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Classic Massey & Ferguson Enthusiast

The Independent Ferguson and Massey Ferguson magazine

Classic Massey & Ferguson Enthusiast
Kelsey Media

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Tim Smith, at the controls of his 1958 diesel-powered MF 35 and with a trailer-full of enthusiastic supporters in tow, epitomises what the NVTRR is all about. People out in the fresh air with friends and family, enjoying their tractors and sharing great experiences. Long may that continue.



Welcome!

Anyone who was involved with this year's National Vintage Tractor Road Run (NVTRR) – so ably organised and hosted by the South Eastern Vintage Agricultural Club (SEVAC) – won't need me to tell them what an excellent and enjoyable event it was. It showcased everything that's great about the classic tractor movement, including friendliness, enthusiasm, camaraderie, helpfulness and inclusivity.

As you'll see, we've given this once-a-year, charity fund-raising event a couple of decent bites at the cherry in this issue (pages 36 and 48) quite simply because we think it deserves it. Hopefully this extra exposure will raise awareness about the significance of the run because, as I write this in late April, the event is approaching one of those proverbial forks in the road. While one route leads towards an optimistic future, the other heads to an abrupt dead end. Sadly, the NVTRR seems to be veering down the latter at the moment.

With no organisation (or individual) yet volunteering to take on the event in 2025, the situation is looking bleak. What a

“With no organisation (or individual) yet volunteering to take on the event in 2025, the situation is looking bleak. What a terrible shame it would be to lose another ‘institution’”

terrible shame it would be to lose another ‘institution’ from the tractor events calendar; this one having run almost continuously for the past 38 years. So, if anyone feels able to help, please get in touch with NVTRR chairman, Will Cranfield, by sending an email to: willcranfield@hotmail.co.uk.

And finally... It's with considerable sadness that I must announce that this is the last issue of *CM&FE* I'll be producing

as editor. After nearly three very enjoyable years at the helm, I'm moving on to become editor of *Tractor & Machinery* magazine. So I'd like to end by thanking everyone who has helped so tirelessly with the production of this great magazine, and all the countless

Ferguson and Massey Ferguson tractor owners I've had the pleasure of meeting in recent years.

As far as the future's concerned, I'll be leaving the magazine in the safe and capable hands of Peter Love who, I'm sure, will be unstinting in his efforts to continue producing an interesting and engaging magazine for everyone to enjoy.

Chris Graham, Editor

Meet the contributors



Willie Carson

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



Peter Love

A tractor enthusiast with boundless energy and limitless knowledge



Ben Phillips

Tractor repair and restoration specialist, writer and book author



Bob Weir

Lives in 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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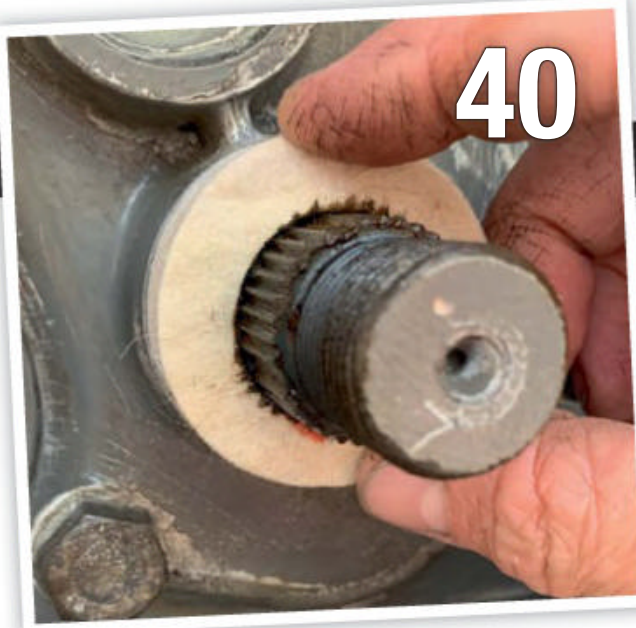
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35X INDUSTRIAL DEBUTS

It's rare to find a 35X Industrial, but one made its debut at this year's Heritage Transport Show, held on April 6th at the Kent County Showground at Detling. Back on the calendar after being cancelled last year due to waterlogged ground, this year's event faced similar problems, but the Heritage committee had a plan.

This was executed really well and not one person got stuck, which, given that a record 1,000 vehicles attended the event, was quite an achievement. What's more, the show attracted a record, 7,000+ crowd, with many families evidently enjoying this increasingly popular one-day event.

There were eight Ferguson and Massey Ferguson models among the 21 tractors on display at the event, and the



The star in the Massey Ferguson section at the Heritage Transport Show was this 1963 Massey Ferguson 35X Industrial, which was making its debut at the event.

highlight among them was undoubtedly a superb, 1963 Massey Ferguson 35X. This machine spent its entire working life on Swanley Parish Council's playing

fields and has now been very well rebuilt to original specification.

Overall this was a very satisfactory show with a great atmosphere and a

WOODCHURCH IS GO

Bill Giles recently confirmed that the Weald of Kent Steam & Vintage Rally will be taking place this summer at Woodchurch, on August 3rd-4th.

Entry forms are out now and all are welcome to attend. Let's hope for dry and sunny conditions over both days for this fine show, which has suffered at the hands of indifferent weather over the past few years.

For more information, visit: wealdofkentsteamrally.co.uk

good number of tractor trade stands reporting reasonable business. Congratulations to everyone involved.

STILL WORKING!

This 1957 Massey Ferguson 95 (based on a Minneapolis Moline GBD with a 425ci engine) is seen here working on the amazing Sandstone Estate in Eastern Free State, South Africa.

The estate runs to 6,000 acres of farmland, and includes a 36-kilometre, 2ft narrow-gauge railway and many tractors, both old and modern.

The 95 is permanently attached to a Vermeer wood-chipping machine that is moved continuously to wherever wood needs to be processed on the estate. The tractor spends a lot of time operating off road, but we gather that it never fails to deliver.

Congratulations to all – especially Wilfred Mole – for keeping this venerable old machine going.



A 71-year-old Massey Ferguson still working hard and reliably in Eastern Free State, South Africa.

LAWRENCE SALE ANNOUNCED

Long-time vehicle enthusiast, farmer, heavy haulier and tractor puller Mike Lawrence, from Highbridge, in Somerset, has decided to downsize and sell off part of his collection.

Mike, who once transported the second most famous railway locomotive, LNER 4-6-2 No. 4472, *The Flying Scotsman*, has engaged HJ Pugh to manage

the sale, which will be taking place July 17th.

He was one of the UK's first collectors of original-type machinery, and the sale will offer the opportunity for buyers to bid on any number of gems, with lots including machines like a rare JF MS5 combine and a very original MF 35.

For more information visit: hjpuh.com



Mike Lawrence's JF MS5 combine which is to be sold by HJ Pugh on July 17th.

TRAILER CORRECTION

We should point out that Edward Green's Massey Ferguson 200 trailer, featured in a photograph in the Mar/Apr 2024 issue (*A Super Set*, p18), is in completely original condition.

The photo caption suggested that the trailer has been restored which is incorrect, so apologies for any confusion caused.



Edward Green's very original MF 200 trailer hitched to his MF 188.

RARE 35 UP FOR GRABS

Andrew Ross, well known for bringing so many clean classics back from Japan and North America, has decided it's time to start taking life a bit more easily, and has engaged Cheffins to dispose of his stock at a sale scheduled for June 1st.

Taking place at Tasor Lodge Farm, near Peterborough, the auction will feature more than 40 clean classics, plus spares, implements and 30+ engines.

However, the tractor that really catches our eye is the very original, 1958, petrol-powered MF 35, which we think will be the one to go for. The paint is rather faded, but the engine runs well and so the machine should provide an easy restoration project for the new owner.

This will certainly be a sale not to be missed and you can get more details by visiting: cheffins.co.uk



This North American, petrol-powered MF 35 is being sold by Cheffins on June 1st. It's a very rare machine in the UK.

ONE-OWNER 135 MOVES ON

Cheffins concluded the PJ Webb & Sons sale in Suffolk on April 11th; a sale prompted by the family's retirement from farming.

There were three interesting Massey Fergusons sold on the day, including a 2017 MF 5712SL with 40k transmission in excellent condition and just 2,577 hours on the clock, which made £32,500.

An older, 2013 MF 5440 Dyna-4, with 3,230 hours, raised £26,000 but it was the 1971 MF 135 that generated the most interest at the sale. This tractor, still in good working order and



The Webb family's 1971 MF 135; a very venerable, one-owner tractor sold by Cheffins.

sold complete with Flexi cab, MF40 loader and a green log book, had lived on the Webb's farm from new. It eventually sold for £5,400 (+ VAT),

although the family added that they were sad to see the venerable old machine move on as it had served them so well.

OLD 20 HITS 40!

Having bumped into OLD 20 Tractor Parts' Nick Battelle on his stand at the recent Heritage Transport Show at Detling, we were delighted to discover that he and his wife, Michele, are celebrating the company's 40th anniversary, having created it in April, 1984.

The Derbyshire-based specialist has supplied parts for old and newer Fergusons and Massey Fergusons for so long that its become an institution in its own right. The

friendly and enthusiastic team is always happy to help owners, and the company enjoys a well-deserved reputation within the classic tractor movement for the quality of service it provides.

We certainly congratulate Nick and Michele on the achievement and should add that you can get more details about the company – and order parts – by visiting the website at: old20tractorparts.com, sending an email to: sales@old20.com or by calling: 01332 792698.



The OLD 20 Tractor Parts team are a happy bunch and look after many MF and Ferguson customers throughout the world.

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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



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



AUTUMN 22

MF 1200 BUYING GUIDE, Chiltern Tractor Run report, Cambridgeshire Rally, MF 3000 Series Pt. 7, Welland Steam Rally, MF 135 restoration Pt.5



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



SEPTEMBER/OCTOBER 22

MF 35 MODEL SPOTLIGHT, MF 698T, Laughton Show report, Working MF 135, MF 3000 Series Pt. 6, Tractor Fest, Tanzanian MF 35



SEPTEMBER/OCTOBER 23

MF 399 STILL WORKING, Great Rempstone 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



JULY/AUGUST 22

MF 590 BUYING GUIDE, Gypsum Run report, MF 35X/165 owner's story, MF 8200 spotlight, MF 3000 Series Pt.5, Multi-Power explained

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JONATHAN WHITLAM

... makes a sad discovery about one of the iconic Massey Ferguson combine harvesters that he remembers so fondly from his youth

Massey Ferguson combine harvesters, such as the 515, were the machines I remember from my childhood more than any others, with their distinctive saddle tanks, side-mounted driving position and, of course, that distinctive, yellow swirl of the rotating air cleaner.

When first conceived and then put into production at the bespoke combine factory at Brantford, in Ontario, Canada, in 1964 as the 300, 400 and 500, these combines reinforced Massey Ferguson as a big-league manufacturer of this sort of equipment. These initial models evolved over the years, forming the backbone for many a custom cutting crew in the USA. In Britain, they were put into production at the Massey Ferguson factory in Kilmarnock, Scotland, and the 400 and 500 soon became very popular. These were then followed by the updated 410, 415, 510 and 515 models, and these really were THE combines to have during the 1960s in the UK.

The British machines were altered slightly to make them more suitable for the damper European conditions and also included the Multiflow system. This set-up collected any grains that had made it through the straw walkers, and returned them to the threshing drum to go through the machine once again, then into the grain tank. With reliable Perkins engines that sounded superb while at work, these red combines with their yellow wheel centres really exemplified the UK harvest fields of the 1960s.

These combines also looked different to any of the competition, with the saddle-type grain tanks giving them a low profile, rather than the higher types that were commonly produced by the other manufacturers; this not only made it easier for the operator to see what was going on in the tank and behind, but also enabled the machines to work effectively on steeply sloping ground, where the inherent low centre of gravity maximised the machine's stability.



The MF 515 Multiflow featured in the previous issue which, as it's now been revealed, is seen here working on its final harvest before being sadly scrapped.

By the time their replacements arrived during the 1970s, the design traits that had made these 'classic' Massey Ferguson combines so successful were carried on to the new generation, although with much straighter panels rather than the rounded sheet metal that had personified the earlier generation. The 520, 526 and 625 were successful,

The 515 Multiflow was built at Kilmarnock from 1966 and, after I featured a 1969-registered example in the Mar/Apr 24 issue, I received some correspondence regarding that particular machine. Sadly, the letter confirmed that not only was the 1985 harvest its last on the farm but that, during the following winter, it was cut up. What's more, I

“What's more, I understand that the Massey Ferguson 165 tractor and Richard Western trailer, which were also featured in the same article, were used to cart the remains away for scrap”

understand that the Massey Ferguson 165 tractor and Richard Western trailer, which were also featured in the same article, were used to cart the remains away for scrap. What a very sad end to a classic

machine that had served on the same farm from new. Luckily, some examples have survived and not suffered the same fate. But what do you think of this range of Massey Ferguson combines? Were they the best combine harvesters the company ever built, or do you prefer an earlier or later MF combine? I'd be fascinated to hear your thoughts and recollections.

as were the giant, American-built 750 and 760 machines, but these never really caught on so universally as the earlier models had, which quickly attained truly iconic status, especially once production ceased. A great many of them continued on, earning their keep each summer on farms all over the UK and, even today, there are still some to be seen at work during harvest each year.

May/June 2024

SEVENTIES SUPERSTAR!

Chris Graham meets Simon Wright and enjoys a close encounter with his beautifully restored 1971 Massey Ferguson 178



Simon Wright's MF 178 Multi-Power took two years to restore and, despite appearances, it was completed six years ago.



People are attracted to classic tractors for all sorts of reasons. For some it's all about re-kindling childhood memories or maintaining links with a grandfather or favourite uncle who worked the same model back in the day. For others it's more about a straightforward appreciation of the engineering involved. Tractors from the 1950s, '60s and '70s were designed with genuine longevity in mind. They were built to last, over-engineered in many respects and, in comparison to the models that came later, deliver a much more DIY-friendly ownership proposition.

Simon Wright falls into the latter category and, for him, it's all about the engineering. He's a great admirer of the agricultural equipment that was around in the 1970s and, in particular, has a real soft spot for Massey Ferguson 100 Series tractors. So far he's restored two of these popular machines, and he's the first to admit that he gets enormous pleasure and satisfaction from the practical mechanics of a restoration project.

“Everything is carefully photographed, stripped, cleaned, bagged and labelled. I'm certainly not one of those people who likes working surrounded by piles of oily bits”

An enjoyable process

“I finished restoring my first tractor – an MF 165 – in 2013 and, because I'd enjoyed the process so much, was very keen to repeat the exercise with a different model,” he explained. “I'm a big fan of 1970s tractors and the quality of engineering that went into them, and the 100 Series machines are a particular favourite of mine. So it seemed obvious to opt for another red and grey tractor from that era.

“I had, of course, considered an MF 135, and was actually offered one by a neighbour, but he was asking too much money for it. Also, while the 135 is undoubtedly a great machine in all respects, you see so many of them around that I fancied something a little bit different. Then, in late 2016 and purely by chance, a 1971 MF 178 popped up in the classified section of the Friends of Ferguson Heritage (FoFH) club's website, and I was instantly drawn to it.”

Simon, who is the Surrey and Sussex co-ordinator for the FoFH club, wasted little time in contacting the seller and discovered that the tractor was still available. “The ad didn’t include any photographs, so the first thing was to request a few so that I could get an idea about the overall condition. Judging by what I saw, the 178 looked to be a complete and essentially straight example, which was exactly what I wanted, so I agreed to buy it there and then.

“The seller was located somewhere in the Midlands, although I don’t know exactly where as I didn’t go to inspect the tractor before purchase. As had been the case with the MF 165, my plan was to strip the 178 completely, refurbishing and replacing components as necessary, then put it all back together again. This meant that, essentially, the fine details of the tractor’s condition didn’t really matter, and I was perfectly happy to buy it unseen.”

“I’m such a fan of agricultural engineering from the 1970s; it’s all perfectly manageable for the DIY enthusiast equipped with a decent workshop manual, a basic set of tools and plenty of determination”

Trust issues

“Admittedly, I put some trust in the seller’s assertions that the engine ran well and that the tractor was in good, usable condition,” Simon explained. “But I was reasonably confident that I’d be able to cope with most eventualities, having cut my restoration teeth on the 165. That tractor was much more of a ‘basket case’ than this one appeared to be, so I was quite happy to press on. The main thing, from my point of view, was that the 178 was complete and, as far as possible, original and standard. All I required was a solid base to work from.”

