

**Clarke &  
Simpson**

**Cheffins**

**Dispersal sale of  
'The Hunday Ferguson Collection'  
Ferguson, Ford and Massey Ferguson  
tractors, vehicles, implements and spares**

**For Sale by Public Auction  
Saturday 14th November 2015**

Sale commences at 9.30am

CAMP FARM  
ROUDHAM  
NORWICH  
NORFOLK

**On View**

The sale may be viewed at the following times ONLY  
Friday, 13th November 10.00am to 4.00pm  
Morning of Sale from 8.00am

**VAT & Buyer's Premium will not be charged at this sale**

**Catalogue Price £15  
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(Refundable on purchases over £150 per catalogue)

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## FOREWORD

### History of Hunday



The Hunday Ferguson Collection was originally put together by pioneer collector, John Moffitt; a very well known figure in the world of farm machinery preservation. John began collecting tractors in 1965; he discovered many early and rare machines and his efforts culminated in the opening of the Hunday Museum – a national collection of tractors, engines and machinery – in Northumberland in 1979.

The museum closed in 1989 and the majority of the tractors and exhibits were dispersed. However, John retained all the Ferguson exhibits; some of which had been in his possession since 1966.

After retiring from farming and his many business interests in the early 1990s, John devoted his time to building up the largest collection of Ferguson equipment in the world. The Ferguson exhibits from the former Hunday Museum formed the nucleus of the collection, and many more tractors and implements were added. John's ambition was to find an example of virtually every piece of Ferguson equipment produced in the UK.

Expanding the parameters of the collection, he then began searching out items of Ferguson equipment manufactured in other countries of the world and a large number of very scarce (possibly unique) American Ferguson implements and tractors were added to the inventory.

By 2000, John had amassed what was probably the most complete collection of Ferguson equipment ever assembled. The collection included an example of nearly every type of implement and virtually every variation of tractor – both Ferguson and its early Massey Ferguson successors. Where no example of a machine existed, such as the Ferguson combine (which never went beyond prototype stage), John had replicas constructed at great expense. The collection also included a large amount of memorabilia and literature.

In 2004, with his health failing, John decided to dispose of the collection and instructed Paul Gooderham of Cheffins to offer it for sale as a whole. It was purchased by Norfolk businessman and collector, Paul Rackham. Paul moved the Hunday Ferguson Collection to his premises near Bridgham. During his ownership, several of the tractors have been overhauled or renovated. He has also added to the collection and extended it to include a number of rare and significant examples of Ferguson tractors and vehicles of particular historical interest.

The original Hunday Ferguson Collection, as put together by John Moffitt, has been kept intact in its entirety and includes the first Ferguson tractor John ever bought – a Type A (Ferguson-Brown) that he purchased from Allendale in Northumberland in February 1966. The collection extended to 37 tractors dating from the Type A (1937) to a Massey Ferguson 65 Mark 1 (1959). It includes several American tractors; some of which, such as the Ferguson Hi-40, are considered scarce in the USA. Both agricultural and industrial tractors are represented.

Harry Ferguson insisted that his line of equipment offered a machine for every farming task, and that is reflected in the range of implements in the collection. More than 100 implements, representing almost every piece of Ferguson equipment ever built, are preserved within the collection. The implements include examples from the Ferguson-Brown, Ford-Ferguson, TE-20 Series and Massey-Harris-Ferguson eras of production, as well as much of the American equipment produced under the Ferguson name in the USA from 1948-57.

Many of the items of Ferguson equipment are now extremely rare – the game flusher being a good case in point – and would now be almost impossible to find. The American equipment includes some very scarce machines, such as the side-mounted forage harvester. The collection also includes some interesting examples of equipment manufactured to suit the Ferguson tractors by other outside manufacturers.

As certain items of Ferguson equipment were not available, John Moffitt commissioned replicas to be made using the original drawings. These include the Ferguson combine and the side-mounted baler; both finely engineered exhibits in their own right.

Many of the smaller items, such as the accessories, workshop equipment and dealer's aids, have not survived in any great number and some of those in the collection may be unique. The Ferguson demonstration model is a highly sought after item and the example in the collection is in fine condition. The banners, pennants, signs and display items are extremely rare.

The literature collection is very comprehensive. The majority is made up of the original manuals and sales literature that was integral to the Ferguson System. Accompanying it, is an archive of documents, records and photographs – both originals and copies. Paul Rackham has since added to this resource and the result is a historical archive of considerable importance.

While the Hunday Ferguson Collection has been in his ownership, Paul Rackham has added further tractors to the collection. These include a Ferguson tractor manufactured in France, Reekie conversions for Scotland's berry-fruit growers, and the 'Guernsey' Ferguson – a tractor finished in a special red/cream livery for the launch of the Ferguson TE-20 Series in the Channel Islands in 1948. As such, it is believed to be the only agricultural Ferguson tractor not painted grey and also one of the oldest TE-A20 models in existence.

Paul Rackham has also bought and restored four vehicles with connections to the Ferguson story. The most significant of these is a Series 1 Land Rover that was purchased by Harry Ferguson Ltd in 1953. Apart from the Ferguson connection, it is also one of the oldest long-wheelbase Land Rovers in existence. It has undergone a full restoration at considerable expense.

Paul Rackham has tried to find a purchaser of the entire collection over the last 5 years or more and whilst there has been serious interest, for one reason or another, a sale has not been concluded. The auction therefore presents a unique opportunity to the Ferguson enthusiast to acquire some extremely rare items which otherwise may not have been available to purchase.

## **ACKNOWLEDGEMENTS**

The auctioneers are pleased to acknowledge the assistance of Stuart Gibbard who compiled much of the historical and technical information of each tractor.

## GENERAL INFORMATION

(forming part of the Conditions of Sale as printed at the back of this catalogue)

**VIEWING** Friday, 13th November 10.00am to 4.00pm and Morning of Sale from 8.00am

**VALUE ADDED TAX** There is no VAT payable at this sale other than on surcharges for credit cards and online bidders (see below)

**BUYER'S PREMIUM THERE WILL BE NO BUYER'S PREMIUM CHARGED AT THIS SALE**

**ON-LINE BIDDING (i-bidder.com and BidSpotter.com)** Live on-line bidding will be available at this sale. An additional 1% plus VAT surcharge is added to the hammer price for successful purchases made on-line through i-bidder.com or bidspotter.com

**TO BID ON LINE** You will need to register with i-Bidder/Bidspotter and then sign up for the auction you wish to bid on. The Auctioneers require that you enter credit card details which are used for identification purposes. A refundable deposit of £500 will be required prior to being accepted to bid. The Auctioneers reserve the right to refuse any registrant from bidding.

**HOURS/MILEAGE** The figures stated in the catalogue are believed to be correct at the time of cataloguing. Purchasers should satisfy themselves of the correctness of the hours/mileage.

**AUCTION CONDITIONS** The attention of Purchasers is drawn to the Conditions of Sale included in the catalogue.

**REMOVAL OF LOTS** All lots must be paid for on the day of sale and all lots without exception must be removed by no later than **Friday 20th November 2015**. Tractors cannot be moved until the auction has finished and then only with the assistance of the loading teams.

**PLEASE NOTE** only limited loading facilities will be available after the sale and some items will not be readily accessible due to restriction of the site and loading area. Contractors loading and towing vehicles will be available on site during the following **CLEARANCE DAYS:**

Sunday 15th November 9.00am-2.00pm

Monday 16th November 9.00am-5.00pm

Tuesday 17th November 9.00am-5.00pm

Wednesday 18th November 9.00am-5.00pm

For purchasers not able to remove their lots during these times alternative arrangements can be made through the auctioneers

**No tractors can be moved during the sale without permission and only with a member of the auctioneers staff present.**

**RISK** The Bidder is on risk once the hammer falls and is strongly advised to effect insurance at once. In view of the sale being held on a Saturday tractors will remain insured by the vendor up until Monday 16th November until 5pm whilst they remain inside the building.

**All lots are sold strictly as seen and without warranty, purchasers are urged to satisfy themselves prior to the sale as to the condition of each lot and whether the lot accords with its description.**

**NO LOTS MAY BE TRANSFERRED** The Auctioneers will only accept payment from and permit removal of lots purchased by the Purchasers successfully bidding at the sale or his Agents.

**BUYER'S BID NUMBERS** The Auctioneers propose to operate a buyer bid number system. Purchasers are, therefore, requested to attend at the Sales Office during View Day or prior to the commencement of the Sale, so that full details of the intending Purchaser's name, address, bankers and other relevant information may be recorded please bring a method of identification. You will then be given a bidding number. Failure to obtain a buyer's bid card may result in the Auctioneer refusing to accept your bid. **If you have a Machinery Bidding Number for the Cambridge monthly machinery sales at Sutton or a permanent Cheffins Vintage Number please use this. Clarke & Simpson Buyer's Bid Numbers will not be used during this sale.**

## METHOD OF PAYMENT

All lots must be paid for on the day of sale by one of the following methods:-

1. Cash to a total of £7500 per buyer in accordance with Money Laundering Regulations 2003.
2. By Visa or Mastercard Credit Card. Please note that a surcharge of 2% plus VAT will be added to the invoice for this method of payment.
3. By Switch/Maestro or Visa/Delta Debit Cards. There will be no surcharge for this method of payment.
4. By bank transfer directly into Cheffins Auction No 3 Account at Barclays Bank, Cambridge. Sort Code: 20-17-19 Acc No: 50287628 IBAN No: GB17 201719 50287628 SWIFT CODE: BARCGB22 Items will not be released until payment has been received into the Cheffins bank account.
5. By cheque but only on the basis that one of the following arrangements is made BEFORE the day of sale:-
  - (a) The Purchaser's bank confirms to the Cheffins bank that the payment will be met. This information should be sent to Barclays Bank plc, PO Box 885, Mortlock House, Vision Park, Histon, Cambridge, CB24 9DE. Fax 01223 545787. Please specify the date and location of sale.
  - (b) A letter from your bank stating the amount up to which your cheque will be honoured and addressed to Cheffins/Clarke & Simpson and specifying the date of the sale. **Fax copies and photocopies are not acceptable for this method.**

In the event of Purchasers wishing to pay by cheque having not made such arrangements no lot will be released until cheques are cleared through the Auctioneer's bank account.

**MONEY LAUNDERING REGULATIONS 2003** In order to comply with these regulations, we are no longer able to accept cash payment for sums in excess of £7,500. This includes single payments amounting to this sum or multiple payments totalling £7,500.

## TRACTOR REGISTRATION NUMBERS

All quoted tractor dates of manufacture have been ascertained via past scrutiny of the supplied serial number and reference to factory records. In some cases the DVLA records may be at variance due to later registration conversion dates etc. Potential purchasers should make their own enquiries where they believe there may be any conflicting information. Where the registration number has expired, this means that the number is no longer active or valid with the DVLA.

