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MASSEY FERGUSON 3085 IN
PROFILE PART 1**



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January/February 2025



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MASSEY FERGUSON 135 Retro Respective, Wig's Old MF 35 (New Zealand story) Ferguson TE-F Engine Restoration, MF 35 Restoration Pt1, Sales Corner, Price Guide, National Ploughing Championships, Ferguson Browns At Cultra.



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



SEPTEMBER/OCTOBER 24

MASSEY FERGUSON 1200 restoration, Letters, Tractor Fest, Duncombe Park, Kelsall Rally, Ray Bowler's Fleet, History Tractor Plant P2, Cheshire Harvest, MF35 Story P3, MF 35 Restoration Pt10, Sales Corner.



JANUARY/FEBRUARY 24

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



MAY/JUNE 23

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



JULY/AUGUST 24

MASSEY FERGUSON 1130 restoration, MF 165 Four Wheel Drive Ltd Focus, MF 35 P9 carburettor overhaul, Ferguson 35 History P2, Banner Lane Works History Pt.1, Ex Ferguson Standard Flying 12 service van, Sales Corner Ferguson Brown's sold, Price Guide, Show reports.



NOVEMBER/DECEMBER 23

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



MARCH/APRIL 23

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



MAY/JUNE 24

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



SEPTEMBER/OCTOBER 23

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



JANUARY/FEBRUARY 23

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STUNNING MASSEY FERGUSON RECORD BREAKERS

There were 203 Massey Ferguson 135s on display, with 167 in the field enclosure in front of the Sir John Eastwood Building, which was certainly some sort of a record. The 'Diamonds Are Forever Jubilee Celebration' of the 135 was something very special, thanks to the Friends of Ferguson Heritage and Newark Vintage Tractor Show team; congratulations to everyone involved.



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ABOVE PICTURE

Seen at the Newark Vintage Tractor Show on Saturday 9 November is Sally Ennor's 1965 Massey Ferguson 65 Mk2 Multi-Power, fitted with Bombardier half-tracks. It was entered in the 'Best Modified Tractor' class but unfortunately didn't win an award, perhaps it should have been in the 'Best Crawler' class; all the same, in the opinion of CMFE it was certainly a winner of some kind.



COVER

It's been a winner at many shows and the George Macdonald, 1965 MF 135 Multi-Power from Aberdeen came first in

the 60 Years Massey Ferguson 100 Series 'Red Giants' (1964-75) class at Newark. The tractor also won the 'Best Restored Tractor' award as well. Congratulations to everyone involved, but whether you are a winner or not, taking part and having fun is what it's all about, says the editor.

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Independently written by real enthusiasts, passionate

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3 UPRIGHT

There were 203 Massey Ferguson 135s on display with 167 in the field enclosure at Newark in front of the Sir John Eastwood Building, which was certainly some kind of record. Congratulations to everyone for making this 60th anniversary of the model being introduced so special.

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In this issue the editor talks about Tractor Show 'Roaring Back Bigger and Better' in the spring of 2025. The show takes place on 22-23 February and is the biggest spring show of its type in the UK, and already had a great many family tractors entered. The event will be held in the Severn Hall at the Three-Counties Showground,

which provides ample catering for visitors with restaurants situated at both ends of the hall.

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Our March/April issue will be at your doors or online from Friday 14 March, order your copy now! Tel: 01959 54144 or go to the Kelsey Shop.

Classic Massey

& Ferguson Enthusiast
The Independent Ferguson and Massey Ferguson magazine

Classic Massey & Ferguson Enthusiast

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Welcome!

Grab your calendar because there's a springtime spectacular on the horizon, which is guaranteed to banish the winter blues! A firm favourite with fans of farming, trucking, classic models and amazing machinery, Tractor World Show is all set for Malvern's Three Counties Showground on Saturday 22–23 February 2025.

This year's show is bigger and better than ever, offering more space, facilities, exhibitors, trade stands, displays, demonstrations and bargains than ever before, all included in the admission price. This includes taking over the showground's brand new Kildare Hall, bringing the number of spacious exhibition halls to four for the very first time, plus acres of outdoor hardstanding.

There will be hundreds of vintage, veteran, new and classic tractors, vans, stationary engines, classic commercials, lorries, trucks, Land Rovers, vintage vehicles, historic farm machinery and agricultural heritage displays, and even steam miniatures. Don't forget the wide range of horticultural and gardening equipment, including classic and modern ride-on mowers.

Open from 9am each day, Saturday sees specialist agricultural auctioneers H. J. Pugh & Co presiding over the popular live auction. With over 1,000 expected lots, including over 100 tractors plus machinery, parts, tools and spares, it's a must-attend for sellers, buyers and seekers alike, and always attracts many overseas buyers from the Republic



Vintage Autojumble, dedicated to 'strictly second hand' motoring themed bygonees, collectibles and memorabilia, so get scouring that shed, or making that list!

Whether you're seeking tools and garage equipment, tyres, workwear, clothing, books, gifts and toys, you'll be spoiled for choice at a wide range of trade stands. Take a break from shopping and browse the displays and exhibits, and trade tips and stories with fellow enthusiasts at the club stands.

“In this issue we have lots for you all to enjoy, however we would love to feature your Ferguson, Massey-Ferguson and Massey-Harris in these pages. My team are always delighted to visit you, wherever you are based, even in Ireland north and south of the border, so do please get in touch – peterlove@masasafish.com, Tel: 01323 833125.”

If small is beautiful, you'll be sporting a big grin at 2025's expanded miniature model section and if size matters, why not show off your own pride and joy at Sunday's popular Classic Commercial Drive-in Day?

The show is easy to find with brown signs from all major routes, you'll find ample free parking, disabled, coach and weekend camping facilities. With two heated restaurants, coffee lounge, numerous outdoor

catering stands and onsite cashpoint, you'll stay comfortable, refreshed and open to temptation, whatever the weather. Accompanied children under 15, and dogs on leads are also welcome – they all get free entry! Exhibitors also do not have to pay for overnight camping here. For further details please go to www.tractorworldshow.co.uk or go on Facebook for all the latest updates.

Meet the contributors



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



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



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



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



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

SOMERSET VINTAGE & CLASSIC TRACTOR SHOW

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The first show we will be at is

The Somerset Vintage Tractor Show

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The Bath and West Showground, Shepton Mallet, BA4 6QN
next will be

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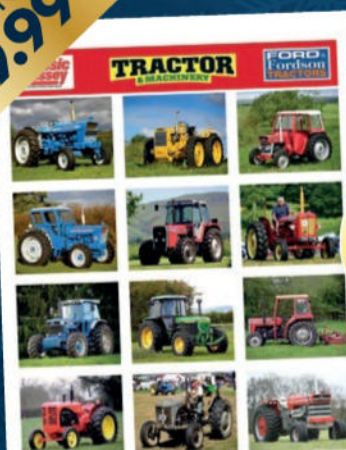
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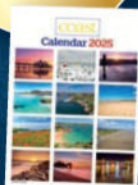
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NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS

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

MASSEY 5M TOPS OUT WITH NEW 145HP MODEL

Our sister magazine *Profi* has recently reported on what is described as the ideal front loader tractor, the new Massey Ferguson 5M Series, which comprises six tractors ranging from 95hp to the new 145hp (was 135hp) top model.

Replacing the 5700 M range, on the outside the 5Ms are finished in the new family styling of a diamond grey cab, and a new model logo design on the side of the bonnet, fronted by a black, ribbed grille.

There are no changes to the four-pot 4.4l Stage V engine, but while 5700 M customers were able to choose between a synchronised 12x12 mechanical or a Dyna-4 powershift transmission, the six 5Ms are only available with the latter. This provides clutch-free control of 16x16 speeds with a 40kph Eco top speed. The AutoDrive option offers automatic shifting in Power or Eco modes, along with

Brake-to-Neutral, which automatically disengages drive when the pedal is pressed. Fuel tank capacity is up 24 per cent to 198l. An open-centre, 58l/min hydraulic system is standard (100l/min option), and a new PTO switch is added to the rear fender on the left-hand side.

Options include a new cab suspension system, Visio Roof, uprated air conditioning system and new LED work lights. All six tractors can also come equipped with full MF Guide, including the Fieldstar 5 terminal. MF Guide provides fully automatic steering and is offered with a Trimble or other receivers that provide a range of positioning accuracies. It can also provide several automatic features, including section and rate control.

The UK debut will be at Lamma in January. Production will start sometime in Q1 and the first of the new tractors are expected on dealers' yards by late March/early April 2025.



The 5Ms are finished in the new family styling of a diamond grey cab.



The layout is certainly different compared to the previous 5700 M.



Options include a new cab suspension system, Visio Roof, uprated air conditioning system and new LED work lights.



MF Guide provides fully automatic steering and is offered with a Trimble or other receivers, which provide a range of positioning accuracies.

EICHER MASSEY IN DISGUISE

Dutch Massey Ferguson dealer Veldman recently delivered a new 6S.145 disguised as an Eicher 3145. Finished with corresponding red rims, the tractor is even equipped with Eicher logos. The custom paint job was done for a Dutch customer, and while it may be a bit strange to paint a new Massey Ferguson tractor in Eicher blue, the two tractor manufacturers had close ties a few decades ago. Massey acquired a 30 per cent stake in Eicher when the two companies formed a partnership in 1970, in a deal where Massey supplied engines and gearboxes to Eicher, and Eicher supplied Massey Ferguson with narrow-track tractors and some heavier models, with their air-cooled engines fitted and painted in the red and grey/silver livery of the time.

Massey quickly upped its stake to 49.7 per cent and by 1973 the company owned more than half of Eicher. But it was not to last and these shares were sold to Indian company Goodearth in 1982 and production was moved to India.



Looking smart is the Massey Ferguson 6S.145 in Eicher brothers' livery, which was a very respected German tractor maker for many decades. There is an excellent preservation club for this make in Germany who used names like, Panther, Leopard and Puma for their products in the early 1960s.

CHAILEY CLUB AWARDS EVENING

On Saturday 30 November, I was kindly invited by the progressive Chailey Classic and Vintage Tractor Club to attend their annual awards and Christmas dinner evening at Hayward's Heath Golf Club. Chairman Howard Ventners welcomed special guest Mid-Sussex MP Mims Davies, the Shadow Secretary of State for Wales, who kindly presented the many awards.

But before that happened Howard reflected on what the Club had achieved in 2024 with its hugely successful trip to Gournay-en-Bray, Normandy. This was when some 60 vintage tractors travelled via the Newhaven – Dieppe ferry to the rally there, which included many Ferguson and Massey Ferguson tractors.

Mims presented the young members award to the very talented professional restorer, 20-year-old Merrick Jardine from Faversham, Kent for not only helping Jim Hatfield with his Sentinel DG6, but for his various evening's entertainment on the accordion and his tractor restorations. All



The Chailey Classic and Vintage Tractor Club caters for all people's interests in vintage and classic vehicles.



Merrick Jardine collecting his award from Mid-Sussex MP Mims Davies.

in all the 120 members and friends had a wonderful evening, which concluded just before midnight.

SOMERSET VINTAGE & CLASSIC TRACTOR SHOW

The Somerset Vintage & Classic Tractor Show will be staged at the Royal Bath & West Showground on Saturday and Sunday 25–26 January. It's a great event, particularly for all agricultural enthusiasts, and makes a great day out for all the family. This year there will be about 300 tractors on display, ranging from early models, built from about 1920 up to the latest models we see farmers use today. There are plenty of trade stands, with thousands of spares, tools, autojumble, books and model tractors for sale.

The 2024 show donated: £3,300 to Dorset & Somerset Air Ambulance, £2,000 to Ford Haven, £2,000 to Fire Fighters, £2,000 to Happy Landings, £1,800 to Hot Rock Carnival Club and £900 to Smandys Carnival Club.



There was a fine line of MF tractors entered from Hampshire at the 2023 show.

The popular auction of vintage and classic tractors, implements, engines and related items will be staged on Saturday by H. J. Pugh & Co, Tel: 01531 631122 or visit www.hjpugh.com, led by Pugh's director Henry Biss.



In the sale there are always a selection of Ferguson and MF tractors to go for.

Entrance to the show is £10 adults, £8 OAP's, £5 children and the show opening times are: Saturday 8.30am–4pm and Sunday 9am–3.30pm. Peter Love says, I thoroughly recommend this excellent show.

DENNIS BEEBY SAYS GOODBYE!

Dennis has done sterling work with his NFU Bickerstaffe Club insurance policy for covering event insurance and was the cheapest and best; at the same time he never ripped off any organiser or preservation vehicle owner.

Dennis is 90 and has cancer, and

has decided to give up his scheme, which has helped so many owners and events up and down the UK over the last 20 years. He recently said: "The time has come for me to close down the insurance scheme after 20-plus years. I am getting too long in the tooth to carry on. I have decided it is time to let go

and claim back my start up money; the scheme has had it long enough!

I thank all those who have supported me over the past 20 years. I have made a good number of friends from it, who I have never met during this time. I have decided to divide the surplus money and support some of the various charities I deal with. Thank you for your support and I wish you good luck in your restoration plans in the future."

TRACTOR WORLD IS GO!

Preparations are already underway for the traditional main tractor show season opener in Kelsey Media's Tractor World, which utilises even more of Malvern's Three Counties Showground on Saturday 22–23 February 2025.

Kelsey Media, who stage the show, have already received 420 tractor entries; don't forget there is no charge for exhibitors camping at this show. A sneak peek ahead reveals new thrills mixing with firm favourites: veteran, vintage, classic and brand new tractors, enthusiast clubs including FOFH, Ferguson Club and the Massey & Ferguson Tractor Owners' Club UK, besides many others, who will be in The Severn Hall, amongst other places, at this extensive show.

There will be Land Rovers, classic lorries, a miniature model exhibition, including engineering, model tractors and much more. Also horticultural and gardening equipment, including classic and modern ride-on mowers are all part of the show.

There is the traditional Saturday H. J. Pugh sale, the biggest of its kind in the UK winter/spring period. Sunday welcomes the brand new Tractor World Outdoor Vintage Autojumble, dedicated to 'strictly second hand' motoring themed bygone, collectables and memorabilia. The show has the biggest trade stand area of any show of its type in the UK today.

Included in the show is the new Kildare Hall, which will give FOUR spacious exhibition halls, plus acres of outdoor hard standing. From plentiful free parking and facilities, to catering and camping, comfort is guaranteed across two fantastic days of browsing, getting inspired and bagging bargains, whatever the weather!

Whether planning to visit, exhibit, shop, or motor straight into Sunday's popular classic commercial drive-in day, visit www.tractorworldshow.co.uk - 'Tractor World Show' or on Facebook for all details, breaking news, exhibitor entries and advance tickets.



Seen on the Massey & Ferguson Tractor Owners' Club UK stand is this 135 being given the works.



There are a good number of MFs entered in the 2024 H. J. Pugh auction already.



There are always some lovely original family machines in the Severn Hall.

Download entry forms, autojumble lots, up-to-date exhibitor information, and discounted advance tickets at: www.tractorworldshow.co.uk or call 016974 51882. Auction entries at: www.hjpugh.co.uk or call: 01531 631122.

Advance online day ticket prices: adult £15 (£18 on the gate), weekend tickets held at 2024 prices: adult £20 (£25 on the gate). Weekend camping (3 nights, admits



In the 2024 sale this Massey Ferguson 20 industrial looked a delightful picture.



Ready for its new home at the 2024 sale was this 1975 MF 188.



The hot number in the 2024 sale was this ex-BP Ferguson industrial, which was based at Cranbrook railway station yard on the Paddock Wood – Hawkhurst, Kent branch line that was closed in 1961. On the sale day the industrial was sold for £17,000 to Ireland.

2 adults both days) £75 (£85 on the gate). Camping free to exhibitors. Under-15s free with an accompanying adult, dogs on a lead welcome.

DVLA

Key points from the delayed Historic Vehicles User Group, which took place on 17 September:

The Call for Evidence (CfE) drew an unprecedented high number of responses (around 1400 compared to a more typical 50).

The Federation was encouraged to hear that the change of Government has had no detrimental effect on activities within DVLA to review the registration process for historic vehicles (amongst others) of which the CfE was a part.

It is now becoming possible once again for FBHVC to seek DVLA comment on

problematic individual cases, via the Corporate Services Department.

Separately it is explained that the DVLA Vehicle Enquiry Service is not an exhaustive method of searching for the survival of a particular vehicle or registration, as that is not its intended purpose.

BODLE STREET DRIVE IT DAY!

Yes it's time to look to future events in 2025 and one to get things going for the outside season is Peter Love's Bodle Street Green Charity Drive It Day, which this year takes place earlier than normal on Sunday 6 April in the village centre.

The 2024 saw 324 classic and vintage vehicles take part and over 60 tractors participated in the 10.15am morning road run. But that's only just part of the day, which sees preservation cars, lorries, steam, and stationary engine models coming to this small village in East Sussex. In the village hall, especially for children and grownups, will be 10 model railways and other engineering models. All exhibitors will be given a free drinks and food voucher served by the village hall ladies. A huge raffle is part of this event, with lots of tools for the practical owners taking part in the event or visiting.

The event is held on hard standing and outside the village hall The Cabin will supply breakfast and good lunch food, as well as refreshments, while across the road is the White Horse Inn for a pint of ale. The 2024 event raised £2,000 for Prostate Cancer and Village Hall funds. Please come and join in the fun, the more the merrier! For further information please do get in touch with Peter Love, Tel: 01323 833125 peterlove@madasafish.com



There is always an excellent selection of tractors on the run, including from the prestigious Mills family collection.



The MF 65 has been restored for over 15 years now and still looks a picture.

PARHAM PARK 12-13 JULY

It has just been announced by Sussex Steam Shows Ltd that its 2025 rally will take place on 12-13 July at the excellent Parham Park site at Pulborough, West Sussex RH20 4HR. As in 2024 there will be a variety of exhibits, from steam to MF tractors, cars, motorcycles, miniatures and commercial vehicles, beside the model boat pool. There is always a good selection of trade stands here, as well as a fun fair. It a great relaxed site to get some exercise and also has wonderful views. As in previous years there will be an excellent timber display



It was great to see these two restored MF 35s at the show here.

of vehicles and rack saw benches in action. For further details go to: www.sussexsteamrally.co.uk



The FOFH Sussex-Surrey-Kent area stand was well patronised over the weekend.



Original gems were also here, including this original Massey Ferguson 135.

