums on their travels and, of course, the Ferguson Homestead was a must.

As the tractors arrived they were all parked up in the time capsulated village square. At around 11.00am the Harry

➤ **Pioneer of FOFH in Northern Ireland, George McAleer, who has not been in great health lately, seen with Aaron Taylor.**





The new Harry Ferguson Memorial Pipe Band's new drum is something else.



Tractors ready for the road run around Cultra, with the TE-D industrial part of the theme of the 2024 event.



The Harry Ferguson Memorial Pipe Band takes the lead with the tractors to follow.



All in the family: the Ferguson Brown A with electric start mechanism fitted.



Big West Midlands Ferguson collector Peter Harris was a winner at the show!



A rare sight: Ant Bradford without his MF overalls on, with his original style Ferguson Brown A. The tractor was converted by W. Weeks and Son Ltd at their Perseverance Iron Works in Maidstone, Kent (1892-1971). They were more well known for their Fordson F and Standard N conversions and had previously made the successful Weeks Dungay tractor range.

Ferguson Memorial Pipe Band assembled in front of the long line of Ferguson tractors with their newly unveiled drum, which was beautifully decorated with a picture of the Ferguson Homestead on the sides and the Ferguson bonnet badge up on the front.

The band played a couple of tunes during the unveiling of the drum, then proceeded to march the tractors to the working fields on the rural parts of the site, which was a credit to the band as the public applauded whilst the tractors followed closely behind.

In the line of tractors was well known collector Peter Harris from Telford, with Phil Williams driving Peter around the site on Colin Taylor's TE-D.

The manure spreading demonstration was first, with father and son duo Ray



Looking superb the Ferguson FE 35 diesel grey and gold industrial looks superb, as are the well dressed gentleman around it.



Ant Bradford is everywhere and seated this time on this ex-military TE-T.



Ray and Simon Durrant from Nottingham, with their just purchased original Ferguson with fine banana loader.



and Simon Durrant from Nottingham demonstrating their recently purchased Ferguson banana loader tractor, which filled Chris Ferguson's 712 gray manure spreader and TE-A, with George Howell from Stoke on Trent driving it with a big smile on his face.

Over the hedge the ploughing team moved in with force and wasted no time in ploughing up two of the smaller fields with at least 15 tractors. Adrian Cullinan made short work of his patch, followed by Donal McGreevy, to name but two. Ken McBriar was drafted in and kept



▲ Co-authors Colin and Aaron Taylor with an associate and the stunning Ferguson Brown A.

◀ Another original machine was this Ferguson Perkins P3 conversion, which is just off for some work.

very busy with his Ferguson grey and gold with Howard rotavator, chopping up the furrows for the eager waiting team of cultivators and harrows.

The lunch break was around 1.30pm and all tractor drivers were given a complimentary packed lunch provided



The ex-military gem of an original style tractor takes to the roads around Cultra during the road run.



More fans try out the Ferguson Brown A tractors, showing the contrast in the standard and hopgarden/orchard versions.



Raymond's maroon West Riding Ferguson industrial is just something else, as seen here and restored to concours standard.



The fine early Ford Ferguson 9N is seen third on the left, as the later example gets ready for the run with the rare TE-R industrial nearest the camera.

by the museum, as well as free entry for the drivers to the museum – where else would you get treated like that!

The, sometimes, unpredictable weather in these parts definitely played ball on the day, with the ploughed ground turning to dust under the sunshine. After lunch the drivers were very eager to get their cultivators, pin harrows and disc harrows into the two cultivating fields.

In another field the local McGreevy brothers had set up the log sawing demonstration and cut quite a pile of firewood with their cordwood saw, with Seamus their father keeping a watchful eye.

The jump on and go policy is a credit to the Ferguson tractor owners in these parts, who happily allow the visiting fans a couple of rounds on different Ferguson models whilst they attend the event, which no doubt adds significantly to their day's enjoyment.

There were too many owners to name them all, but Ant Bradford drove from near Sevenoaks, Kent, towing his lovely original Weeks orchard conversion

Ferguson Brown A. He allowed several Ferguson men a few trips driving this rare conversion. It was great to see, as I'm sure a lot had never driven one before. Father and son duo Steve and Luke Watts from Holywell drove two type A tractors through the field side by side, which was also carried out by the Harris brothers from south Wales, watched by their father Dewi.

A couple of fields away the farm manager for Cultra, Robert Berry, demonstrated the Ferguson rear-mounted mower by efficiently knocking down a field of long grass in front of the public.

At 3.30pm the road run around the tight country lanes of rural Cultra began, which is a magnificent feature of the event surrounded by period farms, mills, blacksmiths' buildings and schools.

Once everyone arrived back in the village that brought this year's event to a close, with the travelling group getting together for an evening dinner in a local hotel, before making the essential visit to the Ferguson Homestead in Growell afterwards.



An original game flusher with mid-mounted mower is ready for some work.

It was great to put faces to the names this year; despite many phone calls or messages to club members, it's hard to beat meeting people in person, with Norman Tiez and son Justin coming over from Germany and Eddy Koster from the Netherlands, attending for the first time.

All in all it was the most successful event so far, so do make time for the 2025 event, which takes place on Saturday 28 June.

We thank Aaron and Colin Taylor for this excellent article and pictures. Ed. ■

FERGUSON STAR AT CUMBRIA

David Reed visited The Cumbria Steam Gathering at Flookburgh, where a fine collection of tractors was to be seen, with The Ferguson and MF names featuring prominently on 27–28 July.

The Cumbria Steam Gathering took place over the last weekend of July, and attracted large crowds over the two-day event. The rally was again organised by the Cumbria Steam and Vintage Society and was held at Cark Airfield near Flookburgh in Cumbria, with the event celebrating its 49th anniversary this year. There were displays of steam, commercials, cars and motorcycles, with a fine and varied selection of tractors also to be seen.

Starting things off were a series of Ferguson tractors, with Luke Atkinson to be seen driving a 1948 TE-A20. This Ferguson was bought by the late Miles Atkinson, Luke's grandfather, and has stayed with the Atkinson family ever since.

Fitted with a Ferguson ridge plough, the TE-A20 is just used for shows now, while Joseph Hodgson's 1949 Ferguson TE-20 was originally with Dumfries Council and employed for grass cutting before passing to Penrith FC and used for the same purpose. It later moved on to the late Mike Rylands and then on to Joseph Hodgson of Carlisle, while Alan Shepherd was exhibiting two grey Fergusons at Flookburgh, both of which had local connections.

The first was a 1949 TE-A20 that was new to a C. Simpson of Underbarrow near Kendal before being bought by Alan and restored. This example was fitted with a rear mounted saw, while Alan's 1954 TE-F20 came with a Scottish Aviation cab. This tractor had also spent its working life in the area, it was owned by a Mr A. Slee of Newby Bridge from new, being bought by Alan in 2012.

Also there was I. Jordan's 1952 Ferguson TE-D20, while Courtney Crowe was to be seen with her 1952 Ferguson TE-A20. No real history is known about this tractor, but it was bought from near Ulverston and has been done up by Courtney, "Not a lot of work was needed though," she said.

Moving on, and Rory Higham of Dalton-in-Furness was to be seen on his 1957 Ferguson FE 35 Grey Gold, an example that had been used on a local farm for 40 years, before passing to Rory in the 1990s.



Joseph Hodgson's 1949 Ferguson TE-20 was originally with Dumfries Council and used for grass cutting, also being used for grass cutting at Penrith Football Club.



Nathan Guy's 1993 Massey Ferguson 399 was supplied by County Motors of Penrith and worked on a local farm. It now has 14,000 hours on the clock.



Courtney Crowe was to be seen on her 1952 Ferguson TE-A20 that was bought from near Ulveston and restored.



In great condition was this cabled 1976 Massey Ferguson 165 that was seen parading in the ring at Flookburgh. It was entered by Thomas O'Malley.



George Newton's three-cylinder 1961 Massey Ferguson 35 had been a scraper tractor and was bought unrestored from a local auction, taking four years to restore.



Complete with Scottish Aviation cab, Alan Shepherd's 1954 Ferguson TE-F20 was owned from new by a Mr A. Slee of Newby Bridge, and was bought by Alan in 2012.



Fitted with a rear saw blade, this 1949 Ferguson TE-A20 was new to a C. Simpson of Underbarrow near Kendal, being bought by Alan Shepherd and restored.



In great shape, this 1972 Massey Ferguson 148 Multi Power was entered by D. Crowe and was spotted parading around the ring.



In great shape was this 1978 Massey Ferguson 550 that was seen in the ring. It had been entered by M. Cole.

It was no surprise that there were several Massey Ferguson 135s on display, which ranged from fully restored examples to others that had been kept



This 1994 Massey Ferguson 362 was seen parading around the ring. Owned by J. R. Turner, looking at the lot number on the bonnet, it had obviously been part of a Cheffins sale.



This Massey Ferguson 135 was in top condition and dated from 1964. It was fitted with a Duncan cab and had been entered by D. Robinson.

in working condition. Complete with Duncan cab and in top condition was D. Robinson's 135 that dated from 1964, while also looking the part was P. Fisher's 1969 example. Then came David Guy's 1966 example that he bought some 24 years ago. "The engine was seized when it was bought with restoration following," I was told, "It was re-painted around four years ago and is still used on the farm."

This wasn't the only tractor that had been entered by David. Also on hand was his MF 1200 that dated from the mid-1970s. This tractor was bought from Danby near Whitby, where it had been fitted with brackets for use with a snowplough. Retaining its working look, the 1200 was low loaded from Danby to Penrith and then driven back to its new home in Kendal, and proved to be a very popular exhibit at Flookburgh.

There were various other MF models that dated from the 1970s on display too. Here R. Ellwood's 1976 Massey Ferguson



Seen in the ring was this very tidy 1969 Massey Ferguson 135 that had been entered by P. Fisher.



Seen in the ring with a friendly wave for the camera is I. Jordan on his 1952 Ferguson TE-D20.

20 Industrial stood out, while Thomas O'Malley's cabbed 165 certainly looked the part.

There were also a couple of 148s to be seen, one of which was D. Crowe's 1972 MF Multi Power, while M. Cole's 1978 MF 550 was also in great shape, with both being seen parading around the ring during the afternoon.

Having a slightly more modern feel was Nathan Guy's 1993 Massey Ferguson 399 that was supplied by County Motors of Penrith and worked on a local farm. Now with 14,000 hours on the clock, it was bought in around 2018 by Nathan, while J. R. Turner's 1994 MF 362 was also seen parading around the ring, a tractor that had been part of a Cheffins sale, looking at the lot number on the bonnet.

And there were so many other Massey Fergusons on display too, with many making their way around the parade ring in front of an expectant crowd. The Cumbria Steam Gathering had certainly lived up to expectations as far as the tractors were concerned, which is possibly no surprise in this predominantly rural area. There was a lot to see, making this event well worth a visit for the tractor, and particular Massey Ferguson, enthusiast. ■

GREAT LINE-UP AT BIDDENDEN TRACTOR FEST

The best place to see preservation tractors in the South East just has to be the Kent Agricultural Society's Biddenden Tractorfest, which saw over 15,000 people through its gates on 17–18 August.

Although Ford and Fordson tractors were the stars of the 2024 show, as it was the Ford and Fordson Association's 20th anniversary, the Ferguson and Massey Ferguson line-up was something else.

The Friends of Ferguson Heritage group were there with their stand and were looking forward to their special event at Amberley Chalk Pits in early

September; unfortunately it turned out to be very wet.

Andy Stewart had his second hand Ferguson and MF parts and tractors here, and was doing a roaring trade at the show. The weather stayed dry and sunny on both days of the show, which has so much going on and could be classed as a great success. It is very much a family event and if you have never been before it is well worth attending – and if you can bring a tractor, so much the better! ■



Andy Stewart's second hand Ferguson and Massey Ferguson stand did a roaring trade at the show.



Stuart Maynard's 1980 Massey Ferguson 4840 was certainly the star in the MF line up, and had been on the farm for many years.



The MF FE 35 was a very straight tractor and was available from Andy's stand.



The 1994 Massey Ferguson 6180 four-wheel drive is a good slogging work horse.



The narrow Massey Ferguson 135 had plenty of weight to keep the front down here, and has been well restored.



The bale box on the back of the TE-F is an ideal place to rest oneself while parading the tractor around the ring.



As always, there was a great line of ex-Kent County Council Fergusons to admire, starting with this example.



Original beasts like this TE-F were all part of the excellent show.



Great to see the MF 65 Mk1 here – another well restored example.



With its Land Rover turbocharged engine and making lots of cool noise, the MF 35 special parades around the ring.



Smithy's 1976 MF 135 in its original clothes is a treat to see here.

THE MASSEY FERGUSON 135 – 60 YEARS OF SUCCESS

With the FOFH Guinness Book of Record's attempt at the Newark Vintage Tractor Show for the most MF 135s in one field, Jonathan Whitlam reflects on this iconic type of tractor.

There can be few tractors as iconic, or even as legendary, as the Massey Ferguson 135. Using a tried and tested drivetrain and other components, previously used on the very successful Massey Ferguson 35, it looked very different, thanks to a brand-new bonnet design that it shared with its fellow Red Giant stablemates, which were introduced to the farming public in Britain in December 1964.

The little three-cylinder 135 was an instant hit and went on to sell in the hundreds of thousands, many of which were built at the

Coventry Banner Lane factory, as well as Beauvais in France and in North America. In Britain it was soon one of the bestselling and well-liked tractors of its generation and now, 60 years after it first appeared, it seems a good time to look back at this landmark model from Massey Ferguson and discover some of the reasons for its huge success.

ONE OF FOUR

It was at the 1964 Royal Smithfield Show in London that the British farming public was introduced to a whole new range of Massey Ferguson tractors. This was a big move because,

hitherto, the company had majored on two main offerings in this country: the 35 and the 65, with occasional forays into both smaller models, with the French 25 and bigger, more powerful tractors sourced from North America. None of them sold in anywhere near the quantities of the Coventry built 35 and 65 however, and out of these two the 35 was by far the most popular.

Now, though, the 35 had become the 135 as part of the Red Giant 100 Series line-up, retaining all the features of the luxury version of the 35: the 35X, but with the brand-new distinctive bonnet lines that gave

Two Massey Ferguson 135 tractors cultivating stubble in Lincolnshire, and in doing so proving this iconic machine is still a capable tractor 60 years after it was first introduced.





An early 135 in very original condition showing many years of hard work on its tinwork and now enjoying retirement in a collection in Norfolk. The 135 looked very different from the successful 35 that it was based on.



The new distinctive bonnet design covered a three-cylinder Perkins engine that produced 45.5hp. The Ferguson System decal can just be seen near the driving platform, on later 135s this was repositioned higher onto the silver stripe.



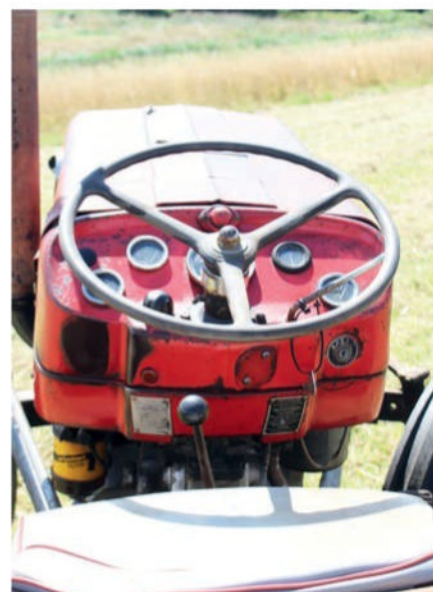
The engine and transmission of the 135 was lifted wholesale from the earlier 35 model, giving built-in reliability and familiarity for those farmers who had been long term Massey Ferguson tractor users. The battery cover can be seen on top of the bonnet in front of the steering wheel, not quite fitting flush. Early 135s had a sprung hinge designed to keep it in place.



The Massey Ferguson 'Triple-Triangle' badge on the front of the top radiator section that gave the 135, and the rest of the Red Giants, their distinctive look.



The engine used in the Coventry-built 135 was the very successful Perkins AD3-152 three-cylinder unit, an engine that is probably one of the best tractor engines ever built. Note the twin fuel filters placed close together.



The dashboard arrangement provided plenty of information to the driver on the tractor's functions, thanks to the dials positioned under the steering wheel. On early models, like this one, the tractormeter is mounted centrally, obscured here by the steering column. This was moved slightly to the right on later machines.

the Red Giants their family look. Gone was the rounded bonnet used previously, to be replaced by a straighter specimen that also included a brand-new radiator design, with headlights mounted in the lower section and a separate top part, complete with the Massey Ferguson 'triple triangle' logo.