As it turned out, the seller was a part-time dealer, and had bought the 178 from a collector, which meant there was no further information about the tractor’s working life, or whether it had been restored in more recent times. However, Simon was pleased to note that it was a Multi-Power model, and was fitted with PAVT wheels. “I was convinced that I’d be able to transform it into a smart-looking tractor once again.



The 178 in ‘as bought’ condition, back in late 2016. Simon was happy to buy the tractor ‘unseen’ once he’d established that it was complete and largely original.



One session with the steam cleaner was sufficient to lift the grey paint and reveal this odd shade of pink primer.



Everything on the tractor was given four coats of paint, and Simon applied it all with a brush, apart from the top coats on the bonnet and mudguard panels.



Everything at the back end is original and the fact that everything's still pleasingly straight points to the likelihood that this tractor enjoyed a relatively easy working life.

I was also delighted that it represented a slightly more complex project than the MF 165, in mechanical terms.

"I agreed to pay £5,000 for it, which included delivery from the Midlands to me in Surrey, so I was happy with that. I think,

at that time, it was a fair price and, given the tractor's level of originality, it seemed like a good deal to me. More by luck than judgement, I was fortunate with the timing because very soon after that the values of classics of this sort started to shoot up."

Smooth running

"The engine ran very well when it arrived here," Simon recalled, "and, strictly speaking, it probably didn't need the nut-and-bolt rebuild I had planned for it. Nevertheless, I was keen to go through



The Perkins engine benefitted from a nut-and-bolt restoration. The crankshaft was re-ground and new cylinder liners were fitted.



Simon has a background in construction and only started restoring tractors just over 10 years ago. The methodical and organised approach he adopts pays dividends.

it all carefully, and wanted to create an engine that I'd have full confidence in afterwards.

"Once I started delving a little deeper, I did start to unearth a few signs that the tractor had been restored by a previous owner. The most obvious of these became apparent when I gave the machine its first going over with a steam cleaner. This made short work of peeling off most the grey paint from the engine and frame to reveal a thick layer of pink primer. I don't think that these tractors were prepared this way at Banner Lane,

“I have pride in what I’m doing, and would like to think that the time, effort and investment I put into my tractor restorations will ensure that these machines will happily sail through the next 50 years”

so I can only assume it was evidence of more recent activity.”

The tractor was certainly grubby when it arrived with Simon but, overall, it looked to be in pretty decent condition. He was keen to crack-on with the project and, as with the 165, he undertook virtually all the work single-handed, in his double garage. “I began by removing all the tinwork, then I lifted out the engine and put that to one side. The wheels were taken off and stored behind the garage, then I stripped the gearbox and back axle.

“I always work very methodically, and approach each project in exactly the same way. Everything is carefully photographed, stripped, cleaned, bagged and labelled. I’m certainly not one of those people who likes working surrounded by piles of oily bits. I prefer an ordered, clean workshop environment and, with everything sorted and bagged

TECH SPECS

Massey Ferguson 178

Production period	1968 to 1971
Produced at	Banner Lane, Coventry
Engine	Perkins A4.248, 4.1-litre 4-cylinder diesel
Bore/stroke	3.975x5.00in 101x127mm
Compression ratio	16:1
Max power	73hp
Max torque	212 lb-ft 287.5Nm
Rated speed	2,000rpm
Transmission	Multi-Power, 12 fwd, 4 rev
Dimensions	Length – 136in (345cm) Height – 67in (170cm) Width – 72in (182cm)
Weight	2WD – 6,878lbs (3,119kg)

with its nuts, bolts and washers, nothing ever gets lost.”

Amazingly, Simon didn't discover a single major mechanical issue during the strip-down process. “I came across all the usual niggles that you would expect with a 53-year-old-machine, such as leaking seals,” he told me, “But as all of those sort of parts were scheduled to be replaced anyway, none of that was a problem. Even the tinwork was in pretty good nick. There was a bit of rusting on the mudguards, and I had to make a few MIG-welded repairs to deal with small holes, but that was it. Most of the corrosion I found was surface stuff, which could be ground away and refinished. Virtually everything was restorable.”

Attention to detail

Simon spent many hours removing rust and primer from all the external components. “It was a painstaking job,” he admits, “but all part of the process. As I mentioned earlier, I work to a prescriptive method. It's the approach I adopted with my MF 165 and, while it may be slow, it gets the job done. I don't have any unusual or very expensive workshop kit, just all the normal hand tools and, in those days, an elderly, one-ton engine hoist. This is one of the reasons why I'm such a fan of agricultural engineering from the 1970s; it's all perfectly manageable for the DIY enthusiast equipped with a decent workshop manual, a basic set of tools and plenty of determination. As far as parts preparation is concerned, it's amazing what can be achieved with

nothing more than caustic soda, a wire brush, elbow grease and patience.”

The whole process of restoring the 178, from start to finish, took Simon almost exactly two years, and that was the same as he spent on the 165. “That seems to be my cycle! Nearly all the work is restricted to weekends. I work in construction as my day job, so I’m usually too tired to do much on weekday evenings. The only time I really work in the evenings is once I get to the painting stage. Most of the parts are finished by hand, then my approach involves the application of four coats to each component, over four consecutive nights.

“The only bits I didn’t brush-paint were the large panels – bonnet and mud guards – which, once prepped, were entrusted to a friend who is an accomplished spray-painter. All the smaller parts were prepped, primed and then top-coated, with careful rubbing-down after each successive coat.”

Enjoyable challenge

“In many respects, I enjoy the challenge of the restoration process more than actually using and showing the finished tractor afterwards. The engineering side of the restoration really appeals to me and helps maintain my interest for the duration of the project. I love that side of the hobby more than anything else.

“As far as I can tell, the tractor is still fitted with its original, Perkins A4.248 four-cylinder diesel engine and my impression, having taken it apart completely, is that it had been very well maintained during its working life. I found no evidence of any significant internal wear.”

However, despite the good overall condition, Simon opted to have the crankshaft re-ground and fitted a new set of cylinder liners. “This was done for my own peace of mind, really. Strictly speaking, I don’t think that either measure was mechanically necessary; I’m sure the engine would have run on perfectly well for many more years in ‘as bought’ condition. But I always feel happier adopting a belt and braces approach, plus I enjoy the work!”

As far as other aspects were concerned, Simon went through the whole braking system carefully. “There was wear showing in this area,” he said, “so I took my time replacing components as necessary. All the oil seals on the driveshafts, PTO and axles were replaced, too, as were the steering bushes. I also fitted new wheel bearings all round and really enjoyed the parts-sourcing side of the process. That’s another challenge that I relish and, in the end, I don’t think that there was a



All the instrumentation is original and, once Simon had fitted a new wiring loom, everything was found to be operational.

“I never skimp on oil quality, especially given the time and effort I put into the engine rebuild; using cheap lubricant really is a false economy”

single part that I wasn’t able to find a replacement for.

“One of my best sources of parts turned out to be a breakers yard run by Ron Greets, near Totnes, in Devon. I drove down there several times and the effort was certainly worth it. I always prefer to do that sort of thing face-to-face, just to make sure that everyone’s talking about the same part and no time-wasting mistakes are made.”

Good availability

“Surprisingly,” Simon added, “the majority of new parts I needed were still available from Massey Ferguson main dealer, Chandlers (massey-parts.co.uk) and a Perkins engine specialist called Gosnays Engineering (gosnays.co.uk). This is pretty impressive for a 50+-year-old vehicle, I think. I always specified genuine parts and never skimped on quality. I don’t see the point of that, but I know that it goes on. With engine bearings, for example, it’s possible to buy the proper ones or much cheaper alternatives which I believe are certainly

inferior. To me, the choice is obvious when it comes to such fundamentally important components.

“I have pride in what I do, and would like to think that the time, effort and investment I put into my tractor restorations will ensure that these machines will happily sail through the next 50 years. It’s important to me that I know I’ve done my best on projects like this, not only for my own satisfaction, but for the ongoing preservation of the tractor.”

The 178’s electrical system is relatively straightforward, so that didn’t create any problems for Simon. “It’s very similar to what I found on the MF 165, and I appreciated the simplicity as virtually nothing on the 178 was working when I bought it. Consequently, I had to fit a new loom and replace components like the rear lights. Unfortunately, I wasn’t able to find anything other than pattern part replacements for those, but ‘new’ originals will be fitted when I finally locate a pair. However, a real bonus was that all the tractor’s instrumentation and switchgear was in good order and original so, once I’d fitted the new loom, everything worked!”

Lasting results

With the restoration having taken place six years ago, Simon remains delighted with the way the overall condition of the tractor is holding up. “There are, of course, a few battle scars here and there, where bumps and nudges have chipped the paint during transportation, but I can live with those,” he says. “Getting it on and off my lorry, and securing it on the



The 178's most recent outing was on the National Vintage Tractor Road Run on which – apart from a binding rear brake – it performed very well.

flatbed, can result in niggling chips and scratches but that's life, I guess.

"I'm certainly not too precious about it and it's not the sort of tractor that's fitted with 'Keep off' signs when on display at shows. In fact, I'm always happy to allow children – and often adults – up onto the driver's seat. Youngsters get a real kick out of climbing aboard and I'm always pleased to see them getting such pleasure from the experience.

"At the end of the show season, there are always bits and bobs that need sorting as a result of all the clambering and button-pressing. Kids love to press things which aren't always designed to be pressed, so I often find that rubber grommets disappear and need to be replaced. But that's all fine."

Interestingly, Simon has never felt inclined to work the 178, and has restricted its activities to shows and road runs. "I don't have easy access to anywhere where I can work the tractor, so I've never really bothered about that side of things. I was given a reversible plough a while ago which would certainly

fit well on the back but, to be honest, I don't really know where to start. Maybe I should make the effort and take it to one of the increasing number of club-organised working days, especially as I'm not engaged in a restoration project at the moment. I think it would be interesting to learn how to use it 'in the field' as that, of course, is its natural environment."

In terms of ongoing maintenance, Simon is quite a stickler for regular servicing. "I routinely change the oil and coolant but, because the tractor probably doesn't run for more than 100 hours each year at the moment, I don't feel it necessary to do that every year. I never skimp on oil quality, especially given the time and effort I put into the engine rebuild; using cheap lubricant really is a false economy.

"The tractor doesn't get much use during the winter months, but is securely stored in a dry shed. "I do usually take it out on a local road run at Christmas, but that's it as far as outings go during the wet and cold months. The tractor was fitted with new tyres during the

restoration, but I'm not particularly happy with the way they've worn. Nowadays tyres just don't seem to last as they used to back in the day, and I've already noticed the first signs of deterioration. This is disappointing given the cost involved in replacing them, and the fact that the tractor has had so little use.

"To sum up, I'd say that the MF 178 is the best tractor I own, and I continue to be delighted with the way it turned out. But my appreciation of it isn't simply based on the standard of finish achieved; the whole design of the machine is just spot-on. It's such a nice tractor to drive and feels 'right' in every respect. It's fast enough for road work, and handles beautifully when at cruising speed. It holds a great line on the road and never feels too big or unwieldy. As a result it's easy to drive and manoeuvre, and a real pleasure to use, both on and off road. It's comfortable, too, and I never find it a struggle to drive; it's not a tractor that you ever have to fight with and its relaxing to operate, however long you spend behind the wheel." ■

A SHROPSHIRE GIANT

Paul Hillage is a big Massey Ferguson machinery fan and particularly likes the 1970s classic MF 1200, as Bob Weir discovers



Paul Hillage is delighted with his Massey Ferguson 1200, and says that the tractor is fun to drive and has a real road presence.

Shropshire is renowned for its agriculture and tractors are a way of life for many there. The county is well-known for being a hotbed for classic machinery, and a lot of older Massey Fergusons are still putting in a good day's shift. The MF 1200 seems to be a particular favourite in the area, and is a familiar sight at rallies and on road runs.

Paul Hillage is a professional mechanic, and has lived in the area all his life. "Although I don't come from a farming background, I've been around tractors since I was a boy," he explained. "I remember seeing a 1200 when I was

growing up, working on a farm in the same village. I always liked the look of the tractor and, once I was older, I decided to buy one when the opportunity came along."

First classic

The MF 1200 is Paul's first classic tractor, and he has owned it for 13 years. "It was registered in 1976 and I spotted it in an advertisement in the classified section of this magazine," he told me. "It came off a farm in Evesham, and after I'd phoned the owner for a chat, I drove down to Worcestershire to check it out. The condition was pretty much as you see it now, although I have fitted a set of new tyres. I've also tidied up the paintwork, which was starting to look a little tired."

TECH SPECS

MF 1200	
Built:	1972-79
Engine:	Perkins A6.354
Cylinders:	6
Bore/stroke:	3.9in x 5.0in
Power:	105hp
Displacement:	354cu in
Torque:	264lb/ft @1,400rpm
Transmission:	12 forward, 4 reverse
Speed range:	1.2-17.4mph
Linkage:	Category II
Lift capacity:	7,496lbs
Weight:	11,367lbs
Tyres:	Front: 12.8x38 Rear: 12.8x38

The MF 1200 was a popular tractor in its day and was equally well suited to both three-point linkage and drawbar work. It was certainly a stand-out design, with its central pivot configuration and four equal-sized wheels. Factor in a well-proven Perkins engine, transmission and hydraulic system, and the tractor's success was all but assured.

As you might imagine, though, the MF 1200 certainly raised a few eyebrows when it was launched, as its looks were reminiscent of Doe's Triple D. But it was very different from other British tractors of the period, and whatever the thinking behind the design, the new machine certainly appealed to owners of large arable farms.

The cab, engine and transmission were all positioned at the front of the tractor, while the hydraulics, PTO and three-point linkage were located at the rear. Although, at first glance, the MF 1200 looked a little front-heavy, there was method behind the concept. The bulky front-end handled 68% of the tractor's total weight, but equilibrium was established once a mounted implement was put to work on the back. The result was a 50-50 weight distribution that delivered ideal traction from each of the four large wheels.

However, keeping a new model's size to the minimum was an important concept for Massey Ferguson at the time. The company was a great believer in limiting overall weight in a bid to minimise fuel consumption, while not compromising on the machine's traction or manoeuvrability.

The MF 1200's pivot point offered 42° of movement in either direction, as well as an impressive turning radius of 12 feet, which was similar to the company's





The MF 1200 was a multi-purpose machine and could do three-point linkage and drawbar work.

PAUL'S SUPPLIER

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Unit 1A, March Way
Battlefield Enterprise Park
Shrewsbury SY1 3JE
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website: billcar.co.uk

two-wheel-drive tractors. The fulcrum also allowed the rear section to oscillate 15° either side of centre, so that all four wheels could be kept on the ground, thereby maximising overall grip. This was considered to be a major advantage, especially when the tractor was working on sloping or undulating ground.

From a farmer's point of view, there were other positives, too. For a start, the controls and dials were all familiar and made in the UK, and the visibility from the lofty driver's seat was excellent. The large areas of glass ensured an uninterrupted view as well as a bright and airy interior. In addition, the hydraulics and Multi-Power transmission were first class, giving the operator the

sort of practical versatility that enabled any kind of work to be undertaken with ease. This was in contrast to a lot of the American 4WD competition.

As a result, the MF 1200 quickly acquired a reputation for coping well with heavy soil conditions, particularly when paired with Massey Ferguson's Huard-based four-furrow, reversible plough. Fortunately, for owners, the big machine was equally at home tackling light top work, such as rolling. What's more, the tractor's competitive top speed also made easy work of trailer duties, although manoeuvring the giant Massey into tight spaces took a little practice!

A fine career

Like a lot of its predecessors, the MF 1200 enjoyed a fine career, without any major issues. The model was built at Massey Ferguson's Barton Dock Road site, alongside some of the company's construction equipment. The 1200's success carried on into the MF 1250, which was launched in 1980, and was of a similar design and delivered equally impressive performance.