EAST ANGLIA AREA NVTEC VINTAGE CHARITY ROAD RUN



This year's event takes place on Sunday 6 April and will begin at Melrose Farm, Shouldham, PE33 0DB. This year the event will be supporting East Anglia Air Ambulance. All tractors must be sponsored to a minimum level of £10. Supreme Windows Ltd are donating a trophy that will be awarded to the driver of the tractor gaining the most sponsorship. For entry and sponsorship forms please contact: David Askew, Tel: 01945 430481 or Gordon Carson, Tel: 01945 880091 or download the form from: www.nvtec-ea.org.uk.



There will be a fine line-up of family tractors at this event.



In 2024 this award-winning grey and gold took part.

FBHVC LATEST

The Federation of British Historic Vehicle Clubs has recently been in touch to tell us progress on various legislations that are progressing slowly.

Martyn's Law

This proposed legislation (The Terrorism (Protection of Premises) Bill) failed to complete the necessary approval process before the dissolution of Parliament prior to the General Election. As expected the new Government has adopted the proposal and revised draft provisions have been issued. The Federation is

pleased to note that some of the concerns we had expressed with respect to small venues (which includes road runs) have been addressed, although some questions remain concerning large venues used by small groups. We shall continue to watch this closely as it completes the remaining Parliamentary steps.

Budget

The Budget brought no significant changes to the historic vehicle world and the nil VED concession for vehicles registered in the historic tax class rolls forward for another year. It is noted that Road Pricing was not mentioned at all and some further comments

on this topic are offered, together with a reminder of a longer article in Edition 3/2022 of what was then titled *Federation News*.

Advice and Liability

It is reiterated that for a number of very good reasons the Federation is not able to provide formal legal advice, although we will always attempt to assist as far as possible. It is also pointed out that many of the same constraints apply to club officers, who should be wary of offering quick 'off the cuff' advice. Clubs are also advised to ensure they have the relevant liability cover.

DAVID JOHN WALKER 1945 – 2024

David Walker, 79, passed away on 6 May 2024, he was born in Sunderland, but moved to Coventry at a young age. After leaving school David took up an apprenticeship at Coventry Gauge and Tool Company Ltd in precision engineering. David was a dedicated, clever, witty man and a true engineer at heart. His love of all things with an engine fuelled his working life, spending his career with Massey Ferguson and later Power Torque Engineering. In later life, he turned his long time hobby of model railways into a full time business, creating intricate and detailed model engines.

David was a family man who married his dear wife Pat in 1968 and together they had three children over the course of a loving 54-year marriage until Pat's death in 2022.

His seemingly never-ending list of hobbies and interests were held with such passion by David that they can each be seen in the pastimes and careers of his children. David passed his love of design and art to his daughter Liz. From technical drawings of tractors to the construction of model engines, David's keen eye for detail and patience for the creative arts was a passion that is clearly seen in Liz and her artistic eye. His eldest son Ian was a man who loved all things sport, a trait that was also inherited from David. Regularly the two of them would spend hours talking about sport, be it football, rugby, cricket, Formula 1, Speedway or pretty much any other sport! David's youngest son Matthew followed in his father's footsteps by developing the mind of an engineer. Poking around his Dad's tools from a toddler, having made his first model train

at aged 9, through to building and wiring a full train layout by 13, David's ability to understand and create machinery has been taken up wholeheartedly by Matthew and developed into a successful career.

David particularly enjoyed travelling to many countries including France, Italy, Japan and his particular favourite, the Nordic area – Norway, Finland, Sweden, Denmark and Iceland. He loved the cultural variety and could often predict the outcome of resolving an issue based on the nature of the country involved.

As a technical author, and often with plenty to say, he decided to put pen to paper and write his memoirs of his time on the road in the first book. In subsequent years, he developed an interest in the LTX tractor, which had become a topic of much interest, speculation and variable reliability of information, he therefore decided to use his own experiences, contacts and research skills to try and retell the story of the 'tractor that never was' in the most faithful way possible. As a full time carer for Pat, this was no easy task, but he managed to complete the majority of it. Living with the diagnosis of terminal cancer himself for some time, his wishes were for his daughter to arrange the publication of this book after his death. Following the death of his wife, the family encouraged him to try and complete and publish the book himself, as we knew we could never do it justice. This gave him a well deserved boost and much more important to him, on publication, the fact it was so well received and opened up much discussion with fellow enthusiasts around the world.



It's with great sadness that the editor's good friend died earlier this year.

Everyone who knew David remembered him as a man who always had a story, joke or tale to tell, and he will be dearly missed by his family. He is survived by two of his children. Liz alongside her husband Mark and Matthew with his partner Louise. Sadly, David's middle son, Ian, predeceased him. He is also survived by Ian's wife Didem and five grandchildren James, Josh, Mollie, Jack and Lottie.

IVOR YEO

It is with sadness that I have to report the peaceful passing of long time stationary engine and tractor man Ivor Yeo, on Thursday 19 September. The funeral took place at Mendip Crematorium on 22 October. Ivor had not been seen on the rally field in recent years, but was one of the volunteers who assisted David Edgington, *Stationary Engine* magazine founder, setting up the first Longleat Engine Rally back in 1974, and was involved in many other rallies in the area.

NATIONAL VINTAGE TRACTOR ROAD RUN 2025

It all happens this year on Sunday 20 April at Blackthorpe Barn Rougham, Suffolk IP30 9HZ says organiser Vanda Parcel. The start is nestled in Suffolk's beautiful countryside, just a few miles from the A14, junction 45 near Bury St Edmunds.

The Rougham Estate has been a symbol of elegance and cultural significance for generations. With a history spanning over 2000 years, it has witnessed the changing epochs and preserves a crucial part of the region's cultural legacy. The Estate's narrative weaves tales of enduring charm into the very fabric of Suffolk's history, from the Romans and Saxons to World War II and the bombing of Rougham Hall. Today it stands as a living testament to the region's heritage, offering a glimpse into its storied past. The café is known for excellent food and will be open early to feed all the road runners.

The road runners will then head off to The Museum of Rural Life (now called The Museum of Food) at Stowmarket IP14 1DL for the halfway stop. Again there will be excellent food here, as well as how to grow it, beside the superb museum hall with its many agricultural exhibits, from steam ploughing engines to the oldest known Ransomes traction engine. The afternoon run will see the tractors head back to Blackthorpe Barn, via a different route.

This will certainly be a full history experience so do enter this wonderful historic road run, which Vanda is organising for everyone in 2025. Entry forms are now available, and with over 200 tractors already entered the form



They came from all over the UK to take part in the 2024 National in Sussex.



Lots of different MFs were very much part of the 2024 event.

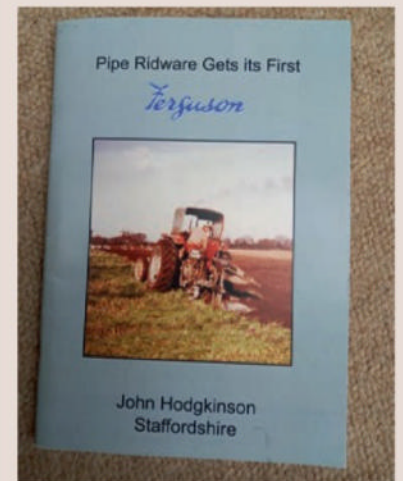


The AP cabbed MF 135 powers along at Plumpton and is about to take to the hills.

can be downloaded from the National Vintage Tractor Road Run site or from vandaparcels@icloud.com 12 Hall Close, Cambridgeshire CB23 2SW.

JOHN HODGKINSON'S MEMORIES

Keen Ferguson fan John Hodgkinson has put together a 40-page book, price £6.95. Naturally it features John's beloved Ferguson tractors and makes a lovely birthday present for someone. John comes from Staffordshire and he tells you about a farming life, which has totally changed from the 1940 and 1950s. I thoroughly enjoyed reading it; it brought a warm smile to my face as I thought back to my early years and similar parallels. The book is available from Canalside Farm Shop and Café, Mill Lane, Great Haywood, Staffordshire, ST18 0QR Tel: 01889881747 or Ashwood Nurseries, Kingswinford, West Midlands DY6 0AF, Tel: 01384 401996.



Ferguson tractors are the key to this book.

RON GREET

It's with great sadness that we have to report the passing of the amazing Ron Greet of Broadhempston, Devon.

He died at his home with his loving family and dogs by his side, on Wednesday 18 September 2024, aged 79 years. Those of you who were looking for Ferguson and Massey Ferguson parts came in contact with him regularly and have nothing but good to say about him.

He was a large man and a diabetic for decades, however, he made the best of his situation. He was married to Gill and they had six children, Keith, Cath, Nikki, Malcolm, Kirsty and Widge. He was a proud granddad to Kailee, Callum, Rosie, Sam, Lauren, Jack, Mollie, Dan, Anne-



What an amazing place: Ron was the man to go to when it came to Ferguson and Massey Ferguson genuine parts. The business carries on today, run by his son Keith and his staff.

Marie, Lisa and Stan, and great granddad to Dalton and Adelay. The funeral service was held at St Peter and St Paul's Church, Broadhempston on Tuesday 15 October and was packed to capacity, followed by a private cremation.



Ron's latest project, which he hadn't quite completed at the time of his passing, was this Massey Ferguson 1250.

Ron will be sorely missed by all collectors, however the business carries on, led by his son Keith.



JONATHAN WHITLAM

In this issue Jonathan Whitlam looks at the Massey Ferguson 65, a very underrated tractor that was certainly a better buy than a Fordson E1A Power Major of the time. We are always delighted to receive your letters and thoughts on this column and anything else in the magazine.

When the Massey Ferguson 65 was introduced at the end of 1957, along with the new red and grey livery and the new Massey Ferguson name, it was something very new to British farmers. Despite this, it was based largely on earlier North American designs and then tweaked for the UK market, with the addition of a four-cylinder Perkins engine to produce a tractor that was designed for a certain purpose.

Even as the new Massey Ferguson name was introduced it was obvious that the earlier Ferguson TE 20 and FE 35 tractors had been hugely successful and dominated what had now become the smaller segment of the tractor market in Britain. Ford had taken the larger size tractor market for itself with its very successful line of Major tractors, especially the new E1A variants produced from 1951 onwards. Massey Ferguson was doing well with the FE 35, which now became the Massey Ferguson 35, but the tractor was limited in terms of horsepower output. Even though the Ferguson System hydraulics enabled the little tractor to do tasks normally reserved for larger machines, MF was undoubtedly losing sales to the larger blue machine, not to mention other larger tractors, such as the Nuffield. To add insult to injury, Ford was introducing its own MF 35 size tractor in 1957, in the form of the Fordson Dexta.

Massey Ferguson needed to take on Ford with a two-model line-up and to do so they took an American design and modified it for sale in Britain by producing it at the Banner Lane factory in Coventry. The masterstroke was the use of that Perkins diesel engine at a time when this form of power plant was becoming more and more popular. The styling was basically the same as its North American ancestors and it was therefore quite different from its little 35 sister, though the introduction at the same time of the new red and grey livery helped to give the two a much closer family appearance than might have been otherwise the case and the 65 was soon



The Massey Ferguson 65 was something of a hybrid, evolving as it did from a design from North America but mated to a Perkins four-cylinder diesel engine. The original version was only built from the end of 1957 through to 1960, when it was replaced by an improved and more powerful Mark II version to better match the competition. The launch of the 65 saw the Banner Lane factory become a two-model factory for the first time.

accepted as the larger tractor from the red and grey stable.

Unlike the 35, which continued the success of the FE 35 and TE 20 before it, the 65 was never that popular and it struggled to make a real impact, not selling in anywhere near the numbers of its smaller sister. Even with the benefits that the Ferguson System brought, the 65 was not really a match for the likes of the Fordson Major despite it being, overall, more sophisticated. With 50.5hp available it had a reasonable amount of 'oomph' but not enough to persuade everyone, even though the tractor did feature disc brakes as well as optional extras, such as differential lock and power steering.

Things did improve later when, in 1960, a new Mark II 65 was introduced, this time with 56.8hp giving it a bit more of a chance to keep up with the competition and even surpass it. Then, in 1962, the Multi-Power transmission came along, doubling the number of gear ratios available and providing a clutch-free high and low in each main gear, selectable by a small switch and making the 65 even more sophisticated for the last few years of its production life.

What do you think? Did the 65 live up to expectations or was it never going to set the world alight? Was the Mark II a real improvement? Please let us know your thoughts via the Editor.

BODLE STREET GREEN DRIVE IT DAY CHARITY GATHERING & ROAD RUN

SUNDAY 6 APRIL 2025

VILLAGE HALL AREA, THE CAUSEWAY, BODLE STREET GREEN, EAST SUSSEX, BN27 4UB

Please bring a vehicle along, 345 came in 2024!



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Do come along and join in! Refreshments and good food on site, raffle drawn 2.30pm excellent prizes.

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**FURTHER DETAILS FROM PETER LOVE,
TEL: 01323833125 Peterlove@madasafish.com**



RECORDS CREATED AT NEWARK

We look at the biggest and best event for the Massey Ferguson family tractor in 2024 with the FOFH 'Diamonds Are Forever Jubilee Celebration' – 60 years of the iconic Massey Ferguson 135 (1964-79) celebration at Newark in November.



Wow! What a sight, taken on the Friday before the show on Saturday at the record breaking event.

The weather held dry for the Newark Vintage Tractor & Heritage Show held over 9–10 November, the last big event of its kind this year. A very good crowd turned out for the event and people spoke to me from all parts of the UK and Ireland, north and south of the border, as well as from The Netherlands and Canada. It was a great place to socialise and catch up before closing the hatches for the winter, says Peter Love.

This year's main feature was the FOFH 'Diamonds Are Forever Jubilee Celebration' – 60 years of the iconic Massey Ferguson 135 (1964-79). They were made principally at the now long gone Banner Lane, Coventry factory (now a housing estate) and secondly at

the Beauvais, France site, which today is the main AGCO Massey Ferguson manufacturing tractor plant, along with their smaller Brazilian facility.

The 'Red Giants' 100 series was introduced to much acclaim and to so many at the December 1964 Smithfield Show, Earls Court (were you there?). These red and grey tractors were the stars at that show where the 130, 135, 165 and 175 made up the range. However, around the corner at that show were the new Ford 1000 series and these Pre Force tractors, as they became known, were also celebrated at Newark in the main tractor area of the George Stephenson Pavilion, where Kelsey Media *Tractor & Machinery* also had its stand.

As well as celebrating the 60th anniversary of the MF, the Friends of Ferguson Heritage, along with The Ferguson Club members, were also going for a *Guinness Book of Records* world record number of MF 135s. The tractors were placed in the paddock in front of the Sir John Eastwood Buildings, which also housed many more MFs and Ferguson tractors and the FOFH stand. The Ferguson Club were based in the George Stephenson Pavilion and their stand looked very attractive and was also in a better position this year. My understanding of the record they needed to beat was approximately 225 tractors, which was set in County Donegal, Republic of Ireland, was that



10 years ago now? I was at that amazing event; I didn't arrive until 3.30pm in the afternoon, but the action, with the tractors driving up and down the field, took place at approximately 5.30pm and was an amazing sight when it all happened in the warm, early evening sunshine.

However, there must surely have been at least that number of MF 135s at the August 2007 Cooley Guinness Book of Records world record event, where I gave the commentary. At that famous event over 4,000-plus veteran and classic tractors all worked the field, just as the rain stopped! Now that was also an amazing event organised by the late John Hanlon who, unfortunately, had just a few months to live. The family private museum still exists and is always well worth a look when visiting the area. Looking at the fields where the Guinness record took place is a memorial to that wonderful 2007 event.

Here we were some 17 years later and not getting wet either, even if the weather was rather dull and only eight

degrees, but still warm enough to study and enjoy all these 135s. In some ways the tractor was a re-clothed MF 35, which started out officially in August 1958 in the red and grey livery. The Standard 23C four-cylinder diesel engine was fitted in the 35 and known as a hard starter, only because it had one heater plug, not four. In 1959 the Perkins 3-152 three-cylinder engine was fitted in the range and that revolutionised the 35. That set the tone right through to the 135 range, which was to last in production at Banner Lane until 1979, and was then continued on by Beauvais as the 135 MkIII for some years, while the Spanish Ebro factory continued with its narrow and vineyard versions.

Here in the display were examples built not only for the UK and Ireland, but also Japan, USA, Canada, Norway, Denmark and New Zealand. John Plowright's Ontario, Canadian 1970 Perkins AG3-152 petrol 135 version, which worked on Wolfe Island originally and had done less than a 1,000 hours, went on to take an

award here for its rarity and originality, and looked a picture thanks to John's hard work. This tractor model was not a success for the company when it was introduced with this Perkins petrol engine, and it also suffered carburettor problems, amongst other things. There was even the more traditional Standard petrol engine version here as well, which was popular with livery stables. One also has to remember that MF owned Perkins, which they purchased in 1959; today Perkins is owned by Caterpillar and is still based in Peterborough. As I walked around the tractors I noted there were hardly any bashed up rough diamonds in the working type 135s here, which made the working 135 sections even better.

The Matt Evans 1965 135 was bought as a spares job from a shed, where it had laid for 25 years at Aberdyfi, Wales. During its life the tractor had rolled over, which caused some damage during its chequered existence with Evan Jones, its former owner, and still retains its original V5C. The farm had two 135s when new and the other is still at work on the same farm. It was good to see this just finished restoration at such a record breaking event, when some 203 135s were seen together. Not far away was the ex-Scandinavian 1970 Massey Ferguson 135 four-wheel drive with front wings, and now with Jack Popplewell.

Dave and Amelia Hammond's 1967 135 is now on its fourth owner and originally



Wow! What a line-up of the 135s at 8am on Saturday morning.



There was so much to see and enjoy, in the reasonably warm weather – for a change.



The line-up outside the Sir John Eastwood Building, which houses so many FOFH family tractors.



From Scotland came the French family unrestored 1970 135.



They came in all shapes, but a similar size, of course.



The Chandlers supplied the late 135 original, which starts the line-up off here.



One of the Rainthorpe fleet, seen here in this 1972 example with those wide rear rims.



The Standen beet harvester was certainly impressive and was counted in the record.



There were lots of variations, as seen in the rear wheel setting here.



Showing two later examples on the right with Andrew Drinkwater's 1977 example third from the left.



They came in all shapes and sizes on the FOFH stand, with this original TE-F original looking grand.



Original and restored have their place on the preservation scene.



This late entry 135 was just one in the amazing line-up of this type at the show. Congratulations to everyone taking part and making it all happen.



The stand out tractor in the so-so Saturday Brown & Co sale, was this just restored Massey Ferguson 135 that sold for £10,100.