## LOCATION AND DIRECTIONS TO THE SALE

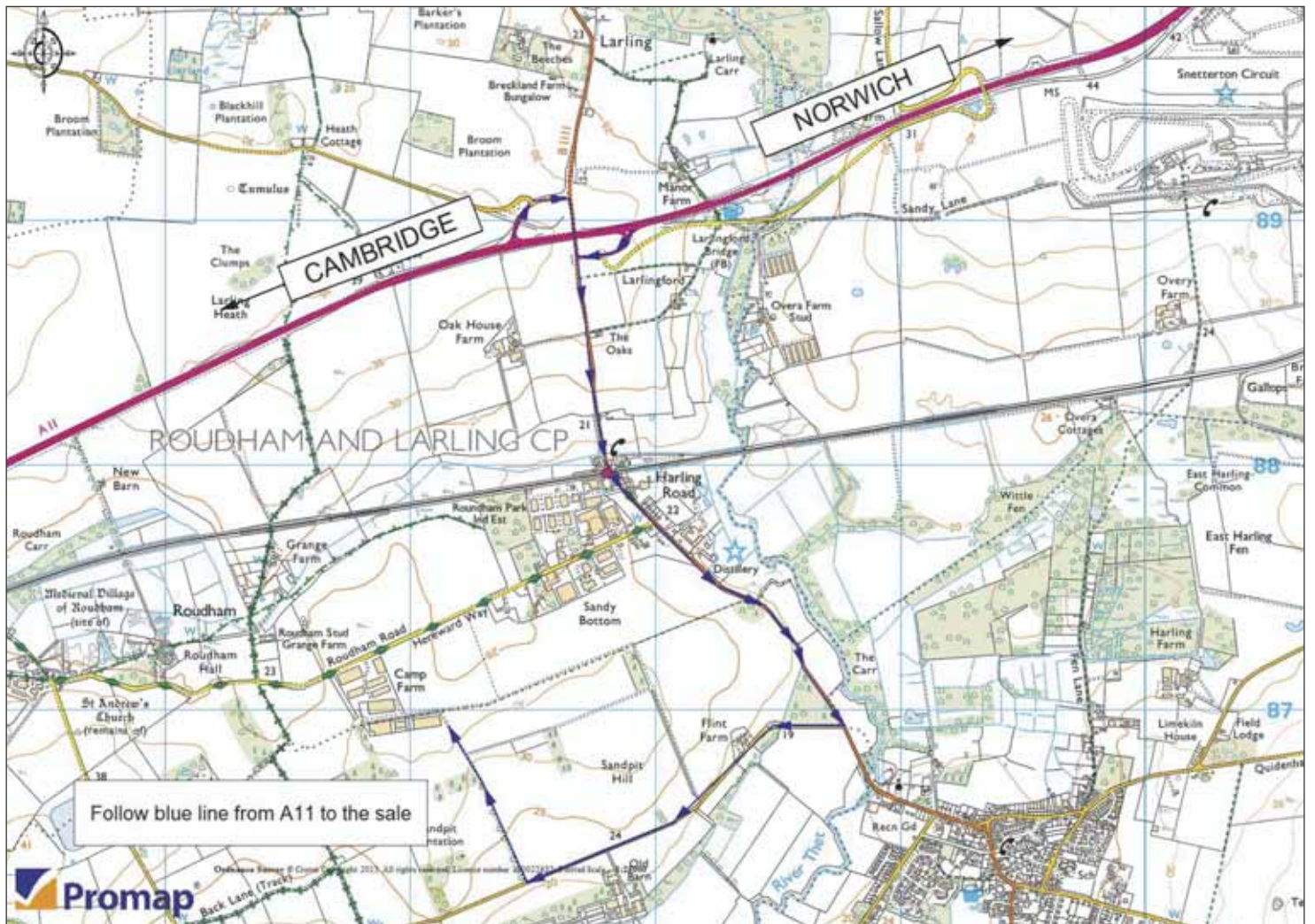
Camp Farm, Roudham is located just off the A11 approximately 45 miles north east of Cambridge and 25 miles south west of Norwich.

From the A11 heading east or west exit at the B1111 sign posted East Harling and head south towards East Harling. Go over the railway crossing following the B1111. Continue on the B1111 for three quarters of a mile and then turn right at the signpost to Bridgham. The sale site is approached via a farm road approximately 1 mile on the right hand side. The sale will be signposted on the viewing and sale day.

**SAT NAV USERS** are requested to use the following post code: **NR16 2QP** (to avoid being directed through single track roads), which will direct you to Harling Road Station. From here continue to follow the B1111 towards East Harling and then take the next right turn signposted Bridgham.

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**REFRESHMENTS** Light refreshments will be available on the viewing day and the day of sale.



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Southend Airport 95 miles  
Helicopters by arrangement

Nearest train station: Harling Road (2 miles)

**ORDER OF SALE**

- Lots 1 – 120** LITERATURE, BANNERS, PENNANTS,  
SIGNS, POSTERS & DISPLAY ITEMS ETC.
- Lots 130 – 165** CAST IRON SEATS
- Lots 200 – 285** FERGUSON TRACTOR & IMPLEMENT SPARES
- Lots 300 – 410** FERGUSON & MASSEY FERGUSON  
MACHINERY & IMPLEMENTS
- Lots 420 – END** VEHICLES, FERGUSON, FORD & MASSEY  
FERGUSON VINTAGE & CLASSIC TRACTORS

**IMPORTANT**

No tractors will be allowed to be started on the viewing or sale days, for health & safety reasons as all the tractors are housed in an enclosed building.

There are no batteries fitted to the tractors.

All the tractors will have been started and running prior to the sale unless otherwise announced by the auctioneers.

Further images and specification sheets are available on [www.cheffins.co.uk](http://www.cheffins.co.uk) and [www.clarkeandsimpson.co.uk](http://www.clarkeandsimpson.co.uk) or [www.i-bidder.com](http://www.i-bidder.com) and [www.bidspotter.com](http://www.bidspotter.com)



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## **Buyers Frequently Asked Questions**

### **How can I bid at the sale?**

All bidders are required to have a bidder's number. If you are already registered through Cheffins Vintage or Machinery sales you will be able to use this number. If you do not you will need to complete a bidder's registration form, in person, at the sale and we will need to confirm your identity so please bring your passport or driver's license with you as well as a recent utility bill that clearly shows your current address.

### **Can I do a telephone bid?**

We can accept telephone bids on higher value items only and vehicles. You will be required to complete the telephone bidding form providing us with your name, address and contact number for the sale day together with credit/debit card details. A member of staff will contact you just prior to the lot(s) coming under the hammer and will instruct you from there. Please note that The Auctioneers can accept no responsibility for the telephone connection, it would therefore be wise to provide us with an alternative number. Arrangements for telephone bids will not be accepted on the day of sale. If you are a first time bidder you must supply us with proof of identity.

### **Can I leave a bid with the Auctioneers?**

A commission or absentee bid can be accepted on completion of a 'Commission Bid Form' providing us with your name, address and telephone number and your credit/debit card details. You will need to clearly identify the lot(s) on which you wish to leave a bid with both lot number and brief description, along with the maximum amount you wish to bid. The Auctioneers will execute your bids with the remit of buying as cheaply as possible for you. The absentee bid form must be with the auctioneers no later than 9.00am on the day of sale. If you are a first time bidder you must supply us with proof of identity.

### **Can I bid on-line?**

The Auctioneers offer a live on-line bidding service via i-bidder.com. This allows you to hear and see the sale in real time and carry out bidding as if you were in the sale room. To bid online you will need to register with i-bidder/bidspotter and then sign up for the separate auction you wish to bid on. The Auctioneers require that you enter credit card details which are used for identification purposes and a refundable deposit of £1,000 will be required prior to being accepted to bid. The Auctioneers reserve the right to refuse any registrant from bidding. Following a successful bid, invoices are issued in accordance with the information provided via i-bidder and The Auctioneers will contact you via telephone and email a copy of your invoice following the sale. The Auctioneers can accept no responsibility for the internet connection.

### **How fast will the auctioneer sell?**

The Auctioneers will generally aim to sell lots at the rate of 100 per hour and tractors and vehicles at 35 lots per hour. Please note that this can vary dependent upon various factors and should not be taken as an absolute.

### **Is there any warranty offered with the lots?**

*No, all lots are sold strictly as seen.* If you are contemplating a purchase of an item of any kind that is outside your personal experience we recommend that you have it examined by a suitably qualified professional prior to bidding. The Auctioneers will provide a catalogue description of the item to the best of our ability and based upon information supplied by the vendor. You must satisfy yourself as to the completeness and originality of the lot before bidding.

### **Can I look at relevant vehicle paperwork?**

Yes, the vehicles in the sale will, where appropriate, have a suitable file containing all of the relevant documentation and keys provided by the vendor. These files are available for examination prior to the sale and we recommend you take the time to look at them thoroughly before bidding. Please note that The Auctioneers execute the transfer of ownership on the V5C documents, if you purchase a vehicle that has a V5C you must provide us with the relevant information of the new keeper on the day of sale that will allow us to process it with the DVLA

### **Can I change my mind after I've bought a lot?**

No, the contract between buyer and seller is made at the fall of the hammer, and you are bound to proceed with the contract. There are no exceptions, bid only if you are absolutely sure it is the lot you want, at a price you want.

### **How and when do I pay?**

Payment for purchases is on the day of sale, we can accept cash up to a maximum of £7,500, debit card payment and credit card payment. Please note that a surcharge of 2%+VAT of the invoice total if you choose to pay by credit card. You may also pay by cheque, these payments can take 5 to 7 working days to clear and you may not collect your purchases until The Auctioneers have cleared payment. Direct bank transfer may also be made and our account details are printed at the front of the catalogue. If you have made a purchase via telephone bid, commission bid or i-bidder.com, the Auctioneers will contact you immediately post sale.

### **What charges are there?**

Please note there will be no buyer's premium or VAT charged at this sale.

### **When can I collect my purchases?**

On receipt of cleared payment on the sale day, a pass-out will be issued to you and the porters will identify your lots based upon that, you will also be asked to hand this in prior to leaving the site and your vehicle will be checked at that time. We understand that some of the larger items will need transportation organising and, by arrangement with the auctioneer, must be cleared within one working week from the date of sale and longer by arrangement. If you have made a purchase via telephone bid, commission bid or i-bidder.com, The Auctioneers will contact you immediately post sale to arrange for payment and collection.

### **Can my purchases be delivered?**

The Auctioneers do not carry out deliveries directly, we do however, publish a list of recommended hauliers at the front of the catalogue along with contact details. Any arrangement you may make with them is entirely independent of The Auctioneers. Your haulier must report to the office upon collection to obtain a pass-out for your lots when he comes to collect on your behalf.

### **Are my purchases insured?**

At the fall of the hammer the lot(s) becomes entirely your responsibility. The Auctioneers strongly recommends that you effect suitable insurance immediately. In view of the sale being held on a Saturday tractors will remain insured by the vendor up until Monday 16th November 5pm whilst they remain inside the building.



## The Ferguson Legacy

The Ferguson tractor was part of a comprehensive farming system, including a full range of implements, equipment and accessories that were designed to meet the farmer's every need. The system was the brainchild of Ulsterman, Harry Ferguson, and under his guidance it evolved into a complete plan for farm mechanisation. At the heart of the plan was the Ferguson System of hydraulic lift, automatic depth control and three-point linkage.

Harry Ferguson's first tractor, the Type A (Ferguson-Brown), was manufactured for him by David Brown at its Park Works factory in Huddersfield from 1936-39. Early models had a Coventry Climax Type E engine, but later tractors were fitted with DB's own power unit, which was similar but with minor design differences.

After splitting with David Brown, Ferguson moved to the USA to build tractors with Henry Ford. The Ford-Ferguson, more properly known as the 'Ford Tractor with Ferguson System', was launched in 1939. The first version, the Ford 9N ('N' being Ford's tractor designation and '9' signifying its year of introduction), remained in production until 1942 when it was replaced by the 2N with minor changes to address wartime material shortages.

Ferguson's arrangement with Ford ended in an even more acrimonious split in 1946. The fallout from this was the famous legal battle in which Ferguson sued Ford for patent infringement over the subsequent 8N tractor and was eventually awarded an out-of-court settlement of \$9.25 million.

After returning to England, Ferguson entered into a manufacturing agreement with the Standard Motor Company to build his tractor at Banner Lane in Coventry. The tractor, designated TE-20 (Tractor England 20hp) had similar dimensions and layout to the American Ford-Ferguson models. As Standard's engine was not yet ready for production, an American Continental Z120 power unit was temporarily adopted for production to begin on 6 July 1946. Priced at £343, the TE-20 was an enormous success. It was the tractor that finally ousted the horse on smaller farms while on marginal land the TE-20's inherent stability on hillsides made it an indispensable tool.

The Standard Motor Company's own petrol engine came on-line during 1948. Tractors fitted with the Standard engine, which had similar dimensions to the Continental unit, were designated TE-A20. A petrol/TVO version, the TE-D20, arrived the following year with the diesel TE-F20 model introduced in 1951. Narrow and vineyard versions of the agricultural tractors were also produced, as was a lamp oil model for burning low-octane distillates in countries where TVO wasn't available.

Industrial and semi-industrial variants of the TE-20 series tractors were very popular with building trades and municipal corporations. Councils and local authorities found the economical Ferguson tractor the ideal machine for general transport, refuse collection, mowing roadsides and maintaining parks and playing fields. Meanwhile, Ferguson tractors were being manufactured at satellite plants in France,

the USA and elsewhere. The American range, built in Detroit, included the TO-20, TO-30, TO-35 and TO-40 models. In 1953, Harry Ferguson sold his tractor business to the Canadian Massey-Harris Company. The two companies were merged into Massey-Harris-Ferguson, which came into being on 30 January 1954. The last of the TE-20 series was built at Banner Lane in October 1957 following the launch of its replacement – the Ferguson FE-35.

Finished in a distinctive grey and bronze livery, the FE-35 inherited the TE-20's DNA, but incorporated a number of new and more modern features including a six-speed gearbox, two-speed and 'live' power take-off, and a more sensitive hydraulic system controlled by two quadrants. Engines were again sourced from the Standard Motor Company with petrol, TVO, lamp oil and diesel versions offered.

Eventually, the logistics of running two separate ranges (Massey-Harris and Ferguson) began to put a financial burden on the company, so the decision was taken to rationalise the product lines into one corporate identity. In December 1957, the board of Massey-Harris Ferguson Ltd sanctioned the renaming of the company as Massey Ferguson. The same month, the FE-35 was re-launched at the Smithfield Show as the MF 35 tractor in the new corporate red and grey livery. It was joined by the new Massey Ferguson 65 model fitted with a 50hp Perkins A4.192 diesel engine. In January 1959, MF acquired F Perkins Ltd of Peterborough for almost £4.5 million. As a result of this, Massey Ferguson reintroduced the MF 35 with a 40hp Perkins A3.152 diesel engine at that year's Smithfield Show.