Anyway, back to Paul's story. Having come to a deal and bought the tractor, he



Despite its high profile, the 1200 is easy to access. Excellent visibility is a big plus point.

arranged to have it delivered to his home in Shropshire. "Looking back, I was quite excited as the 1200 was my first tractor," he recalled. "Although it took three weeks to arrive, it was still in the same condition as when I'd seen it, and the engine



◀ The tractor's paintwork has been refreshed and its Perkins engine rebuilt during Paul's ownership.

started at the first attempt."

Although Paul was pleased with the overall condition of the tractor, he decided that the Massey would benefit from a quick makeover. "The paint had faded (quite common on Massey Ferguson tractors from the 1970s), so I decided to start by sprucing that up a bit. I also opted to rebuild the engine, as it was sounding a bit worn, smoking noticeably and using a lot of oil. During that process, I fitted new pistons and liners. Currently, the meter indicates that the engine has run for just 4,147 hours, although, of course, I can't be sure that that's accurate."

Being a mechanic was obviously a big help with this project, and Paul says that the whole job only took him a fortnight. "I got all the parts locally from Billcar Precision Engineering Ltd, in Shrewsbury. Although I did most of the work myself, Bill did sort out the cylinder head for me. That work was done a few years ago now, but the engine's still running really well. As far as I know, the tractor is also still using its original brakes."



Perhaps it was the equal-sized wheels, or maybe the bright red livery – but with that pivot in the middle, the MF 1200 just looked good fun to drive.



Paul Hillage is a Massey man, through and through.

A DIY approach

As you might imagine, Paul happily tackles all his own servicing and maintenance, and the MF 1200 is kept under cover. "Collectors are always concerned about the bodywork on old tractors, and it's important to keep them out of the weather," he explained. "Although the winters are usually quite mild in this part of Shropshire, we do get a lot of rain."

Like a lot of enthusiasts, Paul keeps the Massey under wraps during the winter months, and then the tractor is readied for action during the spring. He enjoys using the tractor on local road runs, and taking it to shows.

"My favourite event is probably the annual, August Bank Holiday show at

PERKINS ENGINES: A BRIEF HISTORY

F Perkins Limited was founded in Peterborough by Frank Perkins and Charles Wallace Chapman on June 7th, 1932. The pair would transform the outlook for diesel engines.

Prior to Chapman and Perkins, the diesel engine was considered a cumbersome workhorse, but Chapman's concept of a high-speed engine to rival petrol units revolutionised the idea of diesel power. The company was soon breaking diesel world speed records, and went on to introduce the now famous P4 and P6 engines around the outbreak of the Second World War.

The company went public at the end of hostilities, and was soon issuing licenses all over the world. It was eventually bought by its largest customer, Massey Ferguson, in 1959, although it retained its own identity. Ownership changed again in 1994, when Perkins Engines became a subsidiary of LucasVarity.

The 6.354 power plant was one of the company's most popular engines, and was a compact unit despite its in-line six-cylinder

design. Early examples could deliver up to 112hp (84kW), although this was boosted to 120hp in later versions. Key to the engine's success was a small jackshaft driven by the timing gears for the auxiliary drive, while the oil pump used a quill shaft. This allowed it to run auxiliary equipment via simple couplings.

Like all engine manufacturers, Perkins was faced with the challenge of meeting stricter emissions. During this period the company also developed a new engine series for power generation and forklift truck applications. Various manufacturers continued to use Perkins engines, and the company established a worldwide profile. Perkins was bought by Caterpillar in 1998, creating what was believed to be the world's largest diesel engine manufacturer.

Nowadays, Perkins engines are common in a wide range of machinery, including tractors. They are mainly used by parent company Caterpillar, and the subsidiary Perkins Marine. There are production facilities in several countries.

Onslow Park, near Shrewsbury," he told me. "This event is run by the County of Salop Steam Engine Society (COSSES) and is the largest of its kind in the area. Fortunately, I know one of the organisers, and the 1200 usually gets to flex its considerable muscles in the working field."

The working field is one of the highlights of the show, and caters for tractors of all ages. "The crowd is very knowledgeable at this show and it really is a great weekend out," said Paul. "The oldest machine at last year's show dated from 1916, and there were also plenty of Ferguson and Massey Ferguson tractors

on display. Obviously, it's better if the weather is good, but you can't always guarantee that with the English summer!"

Paul usually pairs the MF 1200 with a cultivator. The ground is quite heavy in that part of Shropshire, and the work certainly puts the Massey through its paces. "I also enjoy the occasional tractor run," he added. "The local countryside is quite hilly, although the 1200 takes most things in its stride. Although it was quite nimble in its day, the tractor is a bit on the slow side by modern standards, although it always gets there in the end. There are also a lot of narrow and winding roads in the area, so you have to keep your wits about you. Visibility from the cab is obviously good as you're sitting so high up and, of course, I'm under cover. That's no bad thing, especially when the rain is bucketing down!"

Paul enjoys driving the MF 1200, and says it's a lot of fun. "One of the highlights of the design, as far as I'm concerned, is that the back wheels follow the front wheels exactly," he said. "It also helps that all four wheels are the same size. The 1200's 4WD system also means that it has a very tight turning circle. The steering is light which helps a lot with overall manoeuvrability. The Multi-Power transmission works OK and is easy to use, and braking is straightforward whether the tractor is on a slope or a straight line. The reliable Perkins A6.354 has plenty of grunt, even if it's a bit on the slow side. All said and done, the 1200 is a nice drive."

Paul is very happy with the MF 1200 and intends hanging on to it for the near future. In addition, he's recently bought a MF 2685, but that's another story! ■



All the controls are straightforward and fall easily to hand, and the instruments were made by familiar names like Smiths Industries.

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The image displays three magazine covers. The central cover is 'CLASSIC & Vintage COMMERCIALS' for September 2023, priced at £4.99. It features a red Leyland Sweb truck with the headline 'LEYLAND CRUISER ELECTRIFYING RESTORATION!'. Other articles include 'FAIRGROUND CLASSICS SPECIAL!', 'BEDFORD TK', 'ROYAL HORSEBOX? COMMER COMMANDO', 'HOW DODGE BECAME RENAULT', 'BERMUDAN MINOR VAN', 'MARLEY MAMMOTH MINOR', 'SCAMMED', 'QUARRY LORRY MEMORIES', and 'EAST CO'. To the left is 'TRUCKING' magazine featuring a Scania truck and headlines like 'HEAD-TO-HEAD SCANIA 6 OR 8?', 'KELSALL TRUCK SHOW', and 'RENAULT HIGH RO'. To the right is 'Heritage COMMERCIALS' magazine featuring a red AEC haulage truck and headlines like 'AEC HAUPLAGE SPECIALIST' and 'The ATHS Show'.

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WORKING MEMORIES

Jonathan Whitlam pays tribute to an immaculate-looking MF 375 that, although not triggering a specific memory, he feels justifies its inclusion here on condition alone



Working down the field with one set of wheels in the furrow, the Massey Ferguson 375 shows it's not a large tractor for its 70hp rating, especially when fitted with the LoProfile version of the 300 Series cab.

Now, this is kind of cheating as far as this feature is concerned, as I spotted this particular Massey Ferguson 375 at a working day in 2018. In my defence, though, I should add that I was so impressed with its immaculate condition for a working machine that I just felt I had to include it for you all to enjoy!

Having lived in Suffolk all its life, since it rolled out of the Banner Lane factory in Coventry, this MF 375 is an example of the very popular 300 Series of tractors,

a range that was at the height of its popularity in the early-to-mid-1990s. This example is one of the later machines, with the better cab and more features than the original range got when launched in 1986.

With 70hp on tap from its four-cylinder Perkins engine, the 375 wasn't a big tractor, but despite this, I watched it handling a large Dowdeswell three-furrow plough with ease, although it did need a set of much older MF 100 Series weights on the front to keep its nose down! This

wasn't surprising, really, given that the tractor was a two-wheel-drive example, and I can't help but wonder if its owner still has the 100 Series tractor that those weights were originally on. If so, is it in as good a condition as this one?

Fitted with a LoProfile version of the 300 Series cab, the tractor is rather basic compared with larger machines of the period, but the cab provided plenty of glass area ensuring great visibility, as well as extra work lights front and rear on the roof. That



Pausing from work while trash is removed from the plough's mouldboards, this MF 375 must be one of the best examples to be seen today, with fresh-looking paint and no signs of corrosion. I couldn't even see much dust or dirt!

cab certainly wasn't a bad place to spend a working day, with excellent access to and from the driving position thanks to its low stance, although, of course, there was inevitably a transmission tunnel to navigate.

The two-wheel-drive format made turning tightly on the headland easy, while

the the superb, 12-forward-by-12-reverse synchromesh transmission, with forward and reverse shuttle, enhanced the practical versatility of this machine even further. There was never any danger of getting 'lost' within the gearbox as you searched for the appropriate gear during direction changes.



A set of much older MF 100 Series weights graced the front of the 375 to help keep the front end down when lifting the heavy Dowdeswell plough out of work on the headland. As the sticker on the side of the bonnet indicates, this tractor is fitted with the 12 forward, 12 reverse synchromesh shuttle gearbox that helped make these tractors so versatile and easy to use for a multitude of different farming tasks.

Gleaming in the sunlight, this MF 375 was certainly an impressive sight and, in many ways, still looked just as good as it must have done when it had left the factory over two decades earlier. What a testament to the care and attention it must have received from its owner. ■



It might only have three furrows on it, but this Dowdeswell plough weighs a considerable amount when lifted fully on the three-point linkage. However, both tractor and plough seem very well matched and worked effectively together, making a fine sight and one that's not seen very often today: a smaller 2WD tractor turning-in the stubble!

DRIVE IT DAY

Chris Graham reports on the handful of red and grey tractors he spotted taking part in his local Drive-it Day celebration

If any of you were out and about on Sunday, April 21st, enjoying what turned out to be a bright if breezy day here in southern England, you may well have noticed an increase in the number of interesting vehicles spotted on the road. More than likely this was to do with Drive-it Day – a national, charity fund-raising event that, as well as this year generating funds for Childline, is intended to encourage owners to get out in their classic vehicles to raise general awareness of the historic vehicle movement, and the importance of keeping transport heritage on UK roads.

National Drive-it Day was created by the Federation of British Historic Vehicle Clubs (FBHVC) in 2005, to mark the original One Thousand Mile Trial that took place on April 23rd, 1900, to prove the viability of the newly-invented motor vehicle. That original event was certainly a gruelling one, with participants starting from Grosvenor Place in London and then visiting Bristol, Birmingham, Derby, Manchester, Kendal, Carlisle, Edinburgh, Newcastle, York, Leeds, Sheffield, Lincoln, Nottingham, Leicester, Northampton and then back to London.

There were 83 entries for that trial and 65 of them actually started. By Edinburgh, 51 were still running but only 35 made it all the way back to the finish in London, after 11 days of driving. Today things



Stephen Sargent, with his 1957 Ferguson 30 still wearing its NVTRR number, makes his way to the Bodle Street Green village hall, for this year's Drive-it Day.



Although the event was based in and around the village hall, the The White Horse pub was also open during the day, helping provide food and drink for the many vehicle owners and spectators.

are a good deal less arduous and my local event, organised by Peter Love, was centred in the East Sussex village of Bodle Street Green, near Heathfield.

Attractions included a static vehicle show, a road run, a model railway exhibition and a very friendly and enthusiastic atmosphere. The event drew in a varied assortment of classic cars, military vehicles, motor cycles, light commercials and, of course, tractors. Ford and Fordson dominated on the day,

but the handful of Ferguson and Massey Ferguson machines present flew the flag proudly for the red and grey team.

The tractors – and a few cars and commercials – set off on the two-hour road run at about 11am, and a great time was had by all. Congratulations to Peter Love for pulling everything together, and to all the marshals who helped keep the traffic flowing regardless of how congested things got in the centre of the village. ■



One of the beauties of this event is that it attracts such an interesting variety of vehicles.



The road run wound its way through some beautiful East Sussex countryside.



Ray McAvoy-Kifford was out enjoying himself with his MF 590; the only Massey Ferguson tractor we saw on the day.



Everybody loves the chance to get out into the countryside on a fresh spring morning.



Another participant makes her way to the centre of Bodle Street Green, with essential hot coffee in hand!

THE MF 35 STORY

PART
1

Jonathan Whitlam starts a new series exploring the development and production life of one of Massey Ferguson's greatest tractor successes

The Massey Ferguson 35 was one of the most successful tractors of all time, and is still regarded by many as one of the most versatile machines ever to grace the world's agricultural fields, with many still being used for a job of work even today.

The story of this model is a fascinating one that incorporates two manufacturers and two continents. In this series of articles, I'll be taking a close look at this often taken-for-granted machine, and delving into its very interesting history.

Unqualified success!

During the late 1950s and early '60s, the Massey Ferguson 35 was quite literally an unbeatable machine. Built on a firm pedigree and with several improvements added over time, the 35 became an iconic tractor, even during its own production life! And, try as they may, Massey Ferguson's competitors and the tractors they introduced in a bid to topple the 35,

simply couldn't dent the appeal and huge success of the red and grey marvel.

A great number of farmers around the world were instantly impressed by the little machine, and this was particularly the case among those based in Britain. By 1960, the MF 35 had become the best-selling small tractor in the world, and was used for every farming task imaginable, and much else besides – Massey Ferguson produced Industrial and highways versions as well. But agriculture was the tractor's real home, though, and the MF 35 simply excelled at every challenge asked of it, whether that be light work or primary farm roles such as ploughing and cultivating. Its practical versatility knew no bounds, and farmers were delighted to discover that it could be used for virtually everything!

Personally, though, my feeling is that, despite the incredible success enjoyed by the MF 35 during its production life, the model has been somewhat overlooked in the many volumes of tractor history that have been written since. In some respects, perhaps it was a victim of its own success. The MF 35 was just so good that everyone simply began taking it for granted. Then, of course, it was eventually replaced by the Massey Ferguson 135, a model that became even more popular during the latter half of the 1960s and throughout the '70s, overshadowing everything that had gone before, including the MF 35.

▼ **The Massey Ferguson 35 is part of the farming furniture! It was – and still is – so popular that it's somewhat taken for granted in the annals of tractor history. The classic bonnet design is now iconic, and the red and grey colour scheme equally so. Despite its ubiquitous nature, the 35 must be one of the stand-out tractor models of all time.**



BASIC TECH SPECS

FERGUSON TE-20

ENGINE:	Continental Z-120 (until 1947, when replaced by 25hp Standard engine)
CYLINDERS:	4
POWER:	23hp
TRANSMISSION:	4x1
WEIGHT:	1,251kg

FERGUSON TO-20

ENGINE:	Continental Z-120
CYLINDERS:	4
POWER:	25hp
TRANSMISSION:	4x1
WEIGHT:	1,251kg

FERGUSON TO-30

ENGINE:	Continental Z-129
CYLINDERS:	4
POWER:	29hp
TRANSMISSION:	4x1
WEIGHT:	1,270kg

FERGUSON TO-35

ENGINE:	Continental Z-134
CYLINDERS:	4
POWER:	32hp
TRANSMISSION:	6x2
WEIGHT:	1,451kg



An early version of the MF 35 showing the ‘Ferguson’ badge on the bonnet, as carried by its predecessor, the FE 35. The 35 was a versatile farm tractor when new, and now makes an ideal ploughing match machine. It delivers enough power from its diesel engine (here a four-cylinder Standard unit), to make ploughing easy while, at the same time, being compact enough for straightforward transportation and storage.



The later Perkins three-cylinder engine, which replaced the earlier Standard power unit, increased the popularity of the MF 35 still further. Following the safety cab legislation of 1970, older tractors such as the 35 were often fitted with a rollover frame to make them legal for use by employees. Although very practical, such additions did tend to distract slightly from the classic lines of the tractor.

There’s also the fact that the 35 was tasked with the job of following in the footsteps of the Ferguson TE-20 models, a range of tractors that were real game-changers, and an extremely hard act to follow. Looked at that way, you could argue that the 35 became the ‘meat’ in the sandwich, pinned between two extremely memorable and history-changing tractor models. Hopefully, though, this series will help to shine more of a light on the remarkable all-rounder that was the MF 35.

A great deal of the MF 35’s success can be attributed to its near-perfect design. It was small enough to be manageable yet powerful enough to deliver a power-to-weight ratio that made it well-balanced

and easy to use under all conditions. In addition, it benefitted from the excellent Ferguson System hydraulics, which were also tweaked and improved over time.