A local tractor from Newark was John Hall's 1977 example in the record breaking 135 display.



Ian Davis' TE-D Perkins P3 conversion looked a treat.



Peter Harris' 1955 TE-L was well presented, as always.



From the Ennor collection came this Massey Ferguson 188 FWD Co machine.



Sally Ennor from Hook, Hampshire showed the 1959 tandem.



The low-slung TE-L is another original gem.



Seen in the FOFH area at the show is this stunning Massey-Harris 203, which has been very well restored.

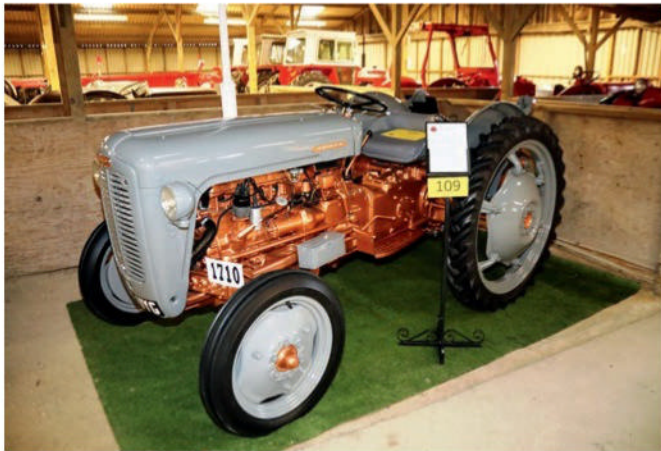
came from Taunton, Somerset. It had been rebuilt for them by Steve and Geoff Dunn, with paintwork by Dan Appleby and looked superb. It contrasted well against the many unpainted examples in the line-up, which was fascinating to see. We loved the example with the corrugated roof, which towed a living van to the show here, as well as the vineyard 135 with the Lenfields plate on it, whose fitters wore greasy green overalls in the 1960s. The foreman at the company's Tonbridge branch was the South East Centre grass track sidecar champion in the late 1960s,

while his son Martin went on to be a good solo rider a few years later. Those were the days, as we say now!

A celebration of sugar beet harvesters, a crop that is grown in this area of the UK, was also part of the show. They came in all shapes and sizes, with one of the smallest being the major winner; Richard Beckett's 1950 Ferguson example, with Jon Plowright's 1956 Ferguson 4-row original example the runner-up. Matt Evans had other 135s at the show and, like so many others, had made a great effort to be there.



Winner of the concours class was the French family's French made 135 Mk111 vineyard.



John Plowright's rare 1956 Ferguson TE-L with rowcrop wheels, which was a treat to see.



The 835 vineyard showed off all the different features associated with the French made tractor at this time.



Ben Warren's 1965 203 was a very original, clean example.



The line-up of 550s was great to see in the Sir John Eastwood Buildings.



Great to see the 'baby' vineyard 135, with the duel roll bar and protective frame.



The Sekura cabbed MF industrial 40 was unusual to see here.



A perennial winner here is Stephen Longstaff's 1947 TE-20.

Time eventually caught us out, as darkness descended at 4.45pm over the showground. I had a good time at this excellent show, let's hope it all keeps going. With the size of the crowd here, if you cannot make it pay then, as someone said to me, there must be something wrong. I'm already looking forward to the show here next year, which takes place on 8-9 November.

Family Results

World Style Ploughing Match: 1st Ashley Boyles. Joint 2nd Will Marshall –

James Robson. 3rd David Chappell.

60 Years Massey Ferguson 100

Series 'Red Giants' (1964-75): 1st George McDonald 1965, MF 135 Multi-Power. 2nd Tonisha Magee 1965, MF 135 Multi-power.

Sugar Beet Machinery and

Equipment: 1st Richard Beckett 1950, Ferguson Beet Lifter.

Best Massey Ferguson: 1st Duncan McColl 1983, Massey Ferguson 698. 2nd John Plowright 1964, Massey Ferguson 35 Deluxe Multi Power.

The Ferguson Club Trophy Best Grey Ferguson in Show: 1st John

Jones 1948, Ferguson TE-A20. 2nd Ian Davies 1950, Ferguson TE-D20.

The Ferguson Club Trophy Best Grey Ferguson Implement in Show:

1st John Jones 1946, Ferguson Mk1 Tipping Trailer. 2nd John Plowright 1956, Ferguson 4 Row Steerage Hoe.

The Ferguson Club Trophy Best Massey-Ferguson 135 in Show:

1st George McDonald 1965, Massey Ferguson 135 Multi-Power. 2nd Nigel Lovatt 1967, Massey Ferguson 135.

Best Restored MF 135: 1st George McDonald 1965, Massey Ferguson 135 Multi-Power.



The MF 148 makes a delightful road run tractor with its extra specification.



The Fentons brought out their 1966 Massey Ferguson 130 to the show.



Something unusual: the EDF MF 1200, still in its working livery.



The judges had a hard time at the show; it was certainly not easy to judge the various MF classes.



There were plenty of Massey Ferguson panels at the relatively small number of tractor related stands at Newark.



Charley Fox's 1977 Massey Ferguson 595 is another original gem.

Best Unrestored MF 135: Eoin McMullan 1976, Massey Ferguson 135.

Most Unusual MF 135: 1st John Plowright 1970, Massey Ferguson 135 Perkins Petrol (USA).

Most Worked MF 135: 1st Matt Evans 1966, Massey Ferguson 135.

Best Ferguson TE-20 Continental in Show: 1st Stephen Longstaff. 2nd Anthony Bradford.

Concours D' Elegance: 1st Thomas French Snr 1973, Massey Ferguson 135 MK111 narrow. **Best Implement in**

Show: 1st John Jones 1946, Ferguson Mark One Tipping Trailer.

2nd John Plowright 1956, Ferguson 4 Row Steerage Hoe.

Tractor & Machinery Magazine Best Unrestored Vintage Tractor in Show: 2nd Chris Ferguson 1952, Ferguson TE-F20.

Best Vintage Exhibit Owned by a Person Under 30: 2nd Tonisha Magee 1965, Massey Ferguson 135 Multi-Power.

Best Tractor Undergoing Restoration by a Person Under 30: 1st

Tonisha Magee 1965, Massey Ferguson 135 Multi-Power.

Best Modified Tractor in Show: 1st Alan Hopkins 1974, Massey Ferguson 135. 2nd John Carrick 1974, Ford Ferguson 22. ■

GREAT SELECTION AT UK'S LARGEST RALLY

With The Great Dorset Steam Fair just a distant memory now, the biggest rally in the UK falls to the Shrewsbury Steam Rally, which took place over 25–26 August. The editor takes a look at what was going on.

It should be a three-day rally really, but the organisers still keep it as a two-day affair, even so, a record crowd was seen at the event at Onslow Park, Shrewsbury. Here we concentrate on the

excellent static tractor parade and the working field section run by Martin Lane.

I first came to this event when it was at Bishops Castle when I was just 14. I travelled here by train and bus, but got

stuck getting back! But thanks to the kindness of one of the steam owners, the late Michael Salmon, I was bedded in a living van for the night and driven back to Shrewsbury railway station the next day

Great to see the iconic Massey Ferguson 2695 cultivating at the show, a type of tractor that has shot up in value during 2024.





S. & L. Llewellyn's 1951 Ferguson TE-D with loader was one of the early tractors to parade at 9.45am on the Sunday.



G. Caldicott from Market Drayton paraded his TE-D on the not so warm, late bank holiday Sunday.



Looking good was the K. Morgan 1952 Ferguson TE-D, which had been well restored.



E. Llewellyn is a keen Ferguson fan from Shrewsbury and was parading his 1956 TE-F.



W. Broxton with his original style 1960 Massey Ferguson 35 UNT840 looked the part.



Looking good in every department is the MF 35X Multi-Power.

to head south with my, by then, out of date tickets!

I accomplished my mission but did not come back again until the late 1970s, and have been visiting this event on and off ever since. I have witnessed its

tremendous growth and it's now the biggest event of its kind in the UK, with the Welland Steam and Country Show in late July not far behind.

Besides the 98 steamers here, there are strong sections of just about everything

and you need a good day to see it all. The weather was very overcast on the Sunday, with spits of rain around the lunchtime period, but the wet stuff kept away and the Monday turned out better than the Sunday, when the crowd was even larger.



There were plenty of MF 135s at the show, of all types and conditions.



John Delahay's 1974 Massey Ferguson 148 has been a prize winner at various shows in recent years.



R. Mathers from Shrewsbury brought along his excellent 1978 Massey Ferguson 565, which had been supplied by Shukers locally.



Showing the contrast in the exhibits' condition at the show is the early 'Red Giant' 135.



Further along on the site is the fine industrial style TE-F.



Local M. Baxter was out with his fine 1964 35X, going well in the working field.



The very original Massey Ferguson 1150 was seen ticking away as spits of rain were felt for a while, but came to nothing.



The Massey Ferguson 174C was a great original machine to see here.

The ring parades were started off at 9.45am with the Ian Davies' run static tractor section. This consisted of some 80 machines, with the section leader starting it off with his 1948 Ferguson TE-A, jointly entered with S. Wharton, as Phil Holt gave a comprehensive commentary.

After the parade under a dark, threatening sky, I walked to the working field. On my way I took in the various tractor club stands, including the Massey & Ferguson Tractor Owners' Group, Ferguson Club and FOFH.



G. Siddon from Malpas, with his 1968 Massey Ferguson 135 with ridger.



The Massey Harris Ferguson combine was made by an overseas manufacturer – what model is it?



The Massey & Ferguson Tractor Owners' Club UK are making a great impression wherever they go these days.



FOFH had a fine line of machines representing all ages.



Jack Olding supplied the Reekie TE-F conversion – a very rare tractor indeed.



The Ferguson Club's stand featured: 1941 Ford Ferguson 9NAN, Japanese Toyosha 1.3 litre two-cylinder MF 210 and Peter Harris' TE-T.

Perhaps the most interesting tractor in the working section was Pete and Julie Browning's 1957 Ferguson F45 propane, a unique import into the UK in preservation times. Very few were made and this was a Massey-Harris assessment farm tractor. As usual running on propane it ran very smoothly,

even so you do suffer a 30 per cent loss of power in this format, but it was cheaper to run and ideal for flat Ohio farming land.

There were a good selection of classics powering up and down, from the Massey Ferguson 1200 to the extra in the programme, the MF 1150 Perkins

V8, in full American spec particularly the wings; it ticked over merrily while awaiting its driver to get going. There was an excellent selection of crawlers, including a fine original MF 174C with the cab removed. Having not been here since 2019, it was good to be back at this very well organised event. ■

CHESHIRE MF FINDS

Joseph Lewis discovers a classic MF owner on his holiday near Congleton, Cheshire.

Following on from my visit to the Bullock family farm for the Massey Ferguson harvest, my tractor contact, Alastair Bayley recommended a visit to Tom Lomas, close to where I was staying.

Tom is a third generation farmer who also has some farm cottages for holidays. Upon arrival, he was just preparing for haymaking with his 1979 International 684 with semi-flat deck cab and 1962 Nuffield 4/60.

However Tom has notable Massey Ferguson industrial experience as he used to deal in wheeled diggers including JCB 3C Powertrain models and did a lot of land drainage. Of the models he used, Tom recalls the Fermac Massey Ferguson diggers were lighter on the land and good to work in the cab which was better laid out compared to a JCB project.

Tom's current wheeled loader backhoe is an Massey Ferguson 750 which was currently being checked out for a hydraulic issue on the backhoe. This provided a notable size comparison with an intriguing 1980 Massey Ferguson 240 which was previously owned by Severn Trent Water Authority. As a result of this limited use, when Tom acquired the 240 around 1984, the clock showed only 1,300 hours.

The MF 240 has supplier labels for B.S. Bird & Co Ltd Sales & Service, Stafford and Ashby-De-La-Zouch and for Western Farm Implements Ltd, Stratford Upon Avon and Brinley, Coventry.

Following an afternoon visit to Congleton Museum, a return visit found Tom on the 684 and his sister driving the 4/60. Nearby was a reminder of Tom's Massey Ferguson wheeled loader days



Tom has owned this 1980 Massey Ferguson 525 Super II combine harvester for 25 years and it still goes well.

with a 1978 50B. This had been adapted for hay making use with the fitting of a flat 8ft grab on the loader arms.

Tom reflected on the fact that haymaking was late this year, following a very wet start. This was evident in the flood signs still prominently placed on the hamlet lane. He was hoping this would not impact on the main harvest to come as Tom smiled at the industrial building on the ridge of the field house a Massey Ferguson 525 Super II combine harvester with 10 foot cut header, which Tom acquired from a farm sale 25 years ago. This replaced an MF 415 combine with a similarly equipped 10ft header.

The owner used to do contract work with the combine, but no longer does so as his customers have given up growing corn! Showing the sign of the times therefore, he only combines his own crops now with it. This is generally 15 to 20 acres and usually barley. However, due to the wet spring he has grown oats this time. With the prospect of the harvest to come, I thanked Tom and headed back in the sunshine to Somerset. We are pleased report the 2024 harvest went well in-between the showers. ■



The ex Trent Water Authority 1982 Massey Ferguson 240 with loader and fork with the Massey Ferguson 750.



Over in the haymaking field, Tom's MF 50B helps out with a flat-8 grab on the loader arms.



Taking a break with the 525 Super is all part of Tom Lomas' day.



The Western Farm Implements Ltd suppliers label is still on one side of the MF 240 bonnet.



The rear view shows the considerable concrete rear weight in the 240

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PHIL'S DREAM COMES TRUE

Phil Tassell, the eighth generation of beef and sheep farmers from Headcorn, Kent (who also runs a successful fencing and construction company) has just completed a full restoration on his 1976 Massey Ferguson 1200, which he purchased from Parris Tractors, Taunton, Somerset in 2021.

**PART
2**

Carrying on the story from *CMFE* September/October 2024 pages 22/23, when Phil was 15 and 16 he worked for a farmer in the holidays in Headcorn, Kent. The farmer had three of these amazing tractors, which Phil loved to drive and he set his heart on owning one. When the farmer sold up and moved back to Essex, he took his fleet of 1200s with him and they disappeared from Phil's life, as there were no more of these mighty machines in the area.

However, his dream came true in 2021, when he saw on Facebook that Parris Tractors from near Taunton had one for sale. It was a very original clean tractor, but somewhat unloved with some light surface rust. It had been a project tractor for the previous owner and various things had been started but not finished. At first sight Phil just knew it was for him and was what he was looking for, and so it arrived at his farm at Headcorn, Kent.

The original idea was to tidy it up and use it around the farm, but as time went on Phil decided he wanted to restore it, like the shiny examples he remembered in his youth. The electrics were tidied up and a new rev counter cable was obtained and other service parts were replaced, including all the oils. Keen MF ploughman Neil Tantor of MF dealers



This is what the project turned out like in late July, 2024.

Agwoods helped Phil along the way. However, the cab steps were something he could not supply and those came from monthly Youtube provider 'Massey Dave' (tel: 07979605545), who has been so helpful to Phil along the way and provided the pivot bearing that was replaced on the tractor. A set of Goodyear secondhand tyres, like the ones it would have had in the 1970s, were found and look period, but are not shiny new and so blend in well with the tractor.

Phil wanted the tractor painted, but everyone shied away from it until Finley



As can be seen the tractor looked better on the near side, compared to the off side.



Back at Headcorn and Phil has decided he wants to make the tractor, as he remembers the local three examples when he was 15.



The tractor fires up for the first time in Phil's ownership!



The wheels get the full works as well; in fact the wheels should always be looked at when thinking of buying a 1200/50 as they do get very corroded.



With the tractor running well it was time to strip it all down.



As can be seen the tractor carries all the required linkage.



All in primer and making great progress in Phil's workshop!

Russell came to work for him during the holidays. He said that his father Peter was a bodyshop 'wizzo' and he was sure he could take it on at weekends. Peter certainly turned out to be a Godsend for Phil, after he had spent 10 months searching for someone to show an interest in rebuilding.

It was decided to strip the tractor and paint it at Phil's workshop, which had the height to house the monster inside. The first thing was for Phil and his assistant

MASSEY FERGUSON 1200

This is what Massey Ferguson said about the 1200 in December 1973...

The MF 1200 introduces new and unparalleled standards of comfort and performance to the 100-plus horsepower range. It is the first 4-wheel drive tractor to be built by Massey Ferguson in Britain, and offers the farmer outstanding manoeuvrability, reliability and comfort, with the most complete ready-for-the-field 4-wheel drive specification available.

The whole tractor has been designed around the operator, with the sole purpose of achieving maximum effective performance from both man and machine. As a result the standards of comfort and equipment in the cab are outstanding.

The safety-cab is mounted on rubber blocks to kill engine vibrations. It is also sound proofed. Even at full revs, the noise level in the MF 1200's cab is twice as quiet as most other tractors. Operating the MF 1200 is more like driving a modern lorry than a rugged farm workhorse.

Standard equipment includes such refinements as an armchair seat, with control set in the right-hand arm. Vinyl flooring and airflow control incorporating

air filtration. Safety standards are well above all normal requirements.

The MF 1200 is an articulated machine with an extremely strong chassis. The 110hp Perkins diesel and the safety cab are mounted on the forward chassis, and the Ferguson system hydraulics, three-point linkage and external hydraulics built into the rear unit.

Weight distribution gives a loading of 68 per cent on the front axle and when a mounting implement is put into work, weight is transferred almost exactly 50-50 between front and rear axles, production maximum possible traction at every wheel.

The two units are hinged, so they can turn 42 degrees to the left or right. The MF 1200 has a remarkable 12ft turning radius. And the rear axle can also tilt independently of the front unit 30 degrees, so the wheels can follow the most awkward ground contours. Cost £5,726.00

Extra equipment external hydraulic pump 16 gal/min (2000psi) £127.00. Alternative tyres and wheel sizes 18.4/15-30 6ly pressed steel wheels deduct £60.50 – 13.6/12-38 8ply pressed steel wheels deduct £106.00.



The sand blasting commences: it's not a job everyone likes to tackle as it can present more problems than expected.

Grant to strip out the cab and glass, which needed new rubber seals.

The whole unit was power washed and then sandblasted on site, including all the panels, and then Peter applied four protection coats of 2K etch primer, just to protect the process from rust on raw metal. The panels were then put to one



Keeping the sandblasting pot topped up takes some concentration, in order to keep up with the blaster up front!

side, as Peter got right underneath the tractor and wire wheeled and sanded off the paint where the sand blaster had not reached, before applying more etch primer. It was a similar process with the cab; the project was to take some 16 weeks to complete when it came to the painting process Part 3 New issue. ■

SIX-POT SUCCESS – THE MASSEY FERGUSON 3085

PART
1

Jonathan Whitlam assesses a tractor that is still not over-priced and could make a good classic tractor to add to your collection. Take a look before they all disappear to Eastern Europe and other places where they are popular.