Underneath all the newness it was still mechanically the 35, and this acted in its favour, as it was a tractor that farmers already knew, liked, and trusted. Somewhat ironically, its new smaller sister, the 130, that was launched at the same time, was also based on the earlier 25 and, like that model, was a French built machine. Like the 25, the 130 with its four-cylinder engine never enjoyed much success in Britain and was completely overshadowed by its slightly larger sister.

The next model up, the four cylinder 165, was likewise a revamp of an existing model, in this case the 65, and used the same driveline, but with new tinwork. The largest British tractor, the 175, was completely new though and brought more

power to the Massey Ferguson range in the UK, and at the same time provided Massey Ferguson with a much wider spread of unified models than ever before. This was important because, at the same time as Massey Ferguson were introducing their new Red Giants their arch rival, Ford, were in the middle of introducing their brand new four model 1000 Series range, and both would be going head-to-head.

Strangely, although no doubt it garnered a great deal of attention on launch, the flagship 175 was ultimately not the bestselling of the range; that title was



To begin with the 135 was produced with rounded rear mudguards, often referred to as the shell-type, a standard feature of most tractors at this time. (Photo: Kim Parks)



It is amazing how many 135 tractors can be found still at work in Britain. This weathered, but fully functioning example, is used for grass mowing and light haulage at a private home in Norfolk.

soon taken by the 135, followed by the 165. Given that both were tried and tested designs on a mechanical level no doubt helped, as the 175 did have a few teething issues as a new model.

THE 135

As the only three-cylinder model in the new range, the 135 still had a commonality of parts with its sisters, since its three-pot motor was a Perkins engine. The engine configuration used was the same as the 35X, therefore it had a Perkins AD3.152 direct-injection power plant of 45.5hp output, making the 135 a powerful machine for its small size. As a very tried and tested power plant, the use of this engine ensured

MASSEY FERGUSON 135 BASIC SPECIFICATION (UK AGRICULTURAL DIESEL)

ENGINE:	Perkins AD3.152 2.5 litre
CYLINDERS:	3
POWER:	45.5hp
Transmission:	6x2 or Multi Power 12x4
REAR LIFT CAPACITY:	1292kg
WEIGHT:	1451kg



Ploughing matches are a regular haunt of the 135, where the tractor's easy operation and light steering make it ideal for this hobby.

that the heart of the new 135 was a solid performer. There was also the option of a petrol engine in the UK for those who required it, this mainly being where a quieter running engine was needed for some reason, or if diesel was not suitable. The engine was the same Standard Motor Company unit as used on the 35.

The basic gearbox for the 135 was a six forward and two reverse unit, which had

been used successfully on the 35. There was also the popular option of the Multi Power transmission providing 12 forward speeds and four in reverse by means of a gear splitter, each main ratio being split into high and low and being changed by the flick of a switch, even when on the move and under load, the switch being conveniently located up on the dashboard. There was a downside with this system,



Weather cabs were always pretty much an afterthought during the early days of the 135, although MF did offer a very neat looking weather cab built for them by Duple. Often though, it was an item bought after the initial tractor and many manufacturers offered retro fit cabs, as seen here by this 135 fitted with a Lambourn example.



When the UK introduced legislation that new tractors had to be fitted with an approved safety cab or roll over protection frame, it also became necessary for any older tractor used commercially to be fitted with the same benefits. Many farmers opted for the cheaper alternative of a rollover bar and a great many 135 tractors were fitted with such items, many being foldable to allow access to low buildings.

Competitive ploughing requires a tractor that gives great visibility of the plough, while also being intuitive to operate. The 135 offers everything you could require, including an excellent rear linkage control system.



A 135 busy at work turning hay while the sun shines in Suffolk. The 135 is still a very popular haymaking tractor as it is light and easy to drive, plus also very versatile for smaller holdings.



Square top rear mudguards soon replaced the original rounded items as they provided a better base for weather cabs and were cheaper to produce. Red wheel centres were quite common on early 135 tractors.



In many ways the flat top rear mudguards, introduced originally from November 1965, complemented the straighter bonnet lines of the Red Giants range much better, although it did give a rather higher look to the rear half of the machine. The 135 was such a good-looking tractor that this change still did not reduce the good looks and, in some respects, enhanced them.



The new flat rear mudguards also provided a suitable place for the driver to safely rest his arm during long driving days and did not restrict access on and off the tractor.

that had originally been introduced in 1962 on the earlier 35 and 65 tractors, in that it did not allow engine breaking in low split, only in high, which was rather counterintuitive for the operator.

A differential lock was standard and there was a selectable power take-off, which was live on those fitted with a dual

clutch and, for certain markets, a mid-mounted PTO option.

Naturally, when it came to the rear linkage and hydraulic system, this was carried over from the 35X and consisted of draft, position and external services, plus a new Pressure Control facility, which could be used with a special hitch to enable the hydraulics to aid with traction when using trailed implements.

An option for the 135 was the fitment of power adjustable variable track, or PAVT, wheels. This, as the name suggests, allowed the rear wheels to have their track width adjusted in or out using the power of the tractor itself, and was an idea originally patented by Allis-Chalmers. This was only one of a long list of optional extras for the 135, which included such items as a front weight frame and rear and front wheel weights.

Originally, of course, the 135 was not offered with a weather cab, except for



With the flat-topped mudguards the Lambourn cab fitted very easily and did not need new sheet metal to be included in the installation as it had earlier. Weather cabs were certainly appreciated by drivers during the cold and wet winter months and could easily be removed if desired for the hotter summer, although many just removed the doors. Even with an aftermarket cab, such as this, fitted the 135 still looks good.



A superb working example of a Massey Ferguson 135, complete with rollover protection frame making it legal for commercial use. So perfect was the 135 design that, unlike many contemporary machines, the 135 still looked good with this 'adornment'.



A very original 135, complete with the flexible clad cab that it had been fitted with since new. Although now becoming slightly tatty, the cladding is still mostly in place, even extending to the engine covering.

such examples as supplied by dealers and produced by independent suppliers such as Lambourn and Duncan; most farmers bought a machine without such a 'luxury' fitment. Soon though, Massey Ferguson designed a fibreglass weather cab of very distinctive appearance to be sold with the Red Giant range, including the 135. This was built for the firm by Duple, a long-established coachbuilding firm, and the round rear mudguards were replaced with square, flat type mudguards at this time, to allow for the new cab to fit.

Originally built in Britain, France and in North America, the versions of this tractor produced across 'the Pond' in North America were rather unusual, as two different power units were available;



Disc harrowing stubble is an easy task for the versatile Massey Ferguson 135.



Sekura also offered a neat safety cab for the 135, as well as for many other makes and models. This 1970 tractor probably received this cab when new, given its age.



The cladding was designed to also cover the sides of the engine to enable heat to be collected, to warm the inside of the cab to some extent during very cold weather. Note the modified front headlamps replacing the original versions and the later 'MF' badge on the bottom of the radiator.

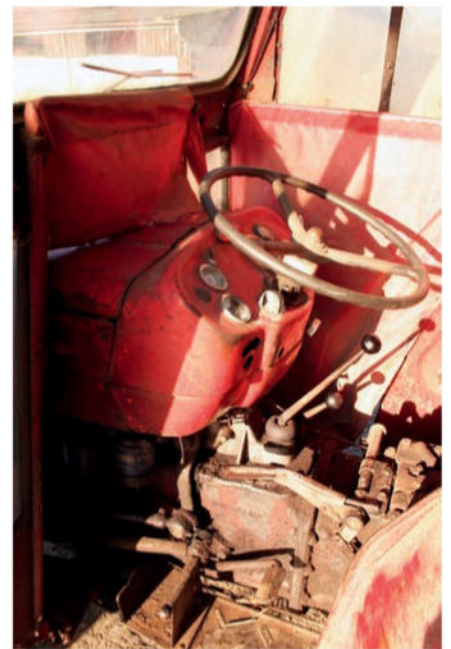
the Perkins AD3-152 diesel engine with direct-injection, or the Perkins AG3-152 petrol power plant. Both engines had the capacity of 152.7 cubic inches, which was referred to in the engine model numbers and translates as 2.5 litres. Despite their commonality the diesel version produced 45.5hp, while the petrol was rated at 35hp. To begin with, before the Perkins petrol engine was adopted, early American 135 tractors were equipped with the Continental Z142 petrol engine, while a small number of Economy 135 tractors were also built using the Continental Z-154 petrol engine. When it came to the French built 135 tractors these used the Perkins A3-144 diesel



Safety cabs could be bought from several specialist manufacturers, including Scottish firm Duncan. This 135 is fitted with a very high specification version of the Duncan cab, the straight lines of the cab suiting well the straight lines of the 135-bonnet design.



Massey Ferguson offered a safety cab with flexible cladding supplied for them by Sirocco. This restored 135 looks resplendent with the full complement of flexible cladding on the cab and a front loader.



Inside the 135 fitted with original flexible clad cab, showing how it neatly enclosed the interior. Getting in and out was still quite easy due to the wide opening doors and, during warm weather the whole door could be easily removed for added ventilation.



The 148 was a new version of the 135 introduced in 1972 as part of a new Super-Spec range, and fitted from new with either the Flexi-cab or rigid clad cabs. This very original example is fitted with the frame for a front loader and was being used at a ploughing match in southern England. (Photo: Kim Parks)



Many 135 tractors are still used on farms in Britain, including this one seen sowing sugar beet with a David Thomas precision drill in Suffolk. Most of the cladding on the cab has disappeared, as have the doors, but the roof, front windscreen and frame remain intact after six decades on one farm.



A superbly restored Massey Ferguson 135 complete with flexible clad cab, the version most often chosen given it was cheaper than the rigid alternative. This was probably the most familiar version of the 135, produced from 1971 to 1976.

engine, which was slightly smaller than the Perkins unit used in the Coventry and American-built 135 machines.

BESTSELLER

There is no doubt that the 135 was a hit in terms of sales. Right from the beginning it was the most popular of all the four new models launched in 1964. It obtained ready sales from users of the 35, who saw it as the natural replacement when their older machine became due for replacement and, at the same time, it also gained new customers, many switching from the competition when word of mouth suggested just how good this tractor was.

A good example of this was a farm local to me in Suffolk that was a prodigious user of International Harvester tractors, the whole fleet consisting of these machines; with the notable exception of two Massey Ferguson 135 tractors – and

today all those IH tractors have gone, but one of the 135s remains and is still used on the farm!

UPDATING THE LEGEND

The 135 was gradually updated as time passed, as with any successful model. Early modifications included the flat-topped mudguards mentioned earlier, from the end of 1965 and later in 1967 with a slight, further change. Another was the changing of the front axle configuration. Originally the 135 was introduced using the same swept-back front axle design as used on the 35 family of tractors previously and, in fact, dated right back to a Ferguson patent of 1939. This was finally replaced in 1971 when the 135 received updates, including a totally new front axle with straight design, which although making track adjustment slightly more difficult, had the benefit of being stronger and simpler to produce.

In 1970, safety cabs had to be fitted to new tractors in the UK, or at least a rollover protection frame. Massey Ferguson worked with Sirocco of Chester and GKN Sankey of Telford to produce a safety cab for the Red Giants range, producing two versions to offer to prospective buyers of the 135; either a frame with canvas sides and roof called the 'Flexi-cab' and supplied by Sirocco, or a more expensive fully metal clad cab based on the same safety frame and produced by Sankey. Both cabs were supplied with ear defenders for the operator.

And, of course, there were also specialist variants of the 135 produced, including a narrow tractor designed for vineyard and orchard use, while industrial versions were also offered and painted in the yellow colour scheme of the construction arm of MF. These industrial 135 tractors were sold as the



The 148 had extra power from an uprated Perkins three-cylinder engine and a long 6in wheelbase that made it more stable when lifting heavy implements on the rear linkage. The 148 was a superb tractor, but never sold in the huge numbers of the 135, mainly due to its increased cost, thanks to all its luxury features that came as standard.

2135, and later the MF 20, and needed to comply with the Road Traffic Act in force in the UK and so were equipped with two independent braking systems, one controlled by a handbrake and the other by the foot pedals.

The Narrow and Vineyard versions of the 135 have an interesting story as, although most of these were built in France, those for the British market were adapted by Lenfield Engineering in Kent, taking normal tractors off the line at the Banner Lane factory, and then using parts from the Beauvais plant to build the narrow tractors. The Vineyard version was much narrower and lower to the ground than the Narrow 135 and featured many different parts to accomplish this, but both also included rounded rear mudguards.

Coventry even built a special version of the 135 for the Swedish market called the Massey Ferguson 135S and there was a whole, very long, list of related models that were also produced at various times in North America, France and in Germany.



Vineyard and Narrow versions of the 135 were built for the UK market by an outside firm based in Kent using standard 135 tractors from Banner Lane. This example is used on an apple farm and is seen bringing in the apple harvest from the orchards in boxes. The narrow width makes it ideal for navigating in-between the apple trees. (Photo: Kim Parks)



The industrial version of the 135 was called the 2135 and painted yellow. It was fitted with many items to make it road legal in the UK, including two independent braking systems.

STANDING THE TEST OF TIME

The 135 was hugely popular for all its 15 years of production and was used by all types of farms, including arable and livestock units, as well as fruit farms, vegetable growing farms and smallholdings. It was small, lightweight, but powerful enough to be truly versatile and capable of undertaking a wide variety of tasks.

So many were sold in Britain that there can be very few farms that, at one time or another, have not hosted at least one of these tractors. Almost every farm around my local area in Suffolk owned one or two 135 tractors over the years, and two of them still have one of them.

Although technically the 550 model, introduced with the rest of the 500 Series tractors in 1976, was a replacement of the 148, it occupied the position of the 135 as the smallest member of the new range and the only three-cylinder example. The 135 was the only member of the Red Giants to remain on sale in the UK after the introduction of the 550, and did so as an alternative was needed that could have a lower



The 2135 was later replaced by the MF 20 industrial tractor and formed the basis for construction machinery built by the MF industrial division based in Manchester. It was also sold as a tractor and even with the safety cab, as seen on this example being used for agriculture at a ploughing match in its retirement.

profile, or fully removeable cab fitted, the 550's Supercab certainly not fitting these requirements, even if it was a very comfortable place to work in.

The last version of the 135, produced up to 1979, was one equipped with a quick-detach cab that allowed the safety quiet cab to be quickly removed for working in low buildings, and then be just as quickly reassembled again for normal work and to keep within the constraints of the safety and quiet cab legislation of the time. This would be the last version of the 135 offered in the UK as it was then replaced by members of the new 200 Series tractors, the first models of which arrived in 1979 and would eventually comprise a whole range of tractors, that would not only offer the same features as the old Red Giants, but also more options to take them into a new decade and build on the earlier success to offer an alternative to the higher spec 500, and later 600 Series, tractors.

The 200 Series was also specifically developed to be sold worldwide and proved very popular in many countries such as Africa and South America, the same markets that were already buying large numbers of ex-British Red Giants as farmers traded them in for new examples, the 135 being amongst them.

Despite production finishing in Coventry in 1979 and no longer being offered in Britain, it was not the end of the 135 story. The MF factory at Beauvais in France had introduced the Massey Ferguson 135 Mark III by 1980, now using the more familiar Perkins A3.152 diesel engine instead of the slightly smaller engine used in France previously, as well as several other updates.

It was also in 1980 that the Spanish MF licensee Ebro began building narrow and vineyard versions of the 135, also being powered by Perkins A3-152 diesel



The last version of the 135 to be sold in Britain came with a new Quick-Fit cab that, although easily removed, had a very interesting front windscreen design that did nothing for forward visibility, but was required to allow access to the battery. (Photo: Kim Parks)



Agricultural and industrial versions of the 135 working together in Devon. The Massey Ferguson 135 was one of the most successful small tractors of all time and is today rightly classed as a legend!

engines. Ebro had been building a standard version of the 135 since 1972.

Today the 135 is still very much a presence in Britain, not surprising given that over half a million were built at Coventry alone, and the model seems to have often been kept by farmers rather than sold on, unlike the larger members of the Red Giants family. There are many examples still on farms that are used occasionally, mostly for specific tasks such as drilling sugar beet, where their lightness is very much appreciated and does not compact the seedbed.

Many other tractors are in private collections and used by people for ploughing matches and working events, as well as exhibiting at shows and rallies. The 135 is ideal for this as it does not take up a lot of space and can even be stored in an average sized garage. It is also light enough to be hauled on a trailer on the road. On top of this, of course, the 135 continued to offer the benefits of its legendary reliability and ruggedness and, above all, the simple fact that the 135 was, and still is, such a lovely tractor to drive and operate. It certainly deserves its iconic status as one of the most popular tractors of all time. ■

WIG'S OLD TRACTOR

We travel to the North Island of New Zealand where we meet Waikato Tractors (AGCO dealer) master technician Rodney Murray. He tells us all about his Massey Ferguson 35X, which has so much family history attached to it in this wonderful farming area of this spectacular country.