Later 35 models could also be specified with the optional Multi-Power transmission, that doubled the number of gears available and allowed easy switching between ‘high’ and ‘low’ in each main gear ratio. Then, of course, there was the ultimate, 35X version of the model, which boasted all the ‘deluxe’ fittings that could be found on tractors of the time.

The ‘imitators’ that tried to compete with the 35 – such as Fordson’s Dexta and Super Dexta, the International Harvester

B250 and B275 and the Nuffield 10/42 and 3/45 – never really laid a glove on the MF model. Although those competitors sold well enough, I think they amounted to little more than pale imitations when compared to the all-round excellence of the MF 35. One of the main reasons for this was the Massey Ferguson DNA that underpinned the 35; it was a model that was a direct descendant of one of the most successful tractors of all time, the TE-20.

The grey progenitor

The Little Grey Fergie needs no introduction here; it was a tractor that was responsible, in no small measure, for revolutionising the way in which farm tractors were utilised around the world. With its sleek, modern design built around the excellent Ferguson System featuring hydraulic draft control and three-point linkage, it simply dominated the British market pretty much from its launch in 1946.

Built at the Banner Lane factory in Coventry (then owned by the Standard Motor Company), the TE-20 was itself heavily influenced by two earlier machines. The first of these was the



An MF 35 in its working clothes parked next to its 1970s successor, the MF 550, which, despite having more power from its Perkins three-cylinder engine and an integrated, quiet cab, is the spiritual successor to the 35 based, as it was, on the MF 148, which itself was a version of the 35's replacement, the MF 135.

Ferguson Type A of 1936, which was the first production tractor in the world to incorporate the Ferguson System hydraulics.

This small, lightweight tractor could do amazing things thanks to the use of special implements that fitted to its rear three-point linkage and enabled its draft control function to work to its best. Built

in Yorkshire by David Brown for Harry Ferguson, the Type A wasn't ultimately a financial success as farmers were reluctant to pay extra for such a machine, plus the new range of special implements that needed to be used with it.

Production had ground to a halt by 1939, and it was that year that a new Harry Ferguson venture was unveiled,



Here's a petrol TE-A 20 (foreground) with a TVO TE-D 20, launched in 1949 (complete with Bombardier tracks). With farmers wanting a cheaper alternative to petrol, the TE-D 20 was introduced. The engine started on petrol then, once warmed, was switched to TVO running.

this time in America and in conjunction with Henry Ford. The new tractor was the Ford 9N, a totally new design with an improved version of the Ferguson System at its heart. With the clout of the Ford Motor Company behind it, the 9N became an instant success, only tempered by the onset of the Second World War.

TE-20 changes the world

After the end of WW2, Harry Ferguson was expecting Ford to begin production of a version of the 9N in Britain, but this didn't happen and, instead, the relationship between the two companies quickly became soured. The result was Ferguson's move to Coventry and the production of the new TE-20, a tractor based, in many respects, on the Ford 9N in terms of shape, size and overall design.

The TE-20, launched in 1946, was originally a petrol-powered machine that used a four-cylinder Continental engine before Ferguson switched to a four-cylinder Standard Motor Company powerplant that offered different fuelling options, such as paraffin (TVO) and lamp oil. It took until 1951 before diesel became an option, but when that happened, that soon became the best-selling of the variants using the four-cylinder Standard Motor Company power unit.

The new tractor met with instant success and grew quickly to become one of the top sellers in Britain. By this stage, the time was clearly right and farmers



The North American version of the TE-20 was known as the TO-20. It was replaced by the more powerful TO-30 in 1951; a tractor that looked similar to its predecessor and, come to that, the TE-20.

were willing and able to adopt the new technology and the new implements that were being produced in great abundance by Ferguson (and outside engineering specialist) for exclusive use with the little grey Fergie.

American changes

The success of the TE-20 inevitably led to the tractor being produced in other countries, most notably France and North America. A new factory was established by Harry Ferguson in Detroit, Michigan, to produce an American version, called the TO-20. The letters 'TE' had been used since the model's British launch in 1946 and stood for 'Tractor England', while the 'TO' used for the American version denoted 'Tractor Overseas'. This was also a very successful model. It sold extensively throughout North America, and proved very appealing to many operators running smaller, family farms across the USA.

The first Ferguson TO-20 rolled off the Southfield Road production line in Detroit during October 1948. In most respects, it was very similar to the British TE-20, even down to the Continental Z-120 petrol engine that had been used on the early, Coventry-built models. However, American-sourced components, such as pumps, electrics and other ancillaries were used to complete the build.

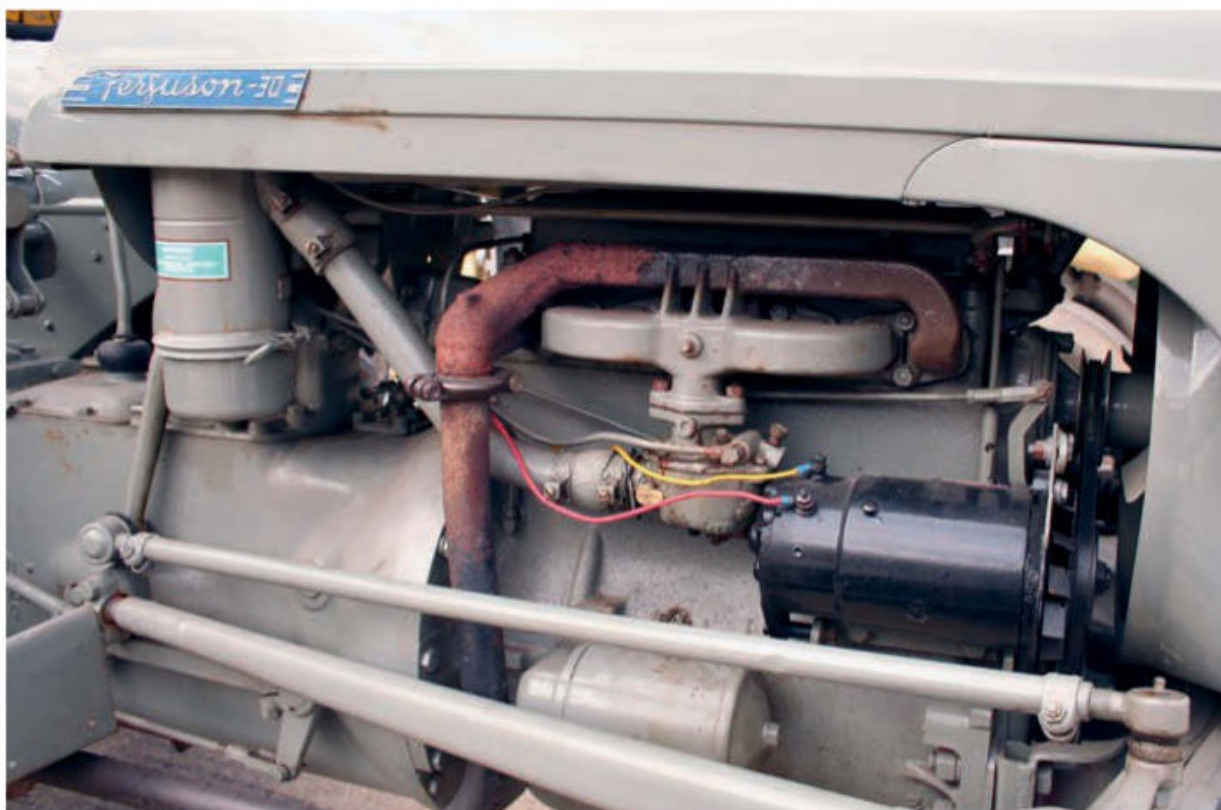
However, it soon became apparent that changes could be made to improve the concept and boost the model's appeal to American farmers further. The result was the more powerful TO-30, which arrived in 1951. This tractor – again looking very similar to its ancestor but with a 29hp, Continental Z-129 petrol engine – was seen as a way of enhancing Ferguson sales in North America. The TO-20 never reached the dizzy sales heights enjoyed by the TE-20 in the UK, probably due to the more competitive American market.

Big developments followed in 1953, when the ownership of the company changed following the merger of Ferguson with Massey-Harris. The resultant Massey-Harris-Ferguson organisation wished to address the lower sales in North America, and the result was the development of a new successor to the TO-30. The more powerful TO-35 was a tractor featuring a new green paint colour, complementing the familiar grey and denoting that it was something special. With more power on tap as well as other updated features, the new TO-35 was certainly a sign of things to come.

Launched in January 1955, the TO-35 featured a Continental Z-134 petrol engine producing 32hp, taking the power of the grey Ferguson over the 30hp mark. It



A Ferguson TO-30 complete with Ferguson sunshade and rotary tiller. It's parked next to a Ferguson 40 that was based on the Massey-Harris 50 tractor, and was sold only by North American Ferguson dealers as a larger alternative to the TO-30. Just as the TO-30 was the first step towards the later 35, the Ferguson 40 was in many ways one of the first steps towards what would become the Massey Ferguson 65.



The heart of the TO-30 was a more powerful Continental four-cylinder engine delivering 29hp. The extra power was part of a campaign to boost North American sales, which had fallen short of expectations. Following the merger with Massey-Harris, the even more powerful TO-35 appeared in 1955, with a 32hp rating.

also had a new six-speed transmission and a redesigned hydraulic system with the added benefit of position control plus a greater lift capacity. The specification also included a two-speed power take-off which came in two versions: Standard and Deluxe, the latter featuring a live power take-off and live hydraulics.

The TO-35 would eventually result in a different but very closely related model introduced in Europe to replace the TE-20. Next time I'll be looking more closely at this machine – the Ferguson FE 35 – which was the first incarnation of what would eventually become the Massey Ferguson 35 by the end of the 1950s. ■

CLUBBING TOGETHER



John Selley presents another story from in and around the ever-enthusiastic Ferguson Club

AMERICAN ORCHARD 'FENDERS'

About 12 years ago, my dad bought a 1954 Ferguson TE-D 20, for which he paid a whopping €100 which, then, was equivalent to about £75!

The tractor was initially intended to be nothing more than a spare parts donor machine, and what attracted Dad was the fact that it had better tinwork than what was on our existing, 1955 TE-D 20. However, after pouring some petrol into the fuel tank, she fired up straight away

and ran beautifully. Then, as an added bonus, we were amazed to discover that the hydraulics were in perfect working order, as well!

Consequently, our plans quickly changed, and it was decided that the 'new' machine was far too good an example to be broken down for spare parts, especially given the fact that, in all honesty, the tinwork on our existing TE-D wasn't actually that bad. It was definitely worth saving, but its renovation was never

going to be a speedy process. In fact, it took us about 10 years to get the project finished, with progress being slowed by the arrival of a couple of additional machines during that period.

Then, seeing as we had two standard TE-D 20s with virtually no difference between them, I thought it would be a nice idea to add some extras to the 1954 model, such as early-type footplates, a hinged seat and a safety pawl. Although this did create some visual difference



François Polain's converted TE-D 20, complete with orchard mudguards and smaller rear wheels. A striking-looking combination!



The MF 135 that was originally fitted with the orchard mudguards and was used on a peach farm in Ontario, Canada.

between it and our other grey Fergie, there still wasn't enough setting the two tractors apart, as far as I was concerned. I wanted the difference between the pair of them to be more striking.

So, when a friend of mine told me he had a pair of American-built orchard mudguards for sale (including the 24-inch rear wheels that were part of the original conversion kit), it sounded like the perfect opportunity to turn one of my TE-Ds into something significantly different from the norm.

The conversion kit was made by a company called Louis Gelder & Sons Inc, located in Benton Harbor, Michigan. I gather that the orchard wings and the rear wheels were originally sold to the owner of a peach farm in Ontario, Canada, where they were fitted to an American-built MF 135 powered by a Continental Z-134 engine.

A friend of mine had bought that tractor and removed the mudguards and rear wheels, replacing them with the standard, shell-type versions and normal, 28-inch rear wheels. I imagine that he wanted a more standard look for the 135, but he also added that the tractor, in its 'as bought' configuration, took up too much space in his shed. Later, when he sold the tractor, he didn't know what to do with the mudguards and wheels that were simply gathering dust and taking up valuable storage space, which is when I stepped in.

I told him that I was interested in taking the parts off his hands, and that's how

the mudguards and wheels travelled all the way from Michigan to Belgium, via a small detour (lasting nearly 50 years!) in Ontario! The reason owners fitted wings like this on standard tractors in the first place was to help avoid the risk of tree branches getting stuck between the rear wheels and the mudguards. Also,

“Although this did create some visual difference between it and our other grey Fergie, there still wasn't enough setting the two tractors apart, as far as I was concerned”

if the tractor is used between the rows of fruiting trees in an orchard, there's a chance that damage might be caused by the standard mudguard/wheel set-up.

Anyway, after sharing some correspondence with the late Mike Thorne, he asked me why Canadian farmers didn't use vineyard or narrow TE-20s, like they did in Europe. This was an interesting question that really intrigued me and, after some further research, I came to a plausible conclusion. Apparently, in countries like the US and Canada, farmers have a lot more space to play with and,

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therefore, they can afford to have wider gaps between their orchard rows, allowing for the use of larger tractors.

I assume that other advantages of having more space between orchard rows are that the trees or bushes will get more light, will develop and grow better and produce more fruit. However, I'm not a biologist or a tree expert, so I can't be sure that this is correct, although it seems logical enough to me. But if anyone reading this has more information on the subject, I'd be very interested to hear more about it. I can be reached by email to: **fly.polain@gmail.com**

As you can see from the photographs, the colour combination now on the tractor isn't the usual battleship grey typically associated with TE-D 20s. The idea to paint the tractor in the colour scheme it now has came to me after I'd been looking in an auction catalogue and spotted an orchard tractor collection in there that was being sold. Among the machines listed were an MF 65 and an MH 50, and both were finished in the handsome colour scheme that I've re-created on mine. Also, while doing further research, I discovered that the American-built MF 35s sported the same colour combination.

Since I wanted the TE-D 20 with orchard wings to look as authentic as possible, I wondered if TEs were originally sold new in Canada. More time on the internet revealed that they were, together with other British-built models from Ferguson competitors, including Fordson, Nuffield and David Brown. This surprised me and prompted the obvious question; why Canadian farmers didn't buy American-built versions of the tractors they wanted? Luckily, it was Mike Thorne who was able to provide me with a satisfying answer. Canada is part of the Commonwealth and, as such, has always kept good relations with the UK.

François Polain

A couple of 1960s' classics stretching their legs enthusiastically on this year's National Vintage Tractor Road Run: Martin Knapp, from East Sussex and his original looking 1963 Massey Ferguson 65, with fellow local, Barry Leggatt, in hot pursuit aboard his 1962 MF 35X. The pair are seen part way up the long drag from Falmer towards Woodingdean, on top of the South Downs, with its panoramic views of Brighton and out over the English Channel beyond.





NVTRR 2024

Chris Graham reports on this year's National Vintage Tractor Road Run, which was hosted by SEVAC and took place in East Sussex at Easter



A view of part of the sea of assorted tractors packed onto the hard-standing at Plumpton College, before the start of this year's National Vintage Tractor Road Run.

This was the 35th running of the National Vintage Tractor Road Run (NVTRR), which returned to Sussex for only the second time, following the event held in the west of the county back in 1998. As was the case 26 years ago, this year's run was enthusiastically hosted by the South East Vintage Agricultural Club (SEVAC) and, despite disappointingly wet weather during the lead-up to the big day, the ground remained dry enough for most of the planned off-road sections to remain passable along the 25-mile route.

Traditionally held on Easter Sunday, the NVTRR always attracts tractors from far and wide, although overall entries this time were slightly down on recent years.

Nevertheless, 256 assorted machines were in place at Plumpton College, near Lewes, for the 10am start on March 31st, despite the chilly, misty weather and the switch to British Summer Time losing everyone an hour's sleep. As expected, the entry included a decent number of Ferguson and Massey Ferguson tractors.

The route was mostly off-road during the first stage to Falmer, then the tractors climbed up onto the South Downs using the busy B2123 and, at Woodingdean, headed off-road again to follow a section

➤ **Bernard Pike oversaw the charity raffle draw that took place just before the drivers' briefing and the start of the run itself.**





Tim Smith's 1958 MF 35 diesel pulls a trailer-full of enthusiastic passengers up onto the South Downs, from Falmer.