The Massey Ferguson 3085 was the upgraded version of the very popular 3080 model, a tractor that had been part of the original launch back in 1986.



In 1986 Massey Ferguson revolutionised the agricultural tractor and changed it forever. The brand new 3000 and 3600 Series, launched that year, were built from the ground-up around full electronic control of all the major functions, giving hitherto unheard-of automation, as well as electronic hydraulic control. The top spec versions also included an additional computer called Datatronic that could be used to control wheel slip and many other functions, as well as provide operational data to increase efficiency. All put together, this meant that the new 3000 and 3600 Series were the very first modern tractors.

One member of the original range introduced back in 1986 was the 3080; a 100hp six-cylinder machine that soon became one of the bestselling of the new range. In 1992 it was updated and became the 3085. In this article we shall take a close look at the 3085 and see what made it stand apart from its predecessor, with the help of two tractors that spent the first years of their working lives in Suffolk during the 1990s.

FROM 699 TO 3080

Back in 1984 Massey Ferguson added a new flagship model to its 600 Series mid-range line-up, which had been in production since 1981 as a line-up of four-cylinder tractors. The 699, though, was powered by a Perkins six-cylinder engine of 98hp. It was designed as a replacement for the much larger and heavier, yet slightly less powerful, 2620, the smallest member of the six-cylinder 2000 Series of higher horsepower tractors. As a later addition to this range it had not enjoyed a huge amount of sales success compared with its bigger sisters, no doubt due to its low power to weight ratio.

The 699 in contrast, was very well received with many farmers and contractors embracing the almost unique possibilities that the new model offered; namely a compact, six-cylinder engine with more torque and power but in a smaller and much lighter chassis, giving a much higher power to weight ratio and making it ideal for heavy duty draft work,

power-hungry power take-off tasks, as well as being light enough for top work such as drilling, fertiliser spreading, and chemical applications. It was a very versatile tractor and one that would set new standards in the industry that took many other manufacturers a while to catch up with.

With the new 3000 Series arriving in 1986, the 699 was replaced by the new 3080, a tractor that had little in common with the earlier model, but was still powered by a Perkins six-cylinder engine of 100hp, while retaining a relatively lightweight and compact package. In the new 3000 Series line-up, the 3080 was the smallest six-cylinder machine and the only 100hp tractor, the next down being the four-cylinder turbocharged 93hp 3070, and the next one up the flagship 107hp six-cylinder 3095.

The 3080 soon became one of the best selling models in the new range, proving its versatility and the fact that the industry was beginning to move in the direction of a 100hp six-cylinder tractor, this soon



Originally this Massey Ferguson 3085 was used by a Suffolk vegetable growing cooperative to harvest potatoes with a Reekie Cleanflow 2000 two-row harvester, but by September 1998 it had been relegated to carting duties, a newer Massey Ferguson 6170 taking over on the harvester itself.



June 1999 and the 3085 is planting the potato crop with a Keyag planter, alongside a newer Massey Ferguson 6160 with identical planter. The 6160 had replaced the 3085 model in 1995.



A cold and wintry scene in February 1999 finds this 3085 taking a break from using a brush to remove snow and rubbish from parsnip beds ahead of the harvester. By now six years old this tractor found work all year round in northeast Suffolk.



As the new century progressed the 3085 was still working, mostly now being used for topping potatoes with a Wilder defoliator. The supplying dealer was Cowies Eastern Tractors, as shown by their decal on the side of the bonnet. This dealership had an outlet directly opposite the headquarters of the vegetable cooperative, so this tractor never moved far from its home during its life in Suffolk



A side view of the 3085 busy topping potatoes and showing the unique cab design, the 'Autotronic' decal on the cab door and the plate under the engine that covered the driveline for the powered front axle. Two-wheel drive models were also produced, but most 3085 tractors sold in Britain were of four-wheel drive form.



Narrow wheels were fitted all-round to allow the tractor to work in growing crops without any damage. The rear windscreen with its three-part construction can be seen well here, the middle widest section being able to be opened wide on gas struts.

becoming the bestselling of all power brackets.

As part of the new-fangled 3000 Series, the 3080 had many new benefits, most notably by being offered in two distinct versions: Autotronic or Datatronic. The former was the basic version of the new range, but it was still very far from basic. Unlike other tractors, the base version still bristled with electronically controlled functions, as well as features that prevented any damage to the machine's components by overloading or incorrect usage. This put them way ahead of any other make when it came to electronic and electrically operated features.

But on top of that, Datatronic offered an even higher level of sophistication with a cab pillar mounted interface that allowed

the operator to monitor and fine tune many different functions, as well as work out area covered, wheel slip and many other tasks. Early publicity for the 3000 Series called them the 'Thinking Tractors' and this was a very appropriate title.

And it was not just the electronic features that were new on these machines, they included a brand-new cab design with a very dramatic appearance compared with the units used on the earlier MF tractors, with a thicker rear pillar allowing for large, wide opening doors on either side and a large amount of glass at the back allowing for unrivalled visibility of the rear of the machine and implements attached to it. The thicker pillar allowed neatly for the fitting of the Datatronic control interface on the right-hand side pillar. The fuel tank, meanwhile, was mounted at the rear under the cab with quite a high filling point, but otherwise making for a very neat installation.

Two long gear levers mounted on the floor, to the right of the driver, controlled a 16 forward and 16 reverse transmission that was mechanically actuated by the levers with electro-hydraulic engagement. A reverse shuttle lever allowed for matched forward and reverse speeds giving a very handy function, especially for jobs that required lots of changes of direction. There was also a Speedshift option providing gear changing on the move without using the clutch, much as with the earlier Multi-Power transmission, but using a button to operate it mounted on the console to the right of the seat and then doubling up the number of gear ratios to 32 forward and 32 in reverse. This was enhanced with a further option of a creeper gearbox.

When it came to the rear hydraulics, a brand new electronically operated system, controlled by dials and switches mounted on the right-hand console,



The two gear levers that controlled the transmission on this 3085, which is not equipped with the Dynashift semi-powershift transmission. The left stick controlled the main gear ranges that were then doubled up by the Speedshift button on the console to the right of the driver. The right-hand stick operated the forward and reverse shuttle.



A view into the cab of the 3085, showing the wide opening doorway, fully adjustable seat, and steering column, as well as the two gear levers, and the console to the right of the seat used to operate the machine



The neat console up beside the driver on the right-hand side contained many controls, most notably the electronically controlled hydraulic system, but also many other features including the Speedshift button and power take-off operation.

provided adjustable implement lift height and sensitivity control and built on earlier versions MF had fitted to previous high horsepower ranges, with a much neater and easier operating system. There were also two buttons mounted on the rear mudguards outside the tractor, which made it possible to fine tune the link arms from the ground when attaching implements.

There was quite a bit of mistrust in the farming community in general when it came to high levels of electronics and Massey Ferguson had to put a lot of hard work into proving the benefits of these ultra-modern tractors, right from their launch through to field demonstrations and operator training. Gradually and, looking back perhaps inevitably, the farming community began to embrace the new paradigm and indeed the 3080 was one of the main ambassadors of the new range, with it often being the model of choice when demonstrations were given, as it was a true all-rounder.

In my part of northeast Suffolk, the 3080 was the first of the new range to be bought locally, and it was the 3080 that continued to be favoured with several farms soon owning one, including two that had hitherto favoured Ford tractors.

ADDING A NUMBER 5

After the initial launch of the 3000 Series in 1986, closely followed by the high-horsepower 3600 Series that replaced

the 2005 Series tractors with the same design and features as the 3000 line, they were both followed by a new 3100 Series, first with the 3115 and later with the 3125 and 3120.

The smallest original 3000 Series model had been the 3050, which did not sell well in the UK, but the next model up; the 77hp 3060 certainly did. There was a gap between this and the 3070 that MF saw was worth filling, and so the 3065 was born, with a turbocharged Perkins four-cylinder engine with 85hp on tap, and at the same time became the first of what would be a series of '3005' Series models.

1989 then saw quite a few upgrades to the Massey Ferguson tractor range with the use of new Perkins 1000 Series engines, seeing an upgrade to the original 3090. This saw the original model replaced by the 3095 with a larger six-litre engine giving an increase in power to 110hp. Otherwise it was very similar to the original and included the Speedshift 32 forward and 32 reverse transmission, pretty much as standard, although a 16 x 16 Synchro shuttle box was the base option.

1992 saw the 3095 become the smallest tractor in the MF range to offer the option of the new Dynashift transmission, which was rolled out on the larger 3600 and 3100 Series models. This gave a semi-powershift gearbox

BASIC SPECIFICATION

MASSEY FERGUSON 3085

ENGINE:	Perkins 1006 6-litre
CYLINDERS:	6
POWER:	100hp
TRANSMISSION:	16 x 16 Synchro shuttle standard, 32x32 synchro shuttle or 32x32 synchro shuttle with Dynashift 4-speed powershift
REAR LIFT CAPACITY:	5850kg
WEIGHT:	4420kg (4WD)

with 32 forward and 32 reverse ratios, in total, with a series of four Dynashift ranges in each main gear set operated by a small lever mounted on the dashboard, under the steering wheel. This was a thoroughly modern concept and one that began to bring the Massey Ferguson tractors in line with transmissions now being offered by most of the competition without the need to develop a completely new gearbox, making use of the original gears and simply building on it. The 3095 was, therefore, a well-equipped machine and it set the standard for what would be coming soon. In Part Two we look in detail at the tractor and what it's like to drive. ■



By now with over 16,000 hours on the clock and used very much as a runabout rather than a mainline machine, the 3085 looks a bit work-worn after 11 years of hard work. It had, however, outlived many newer different tractors used by the cooperative, including Massey Ferguson 6160 and 6170 machines, during its long life and was the only tractor that was retained for such a long length of time.

RARE ORIGINAL FERGUSON F45 STARS AT ONSLOW



◀ The engine has done few hours during its life and is a type that the company did not follow up on, it left the propane market principally to Minneapolis-Moline, who were the leaders in this department.

Without doubt, the most interesting family tractor at the Shrewsbury Steam Rally, held over the Sunday and Monday of the August bank holiday weekend, was Pete and Julie Browning's 1957 Ferguson F45 propane tractor, in its original livery.

This unique import into the UK in preservation times is one of only a few made, and is very much a Massey-Harris-Ferguson assessment farm tractor. The tractor was running on propane at the show; using this fuel helps the engine to sound smooth, even if you do suffer a 30 per cent loss of power in this format. However, it is cheaper to run and was ideal for the flat Ohio farming land where this example was tested.

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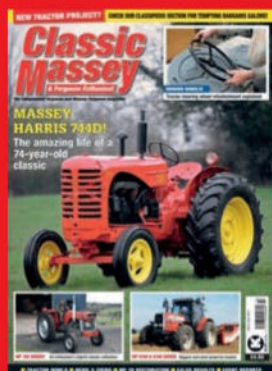
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THE TRACTOR PLANT – ITS RISE AND FALL.

PART
4

THE RED GIANTS

Back in 1962 Massey Ferguson had realised they needed a rethink on their tractor policy, instead of badge engineered large tractors from other manufacturers they needed to produce their own, the DX Detroit Experimental project was conceived says Bob Moorman.

Devised in Detroit but manufactured at all their facilities including Banner Lane, Massey Ferguson's new range of tractors were styled in Detroit, tested in the UK and developed to gain a worldwide market.

The Massey Ferguson DX tractor range was an incredibly expensive programme undertaken less than 10 years after the merger of Massey-Harris and Ferguson, and just five years after the rebrand to Massey Ferguson.

One-million-man hours were spent developing a range of six new three, four and six-cylinder engine tractors incorporating the Ferguson System, American models would be built at Southfield Road, in Detroit, USA and European models at Beauvais in France, and Banner Lane. Tractor development cost in the region of \$7.5 million, engine development was around \$10 million, and the company spent \$22 million on manufacturing the new line to produce the tractor range.

Initially, the development team of 150 engineers, draftsmen and testing staff was led by B.F. Willetts and Lee E. Elfes in Detroit. Prototype testing was also done in Detroit, before further testing and trials at Banner Lane in 1963, this was followed by pre-production model evaluation both in the US and at Banner Lane. Then 34 test tractors were built at Banner Lane, 14 of which went for worldwide testing and evaluation. The UK engineering team, based at Maudslay Road, Coventry was led by Dr William Willetts.

New line

At Banner Lane three models were going to be produced, the MF 135, the MF 165 and the MF 175. They had also been given a range denomination of the 100 series and were marketed in the UK as 'The Red Giants'. In addition the Beauvais built MF 130 was added to the UK and European range.



Construction on the Banner Lane tower block started in 1965, it was opened in 1964.



The UK launch of the Massey Ferguson 100 series of tractors was at the December 1964 Royal Smithfield Show, it was also the launch of the Ford 1000 series, and the stands were alongside each other.

In Northern America the new range consisted of the MF 135, MF 165, MF 175, MF 1100 and MF 1130. In France the MF 122, MF 130, MF 135 and MF 165 were on offer.

Designed to look impressive the US tinwork made the tractors look large, imposing and modern, in the UK it was produced and painted red by Telford based GKN Sankey, the tractors also



An interior view of Banner Lane probably dating from late 1964 or early 1965.

had to meet soon to be introduced US roll over cab protection requirements and a glass fibre cab to suit the UK and European market was also offered.

In October 1964 an event in Lisbon, Portugal introduced the new range including implements to dealers. The UK launch was at the December 1964 Royal Smithfield Show, other British tractor manufacturers also launched new models including David Brown's new Selectamatic 770 tractor.

Ford also launched the 6X 1000 series of tractors comprising the Ford Dexta 2000, Ford Super Dexta 3000, Ford Major 4000 and Ford Super Major 5000. In fact, not only did the Massey-Ferguson and Ford ranges share a similar boxy profile, but they were also displayed on adjacent stands.

UK built models

Massey Ferguson dubbed 1965 'The year of the Red Giants' and the range proved immensely popular, over 350,000 MF 135s were made at Banner Lane, and fitted with an uprated 45.5hp Perkins A3.152 3-cylinder engine. The MF 165

was equipped with a Perkins A4.203 58.3hp 4-cylinder engine and the MF 175 had a Perkins A4.326 66.4hp engine.

Options included multi-power, pressure control, power adjustable variable track (PAVT) wheels, a spool valve, power steering, foot throttle and a Duple fibreglass cab. Duncan, Winsom, Lambourne and Secura also offered 100 series cabs.

The Beauvais built Perkins A4.107 30hp engine MF 130, was an exception as pressure control could not be fitted.

In total 1,098,025 tractors in the 1000 series were produced at Banner Lane, from 1965 until 1979 including the upgraded Super spec series the 148, 168 and 188.

Further high-powered models were added to Massey Ferguson's 100 and 1000 tractor series. Models such as the French built MF 1080 from 1967, or the MF 1150, which looked similar to the original 1964 models. Additionally, from 1973 restyled models, namely the MF 1085, MF 1105, MF 1135 and MF 1155 were launched into the North American market, although some found their way to the UK and Europe.



The line up of the UK range of Red Giants.

Also, in 1965 the Banner Lane tower block was built, designed by Architects John H D Madin & Partners of Birmingham. W H Jones Ltd (Costains) were the main contractors. The tower block was officially opened in September 1966 and had office space for around 500 people.

Upgrades

Through the lifetime of the range upgrades were made to the engines, for example the 1969 MF 165 Mk II had a Perkins A4.212 engine, there were also some minor changes to the body work and the MF 135's swept back front axle was replaced with a straight axle and flat-topped mudguards in 1966.

The MF 175 was replaced by the MF 178 with a Perkins A4.248 engine. Due to the 1970 Safety Cab regulations flexi-clad safety cabs were offered.

In July 1971 the MF 178 was given a power boost to 75hp and redesignated the MF 185, in 1972 the high spec Super-Spec MF 148, MF 168 and MF 188 models joined the range.

The Super-Spec tractors had a chassis spacer fitted which made them six inches



The Banner Lane Massey Ferguson 135 production line.



The original Ferguson Black tractor is seen here together with a Super-Spec Massey Ferguson in a photo taken at Stoneleigh Abbey, in around 1968.



A very wet Massey Ferguson 399 together with a trailer and a Massey Ferguson 360 on it, seen here at The Royal Show in around 1986 or 1987.



The 300 series production line at Banner Lane.

longer than the basic range which ended in '5' and the new models ended in '8' it had some benefits, the tractor was longer and gave added weight transfer on the rear wheels, it also made it easier to get into the cab as there was more space. It was also to later become the take off point for four-wheel drive and accommodate a creeper gear, as well as a forward/reverse selector.

The Massey Ferguson 100 series was replaced in the UK by the MF 500 series in 1976, but the MF 135 QD (quick detach cab version) and export models were produced at Banner Lane until November 1979.

There is no doubt that introducing a unified global product range, all produced to a similar design style gave Massey Ferguson the international brand recognition they were looking for, in 1966 the Companies worldwide sales were \$932 million, 38% of these came from Europe.

Horsepower boost

As successful as the 100 series had proved for Massey Ferguson, British farmers were demanding more horsepower, which in the 60s had been provided by other companies willing to upgrade manufacturers offerings, add

turbos, offer after market power kits and 4-wheel drive conversions.

In 1971 Massey Ferguson launched the 4WD Massey Ferguson 1200, a pivot steer beast with a 105hp 6-cylinder Perkins engine, the tractor was assembled in Manchester using some components such as standard hydraulics and transmission manufactured at Banner Lane.

Unfortunately, it gained a reputation for a weak rear end and poor linkage and was soon beaten in the power range by other manufacturers, it was replaced by the slightly better but short-lived MF 1250 in 1979. Both tractors now rate as highly collectible, perhaps due to the fact they never really took off in the first place.

The implementation of the 1967 Agricultural Safety Cabs regulations in 1970 and the European Quiet 'Q' safety cab regulations in 1976 had a profound and lasting effect on tractor manufacturers, who were forced into making their own cabs and fitting them on the production line as the tractors were made.

Massey Ferguson's first tractor series where the cab had become an integral part of the tractor was the Beauvais and Banner Lane built 47-88hp 500 range of tractors, consisting of the 550, 565,

575, 590 and the (French built) 595, all of which were fitted with Q cabs to meet European cab safety laws. Apart from the gear levers the controls were now fitted to the cab, which itself used vibration reducing tractor mountings. Initially the range was offered with just a single door to the cab, and a two-door cab became available from July 1979.