In November 1960, it was the Massey Ferguson 65 tractor's turn for a revamp. The MF 65 Mark II offered minor styling changes and the differential lock, previously optional, was now standard. From May 1962, the MF 35 was offered with optional differential lock and PAVT rear wheels. Massey Ferguson also introduced its new Multi-Power transmission as an option on the MF 65. This turned the 6 x 2 gearbox (six forward and two reverse) into a 12 x 4 transmission with the change between ratios in each gear being made by the flick of a switch.

December 1962 saw the launch of the MF 35X model, which had an up-rated version of the A3.152 diesel engine, delivering 44.5hp, and the option of Multi-Power. Production of the MF 35 and 65 models at Banner Lane eventually peaked at 375 tractors per day. But greater things were to come with the arrival of the 100 Series 'Red Giants' at the end of 1964. The 100 Series, which included the MF 130 from Beauvais in France and the 135, 165 and 175 models from Banner Lane, was shipped to 140 different countries. This new range inherited the MF 35 and 65's lineage, but was part of an entirely more modern era of tractors.

The 100 Series, which remained in production with various upgrades and model changes until 1976, was a huge success. On some days, as many as 16 tractors an hour were rolling off the assembly line at the Coventry factory.

**Stuart Gibbard**

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# Saturday 14th November 2015

Sale to commence at 9.30am

VAT & Buyer's Premium will not be charged at this sale

Please refer to General Information and Conditions of Sale

**BidSpotter.com**

**i-bidder.com**

## LITERATURE, BANNERS, PENNANTS, SIGNS, POSTERS & DISPLAY ITEMS ETC.

- |   |   |  |
|---|---|--|
| <p>1 Ferguson TO-35 tractor parts book January 1995 100pp t/w photocopy December 1951 Facts About Farming with Ferguson</p> <p>2 Ferguson 40 66pp Owners Manual t/w 21pp Production Information Manual (2)</p> <p>3 Massey Ferguson 50 Tractor 1957 76pp Owners Manual</p> <p>4 Ferguson 40 a double sided fold out brochure/poster, 1956</p> <p>5 Ferguson On The Farm Service Specification a 1956 57pp brochure</p> <p>6 Ferguson TO-30 40pp Owners Manual t/w Features Of The Ferguson a 23pp illustrated brochure</p> <p>7 Ring binder containing Ferguson System tractor and accessory brochures including photocopies sub-soiler, disc terracer, flexitiller, rotary hoe, drill planter etc.</p> <p>8 Ford Tractor with Ferguson System instruction book, spare parts list t/w 2no. Agricastrol Tractor Logbooks and parts list for the Pippin Excavator</p> <p>9 Box file of photocopies and other Ferguson reference material, an invaluable archive, t/w Massey Ferguson pocket catalogues and customer enquiry pads etc.</p> <p>10 Massey Ferguson colour tractor brochures and flyers 1970s/80s include 1250, 500 series, 134, 158 etc.</p> <p>11 Massey Ferguson and Perkins, various parts books including 3ton trailer t/w seeding charts etc.</p> <p>12 Ferguson System A5 and A4 Instruction books covering TED, TEA, TEF, vineyard tractors and plough (8)</p> <p>13 Massey-Harris Ferguson pre-production information booklets covering 35 tractor and many implements including FE-35 loader, dump skip, hedgecutter, row-thinning machine etc. (12)</p> <p>14 Ferguson System assembly instructions for seed drill, post hole digger, mower, terracer etc. t/w supplement to plough instruction book (7)</p> | <p>15 Ferguson System plough instruction book and manual t/w service Education Manual No 3 (1952) 1955 parts procurement list and 1956 list of retail parts prices (5)</p> <p>16 Ferguson On the Farm Service Unit 1951 and 1953 87pp illustrated publications</p> <p>17 Ferguson work record chart, New Ferguson 35 flyer t/w accompanying letter and Shell Ferguson Lubrication and Maintenance book with colour transparent illustrations</p> <p>18 Ferguson System Instruction Books for trailer, steerage hoe, spring tine cultivator, tandem disc harrow and spiketooth harrow (5)</p> <p>19 Getting The Most Out Of The Ferguson System a handbook on operation and care (1946) 72 illustrated pages</p> <p>20 Ford Tractor with Ferguson System Instruction Book, Product Information Manual and 23pp brochure (3)</p> <p>21 Various implement brochures and flyers, parts books, owners manuals etc. To include 30cwt trailer, drill, planters, baler etc.</p> <p>22 Ferguson 30 fold out brochure/poster t/w TE/TO-20 operators manual and other product promotional literature (6)</p> | <p>26 Ferguson System Owners Manuals, Parts Lists and Operating/Assembly Instructions a bound volume of American/Canadian books all illustrated and forming an invaluable archive to the keen Ferguson collector</p> <p>27 Ferguson Instruction books; kale cut rake, buck rake, mouldboard plough, reversible plough, transporter (5)</p> <p>28 Ferguson Instruction books; row crop thinner, tiller, single row beet toppler, steerage hoe, multi-purpose seed drill (5)</p> <p>29 Ferguson Instruction Books; low volume sprayer, medium pressure sprayer, 25 and 60 cfm compressors, hammer mill and electromatic hammer mill (6)</p> <p>30 Ferguson and Massey Ferguson Instruction Books; manure spreader, spinner, hedgecutter, rear mounted mower, accessory adaptation 20 to 35, 3ton trailer, mid-mounted mower, ridger and potato planter</p> <p>31 Ferguson System Instruction Books; hammer mill, tractor service, cordwood saw, steerage hoe, spiketooth harrow (5)</p> <p>32 Ferguson/Ferguson System Instruction Books; earth mower, multi-purpose blade, leveller, trailer, sub-soiler, post hole digger (6)</p> <p>33 Ferguson Instruction Books; forklift, dump skip, tyre tracks, HD and off-set harrows and springtine cultivator (6)</p> <p>34 Ferguson System Instruction Books; off-set disc harrow, weeder, universal seed drill, disc plough, potato spinner and planter, ridger and planter, tandem disc harrow (8)</p> <p>35 Ford Tractor Ferguson System; an embossed folder containing brochure for all purpose cultivator, 2row cultivator, 'Plow Book' and instruction book for the tractor</p> <p>36 Ferguson System A4 Instruction Books; spiketooth harrow, springtine cultivator, tandem disc harrow t/w 1949 plough parts list</p> <p>37 Ferguson System A4 Instruction books; wood saw, trailer, steerage hoe t/w 1949 tandem disc harrow parts list</p> |
|---|---|--|



- 38 Ferguson and Massey Ferguson Instruction Books row crop thinner, beet lifter, mouldboard plough, 797 reversible plough, sub-soiler, 892 combine, 779 mid-mounted mower (7)
- 39 Ferguson System Instruction Books; Post hole digger, manure spreader and loader, potato spinner, disc plough, low volume sprayer, hammer mill (7)
- 40 Ferguson System Instruction Books; single row beet topper, tandem disc harrow, low volume sprayer, cordwood saw, earth leveller and terracer, linkage winch (6)
- 41 Ferguson System Instruction Books; buck rake, off-set disc harrow, steerage hoe, trailer, weeder (5)
- 42 Massey Ferguson and Ferguson; qty of manuals and instructions etc. to include 65 and 20 tractors, 703 baler, service tools, accessories etc. (10)
- 43 A large quantity of Ferguson and Hunday reference material, mainly photocopies contained in box files folders and binders, an interesting archive
- 44 A binder containing The Harry Ferguson Story consisting of original Ferguson Brown material, various catalogues and many photocopies etc.
- 45 Harry Ferguson and Massey Harris Ferguson a binder of photocopies and original sales brochures, fold out posters and other sales leaflets



- 46 Ferguson 16mm film strips 1950-1957 t/w contact prints of contents and CD copies. Covering tractor maintenance, operation and features (TE-20 and FE-35 grey/gold in colour) balers, combines etc. An exceptionally rare item
- 47 2no. photo albums containing a photographic record of the Hunday Collection including working images t/w University of Reading (copyright) sourced images of period Ferguson demonstrations and implements
- 80 Quantity of Ferguson decals both original and reproduction
- 81 Ferguson System original display board material c.1950 consisting of 16no. printed card tiles 14" x 10", includes some duplicates



- 82 A quantity of dealership bunting consisting of 13no. alternating fabric pennants depicting the Ferguson System logo and tractor badge



- 83 A dealership hanging banner consisting of 9no separate fabric tiles spelling Ferguson vertically, yellow lettering on blue background with a Ferguson logo, 112" total length

- 84 'See Why The Ferguson System Makes The Difference' a printed pictorial cotton banner depicting the silhouette logo, blue on white background 58" x 34"

- 85 5no. reproduction colour posters of Massey Harris etc

- 86 A modern printed vinyl banner depicting Harry Ferguson demonstrating a Ferguson Brown Type A, 80" x 50"

- 87 Ferguson Service and This Farm uses The Ferguson System, 2no. enamel signs of cushion form (modern) 20" x 15" approx.



- 88 M-H Massey Harris, a printed aluminium sign 21" square



- 89 A pair of cardboard tyre insert display boards bearing Ferguson logo and text 29" diameter

- 90 A pair of cardboard tyre insert display boards bearing Ferguson logo and text 29" diameter



- 91 Massey Ferguson, the triple triangle logo (decal on tin), original 21" x 31" wall mounting

- 92 'This Farm Uses The Ferguson System a tin sign, a period piece measuring 22" x 11"



- 93 'This Farm Uses The Ferguson System a tin sign, a period piece measuring 22" x 11"

- 94 'This Farm Uses The Ferguson System a tin sign, a period piece measuring 22" x 11"

95 5no. board mounted reproduction Massey Harris posters 18" x 25" each approx.

96 4no. mounted reproduction Ferguson advertisements and lubrication charts, various sizes

97 4no. mounted reproduction posters for Ferguson tractor depicting tractors at work in Rowland Hilder style landscapes

98 A quantity of laminated reproduction ex-museum images depicting rural scenes, tractor adverts etc. A3 and various sizes



99 Ferguson System salesman's demonstration folio with 7no. of the pages showing an aspect of the linkage system with tab operated images, a most uncommon and possibly unique example 23" x 25" over all

100 A large quantity of board mounted photocopies of Ferguson implement and tractor information



101 The Ferguson System, a wooden framed enamel sign, sun faded and some restoration work 60" x 30" overall



102 Framed and glazed print by Geoffrey Wheeler depicting Fowler BB1 ploughing engine 24" x 20"



103 Acrylic on board by John Appleyard, signed and dated 1983 depicting a Ferguson TE-20 in farmyard scene, illustration as used in his well known volume Farm Tractors, 37" x 25"



104 Acrylic on board by John Appleyard, signed and dated 1983 depicting a Ferguson Brown Type A t/w another in a post harvest scene, an original illustration as used in his well known volume Farm Tractors, 37" x 25"



105 Ferguson 35 Hydraulic Linkage Demonstration Unit, a wooden cased manually operated linkage unit, to fold out to an A-frame presentation configuration. An original salesman's tool 26" x 33" x 8"



106 The Ferguson Demonstration Model in original, unrestored and working condition in original wooden display box with running boards, trailed and mounted ploughs t/w a copy instruction manual. A must have for any Ferguson collection



107 The Ferguson System a large painted sign constructed of 6no. aluminium panels screwed to a wooden board 6' x 12'



108 The Ferguson System a double sided forecourt sign consisting of 2no. 60" x 34" enamel signs bearing the silhouette logos with overhead lighting canopy



109 The Ferguson System a dealers forecourt neon sign consisting of 2no. 60" x 46" enamel signs fitted with matching rounded ends. The text 'The Ferguson System' picked out in neon



110 Massey Ferguson wall mounting illuminated forecourt sign, perspex logo'd front in aluminium frame 15" x 32" x 8"

111 3no. painted wooden panels by John Appleyard depicting a countryside scene. 12' x 3' approx.