This smart MF 6190 was one of the biggest and newest Massey Fergusons on the run. Unfortunately, it wasn't listed in the event programme, so we can't be sure about the owner/driver.



Just time for a few last-minute checks before the off!



David King, proudly flying his Welsh dragons, travelled from Mid-Glamorgan to take part in the NVTRR with his very clean, 1957 Ferguson FE 35X.



Sadly we didn't spot too many women drivers on the run, but here's Abi Rusden from Surrey, at the controls of her 1963 MF 35X.



Although wearing the wrong event number, we think this is Pat Luke's 1994 MF 3085.



M Fletcher brought his 1972 MF 135 from Surrey to take part in this year's NVTRR, and looked to be having a great time!



Proudly flying the flag for Sussex, Rob Cranfield and passengers enjoy the run up from Falmer with his 1978 MF 40 Industrial.



Helen Digby, from East Sussex, and her 1951 grey Fergie, with a Fordson Major in hot pursuit.



One of the smallest on the run was this very original MF 152 Mk.III vineyard tractor. Unfortunately, it wasn't numbered or listed in the programme, so must have been a last-minute entry.



This is Mark Gracie from Somerset, and his 1965 MF 130, representing the Sedgemore Vintage Club. He's being followed by Timothy Hurley, from Bristol, and his 1975 MF 168 4WD Multi-Power.

of the South Downs Way towards the lunch stop at Northease Farm. Then, with refreshments taken, the group began descending off the Downs and headed through the busy centre of Lewes town to wow the crowds. A predominantly country lane-route then took the tractors on through Upper Wellingham, Barcombe and Cooksbridge villages, before the final stretch back to the finish at Plumpton College.

According to NVTRR chairman Will Cranfield, only four machines had to be picked up by the event's support crews due to mechanical problems, and a substantial amount of money was raised for this year's

➤ **Alan Harwood proudly takes the salute as he nears the finish aboard his 1968 MF 165.**

nominated charity, Patchwork Farm at the Chailey Heritage Foundation.

This was a well-organised and very enjoyable event underpinned by a great spirit of friendly enthusiasm from officials, entrants and spectators alike. As things stand, though, nobody's stepped forward to organise the 2025 event, which is a bit of a worry. So if there are any organisations that fancy hosting next year's NVTRR in their region, then please call Will Cranfield on: 07517 224987. ■





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MASSEY FERGUSON 35 RESTORATION

PART
8

Ben Phillips turns his attention to the 1961 MF 35's steering box, which was found to be suffering from an oil leak



Out of nearly all the machines from the classic era of British tractors, it's the Massey Ferguson 35 that features the best steering box, in my opinion. Sometimes I have MF tractors in that have extremely worn boxes and, for reasons of straightforward economics, I replace them. But in this case, our 1961 MF 35's steering box was in pretty good condition, although one aspect of it did demand some attention.

Even though the steering box remained in good working order, it was obvious that it was leaking. On the left-hand side of the box there's a plate and, beneath that, I could see a small pool of



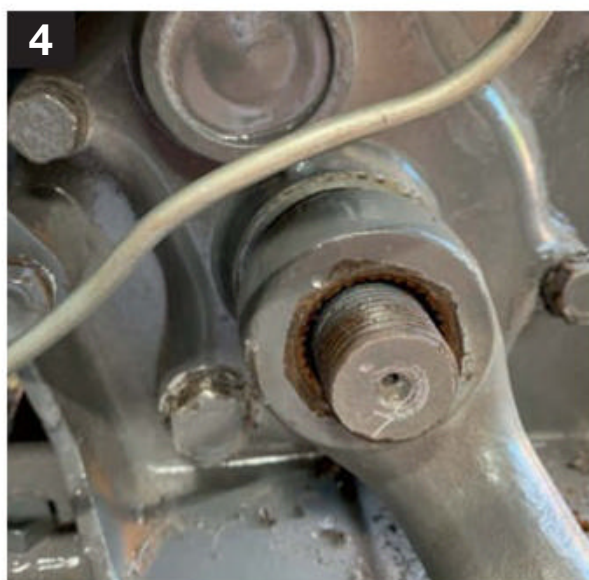
The steering box was in good working order with no free play but on the left hand side the plate was leaking.



Removing this big nut and spring washer would allow me to remove the steering arm.



There are four master splines on this shaft and, even though it was obvious how they fitted, I still marked the position using a centre punch.

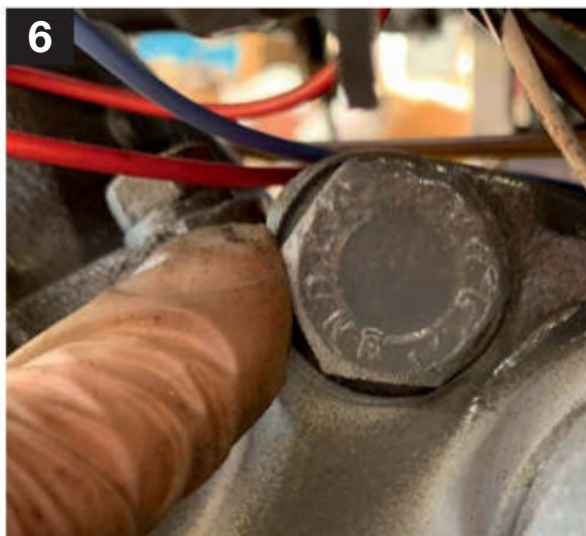


Having made the mark I could slide the arm off safe in the knowledge that I'd be able to put it back on easily and correctly.



There were four nuts and bolts to remove, including this long one that went through the whole width of the steering box.

oil. I did wipe the fluid away a few times, but it always returned, so it was clear that action was required. I decided that the plate should be removed so a new gasket could be fitted.



This large one on the top also needed to be undone and removed; some of these were quite tight with rust.

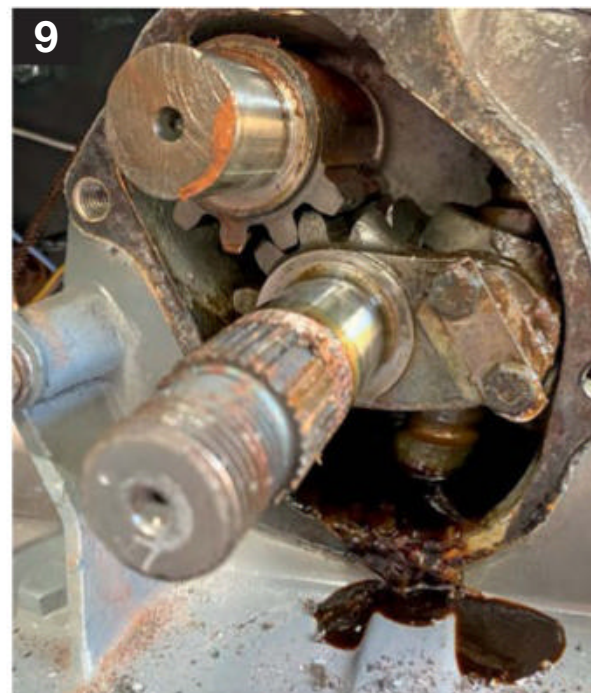


With the cover removed, I found very little oil inside and some signs of surface rusting, but nothing too major.



Even though these seals weren't leaking, my plan was to replace them with new ones.

I began that process by undoing the big nut that secures the steering arm, and behind this, there's a large spring washer that had to be removed after the nut. Before I moved the steering arm I



Looking inside the steering box I found quite a simple mechanism.



Before I continued any further I marked the teeth that were meshed together with a dab of paint, because these components were to be removed.

could see the four master splines that are used to locate it in the correct position. With there being four of these, the correct orientation of the arm was pretty obvious, as there was no way it would fit on any of the other ones. Nevertheless, just to remove the risk of any doubt at the re-assembly stage, I used a centre punch to make a couple of indentations on the arm and the shaft that went through it.

When it comes to removal, steering arms like this should normally pull easily off the splined shaft, but both of these were a bit stuck. This was no surprise, though, as I've encountered this many times before. A good tap on the top while pulling the arm normally does the trick, and that proved to be the case this time. But if this simple method hadn't worked, I could have rigged up a puller to achieve the same result.

Behind the arm there's a felt seal that's normally been compressed a bit flat with age, so usually needs to be replaced with a fluffy new one. With both arms removed



11 This oil seal was slightly worse than the other one, although the bushes in both were found to be in good condition.



12 Removing the seal was quite easy as it wasn't a ridiculously tight fit. A good, flat-headed screwdriver was all that I needed.



13 I treated the faces onto which the seal located to a good clean; the aluminium came up quite shiny.

I could start undoing the four bolts that secure the plate. There's one in each corner and a couple actually go through the box to the other side. The latter pair were rustier than I was expecting, and a little tighter to remove as a result.

I had to be careful actually removing the plate. It's made from cast aluminium so is easily damaged if it's tapped carelessly to loosen it during removal. As it came clear I was bracing myself for a tidal wave of oil to be released from inside the box, and I didn't think that there was any way that I'd be able to catch the contents. So it was a bitter-sweet moment when I discovered that there was less than an egg cup's-worth dribbling out. I say it was 'bitter-sweet' because although there was



14 That looks much better; a nice new seal was gently tapped into place.

no mess to clean up, the lack of oil meant that the steering was almost dry, which was worrying.

Judging by the condition of this tractor when it arrived at my workshop, it was clear that it hadn't been used for a good many years, perhaps even as long as a decade. So, fortunately, I don't imagine that the steering had been worked much for ages, so the lack of lubrication within the steering box hopefully wouldn't have caused serious problems.

Looking inside the box I could see the remains of some very old oil, which looked a bit like burnt gravy! In addition, some of the components in there were also showing signs of surface rusting, highlighting the lack of internal lubrication. There's quite a simple mechanism inside boxes like this, with two teeth that are meshed together. But, before I started



15 Even though the steering box would be refilled with oil once reassembled, I still coated the working parts with grease.

dismantling anything, I dabbed some paint on the teeth that were together, to help me align things correctly during re-assembly.

Next, safe in the knowledge I would be able to put it back together correctly, I removed the shaft, stored it safely and could then begin to inspect the bushes. As it turned out, these were in fine condition, so I decided to leave them alone as replacement simply wasn't necessary. Close to the bushes I could see the oil seals, and it was a different story with these; they definitely needed to be replaced. New ones are readily available nowadays but, before I



16 As you can see, I applied a fair bit of grease to most of the moving parts as some extra protection before the new oil got around and did its job.



17 The old gasket was the cause of the leak that had prompted this whole rebuild. Here's the new, slightly thicker replacement I made.



18 With the plate re-fitted and the new seal clearly visible, I was pleased that the whole assembly looked so clean and tidy.



19 This felt seal – replacing the original, flattened example – protects the main oil seal and completed the job perfectly.



20 The reconditioned steering box is re-filled with oil via this hole that's located at the bottom of the steering column.

could install those, the originals had to be removed so that the area could be properly cleaned.

The new seals tapped into place with ease, and although the original ones weren't actually leaking, these replacements should ensure many more years of reliable service. The steering box shaft had to be thoroughly cleaned, using both a wire brush and then some quite fine wet and dry paper. Using this combination left me with a lovely, smooth finish, which, in turn, would give the new seals the best chance of sealing against leaks effectively.

However, before fitting the seals, I daubed the lot with grease, including the

rest of the mechanism inside the box. It was then easy to refit this, and to get the teeth correctly aligned with the aid of my paint marks. Then I turned my attention to the plate which, of course, was the main cause of me needing to strip the box in the first place. Carefully cleaning it, I made sure that all the gasket mounting surfaces were especially smooth and shiny, so that the new seal would sit squarely and do its job efficiently.

On both the plate and the box itself I used a scraper and some wet and dry paper to clean the surfaces. I made my own gasket for this application as I wanted it to be slightly thicker than the original. I always keep a roll of gasket paper in stock

for jobs like this as, all too often in the past, I've found ready-made gaskets to be a little on the thin side. Having applied a small amount of sealant, the plate was bolted back into place, after which I was very hopeful that the refurbished steering box would hold its oil.

However, before I could refit the steering arms, I fitted the pair of new felt seals after which the final job was to fill the box with oil. This is done via the filler plug found at the bottom of the steering column, just in front of the gear sticks. On earlier MF 35s, this plug is located on the engine side of the steering column, under the battery tray, making the filling process a lot more tricky. ■

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Chris Graham
Editor

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SPRING/SUMMER EVENTS

May-July

Please check with the organiser that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue. In some cases you may have to book your ticket online before travelling. Neither *Classic Massey & Ferguson Enthusiast* magazine, nor Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect.

If you have an upcoming event that you'd like included in this listing, then please email the details to the Editor at: cmfe.ed@kelsey.co.uk



MAY

11

NOTTINGHAMSHIRE COUNTY SHOW

Newark Showground, Notts.
NG24 2NY
nottinghamshirecountyshow.com

11-12

FRIENDS OF FERGUSON

Yorkshire Museum of Farming,
Murton Park, Murton, York YO19 5UF
murtonpark.co.uk

12

COWPIE COUNTRY SHOW

Blue Anchor Farm,
Blindley Heath RH7 6JL
cowpie.co.uk

12

COWBEECH BONFIRE SOCIETY CHARITABLE TRUST TRACTOR RUN

Moieties Farm, Cowbeech,
E Sussex BN27 4JJ
Tel: 07450 182731

18

FERNISKEY LOL115 TRACTOR / CLASSIC CAR ROAD RUN

Connor Presbyterian Church,
N Ireland

18-19

ISLE OF ANGLESEY VINTAGE RALLY

Anglesey Agricultural Showground

LL65 4RW

angleseyvintagesociety.co.uk

18-19

THREE OKEFORDS PRESERVATION SOCIETY STEAM & VINTAGE SHOW

A357 Blandford Road,
Shillingstone, Dorset DT11 0SQ
threeokefordsrally.co.uk

18-19

BORDERS VINTAGE AGRICULTURAL RALLY

Springwood Park, Kelso,
Borders TD5 8LS
borderseventscentre.co.uk

19

FERGUSON DAY

David Brown Club Ltd Museum,
Knowle Lane, Meltham HD9 4DS
dbtc.co.uk

25

HEATHFIELD AGRICULTURAL SHOW

Heathfield Agricultural
Showground, Tottingworth Farm,
Broad Oak TN21 8UE
heathfieldshow.org

25

SHROPSHIRE COUNTY SHOW

West Midlands Showground,
Berwick Road,
Shrewsbury SY1 2PF
tel: 01743 289831

25-27

CUCKOO SPRING FAYRE

Laughton Showground, Lewes
Road, Laughton,
E Sussex BN8 6BN
heritagefield.co.uk

25-27

LAUNCESTON STEAM & VINTAGE RALLY

Fivelanes Near Altarnun,
Launceston, Cornwall PL15 7RR
launcestonsteamrally.com

25-27

STRUMPSHAW STEAM ENGINE RALLY

Strumpshaw Steam Museum, Old
Hall, Norwich NR13 4HR
strumpshawsteammuseum.co.uk

26-27

CARRINGTON RALLY

Main Road, Carrington, Lincs.
PE22 7DZ
carringtonrally.co.uk

27

TEIFI VALLEY VINTAGE SHOW

Glanllyn Fields, Near Penrhiwpal,
Newcastle Emlyn, Cardiganshire
SA44 5UA
tel: 01239 810499/07811 159622
facebook.com/NVTEC-Teifi-Valley-Group

29-30

SUFFOLK SHOW

Trinity Park, Felixstowe Road,
Ipswich IP3 8UH
suffolkshow.co.uk



**30-1 June****ROYAL BATH & WEST SHOW**

The Showground,
Shepton Mallet BA4 6QN
bathandwest.com/royal-bath-and-west-show

JUNE**1-2****TINKERS PARK STEAM RALLY**

Tinkers Park, Hadlow Down,
E Sussex TN22 4HS
tinkerspark.com

1-2**WOOLPIT STEAM RALLY**

Warren Farm, Wetherden IP14 3JX
A14 junction 47a Eastbound
(from Bury St Edmunds),
Junction 49 Westbound
(from Ipswich)
woolpit-steam.org.uk