In 1979 as 100 series production ground to a halt at Banner Lane, 200 series tractors were produced in parallel with the 500 series. Marketed as 'the safest investment you will ever make' the 46hp MF 240 proved a popular replacement for the Massey Ferguson 135.

There was also the derated 38hp Perkins AD 3.152 engine fitted MF 230, the midrange Perkins A4.236 MF 265, the MF 275 and the MF 290.

Financial pressure

However, the 1970s were beset with strikes, interest rate rises and by the end of the decade Massey Ferguson were facing financial pressure, inflation, currency fluctuation and a loss of \$262.2 million Canadian dollars forced the company into implementing international cost-cutting measures.



The 100,000th Massey Ferguson 300 series tractor is seen here at Banner Lane.



The Massey Ferguson 500 series assembly line.



Seen at the 2024 Tractor Fest at Newby Hall the Massey Ferguson 148 in the foreground is owned by Matthew Evans.

Tractors are and always have been what you would call a 'big ticket item', when interest rates and inflation are high then sales fall and production costs go up.

This wasn't just a problem for Massey Ferguson, other agricultural manufacturers were facing similar issues. However, as Japan and Korea entered the market and John Deere expanded, mainly through taking on further long-term debt, things only got worse for Massey Ferguson. The company had taken on a lot of debt in the good times, they were owed money by weak customers, the company's assets were spread around 30 countries, and they were servicing short-term borrowing, and having difficulty securing long term financing.

The company also had a lack of alignment between its production sites and the markets it was selling into, which led to regular problems with currency fluctuations. For example, Peterborough based Perkins engines, which Massey Ferguson owned, exported 86% of its products, over 50% of these went to Massey Ferguson's subsidiaries and affiliates, which meant that when the pound was strong the cost of goods exported increased for Massey Ferguson.

In 1981, following losses of \$262.2 million Canadian dollars reported in 1978, The New York Times reported that Massey Ferguson had secured a \$715 million refinancing program, designed to pull it from the edge of bankruptcy. The program which had taken over a year to put in place, involved 250 international loan institutions and government support, which was \$200 million in preferred shares guaranteed by the Federal and Ontario governments.

Additionally, \$150 million in convertible preferred shares were purchased by the Canadian Imperial Bank of Commerce, a major Massey creditor. International lenders exchanged \$275 million interest on common loans for common shares, and an \$87 million convertible preferred-shares issue was guaranteed by a bank in Britain.

In 1982, the Banner Lane manufactured Massey Ferguson 600 series, a direct replacement for the 500 range of the tractors was launched. The range consisted of the 70hp MF 675, MF 690, MF 698, MF 698T and the six-cylinder MF 699 introduced in 1984, with production ending in 1986. The range had a new, flat deck luxury cab, made by SIAC of Italy, with unusual forward opening doors, unfortunately they also rusted, and many have rust somewhere on the cab.

In 1986 the Massey Ferguson 300 and French built 3000 series were launched at Stoneleigh, where the company's training centre was based. The series encompassed models from the 47hp MF 350 to the top of the range 97hp six-cylinder Perkins powered MF 399, although the engine was uprated to a 104 hp 1006 series engine in 1991.

In Britain the 58hp three-cylinder MF360, the four-cylinder 68hp MF 375, 80hp MF 399 and 93hp MF 398 and the six-cylinder MF 399 were available, plus the MF 390T which was launched in 1989.

The 300 series became one of Massey Ferguson's best-selling range of tractors and the larger tractors were built at Banner Lane.

Massey Ferguson Tractors that followed the 300 series included the MF 4200 range built at Banner Lane and launched in 1997, then in 2001 new emissions standards led to the launch of the Banner Lane built MF 4300 range. Promoted as the tractor that customers could design to fit their operation and budget, it was instead to become a casualty of a UK manufacturing crisis the repercussions of which reverberated throughout the midlands. More in our next issue. ■

The enduring popularity of Massey Ferguson and Ferguson tractors was evident at Tractor Fest, which was held at Newby Hall, Yorkshire in June 2024 as seen in this shot taken from the roof of a tractor.



MEASURING UP! IN THE WORKSHOP

In this issue, engineering expert Richard Lofting explains how to measure your crankshaft and other parts, using inexpensive precision measuring equipment.

Where do we start?

When rebuilding or overhauling an engine, petrol or diesel, it's well worth finding out how the vital components of the engine measure up; are they within the manufacturer's tolerances? In today's world, where money is often an issue and we are working to a budget, a few measurements can save a not insignificant amount of your hard earned cash.

You do need to have some precision measuring equipment to hand, but it need not cost a fortune: micrometers and bore gauges are available second hand. One example is from a company like Home and Workshop Machinery, based in Sidcup, Kent. Tel: 01959-532199. But well known auction sites and often local auctions also have this sort of equipment for sale. The average punter hasn't got a clue what these things are for and they can be bought for a bargain price.

So the next question is, where to find the necessary data? An original workshop manual will have the information needed and what oversized pistons and undersized crankshaft shells are available. The only problem today is the fact that the manuals produced for our age of tractors were produced over 50 years ago. However, most, if not all, suppliers of spares for our era tractors will have lists of what is available and for which models.

Down to the nitty gritty

So now you have your crankshaft removed from the engine, on the bench, washed off and clean and your micrometer to hand. Check and, if necessary, set the micrometer to zero with the right measuring standard before you start. It's worth noting that most micrometers have a composite pad on one side, this is to stop the heat from your hand transferring to the micrometer, as this could alter the reading. Also, you will need a notepad and pen to list down the measurements, as you go from one journal to another.



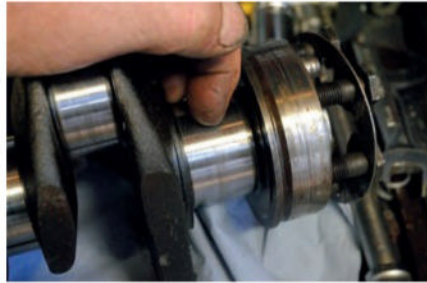
A clean work area is essential when measuring fine tolerances.

I would normally start with the main bearings: make a heading in the notebook, Front – Middle – Rear. As you measure each journal with the micrometer, write it down under the appropriate heading, and then again at 90 degrees to the first measurement. Now repeat the above with each big end crank journal, each under

its own heading 1, 2, 3 and 4 etc. This time do a double set of measurements, each side of the journal, so that you can determine if the journal is tapered and/or oval, as it can be sometimes. If tapering of the journal is significant then it may be worth checking the connecting rods are straight as these can, and do, bend.



Before any measuring is undertaken, check the micrometer is set to 0 with the correct standard.



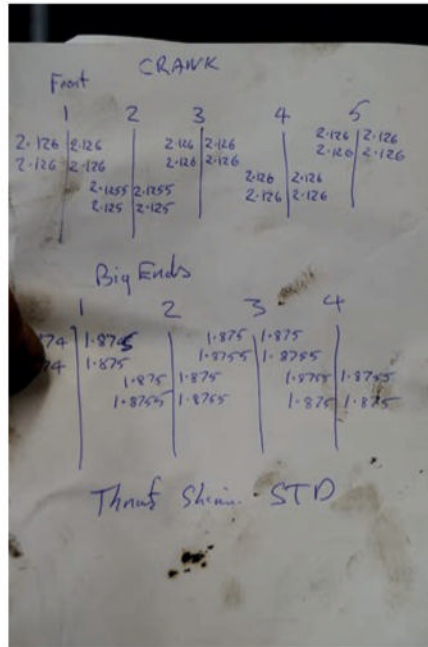
The fingernail test: if you can feel a ridge it needs a regrind.



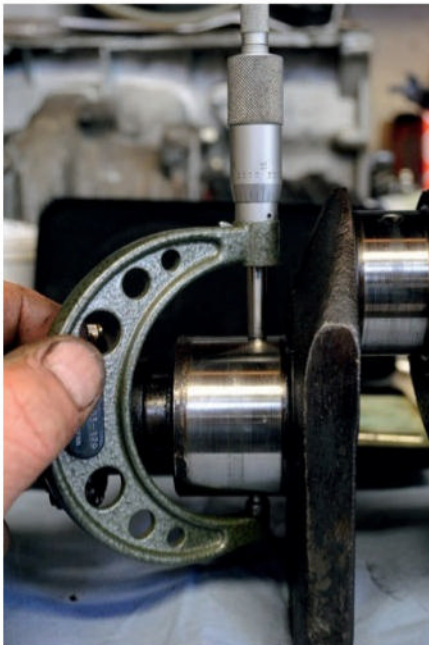
The DTI fitted measures in 0.0005, half a thou or, colloquially, five tenths.



Take a measurement one way, write it down, then....



Make notes and chart all measurements: take note these are from an MGB engine not a Ferguson!



Measure at 90 degrees and write that down.

Appearances

It is not all down to measuring, the appearance of each journal and the shells running on them can tell their own story. Sometimes the journal can be within tolerance, but there may be deep scratches and rough surface imperfections that cannot be detected with the micrometer. If a bearing shell has picked up, it can leave the crank with shell material 'welded' to the journal and/or can be blue from generated heat through lack



A bore gauge with its fittings for different bore sizes.

of lubricating oil. A rule of thumb is if the scratch can be felt with a fingernail when dragged across the surface, then it's time for a regrind! Having said that, many years ago I had an early Land Rover Series 2A diesel, and it was recommended in the manual that these crankshafts should not be reground. Mine had a ridge around each journal that not only could be felt, but also stood out a mile by sight. After a rebuild of that engine with new shells it did another 70,000 miles without



Setting the bore gauge with the micrometer set to bore size.



Slide the gauge down the bore at an angle and then tilt to the highest reading.

problems; it was the chassis that gave up but that's another story!

Bore Gauge

The bore gauge is technically not a gauge but a comparator, as it has no measuring scales on it other than a dial test indicator (DTI). The title explains the use of this instrument; it is used for assessing the engine bores. From the manual, or other information source, the standard bore size can be obtained. The bore gauge needs to be set to this figure, or if the pistons are oversized (stamped on the piston top) this needs to be added. Set a micrometer to



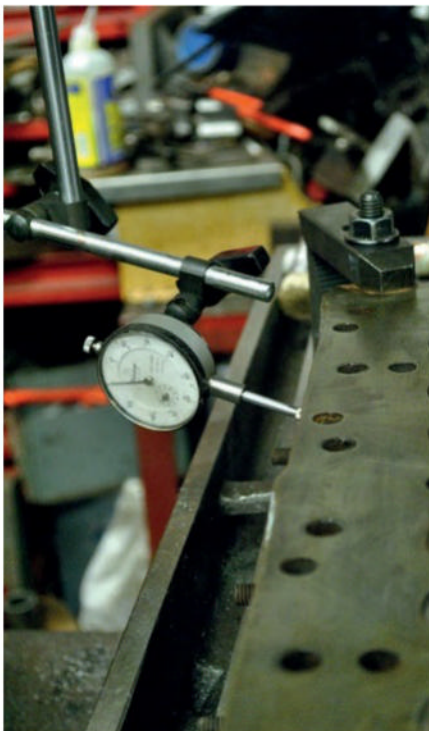
Measure below any ridge left by the top ring.



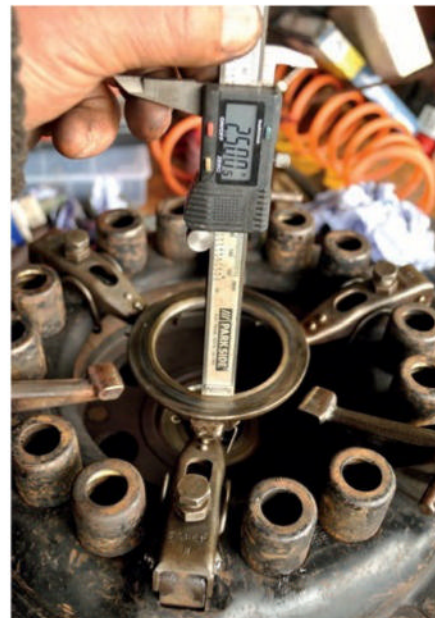
The long shaft allows measurements to be taken at the bottom of the cylinder.



A DTI being used to find TDC while setting up timing.



Here the DTI is being used to set the cylinder head parallel with the mill table.



A digital vernier is good, but not as accurate as a micrometer.



The lowly feeler gauge has its uses when on a rebuild: here it is checking the crank chain wheel clearance.

A micrometer measuring the base of a new piston: it was 0.002in larger at the base.

the figure and then set the bore gauge to read zero when setting the bore gauge to the micrometer.

Insert the bore gauge down each cylinder in turn; by tilting the gauge you will see the DTI pointer moving. When it reaches a maximum take a reading and note it down, do this at the top, middle and bottom of the bores, and again at 90 degrees. From these figures you can again assess whether the bores are oval and to what extent they are worn. The manual will tell you whether you are within limits, or if work needs to be done. Sometimes if the bore is within limits, it might be that the cylinders just require a honing to remove any build up of glaze before fitting a new set of rings. This applies especially if the tractor is running and producing profuse amounts of blue smoke as it burns engine oil.

The Dial Test Indicator

The DTI, especially on a magnetic stand, is a useful bit of kit for use when rebuilding your engine. In the Nov/Dec 2024 issue of CF&FE I showed testing the end float on a Ferguson TE-F oil pump shaft. Another important measurement when rebuilding an engine is the end float of the crankshaft; this is easily achieved with the DTI. The measurement is set by thrust washers and is available in thicker than standard sizes. The DTI has a myriad of uses around a tractor when it is being reassembled and checked.

Engine Kits

Today engine kits are readily available for most, if not all, the Ferguson and MF models and they are extremely good value for money. I have heard a few people 'bad mouthing' the quality, but I have fitted quite a few without any problems. Most of the dry fit liners are bored and honed ready for use these days so, providing the crank is within specification, there will be no expensive machine work to be done. ■

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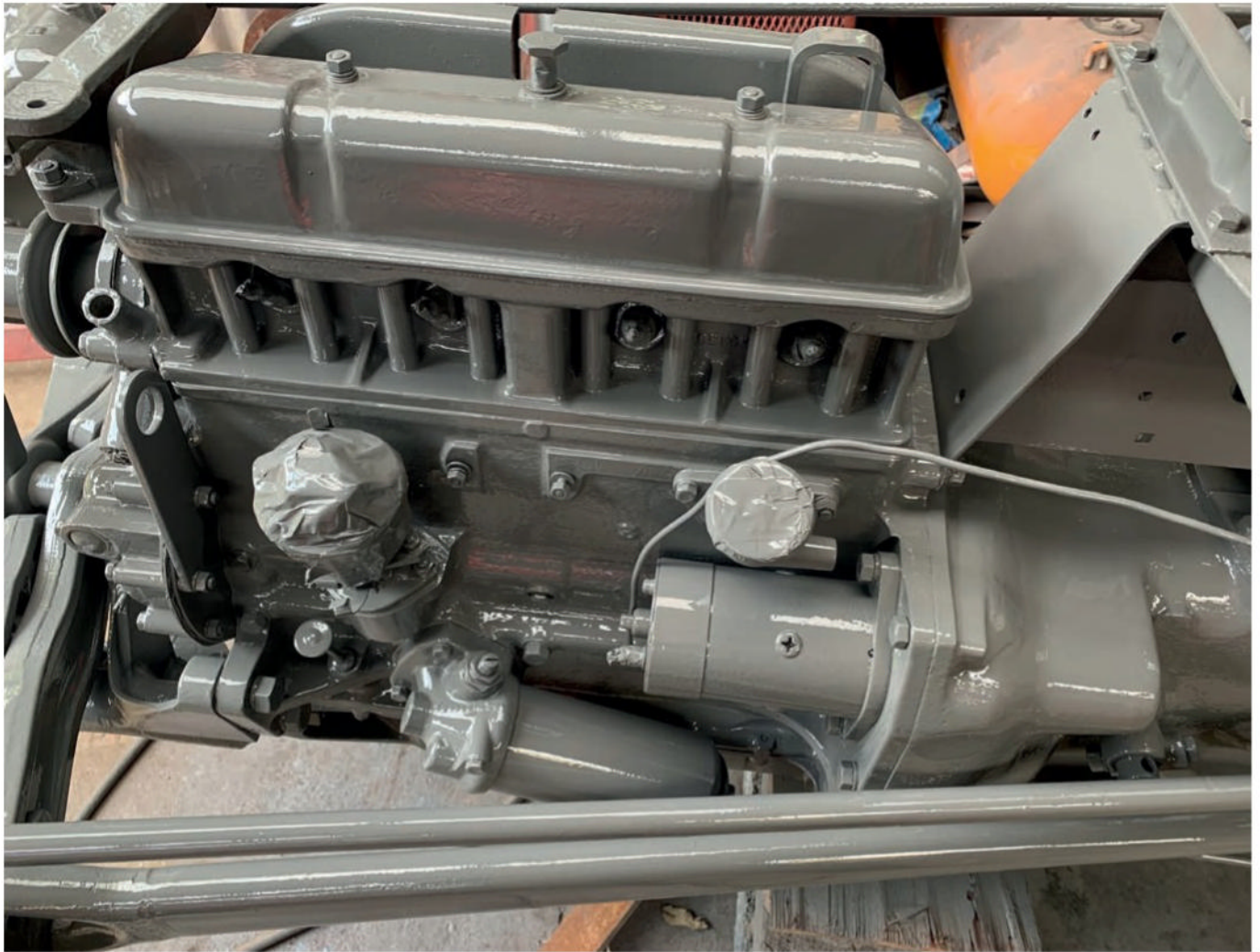
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MASSEY FERGUSON 35 RESTORATION.

**PART
12**

In this issue Ben Phillips gets a number of niggling problems sorted out and gets into the painting process.



A few final coats of paint with a nice glossy one to finish and the skid unit was sprayed

When I left off last time I had just had the hydraulic unit set up correctly, before I went much further as I wanted to repair the battery tray. It's not very often I have to repair these battery trays as there protected under the bonnet from the elements. Occasionally they'll be one where a battery has leaked and the acid has eaten the metal away.

In this case I think the elements had got to this part as if you think back when the

tractor arrived the bonnet wasn't fitted. Looking at it then I would say it had been off for a while and had been sat outside. The tray wasn't actually that bad and the damage was confined to one edge and corner, basically the flat section where the battery sits wasn't connected to the upper section that the dash bolts to.