The end product after Rodney's hard work on a tractor that has lived in the Waikato area for over 60 years now.

OVER TO RODNEY...

Thinking back, it was late autumn 2002, probably the month of May here, down under in New Zealand. I was looking out across my now wife's parents' farm supping a cup of tea under the morning's overcast skies. A typical Waikato autumn day lay before me with dewy grass; farm buildings in the near distance, the tree covered Hakerimata Ranges in the far distance, and the Waikato River at their doorstep. Sandwiched in between them was the now defunct Hopu Hopu Army Camp. I don't know why, but my eyes drifted to the empty, derelict camp across the paddocks and the railway line.

Perhaps it stems in part from my ancestry. My mother was born and grew up in St Pancras, London. My father grew up on a farm just south of the city of

Rotorua in rural New Zealand –now that really is some mix!

My mother's father served in the King's Royal Rifles at the end of World War One, and his older brother, who gave his life on 21 March 1918 at Arras, served in the Nottingham and Sherwood Foresters. He was to be the inspiration for his orphaned son to write the play and produce the first movie that Sir Richard Attenborough ever directed, called *Oh What a Lovely War!*

I really like history, particularly the two World Wars; knowing me, I was probably thinking about how the camp looked in those days and the young men there in training, waiting to be sent overseas to North Africa, Greece, Crete, and Italy during World War Two. Some of these young men were the sons of my father-in-law's father's friends.



A young Wig with his famous pony – those were the days.

During the war, my father-in-law would be sent across on his pony with mail for them. Some soldiers would come over to the farm to ride the horses when they had leave, and my father-in-law soon earned the nickname



This is what the tractor looked like when it arrived with Rodney.



Trying to right the 35X with Wig underneath!



You need a roll over bar with any tractor.

'Wiggins' (which everyone shortened to Wig), after NZ's leading jockey of the day, Larry Wiggins.

Snapping back to the present, I saw a little red tractor trundling up the road

towards the house. By the time I had finished my cup of tea and walked into the kitchen, there was Wig shaking the steering wheel of his little red tractor, an MF 35X, I thought, 'here we go'.



The Multi-Power lever and the original serial plate.



Rodney replaced the timing gears, which were making that worn noise.



The bent axle with the straight example underneath.

Wig gestured to me to come and have a look at his 35X's latest mechanical ailment. I was at that time the workshop foreman at Waikato Tractors, the local AGCO dealer, who I still work for today. At that time in my life, I would also travel to England to work during the harvest for the MF dealer Peacock and Binington at their Brigg depot in north Lincolnshire.

As he pulled up on the MF, the words that would echo during his speech at my wedding three years later were having an early airing, at least in the practical sense.



The dual spool valves: looking perfect after the overhaul.



The injectors carried the wrong bodies.



Recreating the foot pedals took a lot of concentration and work.



Making the wiring neat, tidy and authentic takes some doing.



That tool box has many original memories attached to the tools inside.



Looking at the business end of the 35X.

"It's not what use my son-in-law is to my daughter, it's what use he is to me!"

Morning tea over, it was time to grab the tools. I spent plenty of time helping him on his farm and repairing his machinery. For a history buff and mechanic like me, the hours spent on Wig's tractors were a time travelling lesson in farming history. His machines were many, many generations older than the latest high-tech, electronic beasts that make up so much of my usual working day. Unfortunately, we lost my wife's mother after a valiant battle with cancer in 2004, and Wig in November 2021, just shy of his 90th birthday.

He farmed up until he was 86, when he sold the farm he had spent his life on. Some years earlier I had told him that when he had finished with the 35X, I would buy it from him. "You can have it," he replied. My family and my wife's sister's families miss him dearly, so restoring this 1963 tractor, SNMYW339715, is my way of paying tribute to my father-in-law, Wiggins.

On assessing the little 35X, I could soon see it would likely be the biggest mechanical challenge any of Wig's

machines had presented over the years.

The steering had massive play in it due to an excessively worn keyway and steering box sector shafts. It meant you had to turn the steering wheel 180 degrees before anything would happen. I am sure that this occurred from the impact when the 35X fell off the back of a lorry while Wig was transporting it on his truck. Fortunately, that was the only damage, as the 35X landed and stayed on its wheels. The stance of the tractor did not look correct at the front, it was found that the new front axle pivot pin would not fit into the new pivot bush once it was installed into the axle beam, I found the axle beam was bent, possibly due to the time when the tractor rolled off the back of my father-in-law's truck.

He learned a very valuable lesson in leaving a Multi-Power transmission in gear while parked, rather than applying the handbrake that wasn't working. As the Multi-Power operating plate states, 'Shift to High for Engine Braking' – but that only works when you have transmission oil pressure!

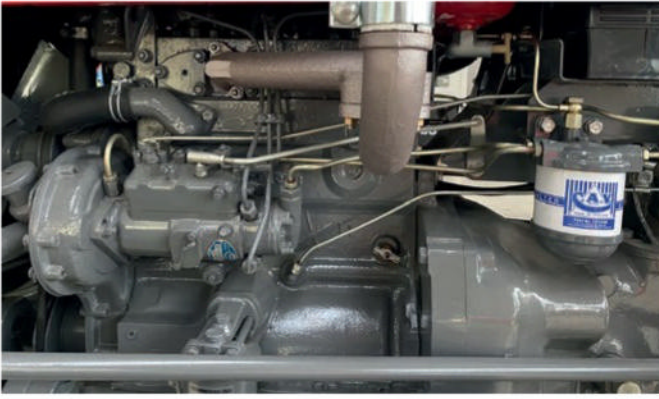
I received a phone call from one of Wig's neighbours while I was at work one

morning. He said "Wig's alright but he's rolled the 35X. The ambulance, fire brigade and police are there." I immediately picked up my wife on the way out to the farm to see how he was. Initially we did not know, as we could not find him anywhere. The 35X was sitting there back on its wheels, showing the signs of its ordeal. The exhaust pipe had broken off, with corresponding damage to the bonnet. The air intake was as flat as a pancake. To top it off, the mangled steering wheel, which was all bent and buckled. About 10 minutes later Wig arrived in his truck. He had a reasonable gash and bruising on his lower leg from being trapped against the clutch pedal. That's when the argument started between father and daughter!

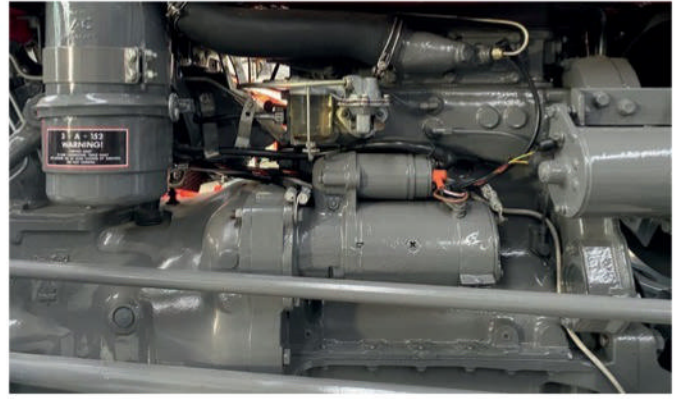
My wife said, "Why didn't you get the ambulance so the paramedics could attend to your leg?"

To which he replied, "I would have been stuck there for a couple of hours and I have work to do!" and so the argument progressed...

With so many memories I wanted this tractor to be special, a great tribute to my father-in-law, so everything had to



The nearside of the Perkins 3.152 engine, looking very factory finish.



Looking neat and very tidy: with the decals in the right place on this example.



The author with his family tractor after its excellent restoration.



Massey Ferguson 35X now called Wiggins after its previous owner.

be correct, comprising as many original components as possible. This included using the Lucas wiring standard, original switches, and lights, connected with flag eye terminals or soldered Lucas bullet terminals. It also required building up the clutch and brake pedals, then cutting the grip pattern back into them. I also had to source original-type hose clamps or make up cable clamps like the originals.

The fuel injectors and fuel injection pump were overhauled because the wrong injector bodies had been fitted previously. When testing the injectors, the nozzles were so worn that there was more fuel coming out from the leak than out of the nozzles themselves. With the engine compression tested, the pressures ranged from 330 to 350psi, so the engine was not touched, except for the oil pump idler and crankshaft gear, which were replaced due to the quite familiar loss of hardening to their teeth.

My employer, with the help of the good guys at Fleming Agri Products in Londonderry, helped me to obtain Goodyear Sure Grip tyres. Our local tractor dismantler Ruakura Motors came to the rescue with a lot of the original parts that the restoration required. The business end of a tractor is where you will usually find a lot of wear. The PTO shaft was badly worn; it was replaced with an original genuine shaft that had never been used, which came out of a wrecked MF203 industrial tractor.

The three point linkage required a new cross-shaft and bushes, and the top link draft sensing mechanism was replaced. The draft and position control settings were reset. The drop arms were pushed back to the original pin size to remove any play. The hydraulic quadrant was seized in the raised position due to the linkage being operated by the Weston dual spool

valve, this allowed the original copper quadrant friction washers to remain like new and be reused.

The rear centre housing was removed from the tractor, as the lower left hand sway chain mounting stud was broken out; I built up the broken area with cast welding rods and machined it back as original.

The tool box is adorned with a Ferguson spanner, along with a Massey Ferguson grease gun and a set of Super Slim spanners. One of the tasks that I found the hardest was putting the grip pattern back into the clutch and brake pedals. The clutch pedal was so worn along its back edge that you could have shaved with it; it is no wonder my father-in-law had such a deep gash in his leg when he rolled the tractor.

Hopefully, I have succeeded, and if my father-in-law were still with us today, he would be very proud of his 35X.

WHERE IS WAIKATO?

Waikato is a region of the upper North Island of New Zealand. It covers the Waikato District, Waipa District, Matamata-Piako District, South Waikato District and Hamilton City, as well as Hauraki, Coromandel Peninsula, the northern King Country, much of the Taupō District, and parts of the Rotorua Lakes District.

Given the suitable geography and climate, the Waikato economy is strongly based on agriculture, especially dairy. Dairy farming has been the main agricultural activity since the late 19th century. Within the Waikato region, small co-operative dairy companies were widespread during the 20th century. Towards the end of the 20th century, frequent mergers of co-operative dairy companies occurred, which ultimately ended in the formation of New Zealand wide dairy co-operative Fonterra in 2001. In 2007, dairy farming and dairy processing

combined contributed \$2 billion (13 per cent) to GRP, which had risen to \$2.4bn by 2014, but only 13,683 (7.6 per cent) of jobs in 2016.[20]

Dairy farms are mainly family owned (2,608 of 4,020 farms in 2016) with owners employing sharemilkers in many cases. The size of the average dairy herd in the Waikato region has progressively increased. It was about 351 in 2016 (total Waikato herd 1.41m cows), milked in either a herringbone or automated rotary cowshed, so a large herd can be milked in under two hours.

The cows are kept on grassland pasture all year due to the mild climate. In the Waikato region the original English grasses used by earlier settlers were: Browntop, Fescue and Yorkshire Fog. These have been replaced with higher producing Italian ryegrass and nitrogen-fixing white clover. Farmers use a variety of supplementary feeds in winter or during the infrequent summer droughts.



Main feeds are hay, grass silage and chopped corn feed. The latter is often fed out on a concrete pad to save transportation and wastage by trampling.

WAIKATO TRACTORS

Way back in 1982, at Agricultural Fieldays, the Southern Hemisphere's largest agricultural event, Bob Potts, sales manager at Power Farming Wholesale Ltd, mentioned to Keith Stewart, who at that time was selling another brand of tractors, that they were looking for a new Iseki agent in Hamilton. The decision was made to start a new business operating as a division of Cook & Galloway Engineers. By July 1982, Keith was employed to set up and run the new venture, with the option of forming a separate company and taking a shareholding if the level of business warranted this. By early 1983, the signs were positive and Waikato Tractors Limited was formed on 1 May, trading as Hamilton Iseki.

Waikato Tractors had commenced trading on the front section of Cook



Iseki was the key to the company's success in those early days.

& Galloway's engineering premises in Killarney, road selling Iseki Tractors, a small range of implements and what might be termed by today's standards, a handful of parts. During the first 12 months, they contracted out all of the mechanical work, but handled parts and machinery sales themselves.

In April 1985 Waikato Tractors relocated to Kahikatea Drive, employing a full time mechanic and part time office assistant. The business was growing steadily, with 1984-85 set to be a record year nationwide for tractor sales, due to the government's decision to abolish investment allowances for farmers at the end of March 1985.

Up until this time, farmers were encouraged to spend their money on new equipment by being able to claim 40 per cent tax deductions in the first year. This



Typical of the type of tractors that Waikato Tractors sold is the 3065 S: a tractor that was used as a pusher by the front end.

boom was great for Waikato Tractors as they settled into their new premises and expanded to accommodate the buoyant economy. However, by 1987, national tractor sales had gone from 5,000 the previous year, down to 1,200, and spending all but stopped for a while on new equipment.

Gradually, farmers began to spend on capital equipment again, as they started to recognise the need to have better structure to their purchasing and replacement plans, rather than being motivated more by tax incentives. Farming has changed, along with the increase in the average size of farms in the Waikato area, and most farmers now operate with a fair amount of business savvy – recognising the need to firmly manage their farming businesses. One of the big shifts in thinking in the 1990s



Waikato Tractors and where it all started in the 1980s.



The monster itself: the 8140, which was rather a White Elephant in Europe, but was it any better in New Zealand?



Loader tractors are obviously very popular in this area of New Zealand.



Customers' stock all refreshed and ready to go out to the field: the 3095 and 595.

was to see the value in changing to more supplement feeding, in order to push production levels up. This increased the need for a wider range of implements, requiring bigger equipment and, in many cases this has also led to contractors being utilized more often. While the spending frenzy of 1984–85 has not been repeated, their customers' larger and more diverse equipment needs have seen Waikato Tractors Ltd continue to grow steadily.

In the early days of Waikato Tractors Ltd, the regular requirement for most farmers was for a 55-horsepower tractor with a front end loader. There was a big push in the mid 1980s for 4-wheel drive tractors, which was a relatively new idea when Waikato Tractors first opened its doors. Now, 4-wheel drive is standard in most cases, as is 100 horsepower, with lots of added safety features that were luxury options back then.

The addition of top international brands such as Massey Ferguson, Fendt and Valtra have added significantly to Waikato Tractors' ability to serve a wider range of customers' needs over the years. They now operate the Massey Ferguson and Fendt tractor assembly plant for the North Island, and have been recognised as one

of the top performing dealerships in New Zealand by AGCO International every year since 2002.

Their success has largely been due to the early decision to allow their growth to be determined by their customers' needs, and also to serve their customers based on their needs. "Farming has never been a nine to five job," says Keith, "so we make sure our farmers can reach us 24/7 if they need to. We are open for 5.5 – 6 days a week, and have a 24-hour call out service right throughout the Waikato area."

"Staff also make a huge difference and ours have been a major part of our success," he says. "Most employees at Waikato Tractors are long-termers, some have been with us for more than 30 years... and we can boast that many of our customers have been with us from the days when we were still Hamilton Iseki."

That is quite an achievement for a company that started out with one main product and one person running the show. Today, Waikato Tractors Ltd has an annual turnover in excess of \$20 million and around 50 full time staff. They are based on a purpose-built, one-hectare site on the corner of Kahikatea Drive and Gallagher Street, moving in 1994 to be part of a proposed Gallagher Agricultural Business Park.

When asked about the biggest challenge in today's business environment, Keith replied that growth is great, but at some point you have to

put a fence on the boundary and learn to operate at much more efficient levels inside the space you have, instead of continually expanding outwards. Keith sees the future in farming as being very bright. Farming is much stronger in a business sense too, and technology will only increase the potential there. ■



Waikato Tractors has certainly grown since it all started in the 1980s.



A typical example of what Waikato Tractors has on its books today.

FERGUSON TE-E DEBUTS AT SEVAC PLOUGHING MATCH



Besides the Hadlow College rebuilt Ferguson TE-E with Perkins P3 engine making its debut at the SEVAC Ploughing Match on Sunday 15 September, its lady driver Christina Tyler was taking part in her very first ploughing match. This was all taking place at the Mayes Estate, Grinstead Lane, Sharpthorne, near, East Grinstead by kind permission of Jack Wheatland and the Mayes Estate. The proposed fields to be used were not available at the last minute, but thanks to the team here other land was found for the day to go ahead.

Christina did a fine job thanks to SEVAC chairman Steve Pike's advice and guidance. Steve has announced that he is stepping down as chairman, after eight years of sterling work, at the AGM next year. Steve tells us that 15 students were involved in the restoration of this narrow Ferguson, the engine of which shows no traditional oil leaks whatsoever. Photo: Peter Love



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THE TRACTOR PLANT – ITS RISE AND FALL.