1-2**SOUTH MOLTON VINTAGE RALLY**

Frankhill Farm, Rackenford,
Devon EX16 8EG
smoltonvintagerally.co.uk

2**FOFH SCOTTISH BORDERS & BERWICKSHIRE ROAD RUN**

Starts Old Berwickshire High
School Car Park, Duns TD11 3QG
tel: 07779 597303

8-9**TRACTORFEST**

Newby Hall, Ripon, N Yorks.
HG4 5AE
tractorfest.uk

9**KILDRUMMY VINTAGE RALLY**

Kildrummy Estate, Aberdeenshire
kildrummyvintagerally.weebly.com

15**DERG VALLEY VINTAGE CLUB RALLY**

Castlegore Road, Castlederg,
N Ireland BT81 7RU
facebook.com/dergvalleyvintage

15-16**HIGH WEALD STEAM WORKING WEEKEND**

Pippingford Park, A22, Nutley,
Uckfield, E Sussex TN22 3HW
highwealdsteam.co.uk

15-16**YAXLEY VINTAGE FESTIVAL**

Yaxley Scout & Guide HQ, Great
Drove, Yaxley PE7 3TW
yaxleyvintagefestival.co.uk

15-16**CLWYD VETERAN & VINTAGE MACHINERY SOCIETY ANNUAL SHOW**

Oswestry Showground SY11 4AB
(just off the A5)
cvvms.co.uk

15-16**SOUTHERN VINTAGE ENGINE & TRACTOR CLUB RALLY**

The Doctor's Meadow
(near S100 Clubhouse)
Castletown by-pass, Castletown,
Isle of Man IM9 1HB
tel: 07624 496870

15-16**THE WESSEX MIDSUMMER VINTAGE SHOW**

Greenhill Farm, Bradley Road,
Southwick, Wilts. BA14 9RH
tel: 01225 754374

15-16**ASHBY MAGNA VINTAGE RALLY**

Holt Lane, Ashby Magna LE17 5NJ
tel: 07780 616059

16**TERRIFIC TRACTORS**

Dundee Museum of Transport,
Unit 10, Market Mews,
Market Street, Dundee DD1 1LA
dmof.t.co.uk

16**WELSH NATIONAL TRACTOR ROAD RUN**

Llanwrtyd Wells, Powys
tel: 07721 910405

**17-18****MARSHALL TRACTOR EVENT**

Marshall's Yard,
Beaumont Street,
Gainsborough DN21 2NA
tel: 01427 810706

18-19**THE ROYAL CHESHIRE COUNTY SHOW**

The Royal Cheshire County
Showground, Tabley,
Knutsford WA16 0JF
royalcheshireshow.org

29**FERGUSONS AT CULTRA**

Ulster Folk Park, Co. Down
tel: 00353 868 979734

29-30**TOWY VALLEY VINTAGE SHOW**

Pontargothe Showground, Cothi
Bridge, Carmarthenshire SA32 7NG
tvvc.co.uk

29-30**THE BROYLE COUNTRY SHOW**

Upper Lodge Farm, The Broyle,

E Sussex BN8 5AP

broylecountryshow.co.uk**29-30****15TH FYLDE VINTAGE & FARM SHOW**

The Show Field, Salwick Road,
Wharles, Preston, Lancs. PR4 3SN
fyldevintageandfarmshow.co.uk

JULY**5-7****KENT COUNTY SHOW**

Kent Showground, Detling,
Maidstone, Kent ME14 3JF
kentshowground.co.uk

6-7**VALE VINTAGE MACHINERY SHOW**

Ty Ucha Farm, Pen-y-Cefn,
Caerwys, Flintshire CH7 5BQ
facebook.com/valevintagemachineryclub

7**NANTMEL TRACTOR RUN**

Radnorshire
Email: anne.trials@btinternet.com



OUT & ABOUT

Peter Love focuses his attention on the biggest tractor road run so far this year: the brilliant National Vintage Tractor Road Run hosted by SEVAC

LIKE TO BE INCLUDED?

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

It was in 1998 that the National Vintage Tractor Road Run first came to West Sussex, organised by SEVAC and based at the South of England Showground near Haywards Heath. So, for many, it was good to see the event in East Sussex some 26 years later and this time, based at Plumpton College, near Lewes. Time has flown since Robert Coles and Ashley Godsall came together and the first Easter Sunday National took place in 1987 in Ashley's home county of Herefordshire.

The 2024 start venue, Plumpton Agricultural Collage, is a superb, modern facility. Some 260 tractors had entered, but, by the time the event got going, it was close to 300, with some entrants coming from as far away as Cornwall and Scotland. All were presented with a 'goody bag' that included the excellent programme, which was a real credit to the organisers.

A Saturday evening social event took place at the college and representatives from this year's chosen charity – Patchwork Farm at the Chailey Heritage Foundation – provided a very interesting insight into the important work done there. Entrants also enjoyed a superb evening meal and a charity auction conducted by well-known South East Marts auctioneer Roger Waters, which raised nearly £1,900. The band that followed was popular, too, as was the bar... late into the evening!

Despite the clocks moving on an hour overnight, the event reception staff were all on duty at 7am on Sunday morning. They welcomed entrants as they arrived and guided them to the assembly area, after which many enjoyed a hearty breakfast. Unfortunately, Sunday dawned dull and overcast, although not too chilly, but it certainly improved later in the day.

There were 82 family tractors on the event, and run leader Cameron Kemp was at the controls of his 1961 Nuffield Universal Three. He was well geared up for it, too, although the route had to be slightly altered owing to waterlogged ground in some places. Nevertheless, the entrants still enjoyed a tremendous, seven-mile section of off-road driving along the top of the South Downs, circling the historic town of Lewes and its castle.



Archie Walker heads towards the start at Plumpton College, with his 1976 MF 550. He travelled all the way from Stirlingshire to take part in this year's NVTRR.

Coming down off the Downs at the end of that section was quite eventful. It involved negotiating a flint road was covered in mud that was, in places, extremely slippery. This caught out a few drivers, with a number sliding. There was one jack-knife, but, thankfully, no damage was done. It was certainly low gear all the way on that section.

After re-joining the road, the convoy headed towards the Robinson's Northease Farm, at Rodmell, and the half-way halt. But there was one last test before the lunch break, as the route included a section on a private concrete road that climbed steeply back up onto the Downs. This certainly sorted the tractors and it



Bernard Pike (right) interviews Ashley Godsall, co-founder of the NVTRR at the event's Plumpton College start.



Fred Hickmott with his 1971 MF 135 passing St Michael's Church, Plumpton, as he heads for the exit and the start of the run.



Vic Goodwin, from Kent, sets off from the college with his 1953 Fergusson TE-F 20.



This 1966, Kent-registered MF 175, complete with original transport box, is seen here making good progress towards the Downs.

was clear that some were pulling better than others. However, the Perkins-engined Massey Fergusons that I saw simply powered up the incline in fine fashion.

Sadly, one MF 135 broke down at the bottom of the hill, and the driver was 'rescued' by a friendly 'blue' E1A entrant who'd been following behind. Thankfully,



This Fergusson TE-F 20 driver from Scotland enjoyed a thoroughly good day.



Nigel Hodge, from Surrey, with his 1962 MF 65 Mk.2 Multi-Power that certainly looked the part.



An original-looking MF 148 4WD makes easy work of the climb.

the problem was rectified during the lunch stop by the event's rescue team. Not everyone stopped for lunch though, although many enjoyed a comfort break,



Michael Todd, from Dumfriesshire, substituted his entry and brought down this Massey Ferguson 4215 instead.



Keen Massey man Nick Hedley, from West Sussex, with the 1960 MF 35 that he's restored so well.



A very original 1968 MF 135; one of the machines from the extensive Tom Drury collection.



Tim Hurley, from Bristol, with his 1975 MF 168 4WD; a very original tractor.



A Massey Ferguson 240 heads a little grey Fergie up the steeply inclined concrete road as they ascend the Downs.



David Coombes, from Shropshire, looks rather cold aboard his 1970 MF 165 Multi-Power.

food from a number of outlets and the chance to sit and relax under the open marquee.

After the break, the tractors began the final, mainly on-road section of the route, which ran the remaining 14.5

miles back to Plumpton. Included in this was a diversion through the centre of Lewes, where the high street had been closed to traffic so that the large crowds gathered there could enjoy the spectacle. Television crews from both

BBC and ITV were present to capture the occasion for local news, and the run generated good coverage on local radio, too. Unfortunately, though, due to delays on the Downs, by the time the tractors reached Lewes, there were 20-minute



A spectacular view of the NVTRR's half-way stop, which was never very full at any one time.



Andy Maaz, from Warwickshire, with his 1968 Massey Ferguson 135 Multi-Power.



Heading for home with a Massey Ferguson 6480 at the head end after the run had finished.

gaps between the various batches, which wasn't ideal for the spectators.

After Lewes, the tractors followed a country lane route passing the villages of Barcombe Mills and Cooksbridge, where entrants were stopped a number of times at the ex-LBSC railway level crossing. It was then just a few miles back to the finish at the college along the very

well-marshalled route. The final group of tractors safely reached the finish by about 5pm, where the drivers enjoyed a well-deserved cuppa!

It was a superb day and the organisers can be pleased with what they achieved and I was happy to see that the marshals stayed to the end. The paperwork was first class and the

venue for Saturday evening's festivities was second to none. Congratulations to everybody involved.

Finally, although nothing's yet been arranged for the 2025 NVTRR, let's hope that somebody – be it a regional club or an individual – steps forward so that what's now become a British institution can continue next year, and beyond.

SALES CORNER

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

LIKE TO BE INCLUDED?

If you have an event, sale report or general tractor news item that you feel would interest readers, then please contact Peter Love directly, by calling 01323 833125 or sending an email to: peterlove@madasafish.com

MF PLASTIC BANNER SELLS WELL

It was difficult keeping up with events on Saturday, March 23rd, when at least four significant tractor sales took place in the UK and Ireland, all on the same day! In Presteigne, Powys, McCartney's was staging the WJ Taylor & Sons retirement sale. These people were former MF dealers – notably during the 100-200 Series era – and had retained all the information, records and much else besides from those days in the company stores.

It all went under the hammer, including a large, plastic Massey Ferguson banner that after significant bidding, finally sold for an amazing £3,300. In addition, two 100 Series update manuals went for £600 and £500, respectively, and a host of other parts also sold well. Unfortunately, not all the lots were included on Marteye.

As for the tractors, highlights included a 1954 Ferguson TE-F 20 with cracked block (grade 1.7), which made £750. A 1939 Ferguson Brown A (No. 1226, grade 4.7) in running condition made £21,500 while, remarkably, there were 10 bidders 'fighting' over an original Ferguson Brown A pulley, on which the hammer finally fell at £750!

A good-looking and well-restored 1949 Massey-Harris 744 (No. 211) made £3,500. This tractor boasted good wheels, interesting rear weights and looked in excellent condition, so it represented a snip at that price. Finally



This Ferguson TE-F 20 with a cracked block sold for £750.

of note, a restored, 1970 MF 165, with Duncan cab, Perkins A4.212 engine and just two previous owners, found a new home for £6,000; good value for money.



This 1939 Ferguson Brown A (No. 1226) sold for £21,500, while the pulley in the foreground went for £750.



This Massey Ferguson 165 with Duncan cab could have been yours for £6,000.



This running-condition Massey-Harris 744PD with some very interesting wheels looked the part and sold for just £3,500.

PETE MARQUIS SALE RECORDS

Arguably, the 'Sale of the Year' so far took place in Preston at the end of March, where about 90 interesting lots went under the hammer. This was the sale of the Pete Marquis collection, organised by Cheffins, and the auction included a superb array of vintage and classic tractors.

Many of the machines being sold appeared to be in original condition, while others had been restored to a very high standard; all very tempting for the bidders, who were guided through the sale by Cheffins' Oliver Godfrey.

As expected, the bidding was brisk and competitive throughout, both from the large crowd in attendance and those involved online. As a result, some high prices were achieved. Demolition expert Pete, who only started collecting classic tractors a few years ago, amassed a fine selection of machines from most popular manufacturers, including Massey Ferguson.

"I've enjoyed finding them all," Pete said. "The idea was to build up the collection as an investment and, once this sale has finished, I'm going to start all over again. Then, in three years or so, I'll have another sale," he added.

Among the older MF machines being sold were a couple of restored examples that certainly caught the eye. The first was a 1970 MF 178 that made £13,500 while, doing even better, was a 1966 175 – with front inner and outer wheel weights and in grade 4.5 condition – that sold £19,500; a new record price!

Attention then turned to newer machines, with an MF 390T 4WD fitted with a Hi Line cab, Chief Super 16P loader and weights (grade 3), which found a new home for £19,000. This was followed by a 1996 MF 390 2WD with 12/12 transmission, Lo Profile cab (grade 3), which made £17,000, then a 1990 MF 398 complete with MF 880 front



Described as having 'no brakes' and in a rather work-weary condition, this 1977 MF 1505 articulated tractor sold for £14,500.

loader in similar condition, which sold for £11,500.

Newer still was a 1991 MF 3070 Autotronic 4WD with 4,679 hours and in very original condition, which sold for £15,800, followed by a 1991 MF 3095 Autotronic 4WD with only 4,098 hours on the clock and in grade 3 condition, that went for £14,000.

Moving back to the 1980s, a 1982 MF 2620 4WD (grade 3) made £12,500, and a 1985 MF 2725 4WD Electronic with just 2,782 hours and in grade 3 condition sold for £41,500 (plus VAT). Yes, you did read that correctly! This was followed by a 1983 MF 2680 2WD (grade 3) that was moved on for £16,000, then, finally, came a rather work-worn and rough MF 1505 articulated tractor from 1977. It was advertised as having no brakes, and sold for £14,500 (grade 2).



Looking in good original condition, this 1996 MF 390 came with 12/12 gearbox and a Lo Profile cab. It sold for £17,000.



The most expensive tractor in the sale turned out to be this 1985 MF 2725 Electronic that, with just 2,782 hours on the clock, was moved on for £41,500.



This MF 390T, fitted with Chief Super 16P loader, weights and Hi Line cab, found a new home for £19,000.



This 1991 MF 3070 Autotronic, with 4,679 hours on the clock, sold for £15,800.



Looking to be in good condition, this 1982 MF 2620 caught the eye and made £12,500.

SCOTTISH MASSEYS

The delayed sale of the Bill Cassie collection took place on March 4th, conducted by Pentland Auctions. Graham Burke and his team at Kirriemuir, in Scotland, certainly worked very hard to make this one happen, and it turned out well for all involved.

Bill had been an avid collector, but his tractors and implements were dotted all over the UK, so there was a lot of work involved in getting everything together. There's still more to be sold, though, so I think it's likely that another sale will take place later this year.

Ferguson/MF proceedings at this sale got under way with a TE-A 94197 with

sliding-door Duncan cab (grade 2), that sold for £1,750. This was followed by a Ferguson TE-F 20 diesel that made £1,900. The highlight in this section was a Ford Ferguson 9N P3 conversion in well-painted condition, but suffering with engine leaks, which sold for a very good £4,300.

Then came a 1962 Massey Ferguson FE 35 petrol/paraffin (grade 2/4) selling for £3,500, a 1968 MF 135 (grade 4) made £4,400, and a 1967 example that went for similar money.

A 1979 Massey Ferguson 135 Mk.III (French) narrow with Duncan cab and V5c (grade 2/4) sold for £4,100, a Duncan-cabbed, 1970 MF 135 with V5c (grade

2/4) moved on for £4,000, but the best of the 135s was a 1977 4WD example with 5,084 hours recorded (grade 2/3), that made £10,800.

Something a little different came next, in the form of an MF 156 Perkins six-cylinder conversion, with 5,153 hours and in grade 2/4 condition that sold for £5,600. A 1980 MF 240 with 2,462 hours, cab and V5c (grade 2/3) was moved on for £4,200, while a 1982 MF 240 with 6,712 hours, cab and loader brackets went on to raise £5,400. Lastly, a 1996 MF 399 4WD with Hi Line cab and 6,193 hours recorded, made £14,000; a good price for its condition.



One of the best Ferguson tractors in the sale was this TE-D 20, which sold for less than £2,000.