To repair this I cut a section of metal that I could weld into the bottom flat section, when making this section I incorporated a right angle bend to weld to

the upper section. I made this quite a snug fit and tacked a few welds across where it joined to secure it in place. To finish this off I got the grinder and smoothed the welds out and then I wiped a thin layer of body filler around the edges.

I was extremely pleased with this repair and it could be painted and fitted ready to take a battery sitting on it. I was now confident that the tractor would start up and the hydraulics work perfectly, I was correct in this confidence as it did just that.



1
This battery tray was slightly rotten so a repair was needed, I believe the bonnet had been removed for a while so this was open to the weather



2
I cut this simple section of metal to weld into place, the right angle part was bent to cover that rotten bit



3
This tray now had a double bottom so was more than strong enough to take a battery



4
A quick grinding of the welds and a skimming of filler and this battery tray was finished



5
Testing the tractor part 2 could now begin after all that work on the hydraulic unit



6
I soon found this carburettor leaked on the threads in the union so another solution was needed

I now could take the tractor on a good run about as it was the first time it had travelled under its own power for I would imagine numerous years. The engine sounded lovely so the timing was spot on; when David Stevens was doing the hydraulics he did tweak the distributor a bit which made the engine note perfect. The one thing contributing to this was the electronic conversion that an outside company had done to the distributor. This looked original as the outer case was the genuine Lucas part with the original serial number plate still attached. The days where you have to worry about points be clean and the gap being correct is long gone.

One problem that soon manifested itself was a carburettor leak, if you

remember back a few issues I refurbished this Zenith 28G and then I suspected that my work might be in vain. The problem area was where the main fuel pipe went into the carburettor, I had noticed the thread in this was in poor condition and sure enough I couldn't get the union tight enough to provide a seal that stopped the petrol leaking. Not wanting fuel leaking even if it was a drip I soon decided to abandon the old carburettor for a new genuine Zenith replacement. I needed to buy a new pipe as the connections were different on this new carburettor.

Its reasons like this that I build these tractors up prior to painting as its now I want to see any problems or at least potential problems. Another item I wanted



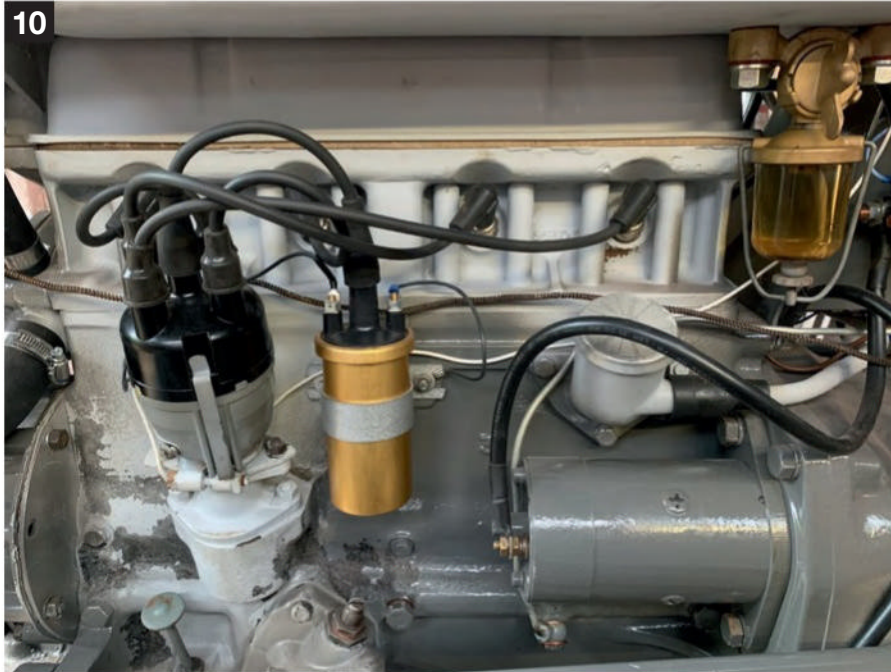
A new carburettor was bought which cured the leak and would surely be better than that old unit



This pan seat was quite a sort after part as it was the correct tipping one for a 'basic' MF35



Just 2 gauges made up the dash, oil pressure and water temp told me everything I needed to know at this stage



A new electronic ignition distributor in the old original case worked great, obviously a new coil and leads



A new air cleaner allowed the engine to breath fresh clean air which can make a lot of difference



Here I am masking the engine up in preparation for it to be sprayed, some items have been removed



I even masked off the tire rod rubber boots as I hate these painted it's a fiddly job but worth it

to test fit at this stage was the manifold cover that was new, being new this did need a bit of trimming here and there just to get it fitting as it should. Having this new and fitting well was quite important as from the one side of the engine it was the most visible item on the engine.



14 A few final coats of paint with a nice glossy one to finish and the skid unit was sprayed



15 I love this part when I can fit the shiny red items on the grey skid unit. These tractors were never this shiny new!



16 The dash here is bare and only fitted temporary to stop it being damaged until the gauges could be fitted



17 This bonnet was original and needed little attention to get it to this stage, the centre flap would be fitted later

Once I was happy that the tractor was performing at its best I could then park it up and prepare for the final coats of paint to be applied. This involved a lot masking starting with the engine, the distributor cap was removed and the rest of the unit masked up. The plugs were taken out and covered in tape and screwed back in, this stopped the threads being coated with paint. I sometimes put the old plugs back in and just spray over them but I couldn't just put my hands on them.

Another area I mask is the rubber tie rod ends on the steering arms, this is fiddly but well worth the effort as I hate these rubbers coated in paint. Towards the rear of the tractor the clevis pins that are now zinc coated are also masked off as they look much better unpainted. The last area to receive a dose of masking tape is the threads where the wheel nuts are fitted. Having these paint free really makes putting the nuts on so much easier as it's amazing how a few coats of paint can restrict these going on cleanly.



18 A light skimming of filler on the wheel dishes which smoothed them out good enough to paint

Finding a good day in the summer to spray this tractor isn't hard especially as it's in a building with doors. By now the tractor had received a few coats of paint as its been built up over the weeks so it's now a case of going over the lot again with a nice thick coat. The paint used on this tractor was the usual Vapormatic brand that I like, I've used this paint system for nearly the whole of my restoration career for close on 70 tractors and I've never been disappointed.

Once the tractor is coated I then flashed it over with a 'glossy' slightly thinner coat to get that all important shine. I say shine but I don't think they came off the production line with such a shine. This paint only takes 12 to 24 hours to dry and the same to harden depending on the ambient temperature. Now the tinwork could be fitted this had all been sprayed in a similar manner to the skid unit. I love this part especially with the Massey Ferguson colour scheme, shiny red parts against the deep colour of the Stoneleigh Grey skid unit is perfect. It didn't take long to build the skid unit up and all that was left was the wheels and tyres. The fronts were all renewed rims, tubes and tyres and the rears had the same, I did manage to reuse the dish centers that received a light skimming of filler. ■



19 These 6.00/16 wheel rim, tube and tyre combination are great value and were a perfect replacement for the old buckled ones



20 It takes longer to mask the tyres up than it does to actually spray them, although time consuming it's a good way of protecting the tyre

SALES CORNER

IN THIS ISSUE WE TAKE IN THE LAST CHEFFINS VINTAGE COLLECTIVE OF THE YEAR, WHERE THE FAMILY TRACTORS JUST DOMINATED.

MARKET STRONG

The Cheffins two-day Vintage Collective Sale held over 18–19 October at their Sutton, Cambridge site, saw the tractor market stay strong, whereas we are seeing drops in prices when it comes to preservation cars, motorcycles and commercial vehicles.

The weather on the Friday of the sale was fine and dry, but by the evening the heavens had opened, and the rain was plonking down until just on 3.00pm on Saturday afternoon when, finally, the sun showed through the heavy clouds and the prices picked up! The site was a big lake by the end of the day, but by then it was all over.



This 1997 Massey Ferguson 399 P605GPF with 9,793 hours got to £21,500 and was not sold.



Lot 403 saw the full 1:12 scale Ferguson clockwork outfit sell for £12,000.



Some £1,500 was paid for the Ferguson restored lighting set.

CMFE TRACTOR CONDITION GRADING SYSTEM

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

PRESERVATION TRACTORS:

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

WORKING TRACTORS:

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



Lot 2694: The 1987 Massey Ferguson 2645 Electric went on to create a new record at £46,000 + VAT.



Some £6,500 was paid for the 1975 Massey Ferguson 185 with Duncan cab KET25P.



Does any reader know the history of this well converted Massey Ferguson 1200 tipper? It did not sell having been offered at a Norfolk sale on 6 October.



The Massey Ferguson 240 four-wheel drive was still for sale after the auction.



Some £19,500 was offered for the 200 hours ex-test Massey Ferguson 690, two-wheel drive, but it wasn't taken.



Lot: 2782: Wow what a line-up of Massey Fergusons! The 35X nearest the camera sold for £8,500.



2002 Massey Ferguson 4345 four-wheel drive FP02 XBN, with 12 x 4 transmission raised £17,000 but was not sold.



This 1970 Massey Ferguson 135 LPO816J, with reduction box fitted, sold for £7,800.



Some £3,200 was paid for the 1954 Ferguson TE-D with Clydebuilt cab.

On Friday, Sale No.2 saw the late David Cook extensive cast iron seats and makers plate collection come up, which amounted to some 485 lots and was efficiently auctioned with humour along the way. The best was £1,550 for the Haseley tedder cast iron seat, well painted like the majority of the collection. The HV McKay (MH Australian importer) 'Buy Australian Goods' S38 cast iron seat cost £50. The prices were up and down, remembering it is the rarity that collectors go for, while the average price looked to be around £55.

In Sale No. 1 the highlight was the 1.12th scale Mills Brothers of Sheffield

clockwork Ferguson demonstration model with ploughs, track and box. Said to be in original paint, although I'm not so sure, it went on to sell for a good £12,000. Quite a lot of the literature in this sale did not make as much as it had earlier in the year and most of it was snapped up by dealers.

On the Saturday, Cheffins offered 325 lots in Sale No. 6, which comprised commercials, 4x4s, one steam lorry, and rows of classic, vintage and one veteran tractor. From my calculations 108 lots were not sold, meaning that there was a 68 per cent sell through, which was very good for what was on offer. Massey Ferguson dominated; however high

reserves were put on a good number of the MF classics and the 390s and 390Ts, which were not sold on the day. The stunning 1987 Massey Ferguson 2645 Electric four-wheel drive E328RRH fully restored with 5,252 hours and a great history provenance, which had been supplied new by J. Wood & Son of Yorkshire, sold for £46,000 + VAT, backing up the earlier March 2024 record set by Cheffins for one of these tractors in Lancashire.

There were three MF 1200s here; the best was possibly the original untouched 1977 example, No. N901341. It had great potential and could be kept in similar



Not sold on the day was the Massey Ferguson 6255 Power Control.



Some £1,700 saw the well restored 1951 Massey Harris 55 GRSF LPG, No. 6468 of Bob Parkes sold.



1949 Massey Harris 30 'V' front, No.7378 ran very well and was all together, sold for £2,100, and the 1953 33 GIRF for £2,200.



Got away at £18,000 this 1200 needed more work to bring it up to a detailed standard.



The Massey Ferguson 148 set a new record for these deluxe 135s at £19,000 + VAT.

condition after sorting it out, which will not be cheap; it changed hands at £20,000.

One of the sad things was the Bob Parkes sweet running, grade 5, 1954 Massey-Harris 44 Special LPG 'V' rowcrop; it sold here for just £1,500. The three others from this collection were also superb; the original 1953 Massey-Harris 33 GIRF gas 'V' front rowcrop made the most at £2,200. Unfortunately, people just do not get these American-made MH tractors, which have lots of history to them.

Reviewing the sale, it has to be said that Cheffins were able to get rid of a whole host of tractors for clients that have been in the yard for some time, mostly rough stock. I'm looking forward to April 2025 when the first of the Cheffins collectives takes place, as they always bring so many interesting tractors and machinery to the fore.

Results

2760 1956 Ferguson FE 35 diesel restored 374XWE V5c 5 £6,800.

2759 1954 Ferguson TE-F No. 3773139 with repro Ferguson crane all restored, nice! 5 £5,200.

27645 1955 Ferguson TE-F No.390964 rear tyres cracked, original 2/3 £3,400.

2861 1954 Ferguson TE-D Clydebuilt cab with bonnet headlight, no docs, good 2/3 £3,200.

2915 Ferguson FE 35 p/p low exhaust so-so 2, £2,800+ VAT.

2897 1954 Ferguson TE-F 2 £2,200.

2810 1951 Ferguson TE-20 Perkins P3 MKN126 4 £2,000.

2816 1947 Ferguson TE-20 Continental TE8651 Loddon conversion kit 4 £2,000.

2753 1953 Ferguson TE-F LER230 No. 324496 sup Collings Bros, battery roughish 2/3 £2,000.

2972 1950 Ferguson TE-A 125332 very nice 4 £1,800.

2818 1954 Ferguson TE-D249464 KEW830 4 £1,400.

2824 1948 Ferguson TE-A HRR651 so-so 2 £800.

2920 1954 Ferguson TE-D 415677 so-so 1.8 £700.

FORD-FERGUSON

2811 Ford Ferguson 2N 11556146 older restored 2/4 £2,000.

2823 Ford Ferguson 2N dip stick taken, import 2/4 £1,500.

MASSEY FERGUSON (Record price*)

694 1987 Massey Ferguson 2645 4WD Electronic E328RRH sup J. Wood & Son, Yorks 5,252h 18 years of ownership, well restored 5 £46,000 + VAT*.

2716 1977 Massey Ferguson 1200 VGV114 2/3 PAVT wheels 4,957h quite clean 2/3 £20,000 + VAT.

2885 1992 Massey Ferguson 362 4WD very clean 3 £19,000.

2739 1998 Massey Ferguson 6130 2WD R566XEG 2,962h f/weights 2/3 £18,500.

275 1971 Massey Ferguson 1150 Western KWJ158J older restoration 4.7 £16,000*.

2742 1983 Massey Ferguson 690 4WD TTX102Y bonnet resprayed, MF 80 loader 11 £15,000*.

2704 1975 Massey Ferguson 1200 GTO645N painted 4.8 £18,000.

2692 1975 Massey Ferguson 148 KVJ53P new Goodyear's, restored 5 £19,000 + VAT*.

2734 1976 Massey Ferguson 188 Flexi cab 2/3 cab KRB246N 4 £12,500.

2854 1983 Massey Ferguson 265 2WD TSD747Y MF80 loader, clean, 2 owners 3 £11,500 + VAT.



The 1962 Massey Ferguson 65 MK2 did not to sell on the day, but the 1958 35 No. SDF9185D sold for £5,900.



1974 Massey Ferguson 135 OVM629M was supplied by Eastern Tractors and had been kept in good order over the years. It sold for £10,800 and a similar price was achieved for the 1961 35 NEB203 next door.

2767 1974 Massey Ferguson 135 OVM629M Flexi cab sup Eastern Tractors 3 £10,800.

2768 1961 Massey Ferguson 35 NEB203 Winsam cab 2/3 £10,800.

2695 1985 Massey Ferguson 675 4WD B528MAO some rust in the doors, 2/3 £10,500.

2689 1971 Massey Ferguson 135 BNG873J Flexi cab one family from new, V5c with mo 2/3 £10,200.

2729 1984 Massey Ferguson 240 4WD with cab 3 £9,800 + VAT.

2784 1967 Massey Ferguson 135 JKP355F no cab, 4.7 £9,500.

2782 1970 Massey Ferguson 35X restored V5C no cab, 5 £8,500.

2793 1960 Massey Ferguson 35 189672 new tin work (wrong wings) 5 £8,200.

2878 1978 Massey Ferguson 550 2WD with front loader, needs tyres 3 £8,200.

2887 1979 Massey Ferguson 575 2WD DVC507T very straight 3 £7,500.

2747 1964 Massey Ferguson 35X resto 5 years ago, good, no V5c 5 £7,500.

2787 1970 Massey Ferguson 135 WKM420J 169532 1,800h, no cab 5 £7,500.

2803 1985 Massey Ferguson MF 699 4WD A164949 18-speed 2/3 £7,500.

2771 1963 Massey Ferguson 35X Multi-



The monstrous 1971 1150 sold here for £16,000, a record from these tractors that are not very fast on the road.



The late French-built 595 MkII was in good condition but did not sell here.

Power with loader and bucket, plus cab 2/3 £7,000.

2783 Massey Ferguson 590 2WD painted 4.6 £7,000.

2855 1994 Massey Ferguson 3075 4WD L992JPY clean 9.7 £7,000 + VAT.

2735 1975 Massey Ferguson 185 KET25P Duncan cab, one previous owner 2/3 £6,500.

2788 Massey Ferguson 165 power steering, no cab 4 £6,200 + VAT.

2750 1959 Massey Ferguson 35 23c diesel SDF9185D individual glow plugs 5 £5,900.

2789 Massey Ferguson 148 no cab or paperwork 2 £5,200 + VAT.

2796 1969 Massey Ferguson 135 import with roll bar stubs 2 £5,000.

2899 1958 Massey Ferguson 65 Mk1 388XUD 4.5 £5,000.

2808 1960 Massey Ferguson 65 Mk1 914YUD 2/4 £4,800.

2781 1970 Massey Ferguson 135 Multi-Power No. 155859 AAL795H 4 £4,200

2797 1964 Massey Ferguson 35X import, straight panels 2/3 £4,000.

2798 Massey Ferguson 35 needs the works 2 £3,000.

2958 Massey Ferguson 65 with mid-mounted circular saw 2 £3,000.

2848 Massey Ferguson 35X so-so 2/3 £2,800.

MASSEY-HARRIS

2865 1946 Massey-Harris 203 Chrysler 99465 GRL 950 very original 4/3 £3,000 + VAT.

HEAP OF THE MONTH...

On 21 November at Gettysburg, Pennsylvania, USA, Aumann Auctions held the successful Greg McGrew collection sale, which featured mostly original classics. A Massey Ferguson 1150 V8 with 1,102 hours and dual rears and no cab sold for £18,744.

However also in the sale was an American specification Massey Ferguson 65 orchard, which had been converted to hand clutch and more! It looked a wreck, but was a relatively clean tractor, just ripe for restoration. The orchard specification is especially rare; what a fun challenge someone will have with this project! On the day it sold for £735.



Wow! Certainly the project of the year, which sold for £735 on 21 November.



A rear view of the 1958 Massey Ferguson 65 orchard, which is very complete.