112 Ferguson Type A-TE-118 epicyclic demonstration reduction gearbox



116 'See Ferguson World's Most Copied Tractor' a canvas banner, 32"x176"



113 Ferguson TE-20 cut away demonstration tractor a fine sectioned exhibit with all the internal working parts exposed, operation by turning the starting handle. Created by J E Moffitt and a team of engineers and rebuilt with cut away sections, mounted to mobile trolley



117 35no Ferguson triangle canvas bunting sections depicting alternating Ferguson Tractors and Ferguson System Implements

118 A dealership hanging banner consisting of 9no separate fabric tiles spelling Ferguson vertically, yellow lettering on blue background with a Ferguson logo, 115" total length

119 2no wooden presentation boards depicting Harry Ferguson and Ferguson Brown, various copy literature t/w 2no other wooden display boards

120 2no white picket fence sections t/w Stockman Motor & Farm Equipment sign

121-129 Spare Lots

#### CAST IRON SEATS

130 Nicholsons Newark England (damaged)



131 Blackstone & Company Ltd Stamford

132 Nicholsons SD.S Registered Trade Mark

133 H Bomford & Sons 1025 (damaged)

134 Plain single hole in blue paint (damaged)

135 Nicholsons Newark England

136 Martin Stamford

137 Albion 5329

138 Bamfords

139 Plain single hole in blue print

140 Plain single hole in green print

141 Bamfords

142 Bamford

143 Bamlett



144 Ransomes Ipswich England (crack)

145 Bamlett

146 Bamford, Blackstone (both damaged) (2)

147 Blackstone & Company Ltd Stamford

148 Hornsby

149 Ransomes Ipswich England

150 Albion 5329

151 Martin Stamford



114 The Ferguson System a large painted aluminium sign, 5' 6"x11' 6' approx



152 Nicholsons Newark England

153 Bamfords

154 Bamfords

155 Ransomes Ipswich England (damaged) t/w Albion 5329 (2)

156 Blackstone & Albion (both damaged) (2)

157 Plain single hole painted in burnt orange



115 Ferguson tractor mounted sun shade



158 Bamlett

159 Albion 5329

- 160 Bamlett
- 161 Bamford (damaged), Albion 5329 (2)
- 162 Albion 5329



- 163 Martin Stamford
- 164 Blackstone Stamford
- 165 Bamlett
- 166-199 Spare Lots

**FERGUSON TRACTOR & IMPLEMENT SPARES**

- 200 Ferguson belt pulley
- 201 Massey Ferguson belt pulley
- 202 Ferguson fibre belt pulley



- 203 Ferguson canvas tractor cover, appearing in original condition
- 204 Hook loader t/w linkage T bar and parts etc
- 205 Various drawbars and axle
- 206 Early Ferguson swinging drawbar
- 207 Massey Ferguson weight transfer hitch
- 208 'Tractor Mate' implement mounting bracket
- 209 Qty Ferguson drawbars and stays
- 210 Ferguson North American pick-up hitch and front bumper
- 211 Ferguson drawbar, stays and plough disc
- 212 Scottish Aviation cab to fit a TE-20
- 213 Cengar cab to fit a TE-20
- 214 Winsam cab to fit a TE-20
- 215 Pair Ferguson rear spade lug wheels
- 216 Pair Ferguson rear spade lug wheels
- 217 Pallet BMB President spares to include fuel tank, radiator and various other engine spares
- 218 T Bar, stays, drawbar and toplink
- 219 T bar, stays and brackets

- 220 T bar, stays, hook and drawbar
- 221 Pair Stanhay wheel strakes
- 222 Pair Opperman wheel strakes
- 223 Pair Ferguson skeleton spade lug wheels
- 224 Pair E. Allman & Co Ltd rowcrop tyres and rims
- 225 Smith speedometer and hour meter for TE-20
- 226 Full 6 volt lighting set for TO-20, NOS boxed with wiring loom and instructions (USA), A-TO-76-A1
- 227 Pair front lights to fit a Ferguson t/w Lucas battery cover
- 228 Chain driven raised pto unit with guard
- 229 PTO extension with guard
- 230 Massey Ferguson swinging drawbar t/w skid and wheel rim for a 30cwt trailer
- 231 TE-20 bonnet with cyclops light bracket
- 232 3no. 2gallon petrol cans to include Pratts, Shellmex and Shell Motor Spirit
- 233 Ferguson tractor jack
- 234 Pair Farmhand 4.00-19 single rib tyres
- 235 Quantity sundry spares to include starter motor, carburettor spares, wiring looms and other vehicle spares for Ferguson mower pto
- 236 Quantity linkage spares and drawbar
- 237 Pair Ferguson rear and front wheels and tyres
- 238 3no. Massey Ferguson 100 series front weights
- 239 Ferguson front rowcrop conversion bracket for Hi 40 or 65
- 240 Ferguson 9hole drawbar to fit a vineyard tractor
- 241 2no reproduction Ferguson toplinks
- 242 Quantity top links
- 243 Quantity top links
- 244 Qty reproduction, bolts and toplink racks
- 245 Qty toplink racks
- 246 Pr. Ferguson 6.00-16 front wheels and tyres
- 247 2no. Lucas Tractor Battery battery covers t/w 2no fan guards
- 248 Ferguson Bower wheel strake
- 249 Ferguson front wheel weights
- 250 Ferguson tractor roll bar frame and brackets
- 251 Pair Goodyear 4.00-19 front wheels and tyres to fit a TE-20
- 252 Pair Ferguson wheel girdles and hand tool
- 253 2no Ferguson 'banana loader' stands

- 254 Two pump oil cabinet finished in Ferguson grey
- 255 Quantity Ferguson linkage spares to include T-bar, stay bars and drawbar etc.
- 256 Quantity Ferguson linkage spares to include stay, drawbar and front axle bracket
- 257 Quantity Ferguson linkage spares to include T-bar, stay bars and drawbar and pick-up hitch
- 258 Ferguson (USA) baler gearbox housing and spares
- 259 2no Lucas lighting kit number plate brackets
- 260 Ferguson tractor canvas cover t/w canvas cab doors
- 261 Large stillage of Ferguson tractor spares to include 2no engines, gearbox and back end
- 262 Pallet Ferguson spares to include radiator fuel tank and engine spares
- 263 Pallet Ferguson spares to include link arms, radiator, engine spares, front axle steering wheels etc.
- 264 Pallet Ferguson tractor spares
- 265 Rollbar for Ferguson tractor
- 266 Counter weight for Ferguson tractor
- 267 Aluminium Ferguson bonnet top
- 268 Ferguson P3 bonnet c/w Perkins badge
- 269 Pallet Ferguson tinwork and spares
- 270 Single 5.00-15 and 4.00-15 wheels and tyres
- 271 Qty starter motors and alternators
- 272 Qty link arms and stabiliser brackets
- 273 Qty various wheel rims and tyres
- 274 Pallet misc linkage spares
- 275 Qty brake and axle spares etc
- 276 2no seat pans for Ferguson potato planter t/w another
- 277 Exhaust to fit a Ferguson Brown Type A
- 278 2no spool valves
- 279 'Banana loader' spares to include dump and selector valve
- 280 3no pulley wheels and adaptor plate
- 281 Various gearbox spares to include Howard reduction parts
- 282 Ferguson linkage spares to include T bar, stays and drawbar
- 283 Qty stay bars
- 284 Ferguson long handled spanner (possibly Mk1 trailer) and starting handle
- 285 Qty linkage spares to include stabilisers
- 286-299 Spare Lots

**FERGUSON & MASSEY FERGUSON  
MACHINERY & IMPLEMENTS**



**300** Ferguson On-Farm Service Unit fitted with a Continental engine but lacking compressor. All dials are complete and includes instruction panel.



**301** Ferguson Power Unit fitted with a 4cylinder petrol engine and pulley wheel. Manufactured as a separate unit for the Ferguson baler and forage harvester, when fitted the rear linkage. An uncommon item in the UK, AHO-60 Sn.1394



**302** Ferguson Hydrovane 60CFM compressor used for heavy duty work such as road and concrete breaking, Sn.Z42075



**303** Ferguson Hydrovane 25CFM compressor commonly used with a hedgecutter or similar attachment

**304** The Marples Shearomatic hedgecutter t/w another

**305** Long reach pruners pneumatically operated and for use with a Hydrovane compressor

**306** Cooper-Stewart mounted pneumatic drive unit t/w Tarpen mechanical drive unit with 2no hand held hedgecutters, chainsaw and hedge finisher attachments



**307** Ferguson Winch mounted pto driven with land anchor, manufactured by Hesford, Ormskirk, W-UE-20

**308** Boughton & Son Ltd mounted pto driven winch with land anchor and to suit the Ferguson 35

**309** Ferguson Crane mounted and introduced to the UK market in 1953 and was capable of lifting 350lbs when fully extended, O-BE-28 Sn.490

**310** Mounted crane (make unknown) to fit a Ferguson tractor and achieves greater height and reach than the conventional Ferguson Crane



**311** Ferguson Electromatic Hammer Mill fitted with multi-sack attachment and Scotmec electric power grinder. This is reported to be the only Ferguson implement not attached to a tractor or taking power from it



**312** Ferguson Hammer Mill mounted with drive taken from a belt and pulley, H-LE-A20 Sn.1673

**313** Ferguson Post Hole Digger mounted with 12" auger, 12-D-FE-20

**314** Ferguson Cordwood Saw mounted with belt pulley and circular blade (no brass plate), A-LE-19

**315** Ferguson Transport Box, F-JE-A20

**316** Ferguson Transport Box, F-JE-A20

**317** Ferguson Transport Box with the Wheelbarrow Conversion Kit. A rare surviving example but bears no brass plate, TE-JE-90



**318** Massey Ferguson Tipping Transporter Box Model 702, tractor width and was commonly used by sheep farmers, T-JE-21 Sn.H5765

**319** EO Culverwell, Lewes, Sussex Sack Lifter with brass plate. Mach No.2741

**320** MIL loader with various brackets and rams to fit a TE-20

**321** Cameron Gardner Handy-Loda rear mounted and fitted with a 27" earth bucket and brass plate. Model HL1 Sn.726

**322** Ferguson Grader Blade Multi-Purpose with single depth wheel and adjustable top link. This implement replaced the blade terracer

**323** Bomford & Evershed The 'Sapper' Earthmover front mounted dozer blade

**324** Ferguson Earth Leveller & Blade Terracer mounted and with brass plate, B-EE-20 Sn.10533

**325** Ferguson Earth Scoop mounted with brass plate, B-JE-A20 Sn.24388



**326** Ferguson Reversible Earth Scoop (USA) mounted with brass plate, S-JO-20 Sn.7007

**327** Ferguson Dump Skip mounted, R-JE-20





336 Ferguson 3furrow mounted plough, 80AE-A28 Sn.003756

328 Ferguson Irrigation Pump, a simple centrifugal Beresford Model KG300 pump and primarily for the export market to service small mechanised farms

329 Tamkin Cement Mixer mounted and pto driven



337 Ferguson with offset headstock 4furrow mounted plough

338 Ferguson 2furrow slatted mouldboard mounted plough with discs and skimmers, 14-AO-40 Sn.7952

329A Massey Ferguson mounted 2furrow bar point plough, Model. 794 Sn.S001760

330 Ferguson Deep Digger mounted single furrow plough with disc and skimmer

331 Ferguson (USA) mounted 2furrow plough with discs and brass plate, 14-AO-28 Sn.92652



339 Ferguson 2furrow mounted plough with unusual left handed mouldboards

340 Ferguson Deep Digger single furrow mounted reversible plough with 16" bodies, discs and skimmers. Commonly referred to as the 'butterfly plough' due to the wing like design, R116 CAE Sn.001995

341 Indeman Power & Equipment Co (USA) single furrow mounted reversible plough with 16" furrows. An efficient one-way plough that was often used for deep digger work in preference to the standard Ferguson model, LP-16TW Sn.2936

342 Ford Ferguson 2furrow mounted plough with discs and skimmers

332 Ferguson mounted 2furrow plough. Manufactured by Roberick Lean Manufacturing Co (USA) and bearing a brass plate showing the year 1923. This two point hitch plough was Ferguson's first plough and was designed for use with the Fordson F and N tractor. An uncommon early Ferguson implement. Sn.6560

333 Ferguson mounted 2furrow plough, 10H-AE-A28 Sn.005407

334 Ferguson 2furrow mounted plough, A210-BAE Sn.002322

335 Ferguson 3furrow mounted 10" plough with discs and skimmers, 10HC-AEO-99



343 Ferguson 3furrow mounted disc plough with skimmers, rear wheel and support stand, P-AO-21 Sn.20304



344 Ferguson 2furrow mounted disc plough with skimmers and support stand

345 Twose single furrow mounted headland plough. Manufactured by Twose of Tiverton using Ferguson parts and designed for use with the TE-20. Its off-set design allowed the operator to plough right up to the extreme edge of the field boundary