**PART
3**

In 1951 production at Banner Lane reached the milestone of 200,000 Ferguson tractors, so some might say that both the Standard Motors Company and Harry Ferguson Ltd., were both doing quite well at that time says Bob Moorman.

Harry Ferguson's preference was for straight petrol engines; he refused to have diesel tractors at his Abbotswood home. His reluctance to offer a diesel engine led to several companies marketing their own solutions.

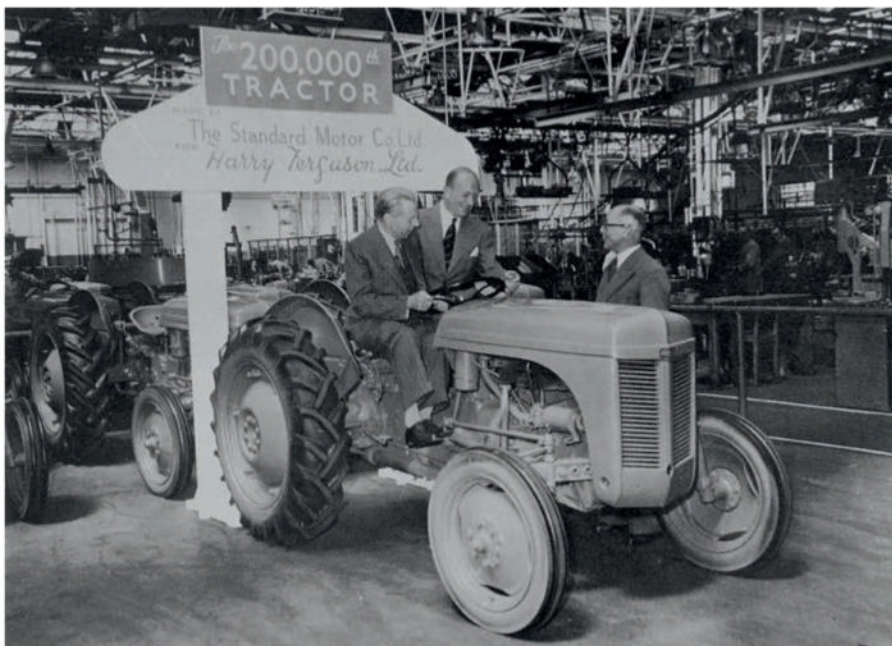
The Perkins P3 diesel conversion kit was popular, although the bonnet needed to be raised to accommodate the replacement engine. Facing competition from manufacturers introducing diesel powered tractors, Ferguson put his dislike of the fuel to one side and introduced the TE-F 20 in 1951. Equipped with a 25hp Standard 4-cylinder 20C diesel engine, it was marketed as the lightest diesel on the market relative to its output.

Standard diesel engine

Requirements for a diesel tractor engine were onerous. Tractors rarely reached speeds of 20 or so miles an hour, but needed power to pull laden trailers, climb hills and not overheat when running at low gears, often for a considerable amount of time. The engine also needed to be easy to service, long lasting and fuel-efficient.



Advertising the superiority of Ferguson tractors to other brands.



The 200,000th British built Ferguson tractor comes off the Banner Lane production line, with Harry Ferguson driving and Sir John Black sat on the wing.

Work on developing a diesel engine commenced in 1947. Charlie Phillips of Standard led development work at Banner Lane, together with David Eley. Arthur Freeman-Sanders was brought in as a consultant and much of the development work was done at his premises in Cornwall.

Freeman-Sanders formerly worked for R. A. Lister on engine development and they seconded him to Ricardo. He joined steam engine manufacturers Fowlers in 1934, where he was instrumental in the company's move into heavy diesels.



The training school at Stoneleigh Abbey.

In 1940 with partners including Sir Leonard Coates and Colonel Geldard (ex-Fowlers) he formed the Freeman-Sanders Engine Company Consulting Engineers. By 1946 the company was based at a former World War Two emergency cable station at Trembath Mills, between Land's End and Newlyn in Cornwall.

The high-profile contract to develop the Standard Motor Company's diesel engine led to companies such as Rolls Royce, David Brown and Marshalls of Gainsborough seeking his firm's services.

The 2092cc Standard 20C engine was introduced in 1951. A conventional barrel crankcase, cylinder block type, it produced 26hp, had a compression ratio of 17:1 a CAV fuel injection system, and shared no parts with the former Vanguard wet liner engine. A poor cold starter, a Ki-Gass system was fitted. Its two 6-Volt batteries were either side of the driver's seat and the engine fitted straight into the tractor, without adjustments to the bonnet height.

Production of FORD TRACTOR to Continue without Interruption



We are happy to be able to tell you that the lawsuit brought more than four years ago against Ford Motor Company, Detroit, Mich., and Dearborn Motors Corporation, Birmingham, Mich., by Harry Ferguson and Harry Ferguson, Inc. has been settled by agreement of the parties.

There are three points connected with this settlement which, as a present or possible future owner of a Ford Tractor, you want to make clear to you. Regardless of what you may hear to the contrary, these are the FACTS:

3 POINTS OF INTEREST To Our Present and Future Customers

1. Ford Motor Company will continue production of the present Ford Tractor without interruption, and Dearborn Motors Corporation will continue to market them nationally as in the past. In Canada, Ford Tractors and Dearborn Farm Equipment are marketed by Ford Motor Company of Canada, Limited, through its 536 Ford Mainland Dealers. By the end of 1952, Ford Motor Company has agreed to make two simple changes, and only two changes, in the terms of operation and control of a power used in the hydraulic system in the Ford Tractor. After these simple changes have been made, there is nothing in the settlement of the suit to prevent Ford Motor Company from continuing the manufacture of the present Ford Tractor for as long as it may choose.
2. Ford Motor Company will continue to produce and Dearborn Motors Corporation will continue to supply, through its distribution and dealers, all repair parts for its past, present and future Ford Tractors.
3. Ford Tractors will continue to offer all the advantages of the present system of hydraulic control, the present method of steering and operating implements, and all other features responsible for their wide popularity. Dearborn Motors will continue to offer its complete line of implements.

**TRACTOR AND IMPLEMENT SALES
FORD MOTOR COMPANY OF CANADA, LIMITED
WINDSOR ONTARIO**

The Ford Motor Company's response to the final settlement of Harry Ferguson's legal action against them.



A Dearborn Farm equipment brochure cover.

French made Ferguson models also used Standard engines, although Hotchkiss-Delahaye produced a later version of the 20C engine, the Standard 23C diesel. From serial number 200,001 all Ferguson models also had 12-volt electrics.

American developments

After the break with Ford, the Ford 8N tractor was launched in 1947; Ferguson's reaction was to sue Ford for patent infringement and loss of earnings. The lawsuit lasted until April 1952, when the case was settled out of court for \$9.25 million.

Both sides presented the settlement as a victory; Ford even wrote to farmers, suppliers and dealers to tell them the company would continue selling tractors. The Ford 9N was replaced with the Ford NAA in 1953.

As Ferguson's patent protection ended, other manufacturers adopted three-point linkage. The post-war boom finished, particularly in the US and tractor sales fell.



LEADING THE WORLD

Britain still leads in discovery and engineering achievement! In the air, Britain's designs have blazed a new trail of safety, speed and comfort, and have brought new fame to British engineers and industrialists.

From just such engineers and industrialists comes the Ferguson System with its tractor and team of implements. This revolutionary system has blazed a new, spectacular trail throughout the world.

The System has provided a new hope for mankind, in that it can make the good earth produce more than enough to feed its whole population. And — what is equally vital — produce it at prices which all can afford to pay. Here we meet the standard of living for all by bringing down prices. We also destroy the method of Mosaic Commutation. That is the course to which we are wholly dedicated.

HARRY FERGUSON LTD.

Ferguson tractors are manufactured for Harry Ferguson Ltd., Coventry, England by The Standard Motor Company Ltd.

Advertising the Ferguson system as a 'new hope for mankind', together with other 20th century engineering developments.



The ill-fated LTX tractor, pictured here next to a Massey Harris tractor.

By 1952 Ferguson's Detroit business was in trouble, production costs were high, reserves were low, and he was convinced a price war with Ford beckoned.

In 1952 Ferguson engineers at Banner Lane and Fletchamstead were developing a larger version of the Ferguson tractor, the LTX (Ferguson FE-60), together with a tractor-mounted combine.

In June 1953 Guy Bevin, Vice President of Engineering at Massey Harris, and Alan Bottwood, General Manager of Harry Ferguson Ltd, agreed a draft contract for Massey-Harris to manufacture the combine at Kilmarnock and for some of the company's harvesting equipment to use the Ferguson 'Standard' engine.

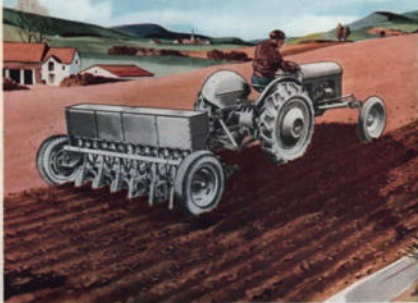
Approaching Massey Harris

At the end of 1952 Ferguson decided to sell his Detroit operation and concentrate on his UK business; he had a buyer in mind — 'Massey-Harris'. Ferguson cancelled a Banner Lane meeting between James Duncan, President of Massey-Harris and Ferguson management to finalise the Kilmarnock contract, and instead invited him to lunch at Abbotswood.

Drilling with the Ferguson Universal Seed Drill

The Seed Drill is adjustable for all soils and conditions of soil... can sow up to 7 bushels per acre of wheat and barley down to 5 ft. per acre of turnips and vetches. Seed drills and sowing depth adjustable from tractor seat. Ford automatically cut when DFF's 3 adjustable rollers are raised for transport by hydraulic control.

It will pay you, too—to FARM WITH FERGUSON



Ferguson tractors are manufactured for HARRY FERGUSON LTD., COVENTRY, by The Standard Motor Company Limited

A colour advertisement for the Ferguson universal seed drill.



Another view of the Ferguson LTX, or Ferguson 60 as it was also known.

After lunch Harry Ferguson offered Duncan a 50 per cent partnership in his company. Duncan refused, explaining he was committed to Massey-Harris. Ferguson then suggested Massey-Harris buy Ferguson's American interests; aware of the state of Ferguson's American interests, a non-committal Duncan returned to Detroit.

James Duncan met Ferguson again in England on 4 August, where he was given a demonstration of the LTX tractor then, after lunching at Abbotswood, the two men headed off to the summerhouse. Ferguson then offered Duncan his entire company, including tractor production at Banner Lane. Duncan had authority to negotiate from Massey-Harris and with Harry Ferguson making notes on the back of an envelope the deal was done.

Ferguson would receive \$16 million worth of Massey-Harris shares for his worldwide interests. During the deal's closing stages, it was realised Ferguson's French interests had been forgotten, undervaluing the deal by a million dollars. Duncan's limit was \$16 million, Ferguson wanted \$17 million; the toss of a coin, outside the Lygon Arms at Broadway settled the matter. Using half a crown supplied by John Turner, Harry



Harry Ferguson with the first US built TO-20.



An advertisement from 1953, which appeared in several magazines just a few months before the merger was announced.

Ferguson's financial advisor, Ferguson called tails and lost.

The merger of Massey-Harris and Harry Ferguson Ltd. became official on the 17 August 1953. Harry Ferguson became the new company's Chairman, retaining control over the design of Ferguson Equipment and received 1,805,055 Massey-Harris shares, becoming the largest individual shareholder in the new entity. Essentially Harry Ferguson sold all his agricultural interests to Massey-Harris, although the deal was presented to the world as a merger.

The Bank of England and the United Kingdom Government Board of Trade had to approve the deal, and Massey-Harris had to satisfy officials from both entities that exports would be unaffected. Approval was received on the 14 August 1953 and Massey-Harris-Ferguson came into existence.

Massey-Harris executives presented Harry Ferguson with a silver cigar box, with the 'million dollar' coin mounted on the top. It was inscribed 'To our friend and partner Harry Ferguson, a gallant sportsman'.



Harry Ferguson and James Duncan are seen here signing the merger documents.

At the date of the merger 359,092 Ferguson tractors had been produced at Banner Lane. Between 1948 and 1954, a total of 140,000 TO tractors were made.

Both the TE-20 and TO-20 had Continental Z-120 engines, the steering box and gearbox lid were two separate units on the TO-20, whereas they were just one on the TE-20. Also, TO-20 transmission housing was cast iron and Delco made the starter, distributor and coil on a TO-20, whereas on a TE-20 it was Lucas. TO-20s also had Bendix brakes and Long or Rockford clutches.

Sold out

Standard Motor Company senior management were furious, in common with Ferguson's senior staff, and Sir John Black; it appears they all learnt about the deal when the merger was reported by the press.

Although perhaps E.W. Young, Ferguson's Sales Director and Hermann Klemm, Ferguson's US Director of Engineering knew, both men joined the new company's board.

James Duncan met with Sir John Black on 31 August 1953. They agreed to reduce the price of each tractor supplied to Massey Harris by £20. The following month Sir John agreed to produce the Ferguson tractor at Banner Lane for a further 12 years. Not all members of the Standard board were happy about this.

Alick Dick, Sir John Black's assistant at the time of the merger, voiced his opinion that the business wasn't viable without the tractor side, but needed to get rid of it to concentrate on car manufacturing.

A management dispute, for which the reasons are unclear, late in 1953 between the Standard Board and Sir John Black led to his resignation. After Sir John's resignation Alick Dick took over as Managing Director.

Massey-Harris

Born in Canada, Massey-Harris's roots date from 1847 when Daniel Massey started a farm repair and implement business. Alanson Harris manufactured

farm equipment from 1857. The companies merged in 1891, forming Massey-Harris.

By the 1930s Massey-Harris had manufacturing bases in France and Germany, purchasing an interest in the Australian business H.V. McKay Sunshine Harvester Co., in 1930.

In 1946, Massey-Harris started producing mowers and hay machinery at Trafford Park, Manchester. The British 744 PD (Perkins diesel) tractor went into production in 1948. Based on the Canadian Massey-Harris 44, the prefix '7' denoted it was built at Trafford.

Massey-Harris implements were good, but the tractors were outdated and the company needed new technology. Harry Ferguson Ltd., the manufacturing operation at Banner Lane, together with the Standard engines, was a golden opportunity.

With the takeover completed, Massey-Harris-Ferguson became the second largest agricultural manufacturer in the world, behind International Harvester and ahead of John Deere.

The company plan was to maintain separate dealer networks to market Ferguson and Massey-Harris lines of tractors. Unfortunately, the Directors didn't foresee the difficulties, particularly as events developed at Banner Lane.

Tractor development

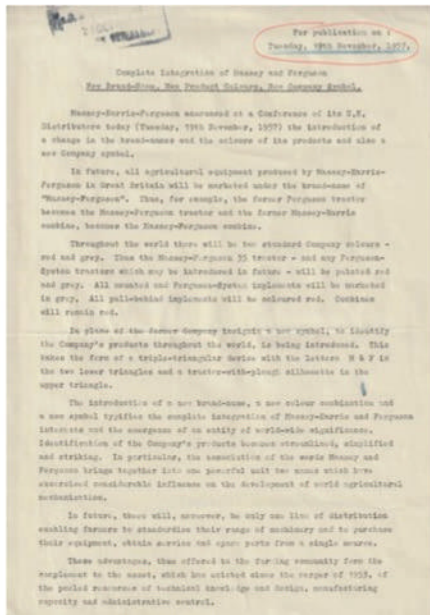
The new Ferguson tractor, the TE-60 or LTX (Large Tractor Experimental), and a few prototypes had already undergone extensive testing and the entire project was undertaken by the Banner Lane and Fletchamstead engineering departments.

Prior to the merger, on 13 May 1953, Ferguson's British distributors were notified the new 48hp TE-60 tractors could be ordered for spring delivery in 1954. The tractor's chassis and drive train were designed to take up to 100hp, but lower rated models would be released first.

In 1954 the LTX project was abandoned in favour of the American-designed TO-35, and all records, parts and prototypes of the LTX were destroyed (except for one that surfaced on a farm in Warwickshire in the 1970s; unfortunately it was returned to Banner Lane and destroyed).

At Banner Lane, Ferguson engineers suspected a bias toward Massey-Harris engineering and products and parallel dealer networks continued to operate independently.

The decision to abandon the LTX, and the failure to adopt his price reducing system, led to Harry Ferguson's resignation on 7 July 1954. Massey-Harris purchased Ferguson's shares for about \$15 million. The agreement terms blocked him from re-entering the tractor business for five years, so he turned his attention



The original press release announcing the complete integration of Massey and Ferguson.

to the car industry and Harry Ferguson's involvement with Banner Lane ended.