2896 1953 Massey-Harris 33 GIRF 2467 V front perfect, Bob Parkes entered 3 £2,200.

2895 1949 Massey-Harris 30 GIRF 7378 original perfect, Bob Parkes entered 3 £2,100.

2893 1951 Massey-Harris 55 GRSH LPG 6468 lovely, Bob Parkes entered 5 £1,700.

2894 1954 Massey-Harris 44 Special LPG V rowcrop, Bob Parkes entered 5 £1,500.

SALES DIARY



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

JANUARY 2025

12 Online Only Auction of Mel Smith Collection.

603 Red Creek Road, Long Beach, Mississippi 39560, USA.
Polk Auction Company, www.polkauction.com

13 & 14 Cambridge Machinery Sale.

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

14 Doug Fiske Estate Truck & Automobile Collection Auction.

Online Bidding.
1800 River Street, Iowa Falls, IA, USA. Aumann Auctions, www.aumannvintagepower.com

15 Fiske Estate Engines, Car & Truck Parts & Collectibles.

Online Bidding.
1800 River Street, Iowa Falls, IA, USA. Aumann Auctions, www.aumannvintagepower.com

15 Exeter Plant Auction. Online Only. Large & Small Plant, Vehicles, Trailers & Machinery.

Husseys, www.husseys.co.uk

15 & 16 Live Online Sale of Plant, Agricultural, Commercial Vehicles, Farm Machinery & Equipment.

Thainstone Centre, Inverurie AB51 5XZ. www.anmarts.co.uk

17 Online Plant & Machinery Auction.

Brightwells, www.brightwells.com

17 to 27 National Online Auction of Machinery, Straw & Forage.

Brown & Co, www.brown-co.com

22 Auction of Modern Farm Machinery & Equipment.

Lincolnshire. Brown & Co, www.brown-co.com

22 to 25 Auction of Industrial Plant, Construction & Agricultural Equipment.

Roall Lane, Leeds, Goole DN14 0NY. Euro Auctions, tel: 01977 662255.

25 Auction at Somerset Vintage & Classic Tractor Show.

The Showground, Shepton Mallet, Somerset BA4 6QN. H J Pugh, tel: 01531 631122.

25 Saturday Dunswell Auction.

The Cattle Market, Dunswell, Hull HU6 0AW. Frank Hill & Son, tel: 01964 630531.

29 Dispersal Sale due to the closure of Dairyland Vintage Museum.

Newquay, Cornwall. H J Pugh & Co, tel: 01531 631122.

29 to 31 Auction of Contractors Plant.

31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

30 Online Plant, Machinery Sundry Items Auction.

Brightwells, www.brightwells.com

30 Auction of Modern Farm Machinery & Equipment.

Lincolnshire. Brown & Co, www.brown-co.com

30 to 9 Feb Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment.

Stags, www.stags.co.uk

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

5, 6 & 7 Auction Online, telephone & commission bids only.

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

6 Collective Machinery Sale.

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

10 & 11 Cambridge Machinery Sale.

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

13 to 18 Online Timed Auction of Modern Farm Machinery & Equipment.

Hertfordshire. Brown & Co, www.brown-co.com

14 Online Plant & Machinery Auction.

Brightwells, www.brightwells.com

14 to 19 Timed Online Auction.

York Machinery Sales, www.ylc.co.uk

15 Sale of Farm Machinery & Implements.

Spalding area. Longstaff, tel: 01775 766766.

22 Spring Tractor World Sale of Vintage & Classic Tractors, Implements, Tractor Spares & Agricultural Bygones.

Three Counties Showground, Malvern, Worcestershire. H J Pugh & co, tel: 01531 631122.

22 Saturday Dunswell Auction.

The Cattle Market, Dunswell, Hull HU6 0AW. Frank Hill & Son, tel: 01964 630531.

27 Online Plant, Machinery Sundry Items Auction.

Brightwells, www.brightwells.com

27 Auction of Modern Farm Machinery & Equipment.

Lincolnshire. Brown & Co, www.brown-co.com

MARCH

1 Retirement Sale of D & K Tonge.

Fen View Farm, North Kyme, Lincoln LN4 4DP. Will Barker & Co Ltd, tel: 01529 414555.

1 Monthly Live & Online Machinery Sale.

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

4 Auction of Tractor Brown's Museum Collection.

Online bidding.
Yadkinville, NC, USA. Aumann Auctions, www.aumannvintagepower.com

8 Surfleet Farm Machinery Sale.

Fairview Farmyard, Bird's Drove, Surfleet PE11 4BE. Will Barker & Co Ltd, tel: 01529 414555.

10 & 11 Cambridge Machinery Sale.

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

12, 13 & 14 Auction Online, telephone & commission bids only.

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

14 Online Plant & Machinery Auction.

Brightwells, www.brightwells.com

14 Collective Machinery Sale Greenslade Taylor Hunt in conjunction

with Gwilym Richards.

Chepstow Racecourse, Chepstow,
Monmouthshire NP16 6EH.
Tel: 01278 410250.

15 Auction of Vehicles, Farm & Garden Equipment & Machinery. The Saleyard, Winestead, Hull HU12 ONH. Frank Hill & Son, tel: 01964 630531.

19 Spring Antique Tractor, Automobile & Equipment Consignment. Online bidding. Aumann Auctions, www.aumannvintagepower.com

20 to 6 April Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment. Stags, www.stags.co.uk

21 to 26 Timed Online Auction. York Machinery Sales, www.ylc.co.uk

22 Farmers Spring Machinery Sale. A17/A52 Bicker Bar roundabout. Will Barker & Co Ltd, tel: 01529 414555.

26 to 28 Auction of Contractors Plant. 31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

27 Online Plant, Machinery Sundry Items Auction. Brightwells, www.brightwells.com

29 Saturday Dunswell Auction. The Cattle Market, Dunswell, Hull HU6 OAW. Frank Hill & Son, tel: 01964 630531.

29 Sale of Vintage & Classic Automobilia, Petroliana, Agricultural Collectables, Pre War items, Globes, Pumps & Rare Signs. Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

APRIL

5 Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

5 Annual Collective Machinery Sale. Spalding, PE11 3YR. Longstaff, tel: 01775 766766.

7 & 8 Cambridge Machinery Sale. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

10 Walford Cross Machinery Sale. Walford Cross Sale Field, Taunton, Somerset TA2 8QW. Greenslade Taylor Hunt, tel: 01278 410250.

11 Online Plant & Machinery Auction. Brightwells, www.brightwells.com

23 Yeovil & District Collective Machinery Sale. Yeovil Showground, Barwick, Yeovil BA22 9TA. Greenslade Taylor Hunt, tel: 01278 410250.

23, 24 & 25 Auction Online, telephone & commission bids only. Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

24 Online Plant, Machinery Sundry Items Auction. Brightwells, www.brightwells.com

24 Saturday Dunswell Auction. The Cattle Market, Dunswell, Hull HU6 OAW. Frank Hill & Son, tel: 01964 630531.

25 & 26 Cambridge Vintage Auction. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

25 to 30 Timed Online Auction. York Machinery Sales, www.ylc.co.uk

28 Pre '30 Auction Week. Online bidding. 20114 IL RT 16, Nokomis, IL, USA. Aumann Auctions, www.aumannvintagepower.com

MAY

8 to 18 Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment. Stags, www.stags.co.uk

10 Monthly Live & Online Machinery Sale.

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

12 & 13 Cambridge Machinery Sale. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

28 North Somerset Collective Machinery Sale. Nates Lane, Wroughton, Bristol BS40 5RS. Greenslade Taylor Hunt, tel: 01278 410250.

28 to 30 Auction of Contractors Plant. 31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

30 to 4 June Timed Online Auction. York Machinery Sales, www.ylc.co.uk

JUNE

4, 5 & 6 Auction Online, telephone & commission bids only. Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

9 & 10 Cambridge Machinery Sale. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

12 Collective Machinery Sale. Sedgemoor Auction Centre, TA6 6DF. Greenslade Taylor Hunt. Tel: 01278 410250.

14 Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

19 to 29 Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment. Stags, www.stags.co.uk

27 Berkeley Collective Machinery Sale Greenslade Taylor Hunt in conjunction with Gwilym Richards & Co. Heathfield, Berkeley GL13 9PN. Tel: 01278 410250.

27 to 2 July Timed Online Auction. York Machinery Sales, www.ylc.co.uk

JULY

5 Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

7 & 8 Cambridge Machinery Sale. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

16, 17 & 18 Auction Online, telephone & commission bids only. Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

18 & 19 Cambridge Vintage Auction. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

23 to 25 Auction of Contractors Plant. 31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

30 Dispersal Sale of Private Collection Steam Engines, Rare Steam Driven Machinery, Collectable Steam, Blacksmiths & Carpenters Tools, Petroliana & Other Bygones. Gloucester, Gloucestershire. H J Pugh & Co, tel: 01531 631122.

AUGUST

2 Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

4 & 5 Cambridge Machinery Sale. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

14 Collective Machinery Sale. Sedgemoor Auction Centre, TA6 6DF. Greenslade Taylor Hunt. Tel: 01278 410250.

PRICE GUIDE

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

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

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

PRICE GUIDE BANDS EXPLAINED

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

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

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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
WALLIS							
Wallis Cub	1914-17	£17,450	£28,000	£46,000	£34,000	£54,000	NA
Wallis Cub Junior	1917-19	£16,500	£26,000	£42,000	£34,500	£37,900	NA
Model K	1919-23	£1,800	£2,900	£7,400	£6,200	£8,200	NA
Model OK 15-27	1923-27	£2,100	£2,800	£6,700	£7,100	£8,800	NA
Model 12-20	1929-32	£1,900	£3,600	£8,100	£9,200	£11,200	NA
Model 20-30	1927-32	£2,800	£4,400	£8,400	£7,900	£9,700	NA
FERGUSON							
Ferguson-Brown	1936-37	£13,500	£22,500	£34,000	£24,600	£36,200	NA
Ferguson-Brown	1938-39	£11,800	£21,000	£33,500	£26,200	£41,000	£53,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£29,900	NA
TE-20 Continental	1946-48	£1,200	£2,100	£9,200	£3,700	£4,600	£7,100
TE-20 Narrow Perkins P3 Conversion	1946-48	£1,300	£2,300	£4,100	£3,100	£5,200	NA
TE-A 20	1947-56	£950	£1,250	£1,900	£4,900	£5,400	£6,100
TE-A 20 half-track	1947-56	NA	£4,500	£24,000	£7,600	£16,400	NA
TO-20	1948-51	£1,200	£1,700	£3,900	£2,600	£3,700	NA
TE-D 20	1949-56	£1,100	£1,200	£6,200	£2,100	£4,250	£6,750
TE-D 20 full-track	1949-56	NA	NA	NA	£7,500	NA	NA
TE-D 20 Twose roller	1953-56	£4,750	£6,900	£21,500	£9,800	£24,000	NA
TE-F 20	1951-56	£1,700	£2,600	£9,200	£3,800	£5,900	£7,600
TE-F/T 20 Industrial diesel	1951-56	NA	£2,950	£9,300	£4,900	£6,900	NA
TE-E 20 Narrow p/p	1949-56	£1,200	£1,700	£4,600	£3,100	£4,300	£4,900
Perkins P3 Conversion	1946-56	£1,200	£3,150	£4,200	£3,600	£4,600	£6,400
Reekie Narrow/fruit tractor	1948-54	£1,350	£2,580	£4,560	£5,200	£5,650	£6,900
Lenfield conversion	1948-56	£1,325	£1,650	£4,200	£2,400	£4,400	NA
TE-L 20 Vineyard p/p	1952-56	£1,100	£2,100	£5,300	£3,400	£4,500	£7,100
TE-K 20 Vineyard petrol	1952-56	£1,120	£1,800	£4,300	£2,900	NA	£4,350
TE-P 20 petrol Industrial	1952-56	£1,350	£3,100	£4,900	£13,200	£6,200	NA
TE-E 20 Narrow	1951-56	£1,350	£1,900	£4,900	£6,600	£7,200	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
TO-30 USA-built	1951-54	£1,900	£2,300	£4,100	£3,100	£4,100	NA
TO-35 USA-built	1954-57	£1,600	£2,800	£4,700	£3,500	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£1,200	£2,300	£5,200	£3,600	£5,400	£7,200
FE-35 Grey & gold (p/p)	1956-57	£1,300	£2,100	£3,900	£3,100	£4,900	£6,200
FE-35 Grey & gold vineyard	1956-57	£1,100	£3,900	£5,900	£4,100	NA	£6,500
FE-35 Grey & gold petrol	1956-57	NA	£3,100	NA	NA	NA	NA
FE-40 USA-built	1956-57	£1,400	£1,500	£4,900	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	£2,400	NA	NA	£6,200	NA
MASSEY FERGUSON							
50 gas USA-made	1958-59	£1,200	£1,450	£3,400	£3,900	£5,200	NA
95 & Super 95 (MM)	1958-62	£2,250	£3,400	£6,900	£4,100	£7,800	£10,400
97	1962-65	£3,100	£4,200	£7,700	£5,800	£9,700	NA
97 4x4 (MM)	1962-65	£3,900	£4,600	£7,100	£7,900	£10,400	NA
98 GM-371 (Oliver-built)	1959-60	£3,300	£4,800	£5,100	£6,800	£9,600	NA
35 Standard 23C 4-cylinder	1957-59	£1,100	£2,900	£7,900	£3,900	£7,950	£9,900
35 Standard Industrial	1957-59	£1,700	£2,250	£6,600	£4,200	£7,100	£8,200
35 Standard petrol-paraffin	1959-64	£950	£1,950	£5,900	£3,900	£5,600	£8,200
35 High 'C' Petrol	1959-64	NA	NA	£6,200	NA	£7,400	NA
35 Standard petrol/paraffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£6,200	NA
35 Perkins 3.152 engine	1959-62	£1,900	£3,800	£12,600	£4,900	£11,200	£14,700
35 Industrial	(not X)	£1,800	£2,900	£14,900	£6,400	£5,700	£7,700
85 Continental engine	1958-62	£2,100	£2,600	£7,900	£4,100	£9,500	NA
88 Continental engine	1959-62	£2,600	£3,400	£6,400	£3,900	£8,800	£7,900
90 Super	1961-65	£2,800	£3,600	£6,900	£5,200	£7,800	£10,250
35 Perkins 3.152A	1962-64	£1,400	£4,100	£14,600	£5,900	£12,100	£14,900
35X with Multi-Power	1962-64	£1,950	£4,900	£18,800	£9,800	£17,000	£18,900
35 Hi-Clear	1959-64	NA	£4,600	NA	NA	£9,200	NA
35X Industrial	1962-64	£2,600	£4,600	£15,200	£8,200	£13,100	£15,100
35X Vineyard/Narrow	1962-64	£1,950	£2,400	£9,500	£8,100	£10,250	NA





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6X
35X Golf course (grass tyres)	1962-64	NA	NA	£6,100	NA	NA	NA
65 Mk1	1958-60	£1,600	£3,300	£7,800	£5,600	£11,600	£14,600
821 French Hanomag diesel	1959-61	£950	£1,300	£2,700	£2,100	£3,100	£3,200
21 French Peugeot petrol	1959-61	£900	£1,250	£2,950	£3,800	£4,600	NA
DT7000 (Landini MF) 4x4	1960-64	£1,200	£2,850	£6,200	£4,200	£6,600	NA
25/825 French Perkins diesel	1960-64	£1,700	£1,800	£3,600	£4,200	£4,500	NA
37 French	1962-64	£1,800	£2,700	£3,400	£3,100	£5,200	NA
42 French	1962-64	£1,900	£2,800	£4,100	NA	£5,700	NA
65 Mk2	1960-64	£1,850	£3,400	£9,100	£6,100	£9,900	£12,100
65 Mk2 with winch	1960-64	£1,950	NA	£5,900	NA	NA	NA
65 Mk2 Vineyard	1962-64	NA	£3,400	£6,700	NA	NA	NA
MF 65/765 Industrial	1958-64	NA	NA	£5,800	NA	NA	NA
65 Mk2 Multi-Power	1961-64	£2,100	£3,800	£12,900	£7,300	£11,200	£13,600
130 French	1964-72	£1,900	£2,900	£4,100	£3,800	£5,100	£7,200
130 French Vineyard	1964-72	£2,100	£2,900	£4,100	NA	NA	NA
135	1965-71	£2,600	£4,600	£18,100	£5,900	£14,100	£19,000
135	1971-79	£2,800	£7,800	£13,700	£6,450	£13,600	£16,200
135 Multi-Power	1965-79	£3,100	£5,100	£14,200	£7,900	£14,200	£18,750
135 Vineyard	1965-79	£2,900	£4,500	£6,200	£5,200	NA	NA
135 Industrial	1965-79	£2,600	£4,100	£8,900	£6,400	£8,700	£12,300
135X MP Industrial	1965-79	NA	NA	NA	NA	NA	£34,000
135 petrol (Standard engine)	1965-79	£2,800	£4,100	£7,200	NA	£8,200	NA
2130 (Industrial)	1965-72	£2,700	£2,950	£5,800	NA	£9,100	NA
135 petrol (Perkins engine)	1972-79	NA	NA	£7,400	NA	NA	NA
135 4x4	1965-79	£6,900	£8,100	£16,750	£12,100	£17,200	NA
2135 (French-made)	1966-72	£1,200	£2,400	NA	NA	£5,900	NA
140 Super French	1965-75	£1,900	£2,400	£5,200	£4,100	NA	NA
145 French	1965-75	£1,950	£2,600	£5,300	NA	NA	NA
155 French	1965-75	£2,100	£2,900	£3,800	NA	£5,900	NA
152 Vineyard	1971-79	£2,800	£4,400	£5,400	£4,200	£4,900	£5,300
165	1965-71	£3,900	£4,900	£10,400	£6,700	£8,750	£12,250
165 4WD	1966-75	NA	£9,500	£23,900	NA	£25,700	NA
165 Multi-Power	1965-71	£4,450	£7,200	£17,250	£6,450	£18,900	£21,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
165 Multi-Power	1971-79	£4,300	£7,400	£18,000	£9,800	£18,200	£19,100
165 4WD MP	1968-78	NA	£9,900	£21,900	NA	£24,800	NA
175	1965-68	£3,600	£4,900	£18,400	£6,950	£19,000	£21,100
178S	1968-71	£3,900	£4,400	£8,000	£5,900	£7,900	NA
178 Multi-Power	1968-72	£4,890	£6,900	£19,600	£10,250	£14,425	£19,500
178 4WD MP	1968-78	NA	£7,900	£22,200	NA	£24,400	NA
158	1968-74	£2,300	£3,100	£5,200	£4,200	£7,100	£8,200
148 French	1972-78	£1,950	£4,600	£7,300	£6,900	£9,100	NA
158 4WD	1968-74	N/A	N/A	N/A	N/A	£22,000	N/A
148 (eight-speed)	1972-78	£2,900	£3,100	£11,900	£9,100	£12,400	£14,650
148 Multi-Power	1972-78	£3,500	£5,900	£14,200	£8,900	£14,700	£17,100
168 Multi-Power	1971-78	£3,700	£5,500	£17,800	£9,600	£15,100	£18,500
168 4WD	1971-78	£4,900	£12,200	£16,100	£10,400	£17,400	NA
185	1971-78	£3,900	£4,300	£12,600	£9,900	£16,800	NA
188 Multi-Power	1971-78	£5,900	£9,575	£33,300	£14,800	£18,700	£24,100
188 4WD	1971-78	£6,600	£12,400	£28,500	£17,100	£24,400	£28,500
1100	1964-67	£4,400	£8,400	£16,200	£11,900	£15,700	£17,200
1080	1968-72	£4,100	£6,900	£12,700	£8,800	£12,800	£16,300
1130	1964-72	£4,700	£9,200	£18,900	£12,950	£14,100	£17,200
1105-1135-1150	1973-78	£5,900	£8,950	£12,100	£9,800	£15,900	£16,400
1200	1975-79	£8,700	£17,000	£43,500	£27,500	£56,000	£58,600
1250	1979-80	£9,600	£18,500	£46,900	£29,900	£51,800	£54,500
1505	1974-76	£10,200	£19,200	£48,000	£31,100	£50,700	NA
4840	1980-82	£9,900	£14,500	£27,100	£18,900	£29,400	NA
2745	1978-83	£7,900	£8,500	£16,500	£12,600	£18,200	NA
2805 V8	1976-83	NA	£12,700	£26,800	NA	NA	NA
550	1976-79	£5,400	£6,700	£27,900	£10,900	£15,900	£19,750
565	1976-82	£5,100	£6,800	£17,100	£10,800	£16,200	£18,500
575	1976-83	£5,700	£6,750	£19,100	£14,200	£15,900	£19,600
590	1976-83	£5,750	£6,700	£18,200	£9,200	£13,300	£18,100
592 French	1979-84	NA	NA	£12,500	NA	NA	NA
595	1979-83	£4,750	£8,700	£26,200	£9,900	£14,900	£26,300
11025 (Eicher German-built)	1980-83	NA	£7,600	£10,300	NA	NA	NA