346 Ferguson 11tine mounted cultivator with stabiliser blade and adjustable feet, 9KE-A-20 Sn.49712

347 Ferguson (USA) 11tine mounted cultivator with adjustable feet and crop protection guards, KO Sn.1929

348 Ferguson 9tine mounted spring cultivator, 9-BE-20 Sn.61255

349 Ferguson 9tine C-tine mounted cultivator, 9S-KE-20

350 Ferguson Spike Tooth mounted folding 3section harrow, S-BE-31 Sn.25154

351 Massey Ferguson Model 770 Spike Tooth mounted 4section heavy duty harrows, Sn.W6406

352 Ferguson 'Lister' (USA) mounted pigtail tine cultivator with crop guards, LKO-B-20 Sn.3246

353 Ferguson mounted 5 unit independent gang steerage hoe, 4-PKE-20 Sn.81

354 Ferguson mounted steerage hoe with Reekie weeder (not attached), 1-BKE-20 Sn.3484

355 Ferguson Springtooth Harrow (3gang), K-BE-A31

356 Ferguson Springtooth Harrow (2gang), K-BE-A21

357 Ferguson Weeder mounted folding with 12ft width, MKE-A21 Sn.4612



358 Geo. Henderson Ltd, Kelso mounted two row scarifier/bedformer

- 359 Ferguson 'Midbuster' (USA) mounted 2row cultivator, D0-21 Sn.32965



- 360 Ferguson mounted single curved leg subsoiler, D-BE-21

- 361 Ferguson (Canada) mounted reversible subsoiler with 'damper' top link, D-BO-22 Sn.004646



- 362 Ferguson Rowcrop Thinner 4row and mounted, 4P-KE-20 Sn.808



- 363 Ferguson Beet Topper this uncommon implement is believed to have been little used having been delivered to Angus in Scotland shortly before the beet factory closed, L-HE-21 Sn.5



- 364 Ferguson Beet Lifter single row, 1L-HE-20 Sn.229



- 365 Ferguson Beet Lifter 2row, 2L-HE-20 Sn.380



- 366 Horstman Ltd, Bath Cultarow mounted pto driven power harrow giving 3 directional harrowing. An early predecessor to today's modern power harrows. An uncommon implement first introduced in 1948



- 367 Howard Rotovator 50" mounted off-set pto driven rotovator with depth wheel Sn.F22826



- 368 Ferguson (USA) Rotary Hoe a rare implement in the UK and generally used for high speed seedbed preparation on light soils and with two weight carriers, R-KO-20 Sn.12117



- 369 Ferguson (USA) Rotary Hoe mounted cultivator, R-KO-20 Sn.10877



- 370 Ferguson Semi Trailed single row 20disc trailed discs. Fitted with two weight carrying frames and transfer linkage for use on light land. An extremely rare implement, 50-A-BO-21 Sn.78694

- 371 Ferguson heavy duty reversible disc harrow, BE-20-10

- 372 Ferguson 6ft mounted discs that were introduced into the UK market in 1953, 4A-BE-22



- 373 Ferguson trailed 6ft trailed tandem discs, 6-ABE-21

- 374 Ferguson off-set discs designed for close work to fences and trees usually in orchards, G-BE-20



- 375 Massey Harris Ferguson 6disc tiller with large scalloped discs in one row, P-BO-20 Sn. 1071

- 376 Ferguson (USA) 2row corn planter with flat land drill roll and disc bout markers, D-PO-10 Sn. 1606
- 377 Ferguson (USA) 2row corn seeder land wheel driven on 'mid-buster' frame and covering discs, DO-21 Sn. 34028



- 378 Ferguson 2row corn/cotton planter with fertiliser attachment, disc bout markers and chain wheel drive, D-PO-A
- 379 Massey Ferguson mounted 4row precision drill, Model 32-7 Sn. S225



- 380 Massey Ferguson 13row Suffolk coultter trailed seed drill, Model 711 Sn.S5286
- 381 Massey Ferguson 13row trailed coultter seed drill, Model 732 Sn.A9651
- 382 Ferguson mounted 2row two man potato planter (non-chitted) with hopper built on a 3body ridger frame, P-PE-B20 Sn.9704
- 383 Ferguson mounted potato spinner with canvas guard, D-HE-20



- 384 Ferguson Low Volume 45gallon mounted sprayer, SLE-20 Sn.2938

- 385 Crop Protection medium volume crop sprayer with pump but requires a new tank. Similar design to the Ferguson medium volume sprayer
- 386 Massey Ferguson 721 mounted fertiliser spreader (badged William R Smith, Stanwick), MHF 477-101-701



- 387 Ferguson (USA) Forage Harvester side mounted 'Tractor Mate' implement. An uncommon example and only 3 are understood to exist



- 388 Ferguson trailed corn picker manufactured by Belle City and sold under licence. A very original unrestored example that has been imported from the USA. Likely to be a unique example in the UK, WB-1-P Sn.17508



- 389 Massey Ferguson 34-7 trailed drill in very good original ex-farm condition with bout markers. Supplied by Melton Engineering Co Ltd. Sn.03005
- 390 Ferguson 7ft rear mounted 'Dynadrive' mower powered by Ferguson's 'wabble' joint oscillation of the cutter bar, 7A-EO-A20
- 391 Massey Ferguson 5ft mid-mounted mower, dismantled but believed to be complete, Model 779 Sn.F6893
- 392 Massey Ferguson mid-mounted 5ft mower (incomplete), MHF FE779



- 393 Ferguson (USA) side delivery rake an effective pto driven machine that was introduced to the UK market in 1954. A 'step-up' drive pto attachment is required to power this implement, D-EO-20 Sn.4892



- 394 Ferguson F12 trailed pick-up baler this fine example was imported from the USA and was not marketed in the UK. A rare surviving example



- 395 Ferguson Kale Cutrake, designed for cutting the crop a source and then transporting back to yarded livestock, Type.596 Sn.N420
- 396 Ferguson Buck Rake 12tined, S-EE-20
- 397 Maldon Ironworks, Essex hay sweep. Although Ferguson advertised an aluminium hay sweep no example has been discovered



- 398 Ferguson 30cwt trailer with 'greedy' boards fitted. A well presented example and uncommon in this configuration, L JE-40 Sn. 29



399 Massey Ferguson 3ton 12stud axle hydraulic tipping trailer. Presented in original form



400 Ferguson 3ton 4wheel flat bed wagon. Only offered in North America W-JO-22



401 Ferguson (USA) trailer chassis with capacity of 4,000lbs. Ferguson's first trailer with rear wheel configuration, complete with weight transfer linkage and brakes. A most uncommon example built for the Ford 9N, JO Sn. 1818



402 Ferguson trailed wheel driven rear discharge muck spreader with metal body, A-JE-A20

403 Massey Ferguson Type 732 mounted 6ft tandem discs

404 Ferguson Spring Tooth Harrow 3gang, Type 140 Sn. 583

405 Massey Ferguson Type 738 mounted springtine cultivator

406 Ferguson 9tine rigid cultivator

407 Ferguson 5ft finger bar mower, for restoration Sn. 1113

408 Ferguson Transport Box, F-JE-A20

409 Massey Ferguson pallet tines, converted to linkage

410 Massey Ferguson trailed fertiliser spreader

411-419 Spare Lots



**420 1955 STANDARD 'Eight' De Luxe**

Reg No: HVL 426

Chassis No: C550667DX

Engine No: C551062E

The Standard 'Eight', produced in various guises from 1938-59, was the small car in the Standard Motor Company's range. The 1953 'Eight' was a completely new car with unit construction and an overhead-valve engine. Only saloon models were made. The new engine of 803cc produced slightly less power than the outgoing larger side-valve unit with 26bhp at 4,500 rpm, and was fitted with the four-speed gearbox, with synchromesh on the top three ratios. The specification included Girling hydraulic drum brakes, but the car was very basic with sliding windows, a single windscreen-wiper and no external boot-lid to keep prices down. Access to the boot was by folding down the rear seat, which had the back-rest divided in two. This example was supplied new by the Lincolnshire Standard car and Ferguson tractor distributors, West's (Lincoln) Ltd, in January 1955. The 'DX' suffix to the serial number denotes the 'De Luxe' model, which was introduced in May 1954 and remained in production until October 1955 when it was replaced by the 'Super Eight'. The 'De Luxe' trim included such luxuries as wind-up windows, but no opening boot-lid. A total of 136,317 Standard 'Eight' cars were built. Presented in Ferguson livery as per a salesman's vehicle and still bearing its original Lincoln registration number. Registration number HVL 426 is offered for sale with V5C, old MOT certificates, instruction literature etc.



**421 1960 STANDARD 'Ten' Companion**

Reg No: 289 YHX

Chassis No: BE161070SC

Engine No: BE157478HE

In 1954 a new 'Ten' was introduced by the Standard Motor Company as a larger engined (948cc) and less basic version of the Standard 'Eight', although sharing a similar frame and transmission. Overdrive (from March 1957) or a temperamental semi-automatic were available as options. A 'Ten' saloon tested by The Motor in 1954 had a top speed of 69.0 mph (111.0 km/h) and could accelerate from 0-60 mph (97 km/h) in 38.3 seconds. A fuel consumption of 34.4 miles per imperial gallon was recorded. The test car cost £580 including taxes. 289 YHX was supplied new to Middlesex in February 1960. The 'SC' suffix to the serial number denotes the 'Companion' model - an estate version that was launched in June 1955. It was among the first British estate-wagons to have rear passenger-doors (like the saloon); unlike its rivals. Standard cars and vans were used on the fleet of many Ferguson dealerships and the 'Companion' would have been the ideal transport for the service or sales manager, a total of 172,500 Standard 'Ten' vehicles were built. Perfect for arriving at the showground, this Standard 'Ten' is presented for sale with a current V5C and a file of invoices which cover the comprehensive restoration together with period literature and manual.



**422 1956 STANDARD 12cwt Van**

Reg No: RWW 288

Chassis No: DEC 1747V

Engine No: DEC 1788E

After the Second World War, the Standard Motor Company, championed modern production methods and working practices, and was the first British car manufacturer to introduce a five-day week. Standard was still saddled with pre-war designs, and decided to simplify production and cut costs by instigating a one-model policy and concentrating on a new design of car that could compete on world markets. The planning of the Standard Vanguard, began in 1945. As a medium-powered model with streamlined bodywork designed to appeal equally to the American, other export and home markets. Like the Ferguson tractor, which went into production in Standard's Banner Lane factory in 1946, it was one model for many purposes. Vanguard production began in July 1948, but only just over 2,000 had been made by September with most sold for export. The same month, Standard announced estate, van and pick-up versions. The 12cwt delivery van was offered to Ferguson distributors and dealers at a special concessionary price of £373 from January 1949, and it became the regular sales and service vehicle, replacing the Standard Fourteen vans that had been used previously. The diesel version, using the Standard 20C engine developed for the Ferguson tractor, was introduced on the Phase II Vanguard in March 1954. Although its dimensions were only slightly greater than the petrol unit it was much heavier and performance was not very startling. Just 1,754 were made before production ended in September 1955. It has been claimed (but not verified) that only two vans were fitted with the diesel engine. This vehicle was supplied new by the Yorkshire distributors, Glovers of Ripon and Harrogate, in 1956. Originally part of John Moffitt's Hunday Collection, the van was restored by Fred and John Goldup in 2007 and is offered with V5C, photographic record taken during the restoration including copy invoices together with original manual and related literature.



**423 1953 LAND ROVER Series 1 107"**  
 Reg No: ORW 360  
 Serial No: 47200013

This historically-important vehicle was the 13th long-wheelbase (107") Land Rover to be dispatched from the factory and was supplied new to Harry Ferguson Ltd in November 1953. In September 1953, the original 80in short-wheelbase Land Rover gave way to an 86in model. At the same time, a long-wheelbase 107in model was introduced to target the pick-up market and to meet customer requests for a greater carrying capacity. Production of the 107in model for the home market (1954 model year) began at serial number 47200001, which indicates that this was the thirteenth long-wheelbase model off the line. The first twelve were, according to the British Motor Heritage Trust, all despatched to dealers, Harry Ferguson managed to get his hands on the 13th via his former sales manager Allan Botwood who was now at Rover. The vehicle went into dispatch at the Land Rover factory on 9 November 1953 and was supplied directly to Ferguson at Coventry on 18 November. It was registered ORW 360 on 20 November.



The grey/blue paint was a standard Land Rover colour scheme, Harry Ferguson specified several extras including overdrive and a number of cab refinements. The Land Rover was used with a trailer to tow Ferguson tractors to demonstrations. Rumour has it that Harry Ferguson even drove it himself on several occasions and it inspired the four-wheel drive developments carried out by Harry Ferguson Research Ltd. The vehicle eventually passed into the hands of Massey-Ferguson. In 1958, the chief demonstrator purchased it for his brother, William Langton, to use at Collyers Oak Farm, Gillongley, near Coventry, where it remained until 2002. The Land Rover was restored by Fred and John Goldup in 2006 and is offered for sale with Buff logbook chronicling its ownership from new and current V5C. Copy invoices of the comprehensive restoration are also supplied along with old MOTs.





**424 1955 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: 816 XUK

Serial No: TEF478618

This tractor, which was supplied by the Rugby distributors, Truelove & Sons Ltd, and dates from the penultimate year of TE-20 series production. Fitted with a Reekie front mounted coverer, which would have been used in conjunction with a rear mounted two row potato planter, with V5C.