A new strategy

The two-line policy wasn't working: Ferguson and Massey Harris dealers competed for sales, poor US harvests and the company's competitors price cutting due to market conditions affected Massey-Harris-Ferguson's profit forecasts.

Also, Massey Harris didn't have a tractor that incorporated Ferguson draft control, while Ferguson dealers were uncertain about the new tractor and reluctant to place orders and competition between the 'red' and 'grey' dealers, both of whom were part of the overall Massey-Harris-Ferguson organisation, was bad for company morale.

A rumour circulated that Ferguson tractors were being phased out when the Canadian Massey-Harris 50 and the Ferguson 40, essentially a badge engineered M-H 50, were launched.

Plans were outlined to manufacture the M-H 50 at the Trafford plant, leading to speculation that Ferguson production might end at Banner Lane, fuelling animosity between Massey-Harris and Ferguson staff.

In January 1954 a dispute with the Standard Board led to Sir John Black's resignation. Details of the dispute are unclear, although some Board members disliked the agreement to continue manufacturing Ferguson tractors; Alick Dick then became Managing Director.

James Duncan left Massey-Harris-Ferguson, resigning on the 6 July 1956. W. E. Phillips took his place as Chairman and a former Ferguson employee A. A.



An original advertisement for the Ferguson FE-35.

Thornborough became executive Vice President, becoming Company President a few months later.

Production of the Ferguson TE-20 ceased in October 1956, total production was 517,651. During the ten years it was produced the little grey Ferguson tractor outsold all other brands of wheeled tractors throughout the UK and Eastern hemisphere.

Phillips and Thornborough decided to implement a single product line and improve the company's liquidity. They also pulled the plug on producing the M-H 50 in the UK.

The US company had a fire sale: there was radical cost cutting, an employment freeze and, to the dismay of the Ferguson team at Banner Lane, Herman Klemm was put in charge of engineering decisions.

This led to development of the Ferguson TO-35, the embodiment of the company's plan to produce a worldwide series of tractors, as some interchangeable parts could be produced at Banner Lane or Detroit. The Banner Lane built UK version, the Ferguson FE-35, was equipped with a Standard 23C engine.

The FE-35 was destined to be the last Ferguson badged tractor because on 19 November 1957, during a UK dealer conference, it was announced the company would have a new brand name, new product colours and a new company symbol, the triple triangle.

During the Massey-Harris-Ferguson years the UK operation had made pre-tax profits of \$4.4 million in 1954, \$6.5 million in 1955, £5.8 million in 1956, and £8.9 million in 1957.

The age of Massey-Ferguson had arrived at Banner Lane; the Ferguson FE-35 was rebranded a Massey-Ferguson



The Massey Ferguson 35 and 65 are advertised here.

35 with serial number 74656 and was wearing the company colours of Massey-Ferguson Red and Metallic Flint grey. The Perkins A3.144 diesel engine was introduced at serial number 166596.

In December 1957 the Smithfield Show was to witness the launch of the Massey-Ferguson 65, an all-new worldwide tractor with the British version built at Banner Lane. The only engine on offer with the tractor was a Perkins A4.192 indirect injection diesel engine, marking a complete move away from Standard engines.

In 1958 Massey-Ferguson took over engine producer F. Perkins Ltd., of Peterborough. At about this time they also dropped the hyphen in their name becoming, simply, Massey Ferguson. Shortly afterwards they also purchased a 50 per cent share of Standard-Hotchkiss, the French manufacturers of Massey Ferguson tractors.

On 23 July 1959, having set out to secure control of tractor manufacture without entering the motor trade, Albert Thornborough of Massey Ferguson and Alick Dick of Standard Motor Company agreed terms under which Massey Ferguson would purchase all of Standard's tractor assets in England and France, except Standard's diesel engine plant, which they retained. However, given that Massey Ferguson had purchased F. Perkins it's probable they didn't want it anyway.

Massey Ferguson now had the Banner Lane manufacturing facility, with capacity to manufacture 100,000 tractors a year and employing 4,000 people.

As W. E. Phillips said shortly after the deal was done: "We shall be masters of our own home and be free to perform more effectively in the increasingly competitive world market for farm tractors and equipment."

It also marked an end to the rivalry between the Ferguson and Massey-Harris engineering staff which, the company said, typified the complete integration of Massey-Harris and Ferguson interests and the emergence of an entity of worldwide significance. ■

FERGUSON TE-F ENGINE REBUILD.

CMFE welcomes Richard Lofting, a well known, avid tractor restorer and engineer who is looking forward to being part of the new team here. In this issue he rebuilds a Ferguson TE-F engine.

One of the distinctive design features of the 20C diesel engine fitted to Ferguson tractors is the fact that, unlike a 'normal' engine, where once the sump is removed the main bearing caps can be removed, the 20C design differs in that the crankshaft main bearings are held within split housings that are withdrawn through the rear of the engine block; once the crank is withdrawn complete, the housings containing the bearings can be split to gain access to the main bearing shells.

This makes for a very strong engine, but the downside of this is the fact that the engine block is very heavy, and you need extra hands when withdrawing the crankshaft. It has benefits though, the cylinder liners are a dry sliding fit in the bores, so there is no machining required at the top end of the engine as the new liners come ready honed to size. Another downside is the fact that the big ends of the conrods will not go through the liners, which causes a few problems on reassembly, especially with the lower piston ring situated under the gudgeon pin. A standard piston ring compressor cannot be used as it covers the gudgeon pin; this needs to be fitted with the liner in place, or at least partially in the bore, and the conrod offered up from below. With the piston partially fitted into the liner the gudgeon pin can be fitted before sliding the piston further into the liner.

Homemade tools

The Ferguson manual shows a tool to do the job, but you will not find one today. I made one from a section of an old cylinder liner, chamfered on the inside to help compress the piston rings. It also has a cut out on one side to allow the gudgeon pin to be fitted after the bottom ring has been slid into the liner. Obviously an old cylinder liner is going to be worn, especially at the top, but further down there is less wear. Another tool required, if you can call it that, is a pair of cylinder liner retainers, which hold two adjacent liners so that they cannot be pushed out as you turn the engine over during the



CMFE Welcomes Richard Lofting who will be a regular correspondent.

rebuild. Basically they are large washers that bridge the edge of the liners, which are clamped down with a bolt that fits in the cylinder head stud thread.

Cuff rings and pegs

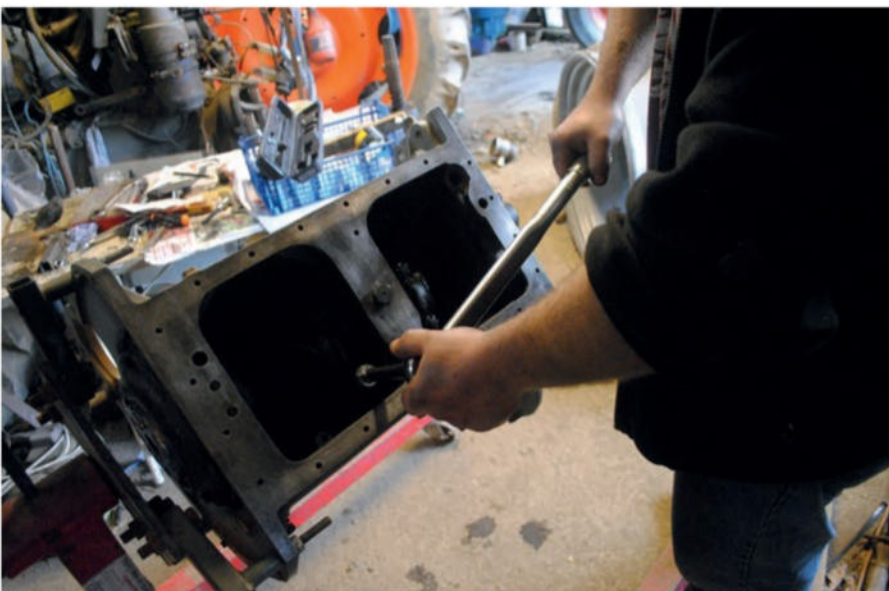
Another unique design feature of this engine is the way the cylinder liners are held in place. Above the liner there are



A good wash out of the engine block before rebuilding.



Torquing up the main bearing caps.



Torquing the big ends after refitting the crankshaft con-rods and pistons.



The crankshaft front main bearing in good condition.



Always use plenty of oil when reassembling on a clean surface.

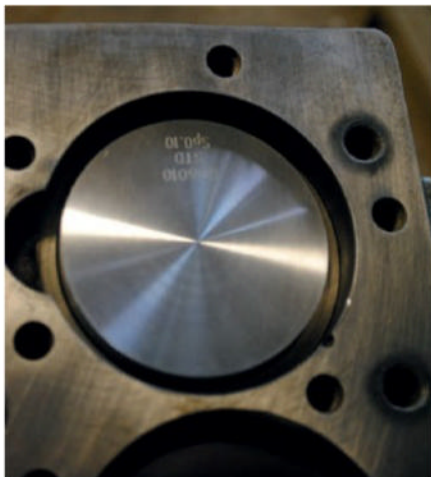


The front main bearing housing with the new shells fitted.



New piston with all the rings fitted: ensure the top compression rings have the 'T' facing upwards!

two cuff rings, the first against the liner is a solid ring and the second has a gap in it that aligns with the hole in the pre-combustion chamber and is held in place by a small dowel to align it and to stop it from rotating. The top of the first cuff ring and the bottom of the second one, have matching tapers, so they can only go in one way. The idea of the cuff rings, apart from retaining the liner, is to stop the build up of carbon on the top edge of the piston.



A new piston fitted before the cuff rings.



Pushing in new little end bushes; make sure the oil hole lines up with the hole in the conrod.



New bronze bearings fitted to the rockers...



All four conrods fitted with bronze bearings and reamed to size.



Then reamed to size.

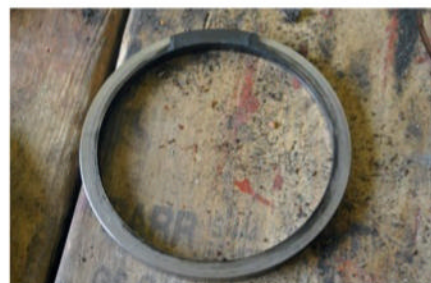
When rebuilding the engine it is important that the top cuff ring stands proud of the cylinder block by 0.0045in to 0.00in, and don't forget to fit the thin copper gasket under the lip of the liner before inserting into the block. You only forget to do this once, as it is a right 'fag' to have to strip out the newly fitted piston to fit it!

The cylinder head

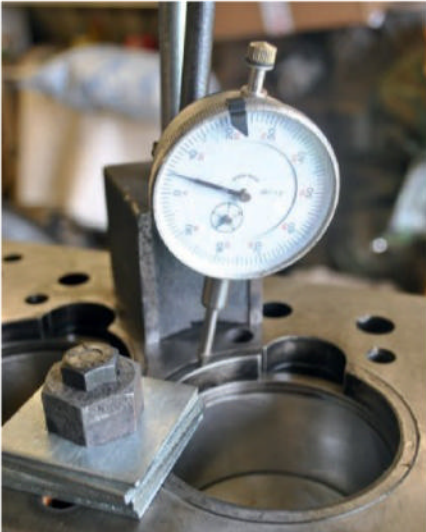
The 20C cylinder head is pretty standard fair, the valve guides are replaceable and cheap; it's probably a false economy especially if fitting new valves not to replace the guides at the same time. It will be disappointing after a complete engine rebuild to find that the engine is still burning oil (blue smoke) as it can be drawn down the valve stems if the wear is beyond the allowable clearance in the Ferguson manual (inlet 0.006in exhaust 0.008in). The lower pre-combustion chambers can crack or suffer from erosion; at one time replacements were available but not now, the only real option is to find a replacement cylinder head. Early diesel cylinder heads, pre-engine serial No. SA.30865E had



Make sure the seats for the new liners are spotlessly clean before reassembly begins.



The solid cuff ring goes in first with the tapered face uppermost.



With the top ring in place check it is proud of the engine block.



A test fit on a liner (yes I know the liner is the wrong way round).



Using a new liner check the piston ring gaps are within spec.

Health and Safety

Tractor engines are heavy, ask for help when moving or lifting.

Old gaskets may contain asbestos.

If you're not sure ask someone, or read the manual, or contact the editor: peterlove@madasafish.com.



Checking the end float on the oil pump shaft.

restricted exhaust ports; the manual gives details of how to machine out the port to the later dimensions giving better gas flow.

Final assembly

Apart from the above, the rest of the reassembly is straightforward enough. Follow the manual for torque settings, always use plenty of oil as you go and turn the engine at every stage to check that nothing is causing the engine to bind; it is not unknown for bearing shells to bind on assembly, even though the crank has been measured correctly and the shells have the correct size on them. Perhaps the editor allowing, I will show in a future article how to check and measure the crankshaft and more.

Thank you Richard, we look forward to you showing the readers how in your next instalment. ■



The home made ring compressor with cut out for fitting the gudgeon pin.



A chamfer was cut to assist the rings being compressed.



A polish of the crank journals with very fine emery cloth will help bed the new bearing shells.



The tractor up and running again doing a spot of mowing.

MASSEY FERGUSON 35 RESTORATION.

**PART
11**

In this issue Ben Phillips has a bad day when the hydraulic cover breaks up with a mighty bang! Please read further, it makes very interesting reading.

Here is a situation I chalked up to experience and proves that some things aren't always straightforward. I was now ready to start this FE petrol/paraffin engine Massey Ferguson 35 up for the first time. Everything was ready; I had the radiator filled with water, the sump filled with oil, and the fuel tank filled with petrol; now I could simply turn the key. It's normally a quick process to start up a petrol engine tractor after a rebuild; unlike diesels the fuel doesn't need venting in various places.

I soon had the engine turning over, but it didn't start so I tried again, and while it was turning over it started to struggle and go tight. I thought it was a problem with the engine, so I removed the plugs and got a starting handle and turned the engine over by hand. I turned it over a few times and it was free with no problems. Next I made sure the battery had enough power, which it had. I was totally puzzled, but I tried to start the engine again, only this time there was a bang and suddenly the engine turned perfectly.

I stopped immediately as I thought the bang was something in the engine. I walked around the other side expecting to see something hanging out of the block, but luckily all was fine. I didn't even think that the bang had come from somewhere else, and I definitely didn't consider the hydraulic top cover. When I noticed the crack in it I couldn't believe what I was seeing, this was a heavy, thick chunk of metal that I doubted would break easily.

I did a quick bit of research on my phone and, although it wasn't at all common, all thoughts pointed to the relief valve sticking (I stand corrected if anyone else has another idea). There was now nothing for it but to remove the two pieces of the top cover. The front three bolts had all bent, but still undid reasonably well, the rest were all still tightly bolted down.

Once the collection of bolts had been removed I lifted the two sections clear; now I could see underneath and



The tractor is nearly there as seen in the picture.



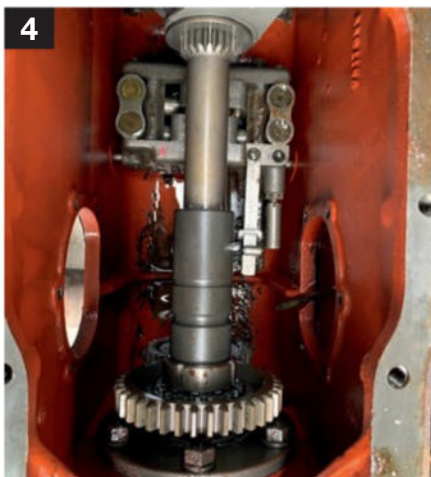
While trying to start this Massey Ferguson 35 the hydraulic top cover cracked: I would guess the relief valve was faulty.



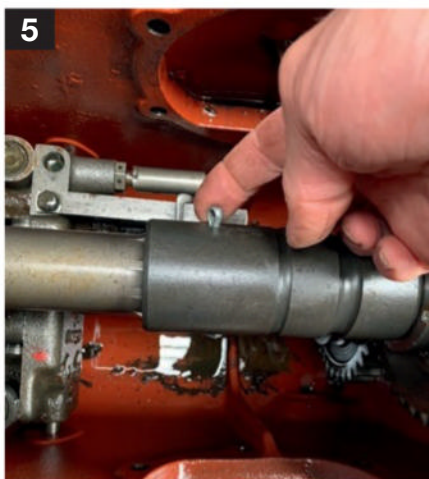
When the front part was lifted clear it revealed the hydraulic cylinder, still attached with the studs sheared off inside.