This Ford Ferguson P3 conversion sold very well at £4,300.



This French-built 1979 MF 135 Mk.III, complete with interesting Duncan cab conversion, raised £4,100.



This MF 135 4WD VES226S, with 5,084 recorded hours, went for £10,800.

TE-T INDUSTRIAL RECORD PRICE!

Luckily the Tractor World Show went ahead in dry conditions (February 24th-25th), although it was still wet underfoot. The 1200+ lot sale saw records broken for certain machines, including the controversial and rather rusty Ferguson TE-T Industrial, with what looked like a later, non-industrial rear axle fitted.

The tractor was said to be ex-Kent County Council, but I remember it being used at the BP depot at Cranbrook,

by the old British Railways station that closed in 1962, and I have photographs to prove it, somewhere. Remarkably, bidding went all the way up to £16,000 for this tractor, which has now headed off to Ireland.

Also of interest at this HJ Pugh sale was a 1975 MF 165 that ran well and raised £6,000 (+VAT). It was followed by a 1978 MF 1200 with 3,331 recorded hours and four new tyres. Despite needing lots of work, this big tractor sold

very well at £17,000. All-in-all there were strong prices across the board at this successful auction.



This Massey Ferguson 165 went for £6,000 (+ VAT).



Carrying the wrong wings, this MF 35 did well to sell for £8,600.



This Massey Ferguson 1010 4WD (No. 1048, grade 9.3) sold for £2,300.



This Massey Ferguson 50 Industrial, with no rear wings, sold for £2,000 (+ VAT).



Bidding for this stunning, restored MF 20 reached £12,000, but that wasn't enough to see it change hands.

PRICE GUIDE

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

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

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

PRICE GUIDE BANDS EXPLAINED

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

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

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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
WALLIS							
Wallis Cub	1914-17	£17,450	£28,000	£46,000	£34,000	£54,000	NA
Wallis Cub Junior	1917-19	£16,500	£26,000	£42,000	£34,500	£37,900	NA
Model K	1919-23	£1,500	£6,900	£9,4000	£8,200	£9,900	NA
Model OK 15-27	1923-27	£2,900	£3,800	£9,000	£7,800	£9,800	NA
Model 12-20	1929-32	£2,900	£3,600	£8,100	£12,200	£14,200	NA
Model 20-30	1927-32	£2,800	£4,400	£8,900	£7,900	£8,700	NA
FERGUSON							
Ferguson-Brown	1936-37	£13,500	£22,500	£34,000	£21,600	£36,200	NA
Ferguson-Brown	1938-39	£11,800	£21,000	£32,000	£26,200	£41,000	£53,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£29,900	NA
TE-20 Continental	1946-48	£1,200	£2,100	£9,200	£4,700	£6,600	£7,100
TE-20 NArrow Perkins P3 Conversion	1946-48	£1,300	£2,300	£4,100	£3,100	£3,900	NA
TE-A 20	1947-56	£950	£1,250	£4,900	£1,900	£5,400	£5,800
TE-A 20 half-track	1947-56	NA	£4,500	£24,000	£7,600	£16,400	NA
TO-20	1948-51	£1,200	£1,700	£3,900	£2,600	£3,700	NA
TE-D 20	1949-56	£1,100	£1,200	£6,200	£2,100	£4,250	£6,750
TE-D 20 full-track	1949-56	NA	NA	NA	£7,500	NA	NA
TE-D 20 Twose roller	1953-56	£4,750	£6,900	£21,500	£9,800	£24,000	NA
TE-F 20	1951-56	£1,700	£2,600	£9,200	£3,800	£5,900	£7,600
TE-F/T 20 Industrial diesel	1951-56	NA	£2,950	£9,300	£4,900	£6,900	NA
TE-E 20 NArrow p/p	1949-56	£1,200	£1,700	£3,600	£2,700	£3,900	£4,100
Perkins P3 Conversion	1946-56	£1,200	£3,100	£4,200	£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	£4,800	£13,200	£6,200	NA
TE-E 20 NArrow	1951-56	£1,350	£1,900	£4,900	£6,600	£7,200	NA

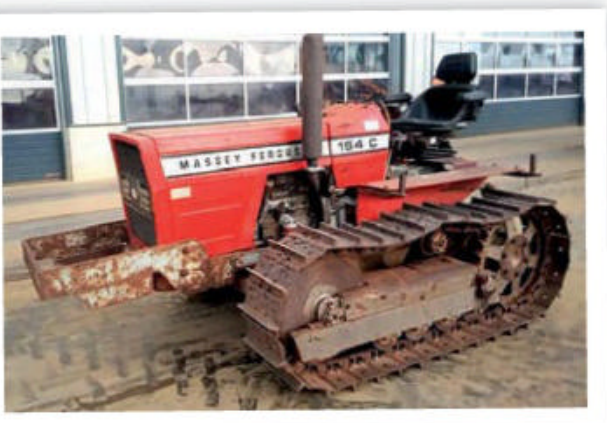
MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6-
TO-30 USA-built	1951-54	£1,900	£2,300	£3,700	£3,100	£4,100	NA
TO-35 USA-built	1954-57	£1,600	£2,800	£3,400	£3,000	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£1,200	£2,300	£5,200	£3,600	£5,400	£7,200
FE-35 Grey & gold (p/p)	1956-57	£1,300	£2,100	£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	£4,600	£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	£8,700	NA
97 4x4 (MM)	1962-65	£3,900	£4,600	£7,100	£7,900	£10,700	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	£1,400	£2,900	£7,900	£3,900	£7,950	£9,900
35 Standard Industrial	1957-59	£1,700	£2,250	£4,600	£4,200	£7,100	£8,200
35 Standard petrol-paraffin	1959-64	£1,200	£2,450	£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	£5,200	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	£1,950	£4,100	£14,600	£5,900	£12,100	£14,900
35X	1962-64	£1,200	£5,400	£15,400	£6,600	£12,400	£15,400
35X with Multi-Power	1962-64	£1,950	£4,900	£18,800	£7,800	£12,800	£16,100
35 Hi-Clear	1959-64	NA	£4,600	NA	NA	£9,200	NA
35X Industrial	1962-64	£2,600	£4,600	£9,200	£6,200	£8,100	£9,100





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6X
35X Vineyard/Narrow	1962-64	£1,950	£2,400	£6,500	£4,100	£7,250	NA
35X Golf course (grass tyres)	1962-64	NA	NA	£6,100	NA	NA	NA
65 Mk1	1958-60	£1,600	£3,300	£7,800	£4,600	£6,900	£11,600
821 French Hanomag diesel	1959-61	£950	£1,300	£2,700	£2,100	£3,100	£4,200
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	£4,200	NA
42 French	1962-64	£1,9	£2,800	£5,400	NA	£5,700	NA
65 Mk2	1960-64	£1,850	£3,400	£7,100	£5,800	£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	£1,900	£3,800	£9,900	£5,300	£11,200	£12,600
130 French	1964-72	£1,900	£2,900	£4,100	£3,000	£5,100	£6,200
130 French	1964-72 Vineyard	£2,100	£2,900	£4,100	NA	NA	NA
135	1965-71	£2,600	£4,600	£18,100	£5,900	£10,100	£14,200
135	1971-79	£2,800	£7,800	£11,700	£6,450	£11,100	£16,200
135 Multi-Power	1965-79	£3,100	£5,100	£14,200	£7,900	£12,200	£18,750
135 Vineyard	1965-79	£2,900	£4,500	£6,200	£5,200	NA	NA
135 Industrial	1965-79	£2,600	£4,100	£8,900	£6,400	£8,700	£12,300
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	£1,700	£1,950	£5,800	NA	£6,100	NA
135 petrol (Perkins engine)	1972-79	NA	NA	£7,400	NA	NA	NA
135 4x4	1965-79	£5,900	£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 19715 4WD	1959-64	NA	£9,500	£12,900	NA	£15,700	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
165 Multi-Power	1965-71	£4,450	£7,200	£17,250	£6,450	£11,900	£18,000
165 Multi-Power	1971-79	£4,300	£7,400	£18,000	£8,800	£12,200	£20,000
165 4WD	1968-78	NA	£6,900	£16,900	NA	£21,800	NA
175	1965-68	£3,600	£4,900	£12,400	£6,950	£19,000	£21,100
178S	1968-71	£3,900	£4,400	£8,000	£5,900	£7,900	NA
178 Multi-Power	1968-72	£3,890	£6,900	£19,600	£10,250	£14,425	£19,500
178 4WD	1968-78	NA	£7,900	£19,200	NA	£20,400	NA
158	1968-74	£2,300	£3,100	£5,200	£4,200	£7,500	£9,200
148 French	1972-78	£1,950	£4,600	£6,300	£3,900	£6,100	NA
158 4WD	1968-74	N/A	N/A	N/A	N/A	£22,000	N/A
148 (eight-speed)	1972-78	£2,900	£3,100	£11,900	£9,100	£12,400	£14,650
148 Multi-Power	1972-78	£3,500	£4,900	£14,200	£8,900	£11,700	£17,100
168 Multi-Power	1971-78	£3,700	£5,500	£17,800	£9,600	£15,100	£12,500
168 4WD	1971-78	£4,900	£12,200	£16,100	£10,400	£17,400	NA
185	1971-78	£3,900	£4,300	£12,600	£9,900	£14,800	NA
188 Multi-Power	1971-78	£5,900	£9,575	£33,300	£12,800	£18,700	£22,100
188 4WD	1971-78	£6,600	£12,400	£28,500	£14,100	£21,400	£28,500
1100	1964-67	£3,400	£6,400	£12,200	£8,900	£12,700	£13,200
1080	1968-72	£2,400	£3,900	£5,700	£8,800	£7,800	£12,300
1130	1964-72	£3,700	£5,200	£8,900	£10,950	£7,100	£11,200
1105-1135-1150	1973-78	£3,900	£5,950	£12,100	£9,800	£11,900	£13,400
1200	1975-79	£8,700	£17,000	£36,500	£19,500	£27,600	£38,600
1250	1979-80	£9,900	£16,500	£31,900	£17,900	£19,800	£31,500
1505	1974-76	£9,50	£18,200	£34,000	£19,100	£32,700	NA
4840	1980-82	£8,900	£12,300	£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	£14,200	£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

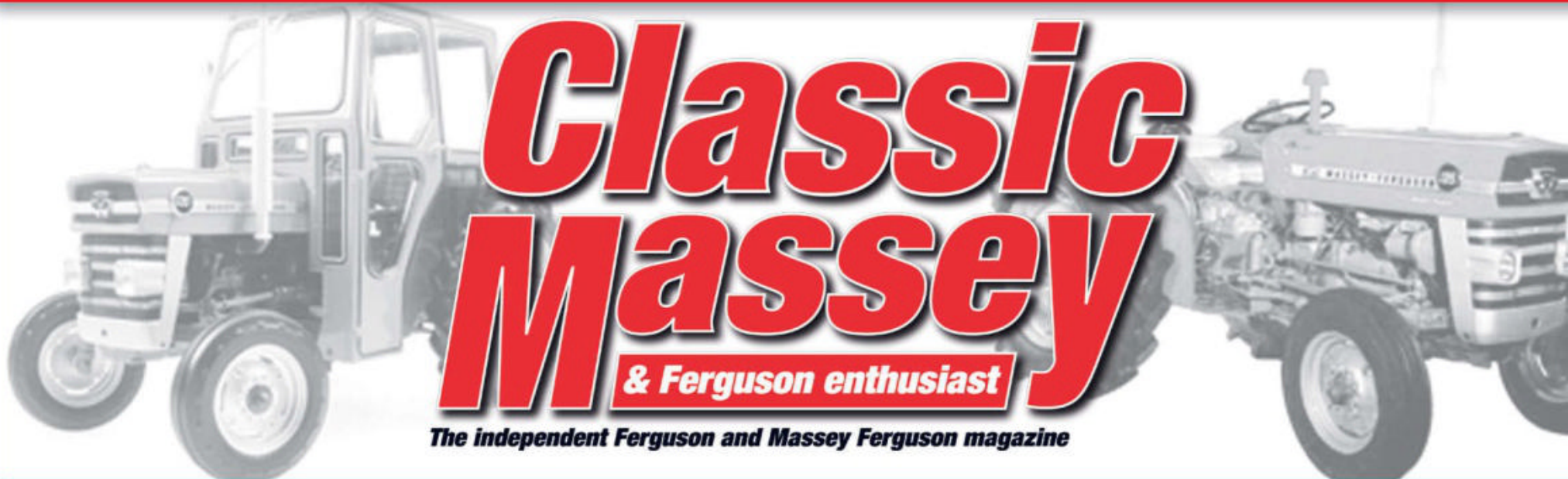




MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
1102S (Eicher German-built)	1980-83	NA	£7,600	£10,300	NA	NA	NA
230	1979-83	£5,600	£8,400	£21,900	£7,200	£9,650	NA
240	1983-99	£5,800	£8,600	£13,200	£8,600	£11300	£12,400
240 4WD	1983-99	£6,700	£7,800	£20,200	£11,900	£12,400	£14,200
245	1976-83	£4,400	£7,600	£16,700	£9,600	£11,100	NA
250	1983-86	NA	£5,900	£12,800	£9,100	£12,300	NA
250 4WD	1983-86	£7,900	£9,600	£12,800	£12,200	£14,900	NA
254 4WD	1982-87	£8,900	£9,750	£10,600	£8,500	£10,400	NA
265	1974-83	£4,500	£5,600	£9,200	£6,200	£9,000	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	£9,950	£16,950	NA
298	1985-86	£4,900	£6,700	£12,500	£9,400	£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	£14,500	£8,870	£16,950	NA
690	1983-86	£5,500	£8,700	£14,600	£10,900	£16,750	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	£7,200	£11,400	NA
2620	1981-84	£5,700	£6,300	£12,500	£9,100	£18,900	NA
2640	1981-84	£5,900	£7,440	£12,800	£9,900	£18,200	NA
2645	1984-87	£5,950	£7,450	£12,750	£9,240	£19,300	NA
2680	1981-84	£4,200	£7,900	£16,500	£9,750	£21,200	NA
2680 4WD	1981-84	NA	£6,400	£12,900	£18,700	£22,500	NA
2685	1984-87	£5,900	£7,100	£13,300	£6,400	£22,200	NA
2720	1981-84	£5,950	£6,400	£12,700	£9,600	£22,600	NA
2725	1984-87	£5,450	£7,800	£41,500	£9,500	£28,700	NA
350 2WD	1986-95	£7,600	£10,900	£19,800	£16,600	£19,500	NA
360 2WD	1986-95	£7,750	£10,250	£20,800	£14,700	£18,700	NA
360 4WD	1986-95	£7,800	£10,800	£30,000	£14,200	£24,000	£28,500
390 2WD	1986-97	£9,750	£11,400	£27,000	£16,600	£21,700	£26,250
390T 4WD	1986-97	£10,200	£17,600	£34,800	£19,200	£22,900	£32,000

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	£8,800	£14,200	£9,900	£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	£3,700	£4,100	£7,500	£5,800	£7,700	NA
Challenger Standard axle	1938-39	£1,950	£3,900	£4,200	£5,200	£5,200	NA
Pacemaker styled	1937-39	£2,260	£3,800	£7,700	£5,200	£8,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super Standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	£1,700	£2,300	£4,500	£5,700	£5,600	NA
102 Junior Standard	1939-46	£1,100	£1,800	£2,400	£4,600	£3,100	£5,000
102 Senior Standard	1941-45	£1,300	£2,100	£4,600	£3,300	£4,200	NA
201 245 cu in Chrysler engine	1940-42	NA	£3,600	£6,900	£7,900	£6,100	NA
203 303 cu in Continental	1940-47	£3,200	£3,800	£6,100	£5,900	£6,300	£8,400
203 Perkins P6	1940-47	NA	NA	£5,250	NA	NA	NA
44	1946-53	£1,800	£2,300	£3,000	£3,100	£4,200	NA
55D	1949-55	£2,000	£2,400	£4,900	£2,900	£4,800	NA
55K	1947-55	£1,800	£2,800	£5,900	£4,200	£5,100	NA
22	1948-53	£1,900	£3,800	£3,000	£3,100	£3,500	NA
744 PD	1948-53	£3,400	£3,800	£6,800	£4,500	£6,700	£7,500
744 PD Hi-Arch	1948-53	£3,800	£5,600	£6,900	£4,800	£6,800	NA
745 (inc Sunshine model 1)	1954-57	£3,800	£3,700	£4,900	£3,900	£4,900	£5,750
745S	1957-58	£3,600	£3,700	£9,200	£4,400	£8,900	£6,200
333 V rowcrop	1954-57	NA	£1,200	NA	NA	£2,700	NA
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,800	£3,800	£5,100	NA
Pony 11 & 14 Woodstock CN made	1947-57	£1,000	£1,900	£2,400	£2,100	£2,900	£4,100
Pacer 16	1953-56	£1,600	£1,900	£3,300	£2,100	£3,200	£4,750
Pony 811-812- 814-820 French	1951-58	£1,000	£1,400	£2,600	£1,950	£2,700	£3,700





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FERGUSON

FERGUSON TEF20 WITH LINKBOX



£3,650. Starts well with a little heat, pulls well in all gears, crack-free engine block with no mixing of the fluids. Original condition, aluminium bonnet. Solid linkbox included in this package. V5. Please call 07966881985, South West.