**425 1950 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR**

Reg No: 461 XUD

Serial No: TEA141207

Fitted with a Ferguson M-UE-20 high lift front loader known also as the 'banana loader' with earth bucket, muck fork (incomplete) and rear weight block, with V5C.



**426 1948 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR**

Reg No: JAH 602

Serial No: TEA40183

This tractor has been fitted with an after-market Vapormatic vaporiser. It is an early TE-A20 and has the solid wheel centres, the smaller brake pedals and clips to hold the air-cleaner bowl in place. JAH 602 is fitted with the innovative 'Manless' bale/sack loading device, manufactured by E&G Norbury, Redditch. The interesting contraption is claimed to load 100 bales per hour and could lift a 2 1/2 cwt sack, with V5C.



**427 1948 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR**

Reg No: N/A

Serial No: TEA36385

The TE-A20 version of the Ferguson tractor, fitted with the Standard petrol engine, was phased in from late 1947. The Standard engine was an 80 mm-bore unit developing 23.9 bhp. After the TE-D20 vaporising oil model was introduced in 1949, several farmers converted their petrol models to run on TVO, and this is an example of such a machine. This example is fitted with a LWE-20 manure loader, affectionately as the "teaspoon" loader.



**428 1951 FERGUSON TE-D20 'Full Track' 4cylinder petrol/paraffin TRACTOR**

Reg No: HSV 341  
Serial No: TED224471

The full-track arrangement was developed in 1956 for the Commonwealth Antarctic Expedition. Canadian Bombardier flexible-tracks were extended around the front wheels because this was found to be the best arrangement for travelling on soft snow. The steering was linked to the brakes. By the autumn of 1956, there were twelve Ferguson tractors working at various bases across Antarctica. Three of these were used by a team under Sir Edmund Hillary to establish a supply chain of stores for a crossing of the continent. After a year's work at the base camps, and having successfully established the supply chain, Hillary decided to push his three TE-20s on to the Pole. The tractors, painted red to make them visible in the snow, were roped together for safety and travelled in line for the journey. They set out on 14 October 1957 and arrived at the South Pole on 4 January 1958. It was a remarkable achievement for both men and machines. The tractors had covered over 1,200 miles of some of the most inhospitable terrain on earth, coping with snow, ice, blizzards and extreme cold while climbing over 10,000 ft to reach the polar plateau, all without any major mechanical problems, with V5C and buff logbook.



**429 1950 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR**

Reg No: 460 XUD  
Serial No: TEA166326

Another good set-up ready for the show or rally scene, being fitted with a Massey Ferguson Model 737 rear forklift manufactured under license by Fewsters (Stocksfield) Ltd and front pallet/weight platform to the front of the tractor. This type of set-up would have been common for UK vegetable growers, with V5C.



**430 1952 FERGUSON TE-D20 4cylinder petrol/paraffin TRACTOR**

Reg No: FNL 831  
Serial No: TED286268

This tractor is unusual in that it is a British machine fitted with a rare Everett Trencher Speed Reduction Transmission made in the USA. This two-speed reduction transmission was designed for trenching work with a trencher mounted on a tractor. It would normally have been fitted to an American Ford 8N, but would also fit a Ferguson model. The Everett unit was made by the Earth Equipment Corporation of Los Angeles, California. The reduction-box allowed the tractor to travel at speeds as low as 30 yards per hour when trenching, and yet still travel at 15 mph on the road between operations. It has a 98 to 1 gear reduction to produce the slow speed needed to operate a trenching machine attachment. This unit is mounted directly behind the standard transmission and lengthens the tractor by 9.75 in. The shift handle is located on top on the gear-reduction unit, directly in front of the seat. This tractor is also fitted with a Bomford Bros of Evesham 'Hedge Maker' hedgecutter. The reciprocating head is operated by a single cylinder Petter engine and swung during operation from a rear pivot on the rear of the tractor. Supplied by Fewsters of Hexham, with V5C and buff logbook.



**431 1947 FERGUSON TE-20 4cylinder petrol TRACTOR**

Reg No: 459 XUD  
Serial No: TE15596

The Ferguson TE-20 (the designation stood for 'Tractor-England-20-hp') was the result of a manufacturing agreement between Harry Ferguson Ltd and the Standard Motor Company. It was launched in September 1946 and was the first of the famous 'Grey Fergies' that brought mechanised farming to the masses. This TE-20 is fitted with the ultra rare and highly desirable PA-EE-20 'game flusher', which was born from Harry Ferguson's concern for game birds and their unnecessary demise in the path of the following rear mower. This tractor is also fitted with a Ferguson rear mounted 5ft mower model 5A-EE-B20. A most impressive set up ready for show. Only four game flushers are believed to exist with the only previous example sold at auction, by Cheffins in 2012 for nearly £9,000! With V5C.



**432 1953 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: 228 XUG

Serial No: TEF359602

Fitted with a Pippin hydraulic back actor with 2ft earth bucket. This implement is mounted to the back axle and securely fixed by the hydraulic lift arms. The tractor also bears a front grille guard and weight carrier. If this set-up is to be used in anger then additional front weights are recommended, with V5C.



**433 1951 FERGUSON TE-D20 4cylinder petrol/paraffin TRACTOR**

Reg No: CEB 549

Serial No: TED211601

After the government withdrew rebated petrol in 1949, Ferguson's engineers were briefed to develop a tractor that would run on a cheaper distillate fuel, such as paraffin or vaporising oil, and the new model was literally rushed out in months following an intensive test programme. The test engineers worked 12-hour shifts with the tractors literally running night and day. Known as the TE-D20, the vaporising oil tractor was released in April 1949. Because the tractor was started on petrol and the changeover to vaporising oil made once the engine was warm, a twin-compartment tank and three-way fuel tap was provided. The vaporising oil models were subject to the same modifications as the TE-A20 tractor and moved over to a 12-volt electrical system in 1951. The TE-D20 accounted for a good proportion of Ferguson sales after 1949 and it remains as popular today. This tractor can be seen fitted with a McBain Pea Cutter & Rower manufactured by Eastern Counties Farmers Ltd, Ipswich. A rear mounted implement operated in reverse drive with the drivers seat opposed to the usual position allowing for additional comfort and ease of steering, with V5C.



**434 1952 FERGUSON TE-D20 4cylinder petrol/paraffin TRACTOR**

Reg No: JFW 396

Serial No: TED305602

This TED-20 sits proudly on a Twose 5ton roller, which was manufactured by Twose Manufacturing Co, Tiverton, Devon. The roller was approved by Ferguson and included in the industrial equipment offered for use with this tractor. The tractor bears a brass plate showing it supplied by Sun Engineering (Crowl) Ltd, Scunthorpe, Lincolnshire, with V5C.



**435 1949 FERGUSON TE-A20 'Half Track' 4cylinder petrol TRACTOR**

Reg No: 467 XUA

Serial No: TEA85362

The half-track arrangement was developed in 1956 for the Commonwealth Antarctic Expedition. The Bombardier flexible half-track conversion, imported from Canada, consisted of reinforced rubber belts joined by steel cross-members. The belts were fitted around the Ferguson's rear tyres and tensioned by a pair of idler wheels in front of the rear wheels. The track conversion cost just over £100. Trials with the Antarctic tractors showed that the action of the Bombardier half-tracks tended to exert a downward force on the front axle, causing the front wheels to sink in soft snow. Several modifications were suggested to overcome this, including replacing the TE20s front wheels with a pair of skis. However, the most successful arrangement was found to be to extend the tracks around the front wheels and use the independent brakes for steering, with V5C.



**436 1953 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: KFW 478

Serial No: TEF354971

This diesel-powered Ferguson TE-F20 model has been fitted with an epicyclic reduction box to enable it to operate the mounted combine. The Ferguson A-TE-118 reduction box doubled the number of forward and reverse gears with a gearing reduction of 3:1. It also incorporated a live pto unit that allowed the power take-off to turn independently of the tractor wheels in order to maintain a constant drive to the thrashing mechanism. The epicyclic unit is installed between the normal gearbox and the transmission housing. It increases the tractor length by 4.75 in. It is controlled by two interlocking levers on the left-hand side of the tractor, which also has oversize tyres to cope with the extra weight of the combine. The Ferguson combine was only ever a prototype model due to the merger with Massey Harris. The harvester used a TE-20 as the power unit and boasted a 7ft 6in cut and used a very similar threshing mechanism to a Massey Harris 735 combine. Ferguson claimed that two could fit the combine to the tractor in 30 minutes (once the relevant special components had been fitted to the tractor). It is reported that only 9 prototype combines were manufactured and none survive today. This replica example was manufactured by the late John Moffitt from plans obtained from Massey Ferguson. The tractor has been seen with the combine at several events including the Royal Show and the Little Casterton Working Weekend, with V5C and buff logbook.



**437 FERGUSON TE-D20 4cylinder petrol/paraffin TRACTOR**

Reg No: 462 XUD

Serial No: N/A

Another impressive set-up fitted with a Ferguson chitted seed potato planter (6 box) being model P-PE-B20. In addition to the planter is the uncommon Ferguson fertiliser attachment Type M-F, mounted behind the driver and driven from the rear side near wheel, with V5C.



**438 1951 FERGUSON TE-D20 4cylinder petrol/paraffin TRACTOR**

Reg No: 473 XUA

Serial No: TEF194540

This TVO-powered Ferguson TE-D20 model has been fitted with an epicyclic reduction box to enable it to operate the side-mounted baler. The Ferguson A-TE-118 reduction box doubled the number of forward and reverse gears with a gearing reduction of 3:1. It also incorporated a live pto unit that allowed the power take-off to turn independently of the tractor wheels in order to maintain a constant drive to the baler mechanism. The epicyclic unit is installed between the normal gearbox and the transmission housing. It increases the tractor length by 4.75 in. It is controlled by two interlocking levers on the left-hand side of the tractor. Fitted with a highly detailed working replica Ferguson side mounted baler B-EO-20, a copy of a small number manufactured before the merger with Massey Harris, with V5C.



**439 1950 FERGUSON TE-D20 4cylinder petrol/paraffin TRACTOR**

Reg No: 472 XUA

Serial No: TED141665

Fitted with an uncommon Ferguson mid-mounted disc terracer, AFO-20, with V5C.





**440 1937 FERGUSON BROWN Type A 4cylinder petrol/paraffin TRACTOR**

Reg No: ENU 340

Serial No: 130

The Ferguson Type A is a milestone in the history of tractor development. It was the first machine to be fitted with converging three-point linkage and a hydraulic lift incorporating automatic draft control. This system, developed by Ulsterman, Harry Ferguson and stemming from experiments dating back to 1917, is now at the heart of every modern tractor. The Type A was in production from 1936 until 1939 and approximately 1,350 were built. The tractor was manufactured for Ferguson by David Brown Tractors Ltd at its Park Works in Huddersfield. It is often referred to as the 'Ferguson-Brown'. Early machines were fitted with a Coventry Climax E Type engine; from serial number 256 to 500. Many of the castings on the tractor were made from an aluminium alloy. Problems with the fragility of these castings, plus resistance from farmers to buy a machine that needed its own special implements, led to disappointing sales. This tractor is an early version of the Type A with the original Coventry Climax engine (note the paired-plug head and shallow sump). The engine is fitted with the optional hand-operated oil strainer attachment and a Gladwell & Kell vaporiser for running on paraffin. The tractor also has period closed-centre tread tyres. With V5C and buff logbook.



441 Ferguson Brown Type B10 mounted semi-digger 2furrow plough with discs and skimmers



442 Ferguson Brown Type B10 Single furrow mounted plough with disc and skimmer (not attached)



443 Ferguson Brown Type E mounted 9tine cultivator



444 Ferguson Brown Type D mounted 5tine cultivator



**445 1952 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: NUP 102  
Serial No: TEF304642

This Ferguson TE-F20 diesel model dates from the last full year that the Ferguson company was in Harry Ferguson's personal ownership. The manufacturer's plate (riveted to the steering-column cover on the dashboard and carrying the tractor serial number) bears the name of Harry Ferguson Ltd. Tractors built after January 1954 have the Massey-Harris-Ferguson on the plate. Launched in March 1951, the TE-F20 model was the first diesel-powered Ferguson tractor, with V5C. This TEA was previously owned by the late George McGhee of Old Newton.



**446 1947 FERGUSON TE-20 4cylinder petrol TRACTOR**

Reg No: 434 XUD  
Serial No: TE2805

This tractor, which originated from West Suffolk, has been fitted with a Ferguson TVO conversion kit and the A-TE-82 vertical exhaust pipe, with V5C.



447 1949 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR  
Reg No: CGS 851  
Serial No: TEA100262  
This tractor originated from Perthshire in Scotland, with V5C.