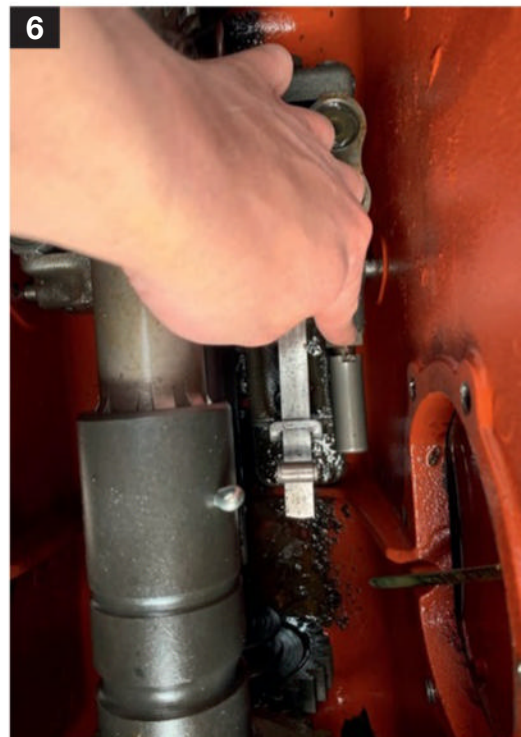
The back part contained the rest and, looking closely at how heavy and thick the metal was, it was hard to comprehend the force involved.



Looking inside the backend at the hydraulic pump all looked ok. I was lucky the casting wasn't also broken here.



To remove the old pump this split pin needed to be removed, then the collar would slide across the shaft.



I wasn't about to mess with this old hydraulic unit when a new one could be bought relatively cheaply.



I was very lucky to find a second hand top cover, even if it was located 150 miles away on Anglesey.



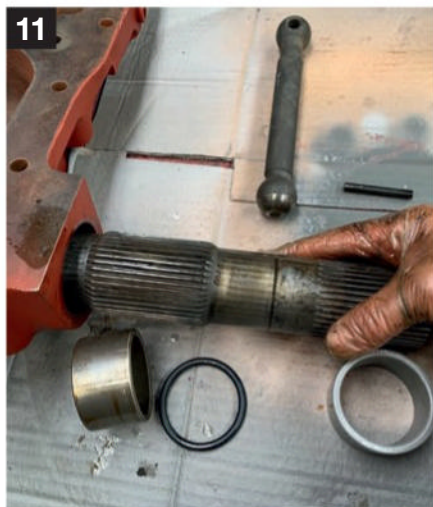
Once it was cleaned up and given a coat of red oxide it looked just the job, and good enough for this tractor.

It had sheared the studs clean off in the hydraulic cylinder. Other than that there seemed to be no damage to the components that make up the top cover.

I was also lucky, as it hadn't damaged the bottom part of the back end of the



All the good reusable parts were stripped out from the old top cover and put in the new one.



Sliding the cross shaft into the replacement top cover was quite straightforward.



This rubber seal went in next and just slipped over the cross shaft, followed by another bush.



The main shaft, conrod and lift arm were from the old cover, and underneath there were four new bushes and two new seals.



I had bought these bushes new; there were four to be fitted into the top cover.



These bushes tapped in with ease. I had bought new as the old ones were rusty and took some removing.

skid unit. The hunt was now on for a replacement; I soon learnt from a couple of people much more knowledgeable than me that there were different thicknesses of top covers. They say every day is a school day and they're not wrong. I presume they made these thicker in order to make them stronger?

A few days after this had happened my luck was about to change, as I had a guy phone me about a tractor he had. For some unknown reason he mentioned he had a hydraulic top cover he'd taken off a

MF 35 that wasn't needed and was now in a pile of stinging nettles. He asked if I knew anyone who wanted it, so Pete, my transport chap, offered to make the 300-mile round trip to Anglesey to fetch it.

When he returned I was pleased with it; yes it was rusty and the components inside were largely too rusty to reuse and virtually scrap, but the cover was in one piece and could be used. I knew I could rebuild this with a mixture of parts from the broken one and new parts that are available to buy. The first job was to clean



15 A new hydraulic cylinder, piston and rings await assembly – also note that a set of specially made studs are installed in the cylinder.



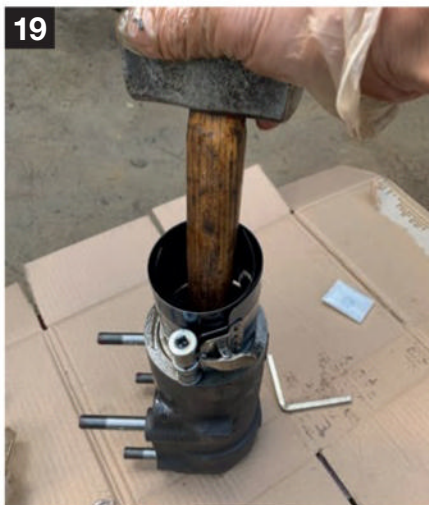
18 The piston ring compressor that I use for engines came in useful here: it's the smallest piston it's had to wrap around.

the rust off and give it a coat of red oxide. Once I'd sprayed it the top cover looked so much better – and that was after just one coat. I could now start transferring the parts, so I started with the main cross shaft, slid the lift arm on first and positioned it in the centre.

The shaft and lift arm were all carried over from the old cover, the new element was the bushes, of which there were four, with a new O ring sandwiched in the middle. Another item that I had bought new was the whole hydraulic cylinder assembly; when looking for this new one there were a couple of choices available for a MF 35. I was very lucky that the old one had a part number embossed clearly on the case, which meant I could cross reference the



16 As you can see there's a complete set of three rings fitted; assembling this was similar to an engine piston.



19 Transferring the piston from the compressor to the cylinder involved the wooden stake of a 2lb hammer.

number to point me in the right direction. This new one needed UNF threaded studs at one end and UNC at the other; these weren't readily available, but I soon found a firm that could make me some to the exact lengths I required.

To complete the assembly a new piston and rings needed to be fitted inside this new cylinder. This was done in the same way as it's done in an engine, with plenty of oil and a piston ring compressor. Once it was tapped in with the wooden stake on a hammer it was now ready to fit. I had now gone as far as I could on this, even though there was a fair bit to set up on the draft control and lift side.

To finish this off and set it up correctly I was introduced to a gentleman called David Stevens who had worked most,



17 Also, like an engine, the cylinder received a good dose of lubrication before the piston was slipped in.



20 Jumping forward this was the replacement top cover all complete and working on the tractor. This part was set up by a Massey Ferguson expert.

if not all of his life, at a local Massey Ferguson dealership. His working life was right in this era of Massey Ferguson 35 models. While I'd like to say that I had picked up what he did to this hydraulic unit, unusually I hadn't. The reason for this was because of his experience; he knew naturally what to do, he just did it by feel, adjusting this and adjusting that until it was done. I was also having a great time chatting to him about Massey Ferguson and the dealership he worked in. I had a great day or so with him in my workshop and I just wished I'd met him earlier on in my career as a tractor restorer.

Now the tractor was up and running with a new hydraulic pump, which worked and was set up correctly, I could get on with completing the rest of the tractor. ■

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SALES CORNER

In this issue we travel to Harrogate, North Yorkshire for the Cheffins collective held in August, followed in September by the Patrick Edwards sale in Oxfordshire and finish up at the Tony McGovern sale in Berkshire.

TOO MUCH EXPECTED

The Cheffins Harrogate sale always attracts a diverse selection of tractors, some in top condition, while others are just being moved on and some need work. Many manufacturers are represented, with the blue and red names being particularly prominent. Again, there were three sales taking place simultaneously, with the first focusing on vintage and classic tractor spare parts, while the

second saw farm machinery, including some ploughs and other items being sold.

But the main focus was the 150 tractors being offered for sale this year. Here bidding from the internet competed with the large crowd on site for each lot, while Bill King and Oliver Godfrey took it in turns with the gavel.

Bidding was certainly brisk throughout with several tractors exceeding their estimates, but others didn't make it as



In great condition, this 1964 Massey Ferguson 35X Multi-Power was fully restored some 20 years ago and sold for £8,500.



In excellent condition, 1963 Massey Ferguson 35X was a popular lot and went on to sell for £9,500.



Looking to be in original condition, this 1969 Massey Ferguson 165 Multi-Power went on to sell for £6,500.

CMFE TRACTOR CONDITION GRADING SYSTEM

To help you understand why a tractor makes a certain price, we grade the tractor as seen at the sale using the code system below. However, you might see various combinations like 2/3: so what does that mean? Well, 2 means that it needs work, but the tractor is original and that's grade 3, so the combination is 2/3. This gives you a better, more detailed idea as to what condition the tractor is in.

PRESERVATION TRACTORS:

1-Rough: 2-Running needs work:
3-Original: 4-Older restored:
5-Restored: 6-Concours.

WORKING TRACTORS:

7-Very rough: 8-Flash over: 9-Needs work:
10-Average: 11-Very Good 12: Like New.

people upped their reserves, following the Cheffins Vintage Collective in July. However, in some cases, it perhaps misfired when you look at the results. For example,



This 1964 Massey Ferguson 35X Multi-Power was described as being an older restoration. It was still in very good condition though, and sold for £10,200.



This 1974 Massey Ferguson 188 was fitted with a Flexi cab frame, but was supplied with the fabric cover after the sale and sold for £11,200.



In great condition, 1985 Massey Ferguson 158 vineyard was fitted with power steering; it came out of a southern sale before being sold here for £7,000.



Ferguson TE-F in original clothes was the best at £3,300 on the day.



Massey Ferguson 35X Multi-Power was a solid number and managed to sell for £7,500.

£34,000 was offered for a clean 1996 MF 6150 four-wheel drive, 32-speed with 1,896 hours, but more was required. It was a similar story for the 1995 MF 390T, with 1,475 hours, which stopped at £41,000. The last lot in the sale was a very clean MF 362 with 2,689 hours, which was not sold either.

The sale began at 10.00am in front of an expectant crowd, with the Ford, Fordson and MF names dominating proceedings, with a wide selection of models on offer.

There was a great line-up of Ferguson tractors on offer too. The best of the grey Fergusons in the sale was an undated diesel TE-F that sold for £3,300 grade 3, while a partly restored Massey Ferguson 65 Multi-Power made £3,200 grade 2.

The best Massey Ferguson 35 dated from 1961 and was in great condition with new tinwork; it went on to sell for £7,200. The most expensive family tractor was a 35X Multi-Power that was made in 1964. In great condition this tractor, which was an



This cabled 1974 Massey Ferguson 135 spent its working life on a golf course and showing just 1,500 hours, it sold for £6,500.



1966 Massey Ferguson 135 was showing 1,836 hours on the clock; an older restoration, it sold for £9,000.



In great condition, this 1976 Massey Ferguson 185 sold for £7,800.

older restoration grade 4, sold for £10,200, while other similar examples were selling in the region of £9,500 – £7,500.

Then came a selection of MF 135s, which, again, were in good condition, with a 1972 example making £9,200 and a 1966 model with 1,836 hours on the clock selling for £9,000, grade 4. Other MF models that found a new home included a 165 Multi-Power from 1969, which sold for £6,500, while an original looking grade 3, 1970 MF 178, which was fitted with a Duple fibreglass cab, made £7,500.

The Cheffins Harrogate sale is a popular event; adding to the tractors on offer from the other two auctions, there was a lot there to tempt the bidders, making this a sale not to be missed – the biggest of its kind in the north.

Top Massey Ferguson Prices

1057 1964 Massey Ferguson 35X Multi-Power SKH 602B 4 £10,200



In very good condition was the 1972 Massey Ferguson 135, which had a North Yorkshire registration, £9,200.



1970 Massey Ferguson 178 was fitted with a Duple fibreglass cab in original looking condition, £7,500.



Massey Ferguson Mk2 65 Multi-Power, needed the works, grade 2, sold for £3,200.

1080 1972 Massey Ferguson 135 VAJ 695J with cab 5 £9,200

1085 1966 Massey Ferguson 135 GUJ 252D 1,836h 5 £9,000

1052 1974 Massey Ferguson 188 Flexi cab RCH 830M 4 £11,200

1051 1963 Massey Ferguson 35X WTN 396A 5 £9,500

1037 1964 Massey Ferguson 35X Multi-Power KRE 519B 5 £8,500

1063 1969 Massey Ferguson 165 Multi-Power HKX 288G 3 £6,500

1110 1976 Massey Ferguson 185 MDD 595P 4 £7,800

1105 1970 Massey Ferguson 178 BDT 771H 3 £7,500

1106 1970 Massey Ferguson 35X Multi-Power 3 £7,500

1066 1985 Massey Ferguson 158 vineyard Duncan cab B813WSR 5 £7,000

1058 1961 Massey Ferguson 35 TPM 463 5 £7,200

PATRICK EDWARDS FINALE

It was all eyes on the Patrick Edwards Cheffins staged finale sale on Saturday 14 September at Langley Farm, Clanfield, Bampton, Oxfordshire. I have known Patrick for decades and he has been a true gentleman to deal with, as has Derek, who ran the parts business and was seen at all of the major shows with the stand; they will be sadly missed. The sale had elements for all parties and was held in gorgeous weather.

The best in the Massey line was the cabbed (without doors) restored 1975 Massey Ferguson 148 HFJ564N at £11,500. The rest of the AGCO stock was not that exciting, with the best of the three Massey Ferguson 65s being a 1959 Mk1 at £6,500 + VAT grade 4. A 1963 Massey Ferguson 35X, PEB966 with Duncan cab and 135 rear wings, was got away at a very good £6,800 + VAT grade 2/3 needing some work. The 1983 MF 690 A707HEH with 6,354 hours was yours for £6,000 + VAT. As for the bargain, that was the non-run Massey-Harris Pony No. 15357, which was free and would not take much to start from the outside at £320 + VAT.

All in all a very good sale for Patrick, while in the next field Shed and Buried TV star and local Henry Cole, was seen with his production company filming at the Cotswold Oil Preservation Society's autojumble, which was also taking place at the same time as the sale.

Results

582 1983 Massey Ferguson 262 195001 NNH63Y 2/3 £5,000 + VAT

583 1974 Massey Ferguson 135 445325 GCE297N Sirocco cab 2/3 £5,500 + VAT

584 1959 Massey Ferguson 65 Mk1 428XVW 15357, no V5C 2/3 £6,500 + VAT



A tractor that will clean up well is the Ferguson TE-F No. 361365 at £1,800 grade 2/3.



584 Showing the upward trend in 65s, the MF Mk1, 428ZVW grade 4 was yours for £6,500 + VAT.

585 Massey Ferguson 35 carries power steering 2/3 £5,000 + VAT

586 1963 Massey Ferguson 35X SNMY329469 Duncan cab 2/3 £6,800 + VAT

587 1967 Massey Ferguson 135 MP 88736 OBW348F + loader 2/3 £3,200 + VAT

588 1977 Massey Ferguson 135 472429 PJB128R 2/3 £3,200 + VAT

589 1975 Massey Ferguson 148 M605735 HFJ564N with cab, no doors 5 £11,500 + VAT

590 Massey Ferguson 65Mk2



Perhaps the bargain of the sale was the Massey-Harris Pony at £320.



Best in the MF line was the 1975 148 at £11,500 + VAT.

SNDY595624 power steering, roof cover 2/4 £6,200 + VAT

591 1962 Massey Ferguson 65Mk2 564203 631CJB 4 £4,800 + VAT

592 Ferguson TE-F 361365 with belt pulley 2/3 £1,800 + VAT

597 1983 Massey Ferguson 690 HB701647 A707HEH 6,354h 2/3 £6,000 + VAT

598 1980 Massey Ferguson 550 Multi-Power 63000 DRX220V 2/3 £4,400 + VAT

610 1983 Massey Ferguson 265 195001 NNH63Y 2 £850 + VAT

611 Massey-Harris Pony 15357 non running 2 £320 + VAT



Some £3,200 + VAT bought you this MF 135 Multi-Power and loader in 2/3 condition.



Doing well was the August 1963 Massey Ferguson 35X, which raised a very good £6,800 + VAT.

TONY McGOVERN SALE MAKES IT BIG

On Saturday 21 September it looked like the whole of Ireland had descended on Berry Farm, Stoke Poges, Slough, Berkshire for the well run and promoted Commercial Vehicle Auction's late Tony McGovern dispersal sale. Tony came from a farm in County Leitrim, Republic of Ireland to the UK when he was 17. He started as a labourer and then a lorry driver, where he delivered 'man huts' to road repair sites. Together with his brother Peter they started a haulage business in 1967, which with their hard work and contacts just grew and grew. They ended up with their own waste site, which was taken over by HS2. The business was sold in 2018, but by then they had an impressive fleet of preserved lorries and tractors. Thanks to Tony's manager Danny Lynch, they were taken to many shows in the UK, including Tractor World, where they were prize winners. People like myself also always appreciated their hospitality unit.