123106

FERGUSON TEA20



1948, £1,950. Restored. Converted to run on petrol/two 12 volt electrics, 4 brand new tyres. Please call 07866074838, East of England.

122618

FERGUSON TE20 CONTINENTAL



1947, £4,500. 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. Please call 07742115894, South East.

122729

FERGUSON TED20



£2,850. Petrol/TVO, complete with banana loader, runs very well, good clutch and brakes, road registered, new water pump, good tyres. Please call 07754258030, South East.

122902

FERGUSON TEF 20



£2,500. Diesel 1956. In good working order. With log book. Please call 01985840260, South West.

122947

FERGUSON T.E.D 20



1952, £2,500. Grey, petrol, TVO, very good condition, new tyres, rear mudguards, battery, exhaust, leather seat, chrome throttle and gear knob, starts and runs perfectly. Please call 01728746832, East of England.

122311

FERGUSON TEF 20

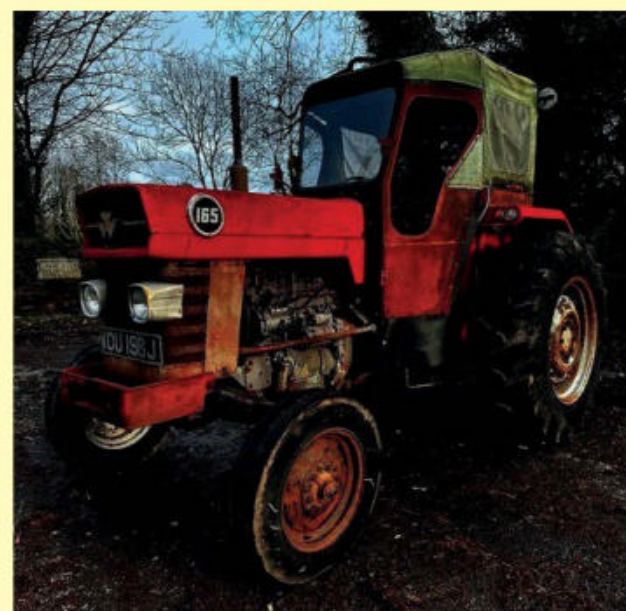


1954, £2,350. Diesel engine stripped and completely rebuilt. Everything in good working order. Good tyres, straight metal work all round. Please call 01794 340786, South East.

123027

MASSEY FERGUSON

MASSEY FERGUSON 165



£5,450. Original 165 row-crop tractor with Lambourne cab. Starts, runs, drives well, with no play in the steering. Hydraulics and PTO are working as they should. Straight tinwork, some minimal surface rust. Please call 07966881985, South West.

123103

MASSEY FERGUSON 135



1978, £7,900. Very little work since engine reconditioned, new front tyres, all electrics working, excellent starter, power steering, straight front axle, pick up hitch, no VAT V5. Please call 07968651115, Wales.

121586

MASSEY FERGUSON 35

£5,250. Good condition, starts and drives very well, 3 cylinder, all triwork excellent, difflock and new seat. Please call 07976 268273, West Midlands.

121226

MASSEY FERGUSON 165



£8,000. Tidy tractor, runs and drives well, 6 speed gearbox, used only on road runs last 5 years. Please call 07712 249900, South West.

121465

MASSEY FERGUSON 974 WD



£6,200. A very rare tractor same as seen in February issue but rarer 4wd version, starts runs drives, diesel in original condition with cab spare set of back tyres. Please call 07492393612, South West.

122310

MASSEY FERGUSON 3 CYL



1962, POA. 2 owners, original logbook, original reg plate, original operators instruction book, good condition, good starter, taxed for road. Please call 07711700453, Yorkshire and the Humber.

122521

MASSEY FERGUSON 165



1969, £12,800. 15 years of hay making on my 7 acres of land. Total hours 168 and is still in excellent condition. Mechanically restored to the highest quality, including a New Perkins engine, MF 80 Loader, hyd, Rams o/haul, front weight, Stainless Steel Exhaust, tyres, rear wings and front panel, wiring loom, seat. No VAT, V5. Please call 07566759536, East of England.

122690

MASSEY FERGUSON 135



1966, £10,250. Show condition. In excellent mechanical order following complete overhaul. V5C. Please call 07970 918811, South East.

122720

MASSEY FERGUSON 135



1975, £10,400. Full mechanical restoration. Exceptional refurbished condition. Full list of parts and work done on request. Auto PUH. Tipping pipe. One former owner. V5C. Delivery possible. Please call 07970 918811, South East.

122721

SALE Highlight

1951 FERGUSON TE-D PETROL/PARAFFIN



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

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

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



MASSEY FERGUSON 135



£11,900. Restored by Kent Tractors. 20 hours on rebuilt engine. Many new parts including wings, loom, gauges. Modern spec ROPS and hydraulic coupling. V5. Immaculate. Please call 07920 504855, East Midlands.

122865

MASSEY FERGUSON 590



£6,250. Appears to have had a very easy life, with just 4100hrs on the clock! Perkins 75hp engine starts instantly, runs and pulls well. Straight tinwork, pick-up hitch, power-steering, independent PTO, double spool valve. Please call 07966881985, South West.

123098

MASSEY FERGUSON 760 COMBINE



£4,500. Perkins V8 Engine. 18' Table. Used on small farm for 35 years, did 2023 Harvest. Stored under cover. Please call 07710256307, East of England.

122374

MASSEY FERGUSON 65



1963, £7,000. Excellent condition, early restoration, runs and drives well, in show condition, only 2 owners. Please call 07787 416313, East of England.

122494

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.

123092

MASSEY FERGUSON 8700



2010, £40,000. The MF 8700 S was for many years the Champion of the Field and represented the pinnacle of Massey Ferguson's engineering achievements in terms of quality, reliability, performance and fuel efficiency in the high horse power segment. It was not an easy task to design its successor, but that is precisely why it is so very exciting. Please call 440909800, Channel Islands.

111714

MASSEY HARRIS

MASSEY-HARRIS 33 DIESEL



1953, £3,850. All original. Starts and runs well - needs restoring. Electric start, 3 point linkage and belt pulley. Please call 07896096905, South West.

121156

MASSEY-HARRIS PACEMAKER



1938, £4,250. Original condition - starts easily on the handle and runs well. Petrol only model. Belt Pulley and PTO. Please call 07896096905, South West.

121157

MASSEY-HARRIS 333



1953, £3,750. In show condition. Ready for the next show season. Please call 07894 751548, South East.

121952

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 T20 MILL LOADER

£160. Very good condition, C/W 95% parts. Please call 07515939801, South East.

120659

FERGUSON 2 FURROW PLOUGH



POA. Good mouldboards, shares and discs but no skims. Please call 07902 460704, South East.

121579

MASSEY FERGUSON SPRING TINE CULTIVATOR



£475. Fully working condition with complete full set of tines and points. All points are in good condition with none bent or damaged. Badge present with serial numbers. Cat 1 and 2 pins with little wear. Older restoration. Complete history. No time wasters. Please call 07742115894, South East.

122724

FERGUSON 9 TINE CULTIVATOR



£250. Complete and in good working order. Older restoration. Please call 07768 363175, South East.

121152

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

FERGUSON 28" WHEEL CENTRE



£35. One 28" wheel centre in excellent condition. Please call 07795 668270, East of England.

122171

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

9 HOLE FERGY DRAW BAR

£40. Plus MF belt pulley for £40. Please call 07922174986, Wales.

121413

SALE Highlight
MASSEY FERGUSON
35 4-CYLINDER DIESEL



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

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

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



MASSEY FERGUSON WHEEL CENTERS



£65. Two rear wheel 28" wheel centers in very good condition. Please call 07752 259980, South West.

121251

MASSEY FERGUSON SEAT COVER KITS



POA. To fit MF 100 Series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Also now available, oil filled damper, pressure control knob, nylon rollers, slide rails. Please call 07971 290371, West Midlands.

121948

MASSEY FERGUSON 40 LOADER



£250. Just come off a 135. Complete. Please call 07746044342, South East.

121878

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



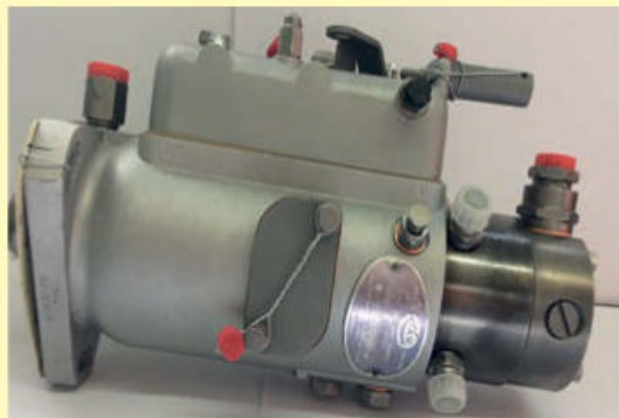
POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

HEADLIGHT LENSES



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

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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.

FERGUSON PTO SAW PULLEY



£75. Fits Dexta or 35. Please call 01580 241237, South East.

122058

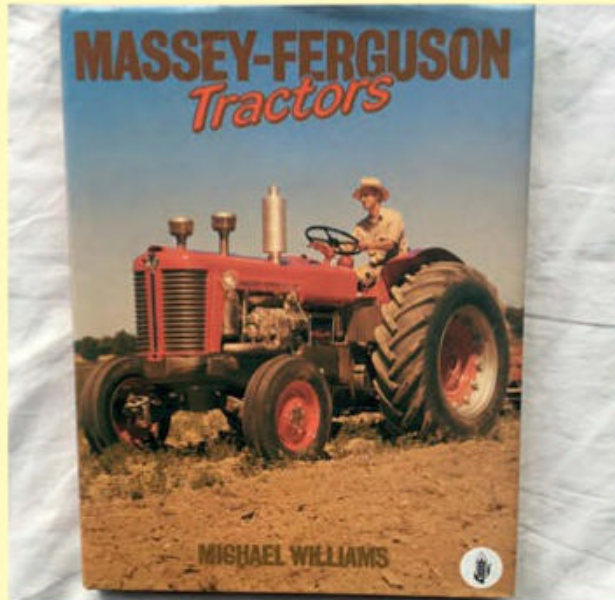
MF 35 OR 135 BELT PULLEY

£50. Also 7 hole draw bar £50. Plus square s/s calving jack £140. Please call 07922174986, Wales.

122012

MISC

MASSEY FERGUSON TRACTORS HARBACK



£4.95. 128 unmarked pages, author Michael Williams, dust cover. Excellent condition. Please call 07399359072, South East.

121858

MASSEY FERGUSON MODEL TRACTOR



£52. 4454 Massey Ferguson MF 8270 Xtra model number 044542 1/32 scale. Price plus P and P. Please call 07929 969702, Wales.

122746

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121971

FERGUSON TRACTOR AND MACHINERY

HANDBOOKS

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

123031

WANTED

MASSEY FERGUSON 65 MKII



1961. Registered 5718 HN. Sold in 2018, but would like to buy it back! Willing to pay good money for its return, as well as commission for leads. Please call 07496 984816, North East.

121880

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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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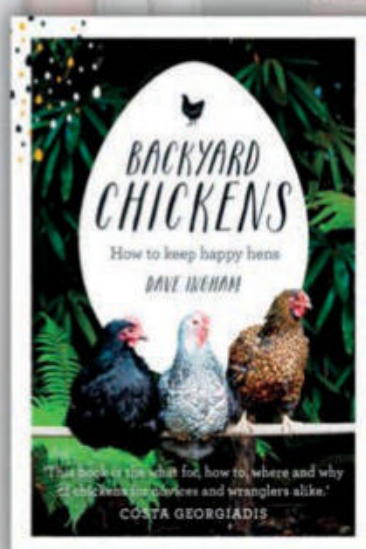
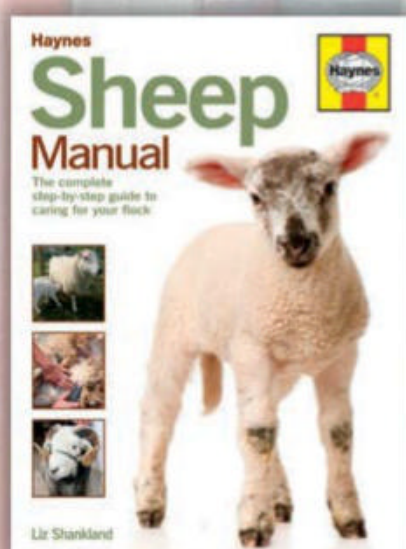
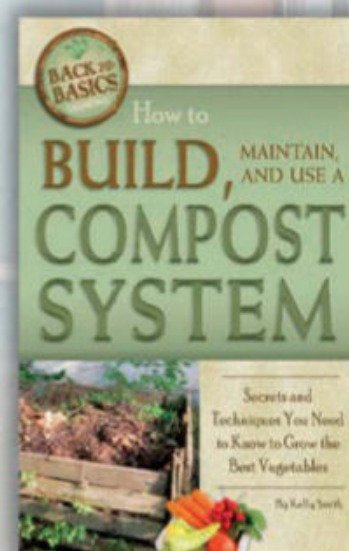
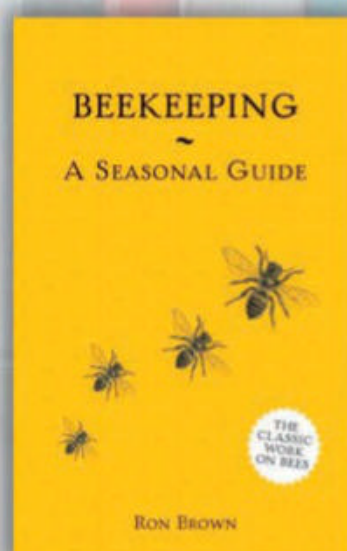
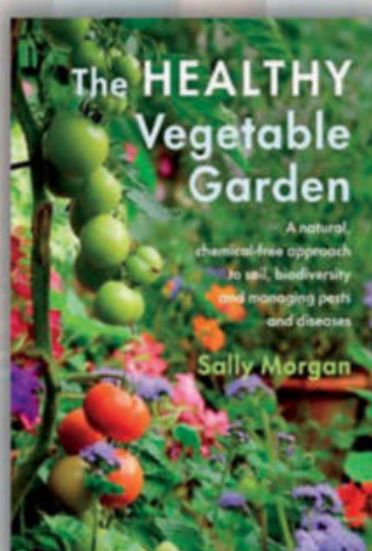
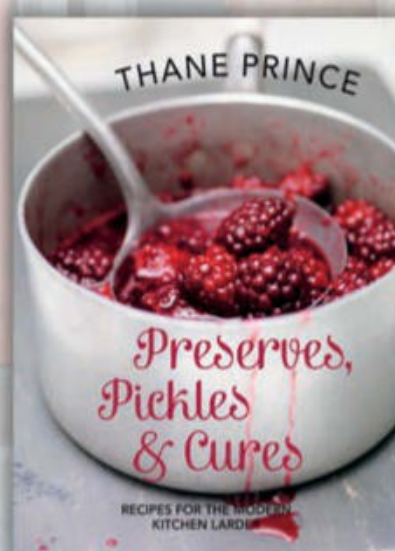


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