448 1955 FERGUSON TE-F20 4cylinder diesel TRACTOR  
Reg No: 231 XUG  
Serial No: TEF475740  
The Ferguson TE-F20 was launched in 1951 to satisfy the clamour for a diesel model. The engine was a completely new unit developed by the Standard Motor Company in conjunction with Freeman Sanders. The TE-F20 was one of the first British diesel tractors to go into volume production. Its fuel-injection equipment was supplied by CAV and the electrical equipment by Lucas, with V5C.



**449 1953 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: CEJ 614

Serial No: TEF346234

The fuel-injection equipment for the new engine was supplied by CAV, a division of Lucas. The two 6-volt batteries were located either side of the seat and 'Ki-gas' equipment was fitted to aid starting in cold weather. The diesel engine was dimensionally slightly larger and made the tractor about 2-cwt heavier (accounting for all the extra ancillaries and heavier electrical equipment) than its petrol and vaporising oil counterparts, with V5C.



**451 1949 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR**

Reg No: KSV 231

Serial No: TEA88267

The TE-A20 version of the Ferguson tractor, fitted with the Standard petrol engine, was phased in from late 1947. After the TE-D20 vaporising oil model was introduced in 1949, several farmers converted their petrol models to run on TVO, and this is an example of such a machine. Genuine Ferguson vaporising oil conversions for the petrol tractors involved reboring the engines to take 85 mm cylinder liners and piston assemblies. The conversion set also included a replacement carburettor, manifold shield and an auxiliary fuel tank. Spurious conversions involved fitting extra head gaskets and using a proprietary make of vaporiser such as the Vapomatic, Loddon or E & H conversion. This tractor has the E & H petrol/paraffin conversion and was restored in 1990, with V5C.



**452 1947 FERGUSON TE-20 4cylinder petrol TRACTOR**

Reg No: 239 XUG

Serial No: TE2708

The TE-20 Continental was later built alongside the TE-A20 on the same line and remained in volume production for most of 1948. Exactly how many were built is not known, but 15,000 to 20,000 is a good estimate. Early features include solid disc (rather than scalloped) front and rear wheel centres; a different type of air-cleaner with the bowl held in place by catches; smaller independent brake pedals; and a cast-iron gearbox housing, with V5C.



**453 1955 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: LSV 415

Serial No: TEF452237

The diesel Ferguson is still capable of a good day's work on the farm. Not only was the TE-F20 more expensive to buy, it could be more expensive to maintain. Diesel engines, by their very nature, require more frequent servicing and are less forgiving to abuse and neglect. Worn engines prove difficult to start and parts, being more robust and of higher grades to those used in carburettor engines, can be costly. Specialist repairs of fuel injection equipment need expert advice. However, there is nothing to touch the economy, reliability and longevity of a diesel engine - and you don't have to worry about using it in the wet! Harry Ferguson Ltd. merged with the Canadian Massey-Harris concern in 1953 and the last Ferguson tractors were produced under the auspices of Massey-Harris-Ferguson Ltd. All tractors built after January 1954 have the Massey-Harris-Ferguson name on the manufacturer's plate. This plate is riveted to the steering-column cover on the dashboard and carries the tractor serial number, with V5C.



**454 1947 FERGUSON TE-20 4cylinder petrol TRACTOR**

Reg No: 246 XUG

Serial No: TE10164

Fitted with the Continental Z-120 four-cylinder overhead valve petrol engine developing 23 bhp. The Continental engine is very similar to the Standard engine fitted to later Ferguson tractors and is usually identified by the slight kink in the exhaust pipe where it leaves the manifold, with V5C.



**455 1953 FERGUSON TE-A20 4cylinder petrol TRACTOR**

Reg No: VBJ 983

Serial No: TEA338754

The version of the Ferguson tractor fitted with the Standard petrol engine was designated TE-A20 and phased in from late 1947. For a time, tractors with both Continental and Standard engines were built side by side on the line until the early TE-20 model was finally dropped. Early TE-A20 tractors had an 80 mm-bore unit developing 23.9 bhp. It had four-cylinders, overhead valves and was very similar to the Continental, with V5C and original Ferguson Petrol Tractor Instruction Book.



**456 1955 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: RAS 992

Serial No: TEF447640

A typical Ferguson TE-F20 from the penultimate year of TE-20 series production. The tractor embodies all the usual Ferguson features but has been fitted with a later alternator. Launched in March 1951, the TE-F20 model was the first diesel-powered Ferguson tractor. The indirect injection engine, known as the 20C, was built and developed by the Standard Motor Company with input from Freeman Sanders, who designed the cylinder head. When production of the TE-20 series came to an end in October 1957, 517,651 (petrol, vaporising oil and diesel models) had been built, with V5C.



**457 1955 FERGUSON TE-F20 4cylinder diesel TRACTOR**

Reg No: KCT 479

Serial No: TEF468181

Registered in the Kesteven area of Lincolnshire in the second-half of 1955, this is a typical Ferguson TE-F20 from the penultimate year of TE-20 series production and embodies all the usual Ferguson features. Harry Ferguson Ltd had merged with the Canadian Massey-Harris concern in 1953 and the last Ferguson tractors were produced under the auspices of Massey-Harris-Ferguson Ltd, with V5C.





**458 1955 FERGUSON TE-A20 (French) 4cylinder petrol TRACTOR**

Reg No: N/A

Serial No: TEA551018021

French Ferguson assembly began at the St Denis plant on the outskirts of Paris in 1953 using components exported from Coventry. The factory was run by the Société Standard-Hotchkiss, a subsidiary of the Standard Motor Company. The French government agreed to a three-year importation plan during which time the British parts would be phased out and replaced by locally-sourced French components. Production began slowly with 2,500 tractors made the first year, doubling to 5,054 for 1954. By 1955, the annual production figure had risen to 13,794 with the engines now manufactured by an associate company, Société Hotchkiss-Delahaye. The French Ferguson tractor range consisted of the TE-A20 petrol model, with its TE-C20 étroit (narrow) and TE-K20 vigneron (vineyard) versions, and the TE-F20 diesel tractor. Two further models that were unique to the French market, the diesel-powered TE-G20 narrow and TE-N20 vineyard tractors were later additions to the line-up. There were 15,922 Ferguson tractors made in France during 1956 as they rolled out of St. Denis at a rate of more than 100 a day. The company was now the most prolific tractor manufacturer in France, even eclipsing the output of the country's national marque, Renault. In September 1956, the French TE-20 was revamped and re-launched as the Ferguson FF-30.



**459 1947 FERGUSON TE-20 P3 3cylinder diesel TRACTOR**

Reg No: 470 XUA

Serial No: TE2223

This tractor is an early TE-20 Continental model that has been converted to diesel using a Perkins P3 conversion. The serial number of the engine is 1016563. F Perkins Ltd. of Peterborough marketed a diesel engine conversion for the petrol and vaporising oil Ferguson tractors from 1950. The conversion was based on the 32 bhp three-cylinder P3 (TA) engine and was supplied as a kit with all the necessary parts including an adapter plate to fit the engine into a TE-20, Ford-Ferguson or Ford 8N tractor. From April 1957, the conversion used the improved Perkins P3/144 engine. Although not a factory-fitted option, the Perkins conversion was so popular that it has become almost a recognised Ferguson model. During the conversion, the height of the bonnet had to be raised to accommodate the P3 engine with a new metal insert fitted over the dashboard, this gave the tractors a very distinctive profile. This tractor is equipped with an hour meter made by Smiths, with V5C.



**460 1953 FERGUSON TE-D20 (narrow) 4cylinder petrol/paraffin TRACTOR**

Reg No: JNR 27

Serial No: TED319933

First registered in Leicestershire in 1953, this tractor appears to be something of a hybrid machine. It carries the TE-D20 designation for a standard-tread TVO model, but has been modified into a narrow-tread tractor to TE-E20 specification. Ferguson introduced a narrow tractor in September 1948, based on either the TE-20 or TE-A20 tractors and badged as such. Once the model was fully introduced into the Ferguson line, it was given proper designations according to its power unit. The narrow vaporising oil tractor was TE-E20. The main alterations to the narrow tractors involved shortened rear-axle housings and half-shafts together with extensive modifications to the front axle, radius arms and brake pedals. The result was a reduction in track width from 52 to 42 in. Alterations were also made to the linkage, and the tractor was fitted with cranked lower-links, shortened check-chains and a sliding-bar to operate the levelling box, with V5C.



**461 1951 FERGUSON TE-D20 Reekie Conversion 4cylinder petrol/paraffin TRACTOR**

Reg No: 468 XUA

Serial No: TED213546

Scottish Ferguson agents, Reekie Engineering of Arbroath, built a number of narrow conversions of the TE-20 series tractors for the local raspberry growers, including Chivers Jams and Smedleys. Known as 'Berry' tractors, around 500 were converted between 1948 and 1952. Extensive modifications were carried out to the front axle, and the rear-axle housings and half-shafts were cut and re-welded to allow a wheel-track as narrow as 32 in. A Reekie badge was usually fitted to the front cowling and some tractors had a blue stripe around the bonnet. The conversion involved twenty-eight separate alterations, including substantial modifications to the front-axle layout. The track was adjustable in 4 in steps and could be altered from 32 in for fruit or hop work to 56 in for normal operations. The conversion was launched in June 1949 and cost £250. Reekie also offered special implements to match the tractor, including raspberry ploughs, discs, fruit sprayers and a narrow trailer. The tractor in the collection is a Reekie narrow based on a TE-D20 with a vaporising oil engine. It's fitted with narrow wheels (with 4.00 x 36 tyres) made by E Allman & Co Ltd of Colchester in Essex. The tractor was supplied by LO Tractors of Coupar Angus in Perthshire, with V5C.



**462 1955 FERGUSON TE-T20 4cylinder diesel TRACTOR**

Reg No: 453 XUD

Serial No: TET470340

The Ferguson industrial range was introduced in 1951. By 1954, it was becoming evident that many of the customers for Ferguson equipment, including the building and construction trade, councils and municipal corporations, airfields and timber merchants, did not need the full industrial specification. For this reason, the company revised its industrial tractor range and reclassified the models as Mobile Power Units with a greater choice of specifications and options tailored to suit each individual user's needs. As part of this rationalisation of the range, the semi-industrial model, particularly aimed at councils and municipal corporations for road maintenance, refuse collection and playing field maintenance, was introduced. Identified by a 'T' suffix to its designation, it had the dual braking system, front bumper, front and rear (but less obtrusive) mudguards, 10 x 28 industrial rear tyres, 6.00 x 16 front tyres, a hinged seat, footrest assembly, horn and mirror. Further options could be added to the basic specification, and the tractor was often painted grey with yellow sheet metalwork. The vaporising and lamp oil industrial tractors were eventually phased out in favour of the petrol and diesel models. This TE-T model has the diesel engine from the TE-F20, with V5C.



**463 1950 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR**

Reg No: NUA 686

Serial No: TEA123129

A Ferguson petrol tractor finished in the colours of the Chafer sprayer manufacturer. Built in 1950, the tractor was supplied to the Agricultural Equipment & Contracting Company of Armley Park, Stanningley, Leeds, becoming part of the Chafer fleet in the early 1950s. JW Chafer of Doncaster, which had been making sprayers since the turn of the century, put together a fleet of Fergusons in 1953. The tractors were used for contract spraying and dusting all over the country. This example is fitted with a rear mounted Type: DRY DM 'Hop Duster' used for applying powdered herbicides and pesticides. With V5C.



**464 1948 FERGUSON TE-A20 (Perkins P3) Reekie Conversion 3cylinder diesel TRACTOR**

Reg No: 233 XUG

Serial No: TEA57554

This early example, supplied locally to Perthshire in 1948, is a Reekie narrow based on a TE-A20 with a Perkins P3 conversion, with V5C.