The place was just packed, and saw the HCVS London to Brighton Run 2024 overall winner, the 1973 Scania 110 super, sell for £100,000 (no VAT) and the 1975 Glenfiddich 1975 Scania 111 raise a little less at £97,000. The 1988 Scania R142M 6x2 with sleeper cab again sold for £100,000. The big number was the 1986 MAN 30.331 8x4 bulk container with new cab and chassis, which Tony never saw completed as he passed away in January, which sold for £120,000 – yes you did read that right. There were another 17 preservation lorries, which made good money, as did most of the spares.

In the implements section, the well restored Ferguson earth scoop went for £700, and the 3 ton Ferguson tipping trailer, with all new wood and more, grade 5, sold for £2,400. As for the 13 Ferguson and Massey Fergusons, they made great money. The 1965 Massey Ferguson 135 DIY303, with old buff log book, which had been restored by David Marshall from Omagh, sold for a remarkable £19,000 in grade 4.7 condition. As for the 1962 MF 65Mk2 in good condition, again that was yours for £10,500, with no VAT to pay on any of the lots mentioned. Some £13,000 was paid for the 1964 MF 35X with 4,838 hours, which Tony had purchased restored in 2015 with no log book. As for the eight grey Fergusons, the first, in 4.8 condition, was a 1955 Ferguson TE-D, which had previously been 'Best Ferguson' at the November Newark Vintage Tractor Show and sold for an excellent £6,500.

All in all it was a hell of a sale, with a David Marshall restored 1972 David



What a line-up of tractors were to be seen at the late Tony McGovern sale, with the ex-West Waste, Ruislip 65 Mk2 nearest the camera.



The early 1965 Massey Ferguson 135, restored by David Marshall, grade 4.9 £19,000 – a new world record.



Doing well was the 1962 Massey Ferguson 35 grade 4.9 with V5C at £8,750.



1954 Ferguson TE-T in grade 4.4 condition, sold for £4,000.



The 1952 Ferguson TE-D with V5C with a Northern Ireland history grade 4.8, sold for £3,500.

Brown 996 selling for an amazing £28,000 near the end of the tractor section. Congratulations to everyone for giving Tony a wonderful send off like this.

Results

207 1955 Ferguson TE-D VUA380 with V5c, major prize winner 4.8 £6,500

208 1952 Ferguson TE-D HZ5662 ex-NI with V5C, restored by David Marshall 4.8 £3,500

209 1951 Ferguson TE-D 229940 restored, no V5C, 4.9 £4,000

210 1949 Ferguson TE-D IN6767 photocopy of old log book, no V5C 4.9 £3,500

211 1955 Ferguson TE-F WPH02 Lenfield narrow conversion 5 £4,000

212 1954 Ferguson TE-T SVS597 ex-

Coventry small holding, restored V5C 4.4 £4,000

213 1953 Ferguson TE-F 340238, no V5C 5 £4,250

214 1955 Ferguson TE-F original, needs work, with V5C 2/3 £4,000

215 1964 Massey Ferguson 35X 364632 4,838h restored, no V5C 4.9 £13,000

216 1962 Massey Ferguson 35 520GWP restored with V5C 4.9 £8750

217 1960 Massey Ferguson 35 187487 with diff lock and V5C 4.9 £7,250

218 1962 Massey Ferguson 65 Mk2 8545RK ex-West Waste 35 years, no V5C 5 £10,500

219 1965 Massey Ferguson 135 DIY303 David Marshall restored with V5C 4.9 £19,000

SALES DIARY



Jayne Love gives you all an exclusive up-to-date list of sales you might like to partake in. It could be just where that elusive part or first time tractor you have been looking for is within the lots. If your sale is not listed and want to be included please get in touch, tel: 01323 833125 or peterlove@madasafish.com

NOVEMBER

8 Fall Harvest Implements, Parts & More Auction.

Online Bidding. Nokomis, IL, USA. Aumann Auctions, www.aumannvintagepower.com

8 Online Plant & Machinery Auction.

Brightwells, www.brightwells.com

9 Vintage Auction at Newark Vintage Tractor & Heritage Show.

Newark, Showground, Lincoln Road, Newark, Nottinghamshire NG24 2NY. Brown & Co, www.brown-co.com

9 Collective Sale.

Hexham Auction Mart, Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts, tel: 01434 605444.

11 Auction of Irv Yoder Oliver Collection.

Online bidding. 1600 W Market St, Nappanee, IN, USA. Aumann Auctions, www.aumannvintagepower.com

11 & 12 Cambridge Machinery Sale.

The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

12 Auction of Irv Yoder Literature, Memorabilia, Parts & Implements Collection.

Online bidding. 1600 W Market St, Nappanee, IN, USA. Aumann Auctions, www.aumannvintagepower.com

13 Auction of Antique Automobile & Tractor Collection.

Online bidding. 4050 Lincoln Highway, Bourbon, IN, USA. Aumann Auctions, www.aumannvintagepower.com

13 & 14 Tractor & Vehicle Auction.

48 N 450 E, Valpariso, IN, USA. Kraft Auction Services www.Tractor@KraftAuctions.com

14 Auction of Modern Farm Machinery & Equipment.

Soars Lodge Farm, Foston Lane, Foston, Leicestershire LE8 5WP. Brown & Co, tel: 07919015675.

14 Online Timed Machinery Sale to Incorporate Rural & Domestic Bygones.

Clitheroe Auction Mart, www.auctionmart.co.uk

14 Toy & Transport Auction.

Burwash Road, Heathfield, East Sussex. Watsons, tel: 01435 862132.

16 Langar Collective Machinery Auction.

NG13 9HY. Barry L Hawkins, tel: 01366 387180.

19 Auction of Original Tractors & Lawn & Garden.

Online Bidding. 600 White Church Road, Gettysburg, PA, USA. Aumann Auctions, www.aumannvintagepower.com

21 Sale of Private Collection of 1926 Tasker Steam Roller, 1936 Foden DG tipper all in good order + 46 Tractors including 13 Field Marshalls, Workshop Tools etc.

Crediton, Devon. H J Pugh & Co, tel: 01531 631122.

21 to 1 Dec Online Timed Auction.

Stags, www.stags.co.uk

22 Dispersal Sale of Groundwork Plant, Machinery, Vehicles & Workshop Tools.

Walkerburn. Harrison & Hetherington, tel: 01228 406200.

23 Automobilia Auction.

Machinery Saleground, CB6 2QT. Cheffins, tel: 01353 777767.

23 Auction of Modern Farm Machinery & Equipment.

Bedfordshire. Brown & Co, tel: 07919015675.

27, 28 & 29 Auction – Online, telephone & commission bids only.

Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

29 Thrapston Collective Machinery Sale.

Bletsoes, tel: 01832 732241.

29 Online Timed Machinery Collective Auction.

Edward Buckland, www.edwardbuckland.co.uk

29 Kidderminster Machinery Sale.

The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, tel: 01562 820880.

30 Collective Machinery Sale with Fur & Garden Plants.

The Beech, Little Hereford, Ludlow, Shropshire SY8 4BG. McCartneys, tel: 01584 872251.

DECEMBER

2 Online Sale of Implements, Plant, Machinery etc.

Dingwall Highland Marts, www.dingwallhighlandmarts.com

4 Online Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Carlisle. Harrison & Hetherington, www.harrisonandhetherington.co.uk

6 Online Plant & Machinery Auction.

Brightwells, www.brightwells.com

6 Plant & Machinery Sale.

Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shrewsbury SY4 3DR. Halls, tel: 01743 462620.

7 Vintage Tractor Sale to include Vintage & Classic Tractors, Spares, Stationary Engines, Private Collection of Massey Ferguson Literature, Enamel Signs & other Petroliana.

Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

7 Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

9 & 10 Cambridge Machinery Sale.

The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

11 & 12 Online Machinery Sale.

Lawrie & Symington, www.lawrieandsymington.com

12 Online Timed Machinery Sale to Incorporate Rural & Domestic Bygones.

Clitheroe Auction Mart, www.auctionmart.co.uk

12 Collective Machinery Sale.

Sedgmoor Auction Centre, TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410250.

Classic Massey and Ferguson Enthusiast says Happy Christmas and New Year to all our sale readers we will be back in the New Year with a full list of sales and more!

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	£1,800	£2,900	£7,400	£6,200	£8,200	NA
Model OK 15-27	1923-27	£2,100	£2,800	£6,700	£7,100	£8,800	NA
Model 12-20	1929-32	£1,900	£3,600	£8,100	£9,200	£11,200	NA
Model 20-30	1927-32	£2,800	£4,400	£8,400	£7,900	£9,700	NA
FERGUSON							
Ferguson-Brown	1936-37	£13,500	£22,500	£34,000	£24,600	£36,200	NA
Ferguson-Brown	1938-39	£11,800	£21,000	£33,500	£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	£3,700	£4,600	£7,100
TE-20 Narrow Perkins P3 Conversion	1946-48	£1,300	£2,300	£4,100	£3,100	£5,200	NA
TE-A 20	1947-56	£950	£1,250	£1,900	£4,900	£5,400	£6,100
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	£4,600	£3,100	£4,300	£4,900
Perkins P3 Conversion	1946-56	£1,200	£3,150	£4,200	£3,600	£4,600	£6,400
Reekie Narrow/fruit tractor	1948-54	£1,350	£2,580	£4,560	£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	£2,100	£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	£4,900	£13,200	£6,200	NA
TE-E 20 Narrow	1951-56	£1,350	£1,900	£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	£4,100	£3,100	£4,100	NA
TO-35 USA-built	1954-57	£1,600	£2,800	£4,700	£3,500	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£1,200	£2,300	£5,200	£3,600	£5,400	£7,200
FE-35 Grey & gold (p/p)	1956-57	£1,300	£2,100	£3,900	£3,100	£4,900	£6,200
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	£4,900	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	£2,400	NA	NA	£6,200	NA
MASSEY FERGUSON							
50 gas USA-made	1958-59	£1,200	£1,450	£3,400	£3,900	£5,200	NA
95 & Super 95 (MM)	1958-62	£2,250	£3,400	£6,900	£4,100	£7,800	£10,400
97	1962-65	£3,100	£4,200	£7,700	£5,800	£9,700	NA
97 4x4 (MM)	1962-65	£3,900	£4,600	£7,100	£7,900	£10,400	NA
98 GM-371 (Oliver-built)	1959-60	£3,300	£4,800	£5,100	£6,800	£9,600	NA
35 Standard 23C 4-cylinder	1957-59	£1,100	£2,900	£7,900	£3,900	£7,950	£9,900
35 Standard Industrial	1957-59	£1,700	£2,250	£6,600	£4,200	£7,100	£8,200
35 Standard petrol-paraffin	1959-64	£950	£1,950	£5,900	£3,900	£5,600	£8,200
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	£6,200	NA
35 Perkins 3.152 engine	1959-62	£1,900	£3,800	£12,600	£4,900	£11,200	£14,700
35 Industrial	(not X)	£1,800	£2,900	£14,900	£6,400	£5,700	£7,700
85 Continental engine	1958-62	£2,100	£2,600	£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	£1,400	£4,100	£14,600	£5,900	£12,100	£14,900
35X with Multi-Power	1962-64	£1,950	£4,900	£18,800	£9,800	£17,000	£18,900
35 Hi-Clear	1959-64	NA	£4,600	NA	NA	£9,200	NA
35X Vineyard	1962-64	£2,600	£4,600	£15,200	£8,200	£13,100	£15,100
35X Vineyard/Narrow	1962-64	£1,950	£2,400	£9,500	£8,100	£10,250	NA





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6X
35X Golf course (grass tyres)	1962-64	NA	NA	£6,100	NA	NA	NA
65 Mk1	1958-60	£1,600	£3,300	£7,800	£5,600	£11,600	£14,600
821 French Hanomag diesel	1959-61	£950	£1,300	£2,700	£2,100	£3,100	£3,200
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	£4,200	£4,500	NA
37 French	1962-64	£1,800	£2,700	£3,400	£3,100	£5,200	NA
42 French	1962-64	£1,900	£2,800	£4,100	NA	£5,700	NA
65 Mk2	1960-64	£1,850	£3,400	£9,100	£6,100	£9,900	£12,100
65 Mk2 with winch	1960-64	£1,950	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	£2,100	£3,800	£12,900	£7,300	£11,200	£13,600
130 French	1964-72	£1,900	£2,900	£4,100	£3,800	£5,100	£7,200
130 French Vineyard	1964-72	£2,100	£2,900	£4,100	NA	NA	NA
135	1965-71	£2,600	£4,600	£18,100	£5,900	£14,100	£19,000
135	1971-79	£2,800	£7,800	£13,700	£6,450	£13,600	£16,200
135 Multi-Power	1965-79	£3,100	£5,100	£14,200	£7,900	£14,200	£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
135X MP Industrial	1965-79	NA	NA	NA	NA	NA	£34,000
135 petrol (Standard engine)	1965-79	£2,800	£4,100	£7,200	NA	£8,200	NA
2130 (Industrial)	1965-72	£2,700	£2,950	£5,800	NA	£9,100	NA
135 petrol (Perkins engine)	1972-79	NA	NA	£7,400	NA	NA	NA
135 4x4	1965-79	£6,900	£8,100	£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	£10,400	£6,700	£8,750	£12,250
165 4WD	1966-75	NA	£9,500	£23,900	NA	£25,700	NA
165 Multi-Power	1965-71	£4,450	£7,200	£17,250	£6,450	£18,900	£21,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
165 Multi-Power	1971-79	£4,300	£7,400	£18,000	£9,800	£18,200	£19,100
165 4WD MP	1968-78	NA	£9,900	£21,900	NA	£24,800	NA
175	1965-68	£3,600	£4,900	£18,400	£6,950	£19,000	£21,100
178S	1968-71	£3,900	£4,400	£8,000	£5,900	£7,900	NA
178 Multi-Power	1968-72	£4,890	£6,900	£19,600	£10,250	£14,425	£19,500
178 4WD MP	1968-78	NA	£7,900	£22,200	NA	£24,400	NA
158	1968-74	£2,300	£3,100	£5,200	£4,200	£7,100	£8,200
148 French	1972-78	£1,950	£4,600	£7,300	£6,900	£9,100	NA
158 4WD	1968-74	N/A	N/A	N/A	N/A	£22,000	N/A
148 (eight-speed)	1972-78	£2,900	£3,100	£11,900	£9,100	£12,400	£14,650
148 Multi-Power	1972-78	£3,500	£5,900	£14,200	£8,900	£14,700	£17,100
168 Multi-Power	1971-78	£3,700	£5,500	£17,800	£9,600	£15,100	£18,500
168 4WD	1971-78	£4,900	£12,200	£16,100	£10,400	£17,400	NA
185	1971-78	£3,900	£4,300	£12,600	£9,900	£16,800	NA
188 Multi-Power	1971-78	£5,900	£9,575	£33,300	£14,800	£18,700	£24,100
188 4WD	1971-78	£6,600	£12,400	£28,500	£17,100	£24,400	£28,500
1100	1964-67	£4,400	£8,400	£16,200	£11,900	£15,700	£17,200
1080	1968-72	£4,100	£6,900	£12,700	£8,800	£12,800	£16,300
1130	1964-72	£4,700	£9,200	£18,900	£12,950	£14,100	£17,200
1105-1135-1150	1973-78	£5,900	£8,950	£12,100	£9,800	£15,900	£16,400
1200	1975-79	£8,700	£17,000	£43,500	£27,500	£56,000	£58,600
1250	1979-80	£9,600	£18,500	£46,900	£29,900	£51,800	£54,500
1505	1974-76	£10,200	£19,200	£48,000	£31,100	£50,700	NA
4840	1980-82	£9,900	£14,500	£27,100	£18,900	£29,400	NA
2745	1978-83	£7,900	£8,500	£16,500	£12,600	£18,200	NA
2805 V8	1976-83	NA	£12,700	£26,800	NA	NA	NA
550	1976-79	£5,400	£6,700	£27,900	£10,900	£15,900	£19,750
565	1976-82	£5,100	£6,800	£17,100	£10,800	£16,200	£18,500
575	1976-83	£5,700	£6,750	£19,100	£14,200	£15,900	£19,600
590	1976-83	£5,750	£6,700	£18,200	£9,200	£13,300	£18,100
592 French	1979-84	NA	NA	£12,500	NA	NA	NA
595	1979-83	£4,750	£8,700	£26,200	£9,900	£14,900	£26,300
1102S (Eicher German-built)	1980-83	NA	£7,600	£10,300	NA	NA	NA