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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MASSEY-HARRIS							
No. 2	1920-23	£11,850	NA	NA	£44,200	NA	NA
No.3	1920-23	£40,000	£47,000	£62,500	£51,000	£58,000	NA
12-20 (also as Wallis)	1926-35	£2,400	£3,700	£5,200	£4,700	£7,300	NA
General Purpose 4x4 SV & OHV	1930-36	£6,900	£9,800	£14,200	£11,900	£14,200	£16,500
Type 25	1933-38	£2,250	£3,400	£7,800	£5,200	£6,400	NA
Pacemaker 12-20	1936-37	£3,400	£4,100	£6,200	£4,900	£5,200	NA
Challenger V	1936-37	£3,900	£5,100	£7,400	£5,400	£7,600	NA
Challenger V front styled	1938-39	£1,900	£2,400	£4,200	£3,800	£4,700	NA
Challenger Standard axle	1938-39	£1,950	£2,900	£3,400	£3,000	£4,200	NA
Pacemaker styled	1937-39	£2,260	£3,800	£7,700	£5,200	£8,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super Standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	£1,700	£2,300	£4,500	£5,700	£5,600	NA
102 Junior Standard	1939-46	£1,100	£1,800	£2,400	£4,600	£3,100	£5,000
102 Senior Standard	1941-45	£1,300	£2,100	£4,600	£3,300	£4,200	NA
201 245 cu in Chrysler engine	1940-42	NA	£3,600	£6,900	£7,900	£6,100	NA
203 303 cu in Continental	1940-47	£3,200	£3,800	£6,100	£5,900	£6,300	£8,400
203 Perkins P6	1940-47	NA	NA	£5,250	NA	NA	NA
44	1946-53	£1,800	£2,300	£3,000	£3,100	£4,200	NA
55D	1949-55	£2,000	£2,400	£4,900	£2,900	£4,800	NA
55K	1947-55	£1,800	£2,800	£5,900	£4,200	£5,100	NA
22	1948-53	£1,900	£3,800	£3,000	£3,100	£3,500	NA
744 PD	1948-53	£3,400	£3,800	£6,800	£4,500	£6,700	£7,500
744 PD Hi-Arch	1948-53	£3,800	£5,600	£6,900	£4,800	£6,800	NA
745 (inc Sunshine model 1)	1954-57	£3,800	£3,700	£4,900	£3,900	£4,900	£5,750
745S	1957-58	£3,600	£3,700	£6,200	£4,400	£6,900	£7,200
333 V rowcrop	1954-57	NA	£1,200	NA	£2,700	£3,600	NA
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,200	£3,800	£5,100	NA
Pony 11 & 14 Woodstock CN made	1947-57	£1,000	£1,900	£2,400	£2,100	£2,900	£4,100
Pacer 16	1953-56	£1,600	£1,900	£3,300	£2,100	£3,200	£4,750
Pony 811-812- 814-820 French	1951-58	£1,000	£1,400	£2,600	£2,300	£2,700	£3,700





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FERGUSON

FERGUSON T.E.D 20



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

124495

FERGUSON T20

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

124508

FERGUSON TE-A-20



1948, £2,000. Petrol. Fully restored, taxed etc. Reluctant retirement sale. Scottish Borders. Please call 01896 848053, Scotland.

125204

FERGUSON TEF TRACTOR

1954, £2,800. Diesel. Good runner PTO works, also lift arms working. Please call 01772785448, North West.

125230

FERGUSON TEF WITH ROTAPED TRACKS



1956, POA. Recon engine, recored rad, fitted with rotaped tracks which have been repaired and rebushed as necessary, pneumatic tyres and wheels included. Please call 07976 434090, South East.

124944

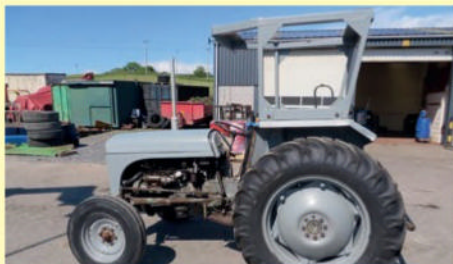
FERGUSON TEF



1956, £2,900. Runs and drives well, Cat 2 PTO c/w V5. Please call 07515939801, South East.

124948

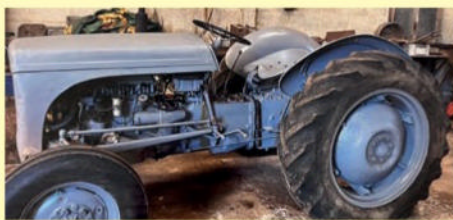
FERGUSON TEF DIESEL



1953, POA. C/W roll frame, metal work sound, new rear tyres fitted, in working order, hyd and brakes ok, engine in need of decoke. Please call 07976548962, Scotland.

124970

FERGUSON TED20



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

FERGUSON TEF20

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

FERGUSON TED20



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

123624

FERGUSON FE35



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

MASSEY FERGUSON

MASSEY FERGUSON 35X



1964, £6,600. MF 35X recent restoration and respray, 4 new tyres. Runs and looks well. North Bradford. Please call 01535 271514, Yorkshire and the Humber.

125235

MASSEY FERGUSON 275



£8,500. Fully restored, new tyres on front, rear 90 per cent, runs perfectly, power steering. No V5. Perthshire. Please call 07960435148, Scotland.

125240

MASSEY FERGUSON 135



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

124675

MASSEY FERGUSON 35X



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

124694

MASSEY FERGUSON 35



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

124708

MASSEY FERGUSON 390

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

124727

MASSEY FERGUSON 699

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

124728

MASSEY FERGUSON 135



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

124750

MASSEY FERGUSON 390



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

124757

MASSEY FERGUSON 35



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

124761

MASSEY FERGUSON 35



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

124763

MASSEY FERGUSON 148



£25,000. 4 wheel drive. Very good condition. Please call 07536083746, East of England.

124811

MASSEY FERGUSON 188



£25,000. 4 wheel drive. Very good condition. Please call 07536083746, East of England.

124813

MASSEY FERGUSON 35X

POA. Please call 01795 880224, South East.

125478

MASSEY FERGUSON 290



£8,999. 4wd tractor with loader, 3 stick gear box, 4600 hours. Please call 01249 740377, South West. (T)

125494

MASSEY FERGUSON 1750M 4WD TRACTOR



£36,995. In very good condition – only 211 hours 2022 year, road registered on a 22 plate 50HP – powered by a fuel efficient four cylinder diesel engine Hydrostatic transmission with power shuttle and power shift. 4WD. Agricultural tyres. Three point linkage – Category 1 with quick release looks UK clockwise 6 splined PTO shaft with 540 and 750 PTO speeds. Rear drawbar. Power steering. Complete with Quicke C18s front loader with quick release headstock, hydraulic 3rd service, self levelling, high capacity bucket and adjustable width pallet forks. Please call 01933 272662, East Midlands.

125502

MASSEY FERGUSON 165



1974, £2,950. Tractor, square axle, none runner, multi power. Please call 01249 740377, South West. (T)

125506

MASSEY FERGUSON 362



1992, £12,000. Please call for more info! Please call 01362 692104, East Midlands.

125510

MASSEY FERGUSON 398



£15,999. 4wd tractor, 12x12 shuttle, trima loader and bucket, perkin engine. Please call 01249 740377, South West. (T)

125513

MASSEY FERGUSON 390



1996, £19,750. 4wd tractor, year 1996, 2 owners from new, 4350 hours, MF 875 loader and bucket, 12x12 shuttle, rear weight. Please call 01249 740377, South West. (T)

125514

MASSEY FERGUSON 135



£7,999. 2wd tractor, 1975, power steering, 2500 hours, flexi cab. Please call 01249 740377, Yorkshire and the Humber. (T)

125516

MASSEY FERGUSON 154C



£7,999. Crawler tractor, 3 point linkage, 853 hours, diesel. Please call 01249 740377, South West. (T)

125517

MASSEY FERGUSON 4708



2017, £17,999. 4wd tractor, 2500 hours, 85hp roll bar. Please call 01249 740377, South West. (T)

125518

MASSEY FERGUSON 240



1986, £13,999. 2wd tractor, restored to very high standard, road legal, power steering, 1986. Please call 01249 740377, South West. (T)

125526

MASSEY FERGUSON 65



£4,800. MK2 Multipower nice condition. Please call 07536975561, South West.

124821

MASSEY FERGUSON 35



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

MASSEY FERGUSON 165



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

MASSEY FERGUSON 35



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

MF 140



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

123571

MASSEY HARRIS

MASSEY-HARRIS PACE MAKER



POA. Running. Please call 07855399487, South West.

123848

MASSEY-HARRIS 745



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

124299

MASSEY HARRIS 25



£6,750. Styled on rubbers, new fronts, excellent original condition. Fully rebuilt engine - good runner. Please call 07778 525037, South East. (T)

125461

MASSEY-HARRIS PONY



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

122401

OTHER MACHINERY

FERGUSON FERTILISER SPINNER



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

123155

MASSEY FERGUSON 20 BALER



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

123344

MASSEY FERGUSON 307



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

124655

PARTS

MASSEY FERGUSON 40 LOADER WITH BUCKET AND SIDE MOUNTINGS



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

123349

FERGUSON THREE POINT LINKAGE ADJUSTABLE ANGLE LAND SCRAPER



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

122343

MASSEY FERGUSON 35X NEW PISTONS AND LINERS



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

123951

MASSEY FERGUSON 135 PARTS



£370. 2 x mudguard for MF135 tractors and the seat and seat bracket. I'm open to any offer. Burford Oxfordshire. Please call 07854440159, South East.

125246

MASSEY FERGUSON MF875 LOADER



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

124685

MASSEY FERGUSON PICK-UP HITCH ASSEMBLY

£100. For MF 35 or 135. Please call 01689253757, South East.

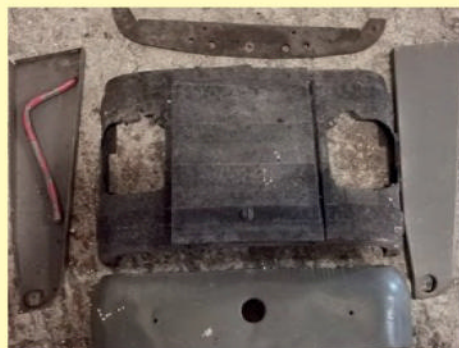
124900

MASSEY FERGUSON FRONT WEIGHTS

£80. For 100 Series £40 each. Collection only Kingswinford. Please call 07976 713352, West Midlands.

124952

MASSEY FERGUSON 135 PARTS



£80. Grille panel kits. I'm open to any offer. Oxfordshire. Please call 07854440159, South East.

125245

FERGUSON PARTS



£10-£200. 2 sets Fergusson 9 hole drawbar and adjustable stays Cat 1 £80 per set, Fergusson belt pulley £70, stabiliser bar Cat 1 £10 or £200 the lot. Collect North Yorkshire. Please call 07821 371989, Yorkshire and the Humber.

125233

INTERNATIONAL OBSOLETE PARTS



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

121063

FERGUSON TE-F 20 INJECTION PUMP



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

HEADLIGHT LENSES



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

MASSEY FERGUSON 35 INJECTION PUMP



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON 35 INJECTORS



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MASSEY 590



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

MASSEY 3075



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

MASSEY 135



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

MASSEY-HARRIS 780



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

124467

6 MASSEY FERGUSON 100 SERIES FRONT WEIGHTS



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

124689

MF 135 FLEXI CLAD CAB ROOF NEW



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

124730

FERGUSON SAW BENCH AND PTO



POA. Please email robtowntsend35@yahoo.co.uk. South West.

124292

UNUSED QUICKE 1.6M BUCKET



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

124686

MASSEY FERGUSON FINGER BAR GUARD



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

124229

CHAIN HARROWS



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

124687

UNUSED WINTON PIPE LAYER/ MOLE PLOUGH



£350. Please call 07778 513381, West Midlands.

124688

MISC

UNIVERSAL HOBBIES UH 2638 FERGUSON TEA20

£70. 1/16 mint and boxed, will post at cost. Kingswinford. Please call 07976 713352, West Midlands.

WANTED

MASSEY FERGUSON 65 MARK 2

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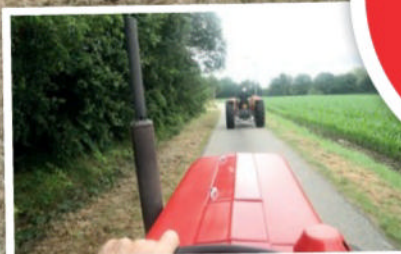
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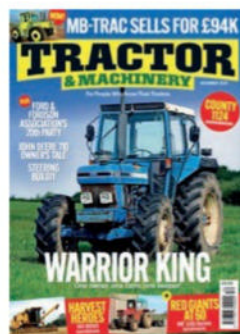
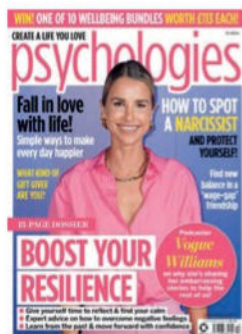
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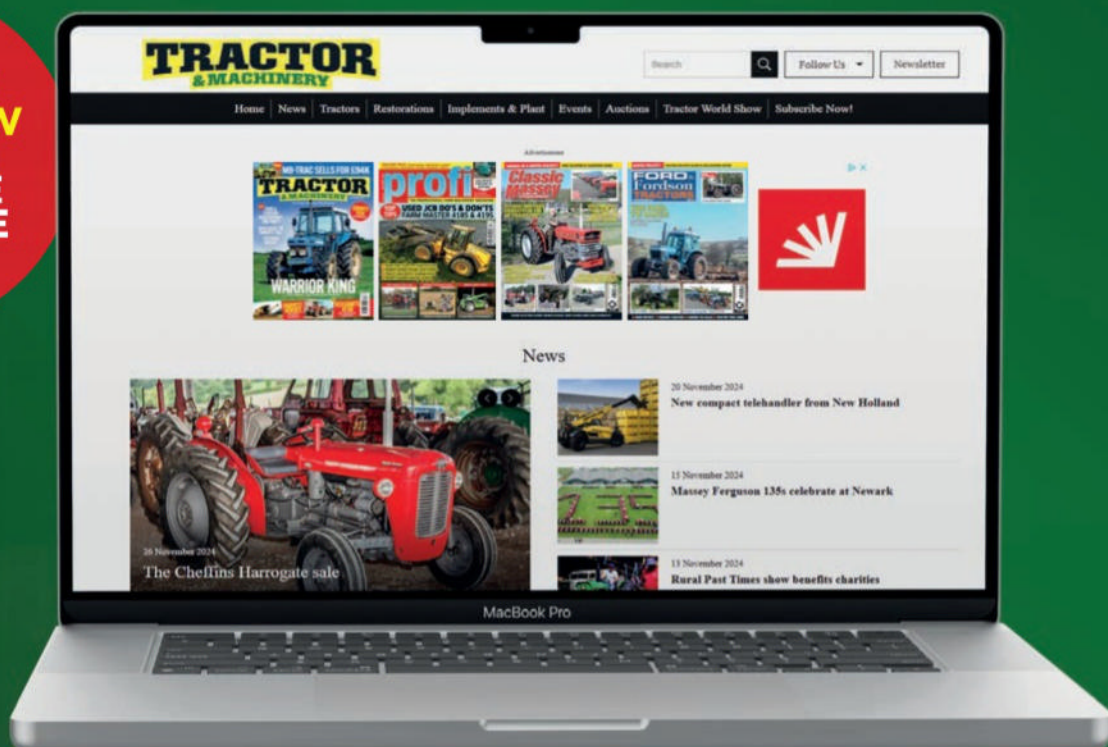
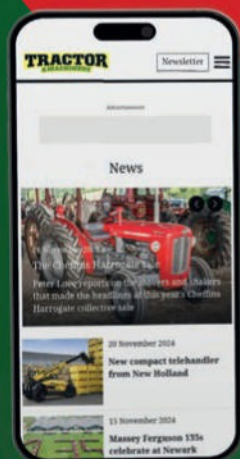
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