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
230	1979-83	£5,600	£8,400	£21,900	£7,200	£9,650	NA
240	1983-99	£5,800	£8,600	£13,200	£8,600	£11,300	£12,400
240 4WD	1983-99	£6,700	£7,800	£20,200	£11,900	£12,400	£14,200
245	1976-83	£4,400	£7,600	£16,700	£9,600	£11,100	NA
250	1983-86	NA	£5,900	£16,800	£12,100	£12,900	NA
250 4WD	1983-86	£7,900	£9,600	£16,800	£12,200	£14,900	NA
254 4WD	1982-87	£8,900	£9,750	£10,600	£9,500	£10,400	NA
265	1974-83	£4,500	£7,600	£12,200	£7,200	£12,500	NA
275	1974-83	£4,400	£6,900	£12,800	£7,900	£10,200	NA
275 4WD	1974-83	NA	£7,500	£16,800	NA	NA	NA
275C Crawler	1975-84	£4,700	£7,300	£9,600	NA	£9,100	NA
290	1983-86	£5,100	£6,400	£10,760	£11,950	£16,950	NA
298	1985-86	£4,900	£6,700	£12,500	£12,400	£18,700	NA
362C Crawler	1980-89	£5,600	£8,950	£9,400	£7,600	£11,500	NA
675	1980-86	£6,200	£8,600	£51,500	£18,870	£26,950	NA
690	1983-86	£5,500	£8,700	£26,800	£17,900	£26,750	NA
698	1983-86	£5,900	£9,800	£14,800	£14,100	£19,200	NA
698T	1985-87	£6,400	£9,950	£18,300	£12,400	£23,500	NA
699	1984-87	£6,700	£7,100	£12,600	£9,200	£11,400	NA
2620	1981-84	£5,700	£6,300	£18,500	£9,100	£18,900	NA
2640	1981-84	£5,900	£7,440	£18,800	£15,100	£18,200	NA
2645	1984-87	£5,950	£9,450	£19,750	£15,240	£19,300	NA
2680	1981-84	£4,200	£9,900	£26,500	£19,750	£21,200	NA
2680 4WD	1981-84	NA	£6,400	£12,900	£28,700	£27,500	NA
2685	1984-87	£7,900	£10,100	£23,300	£16,400	£22,200	NA
2720	1981-84	£7,950	£6,400	£26,700	£16,600	£22,600	NA
2725 4WD	1984-87	£5,450	£8,800	£41,500	£9,500	£28,700	NA
350 2WD	1986-95	£7,600	£10,900	£36,800	£26,600	£24,500	NA
360 2WD	1986-95	£7,750	£10,250	£38,800	£23,700	£28,700	NA
360 4WD	1986-95	£7,800	£11,800	£36,000	£22,200	£32,000	£42,500
390 2WD	1986-97	£9,750	£12,400	£39,000	£24,600	£34,700	£46,250
390T 2WD	1986-97	£9,750	£13,800	£51,500	£26,500	£34,600	£48,500
390T 4WD	1986-97	£10,200	£17,600	£68,800	£29,200	£42,900	£58,000
342 2WD	1993-97	£8,740	£12,850	£35,000	£14,800	£21,000	£28,200
342 4WD	1993-97	£9,600	£14,100	£39,000	£16,200	£24,000	£31,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MASSEY-HARRIS							
No. 2	1920-23	£11,850	NA	NA	£44,200	NA	NA
No.3	1920-23	£40,000	£47,000	£62,500	£51,000	£58,000	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	£9,800	£14,200	£11,900	£14,200	£16,500
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	£1,900	£2,400	£4,200	£3,800	£4,700	NA
Challenger Standard axle	1938-39	£1,950	£2,900	£3,400	£3,000	£4,200	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	£6,200	£4,400	£6,900	£7,200
333 V rowcrop	1954-57	NA	£1,200	NA	£2,700	£3,600	NA
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,200	£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	£2,300	£2,700	£3,700



FERGUSON

FERGUSON T.E.D 20



1952, £2,300. Grey, petrol, TVO, very good condition, new tyres, rear mudguards, battery, exhaust, leather seat, chrome throttle and gear stick. Please call 07879058032, East of England.

124495

FERGUSON T20

£2,250. TEF 19-55 diesel good starter roll bar drawbar transport box only tractor road runs since engine rebuild needs painting. Please call 01299841559, West Midlands.

124508

FERGUSON TEF DIESEL



£3,750. Fully restored, 4 new tyres. 2 wings 2 step plates. Clutch. Radiator. Fuel tank bonnet, side and front panel full engine overhaul. Please call 07876357879, South East.

124512

FERGUSON TEA20



£2,300. With loader and bucket and spare tires. Tractor runs well in all aspects comes with loader and bucket however it is not fitted. Please call 07867743935, South West.

124296

FERGUSON TEF



1955, £5,000. All new tinwork, rear Goodyear tyres. Includes logbook. Starts and runs well. Too many other new parts to list. Phone for further information. Must be seen. Please call 07796408035, Yorkshire and the Humber.

123481

FERGUSON T20



£2,750. Petrol TVO. Original 6 volt system. Tyres 90%. Brand new battery, complete with pick up hitch. Older restoration. In good working order. Cash or bank transfer on sale. Please call 07778860114, South West.

123960

FERGUSON TE20 CONTINENTAL

1947, £3,250. Rare straight petrol, very few made with this engine. Loddons conversion kit fitted. Full working condition with many new and original parts. Very presentable, runs and drives very well. Sold with V5 and full known history. Good complete and early machine. All badges and serial numbers present. Garage stored. New tyres and inner tubes all round. On original 6V system. Ready to use and enjoy. Buyer to collect. No time wasters. Sensible offers only. Please call 07742115894, South East.

123963

FERGUSON TEA



1947, £1,800. Good all round condition. Please call 07536975561, South West.

123570

FERGUSON TED20

1950, £1,950. Petrol and TVO, 1950. Very good condition, new tyres, mudguards and converted to 12v. Fully restored and very tidy, with a 3pt pick up hitch not fitted. Runs and drives as it should, with V5, Milton Keynes area. Please call 07768682575, East of England.

123624

FERGUSON TEF



1957, £2,800. Road registered, diesel with trailer towbar. Tinwork tidy, original paintwork. Please call 07762763835, East Midlands.

123860

FERGUSON TED20



1953, £1800. Includes V5. Good condition all round, drives well. Cash. Please call 07788 730619, South West.

FERGUSON TEF20

1953, £2600. Includes V5, not painted, good tin work, good tyres, drives well. Cash. Please call 07788 730619, South West.

FERGUSON TED20



1950, £2,200. Petrol and TVO. Very good condition, new tyres, mudguards and converted to 12v. Fully restored and very tidy, with a 3pt pick up hitch not fitted. Runs and drives as it should. With V5. Not used much now, just needs a good home. Milton Keynes area. Call evenings. Please call 07768682575, East of England.

123624

FERGUSON FE35



£2650. Early restoration, starts well drives. Please call 07821184799, South West.

MASSEY FERGUSON

MASSEY FERGUSON 165



£6,750. An early MF165, built in 1965 - the first year of production. Original patina. Starts, runs and drives well. Perkins engine. Multi-power, power-steering, new clutch. Please call 07966881985, South West. (T)

123092

MASSEY FERGUSON 35X



POA. Full nut and bolt restoration, road registered, lovely tractor. Please call 07740876235, South East.

124478

MASSEY FERGUSON 4 CYL FE35



1958, £4,750. Full engine rebuild 10 years ago. Only used for road runs and shows. Comes with 5ft tipping link box all way well maintained. Please call 07938056184, South West.

124507

MASSEY FERGUSON 35 3 CYLINDER PERKINS DIESEL



1962, £10,500. Only 2 owners from new. With V5. Extensive high quality, lengthy professional restoration carried out, mechanically and bodywork. Including complete engine rebuild, clutch, hydraulics, half shafts etc. New wheels and tyres. Over £4000 spent on new parts alone. File of invoices. Full restoration photos. Beautiful sprayed finish using correct period related enamel paint (Not modern two pack). Please call 07967384827, South East.

123927

MASSEY FERGUSON 135



POA. Starts, runs, drives, hydraulics work. Good restoration project with most new parts to complete. Dry stored in the Barn. Sensible offers please. Tractor situated near Calne, Wiltshire. Please email richard@rsjtucker.com. Please call 07831 150505, South West.

123975

MASSEY FERGUSON 135



1969, £4,250. Runs, but noisy and ready for restoration. Good brakes. P.T.O and hydraulics work. Supplied by Browns of Leighton Buzzard. Please call 07813606669, East of England.

124010

MASSEY FERGUSON 35



POA. 3 cylinder. Excellent condition. 3 cyl Perkins engine, very straight tin work, new tyres and battery, many extras including swinging drawbar etc. Please call 01328 738470, East of England.

124064

MASSEY FERGUSON 135



£9,450. Reconditioned excellent condition. V5C applied for. Please call 07789186381, Yorkshire and the Humber.

124068

MASSEY FERGUSON 690 4WD



1983, £20,200. 4 wheel drive. Completely nut and bolt restored 3 stick gearbox. Comes with loader (Restored and new pipes all around see pictures). Only selling to fund new project. No time wasters, no VAT. Please call 07931 928386, East of England.

124090

MASSEY FERGUSON 165



£11,500. Fully engine rebuild only done 2hrs since. Original paint work and panels. After fit 2 way acting spool valve. Road registered. Only selling due to not needed any more. Please call 07753381718, South East.

124157

MASSEY FERGUSON 135



1968, £10,750. Fitted with duple cab. Very low hours since restored. Please call 07814477598, South West.

124675

MASSEY FERGUSON 35X



1964, £7,000. Restored 10 years ago and maintained to a very high standard. Perkins 3 cylinder, runs starts and drives perfectly. Please call 07841526384, South West.

124694

MASSEY FERGUSON 35



1961, £4,500. New seat, battery, fan belt, plus exhaust, no plate, both not fitted, V5, good tyres, barn store for 2/3 years, good winter project, sound reason for sale. Please call 07707835726, West Midlands.

124708

MASSEY FERGUSON 390

POA. 4WD, manual shuttle. Engine works/runs but needs overall, low hours. Please call 07802756830, Wales.

124727

MASSEY FERGUSON 699

POA. 4WD, rusty cab, engine runs ok but needs a clutch. B reg. Please call 07802756830, Wales.

124728

MASSEY FERGUSON 135



£4,750. History known. Please call 07821 184799, South West.

124750

MASSEY FERGUSON 390



POA. A genuine example. Please call 07821 184799, South West.

124757

MASSEY FERGUSON 35



POA. Pet/tvo, runs well, a good working example. Please call 07821 184799, South West.

124761

MASSEY FERGUSON 35



£4,750. With loader, a good working example. Please call 07821 184799, South West.

124763

MASSEY FERGUSON 35



POA. Petrol/tvo, a good working example. Please call 07821184799, South West.

MASSEY FERGUSON 165



£5750. Low hours, good working tractor. Please call 07821184799, South West.

MASSEY FERGUSON 35



£4750. A genuine sound ex farm. Please call 07821184799, South West.

MF 140



£2,800. Sweet runner, good all round condition. Please call 07536975561, South West.

123571

MASSEY HARRIS

MASSEY-HARRIS PACE MAKER



POA. Running. Please call 07855399487, South West.
123848

MASSEY-HARRIS 745



1953, £6,250. Restored 20 years ago. Perkins L4 Engine. Good condition. Plus a Massey Harris corn drill, 2 furrow trailer plough and finger bar mower POA. Please call 07584 055592, South West.
124299

MASSEY-HARRIS PONY



1956, POA. Good runner. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.
122401

OTHER MACHINERY

FERGUSON FERTILISER SPINNER



£400. Fertiliser spinner with original PTO. In fair condition. Older restoration. Please call 07879416877, South East.
123155

MASSEY FERGUSON 20 BALER



POA. In good clean working condition, baled 470 last year never missed a beat. Please call 01686650344, Wales.
123344

MASSEY FERGUSON 307



1982, £1,500. Mf 307 combine, 10ft cut, spares or repair, broken shaft, comes with spare shaft. Please call 07790479231, Wales.
124655

FERGUSON TINE CULTIVATOR

£150. Please call 01775710418, Yorkshire and the Humber.
122056

PARTS

FERGUSON FINGER BAR MOWER



£150. And new belts. Please call 07768055990, West Midlands.
121151

MF 735 LOADER



£150. To fit TE20, FE35, MF35 etc. Straight condition cw hydraulic tip, counterbalance weight and original instruction book. Please call 07850468385, East of England.
123255

MASSEY FERGUSON INDUSTRIAL FENDERS



£250. Original. Collection only. Telephone between 9am - 6pm. Please call 07831665757, West Midlands.
123251

MASSEY FERGUSON 40 LOADER WITH BUCKET AND SIDE MOUNTINGS



£485. Very nice MF 40 loader recently repainted, in functional order, comes with a bucket. Tidy piece of equipment. Please call 01666838414, South West.
123349

FERGUSON THREE POINT LINKAGE ADJUSTABLE ANGLE LAND SCRAPER



£1,150. Fully restored, looks good on a show stand. Collection from Knebworth. Please call 07765445206, East of England.
122343

MASSEY FERGUSON 35X NEW PISTONS AND LINERS



£5,000. Injectors overhauled, cylinder head overhauled, new front and rear main seals, V5 available. Please call 07831665757, West Midlands.
123951

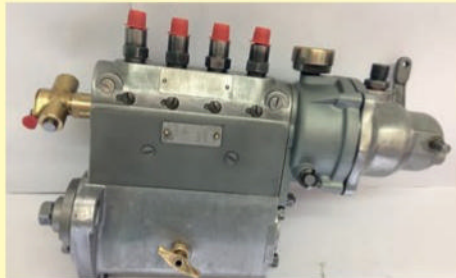
INTERNATIONAL OBSOLETE PARTS



POA. Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

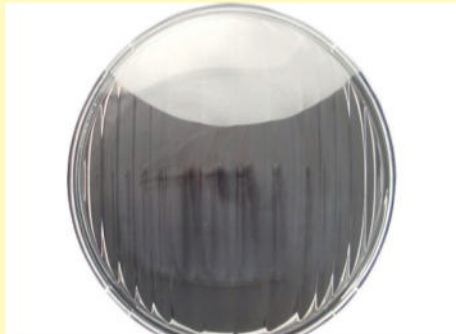
121063

FERGUSON TE-F 20 INJECTION PUMP



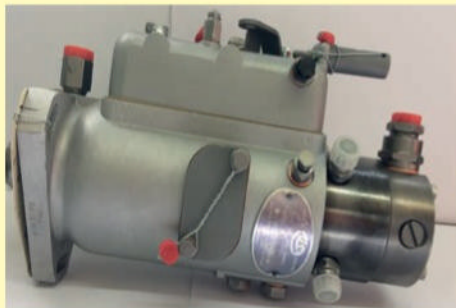
POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

HEADLIGHT LENSES



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

MASSEY FERGUSON 35 INJECTION PUMP



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

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MASSEY FERGUSON 35 INJECTORS



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FERGUSON TE-F 20 INJECTORS



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MASSEY 590



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEY 3075



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEY 135



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEY-HARRIS 780



POA. 12 foot real please call for details. Please call 07789 770956, South East.

124467

MASSEY FERGUSON MF875 LOADER



1992, £1,100. With new Euro8 backplate and brackets to fit MF350. Please call 07778 513381, West Midlands.

124685

6 MASSEY FERGUSON 100 SERIES FRONT WEIGHTS



£240. Collection only, telephone between 10am and 6pm. Please call 07831 665757, West Midlands.

124689

MF 135 FLEXI CLAD CAB ROOF NEW



£150. Still in box- made by J.W. trim (always perfect size). Sold the tractor before I fitted new roof. Please call 07970 058560, West Midlands.

124730

FERGUSON SAW BENCH AND PTO



POA. Please email robintownsend35@yahoo.co.uk. South West.

124292

UNUSED QUICKIE 1.6M BUCKET



£550. Fits Euro 8 brackets. Please call 07778 513381, West Midlands.

124686

MASSEY FERGUSON FINGER BAR GUARD



£80. Price plus postage. Please call 07817909048, North West.

124229

CHAIN HARROWS



£250. 7ft, old but plenty of life left. Please call 07778 513381, West Midlands.

124687

UNUSED WINTON PIPE LAYER/ MOLE PLOUGH



£350. Please call 07778 513381, West Midlands.

124688

MISC

FERGUSON TRACTOR AND MACHINERY HANDBOOKS

POA. Large quantity of Fergusson tractor and machinery handbooks. Phone evenings with your requirements, grey Fergy type. Please call 01267 236194, Wales.

123031

WANTED

MASSEY FERGUSON 65 MARK 2

Wanted. In complete and working condition. Must have known history with straight tinwork and in original condition. Preferably with Multi-Power and dealer badge. Must be located in Norfolk, Suffolk or Cambridgeshire. No time wasters. Please call 07742115894, South East.

123961

MASSEY FERGUSON 28 INCH REAR WHEELS

Wanted. And/or tyres to fit MF 265. Please call 07802756830, Wales.

124726

THROTTLE LEVER AND LINKAGE FOR FE35

Wanted. Petrol TVO. Please call 01440820047, East of England.

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For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

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