**465 1948 FERGUSON TE-A20 4cylinder petrol/paraffin TRACTOR**

Guernsey Reg No: 5817 (expired)

Serial No: TEA33893

This is a very special Ferguson tractor, and not just because of the colour. Its serial number (TEA33893) and engine number (S9798E) reveal it to be one of the earliest TE-A20 models in existence. Being such an early example, the tractor was undoubtedly used for show and/or demonstration purposes. This is borne out by the extra chrome plating to the steering column, throttle, gear lever and dipstick, and the unusual red and cream colour scheme; similar to the old British Rail 'plum and custard' livery. The tractor was specially painted for the Ferguson agent in Guernsey to launch the TE-A20 model at one of the first agricultural shows to be held on the island after the Second World War. Anecdotal verbal and written evidence gives us some idea of the tractor's life. Arguably Guernsey's premier agricultural show, the West Show, has been organised by the West United Agricultural & Horticultural Society in the St Saviour area since 1913. The show was held almost annually until the Second World War. The German occupation (1940-45) disrupted both island and farming life. No show was held again until 1946; and this a small-scale event, held on fields adjoining the old St Peter's School, was nearly washed out by the weather. The first major post-war West Show was organised at Les Paysans in August 1948, and it was here that we believe that the cream and red Ferguson was exhibited. Documents from the States of Guernsey's Vehicle Registration & Licensing Department reveal much of the tractor's history. It was first registered on 16 September 1948 to Douglas A Dyke of Les Reveaux in the parish of St Saviour. The registration card clearly confirms that the colour of the Ferguson from new was cream and red. It seems that Douglas Dyke placed an order for a Ferguson TE-A20 at the show, but was disappointed to be told that his tractor would be delivered in grey. "If I can't have it in cream and red," he said, "then cancel my order." And so the show tractor was duly delivered to his farm at Les Reveaux. But why was the tractor painted cream and red in the first place? This still remains a mystery and the only logical explanation is that they were colours of national or local significance. The most plausible suggestion is that the livery represented the red and gold of Guernsey's coat of arms. Mr Dyke kept the tractor until November 1963; it changed hands again in July 1967. In 1983, the ownership passed to Paul Cleminson, a collector from England who was visiting the island and staying with his daughter at Valnord Hill near St Peter Port. Paul, who came from Darlington, had the tractor exported back to England. Import documents show that it was shipped from the Albert Johnson Quay in St Peter Port on 26 July 1983, arriving at Portsmouth two days later. Subsequent owners include tractor historian, Stuart Gibbard, before the TE-A20 was purchased for Paul Rackham's Collection in 2011. There is very little wear in anything and the tractor doesn't seem to have done much work during its 60-year life. Its rear tyres with their closed-centre tread are probably the original covers. With letter from States of Guernsey with copy of Vehicle Registration Card.



**466 1954 FERGUSON TE-L20 4cylinder petrol/paraffin TRACTOR**

Reg No: SKL 122  
Serial No: TEL328794

Following a demand from the hop and fruit growing areas of the country, Ferguson introduced a narrow tractor in September 1948. The vineyard was an extra-narrow and low-profile tractor for specialist applications such as wine growing and sugar cane. Introduced in May 1952, it was more extensively modified than the narrow model. The vineyard model was only 46 in wide and had a wheel-track of 37 in. It was fitted with smaller diameter wheels (24 in rear and 15 in front) to lower the tractor by some 2 in. Once the model was fully introduced into the Ferguson line, it was given proper designations according to its power unit. Vineyard versions of all the carburettor tractors were launched, but a diesel version was only available in France. This TE-L20 model has the vaporising oil engine rated at 26 bhp. Built in 1953, this tractor was registered to Kent in January 1954 and probably spent its life in the hop-fields, with V5C.



**467 1955 FERGUSON TO-35 (Green Belly) 4cylinder petrol TRACTOR**

Reg No: 471 XUA  
Serial No: 148997

The Ferguson TO-35 superseded the TO-30 in January 1955. Superficially, the new tractor looked very similar to the old model, but mechanically much was changed and it was the first move away from Harry Ferguson's concept of uncomplicated simplicity. The tractor was engineered by Massey-Harris-Ferguson's North American Products division. Power still came from a Continental petrol engine - the Z-134 model developing 32 hp, but the gearbox was completely new and incorporated an epicyclic reduction unit in series with the main three-forward and one-reverse-speed gearbox. There were two gear levers - one for the main box and another secondary lever to shift the reduction unit between high and low. The result was six-forward and two-reverse gears. The hydraulic system had a host of new features including position control. It was operated by two levers in a dual quadrant and was known as 'Quadramatic' control. Increased pump capacity and oil pressure gave a greater lift capacity. Other new features included a recirculating-ball type steering mechanism, improved brakes and a two-speed power take-off. The first TO-35 models were painted metallic green with grey sheet metalwork. Four of these 'green belly' tractors were imported into the UK for evaluation and this is one of two remaining examples. It was originally part of the Eddie Brown collection before being bought by John Moffitt for the Hunday Ferguson Collection, with V5C.



**468 1952 FERGUSON TO-30 4cylinder petrol TRACTOR**

Reg No: 229 XUG

Serial No: 82673

The American subsidiary, Harry Ferguson Incorporated, was established in a new factory in Detroit in 1948. As an interim measure until full production got underway, a number of British TE-20 tractors with Continental engines were imported from Britain. The first full-American model, the Ferguson TO-20, was launched in October 1948. It was almost identical to the British TE-20 and used the same Continental Z-120 petrol engine. Many of the components were sourced from outside suppliers, including a Rockford clutch, Warner hydraulic pump, Donaldson or Vortox air-cleaners and 6-volt Delco-Remy electrical equipment. The American tractor had different lugs to bolt the rear-wheel rims to the centres and distinctive chrome and blue badges for the side of the bonnet were introduced during 1949. The American TO-20 was replaced by the TO-30 in August 1951 with the adoption of a larger and more powerful Continental Z-129 engine developing 29.32 hp. The tractor still had a 6-volt electrical system and nothing else was altered. Heavy-duty 6.00 x 16 tyres are normally specified on this model, with V5C.



**469 1954 FERGUSON TE-F20 (Narrow) 4cylinder diesel TRACTOR**

Reg No: UKJ 251 (expired)

Serial No: TEF424391

First registered in Kent in January 1955, this tractor appears to be something of a hybrid machine. It carries the TE-F20 designation for a standard-tread diesel model, but has been modified into a narrow-tread tractor to TE-G20 specification - no doubt a dealer conversion as the diesel narrow factory variant was only available in France. Ferguson introduced the narrow tractor in September 1948, based on either the TE-20 or TE-A20 tractors and badged as such. Once the model was fully introduced into the Ferguson line, it was given proper designations according to its power unit. The main alterations to the narrow tractors involved shortened rear-axle housings and half-shafts together with extensive modifications to the front axle, radius arms and brake pedals.



**470 1951 FERGUSON TE-E20 (Narrow) 4cylinder petrol/paraffin TRACTOR**

Reg No: 454 XUD

Serial No: TEE177414

Following a demand from the hop and fruit growing areas of the country, Ferguson introduced a narrow tractor in September 1948. Initially, the model was built for the company by the Kent dealers, Lenfield Engineering, and was based on either the TE-20 or TE-A20 tractors and badged as such. Once the model was fully introduced into the Ferguson line, it was given proper designations according to its power unit. This TE-E20 model has the vaporising oil engine, which has an 85 mm bore, a modified cylinder head and a lowered compression ratio. A different type of five-ring piston is fitted to minimise wear and fuel dilution. The engine is rated at 26 bhp. To vaporise the fuel, an aluminium heat shield was added to the manifold. Because the tractor was started on petrol and the changeover to vaporising oil made once the engine was warm, a twin-compartment tank and three-way fuel tap was provided, with V5C.



**471 1950 FERGUSON TE-A20 Reekie Conversion 4cylinder petrol/paraffin TRACTOR**

Reg No: NKL 253

Serial No: TEA153235

Before the vineyard TE-20 was introduced, the soft-fruit growers in the north-east of Scotland were catered for by Reekie Engineering. The founder of the company, John Reekie, had served with the Royal Mechanical & Electrical Engineers during the Second World War. In 1947, he set up a Ferguson dealership in partnership with his brother, Gavin, trading as Farm Mechanisation Ltd. The tractor in the collection is a Reekie narrow based on a TE-A20 with a vaporising oil conversion. It was supplied to the hop fields of Kent in 1950, with V5C.





**472 1947 FERGUSON TE-20 4cylinder petrol TRACTOR**

Reg No: KKJ 382 (expired)

Serial No: N/A

This tractor, which was originally supplied to Kent in 1947, was operated by the Rochester Flight Training School hence the colour scheme.



**473 1957 FERGUSON FE-25 4cylinder diesel TRACTOR**

Reg No: UAO 726

Serial No: SDM59550

The 'grey and gold' Ferguson FE-35, launched in 1956, was the replacement for the TE-20 series. This tractor, prefixed SDM, is the 'De Luxe' diesel version with a dual clutch and tractormeter. The new diesel engine was produced by the Standard Motor Company. Known as the 23C, it was based on the old TE-F20 power unit with a larger bore and a new Ricardo Comet head. Injection equipment consisted of a new CAV rotary-type fuel pump with an integral mechanical governor. The diesel engine developed 37 bhp and had a (not always deserved) reputation for being a poor starter. This was usually caused by worn rings or a worn timing-chain. The slow cranking speeds offered by the two 6-volt batteries did not help on cold mornings. Over 40,000 FE-35 tractors were built during the first eight months of production. This tractor was first registered in Cumberland, was originally part of the Hunday Ferguson Collection, with V5C.



**474 1957 FERGUSON FE-35 4cylinder petrol/paraffin TRACTOR**

Reg No: 458 XUA  
Serial No: SKF18361

The last of the British Ferguson tractors, the FE-35 model, was brought in to replace the TE-20 series and was launched at Banner Lane in October 1956. Its chassis was based on the American TO-35 design with a new six-speed gearbox and an advanced hydraulic system. The tractor was finished in a metallic copper and grey livery and is usually referred to as the 'grey and gold' Ferguson. The new hydraulic system had two control levers in a dual quadrant. The inner lever raised and lowered the implements and controlled the speed of response at the lower end of the quadrant. The outer lever controlled the draft and provided adjustment of implement depth. It also operated the external hydraulic services to tip trailers or work remote rams. This tractor, prefixed SKF, is the standard-specification vaporising oil model, with V5C.



**475 1956 FERGUSON Hi-40 4cylinder petrol TRACTOR**

Reg No: 469 XUA  
Serial No: CGM404980

Following the merger of Ferguson with Massey-Harris, which saw the formation of Massey-Harris-Ferguson on 30 January 1954, the two equipment lines were kept separate until 1957. A request from the Massey-Harris dealers for a version of the American TO-35 tractor with rowcrop capabilities led to the introduction of the MH 50 tractor. This same model with different livery was launched as the Ferguson F-40 in May 1956. It had a beam-type front axle and rear-axle hub reductions. It was available in a wide-front axle configuration or a tricycle arrangement with a single or dual front wheels. This tractor is the rare four-wheel version of the Hi-40 with the wide-front axle and is fitted with mid and rear mounted cultivators, with V5C.



**476 1950 FORD 8N-AN 4cylinder petrol/paraffin TRACTOR**

Reg No: 230 XUG

Serial No: 266832

The 8N, Ford's replacement for the Ford-Ferguson (9N and 2N models), was outwardly a very similar machine, the most obvious difference being a change to a new red and light grey livery. The advertising for the tractor boasted 22 new features, but many were only minor modifications. The most significant improvement was the provision of a four-speed gearbox. The hydraulic system was based on Ferguson's system with a few alterations and the inclusion of position control. Although planned for release in 1948 (hence the 8N designation), the model was rushed into production in July 1947 following the break-up of the Ford and Ferguson partnership. The tractor subsequently became the subject of a lawsuit filed by Harry Ferguson against the Ford Motor Company in January 1948 for patent infringement. The ensuing legal battle lasted until April 1952 when Ford settled out of court for \$9.25 million. The 8N was a particularly successful tractor and over half a million were sold before production ended in late 1952. Most were petrol models but the 8N-AN variation was fitted with a vaporiser and a low-compression head for running on vaporising oil. Less powerful than the standard 8N, it was only supplied to certain export markets, including the Republic of Ireland, and is particularly rare. The 8N was not sold in the UK. This example is fitted with a retractable drivers canopy for added operator comfort, with V5C.



**477 1941 FORD 9N Moto-Tug 4cylinder petrol TRACTOR**

Reg No: 412 XUA

Serial No: 80501

Build No: 157

US Government Inventory No: 48015

The Moto-Tug, the industrial version of the Ford 9N, was a conversion manufactured in limited numbers by the Ferguson-Sherman Manufacturing Corporation. It had a heavy steel frame and steel-plate bumpers and was fitted with hydraulic foot-brakes, a handbrake, enclosed mudguards, an electric horn and a rear towing-hitch. Two models were available: the tractor in the collection is the B-NO-25 model, which had a drawbar-pull of 2,500-lb and single rear wheels. A B-NO-40 model with twin rear wheels and a 4,000-lb pull was also available. The tractors were extensively used by the United States Air Force on aircraft carriers and airbases. At least two saw service in Britain during the Second World War. The Moto-Tug was also used in factories and dockyards. It is suggested that only 275 were made, with V5C.



478 Bomb trailer and replica bomb with 'Hitler's Bunker' painted on the side. Exhibited in the Hunday Collection behind the Ford 9N Moto-Tug.



479 1939 FORD 9N 4cylinder petrol TRACTOR

Reg No: 478 XUD

Serial No: 9N741

Launched in 1939, the first version of the tractor was known as the 9N - 'N' being Ford's tractor designation and '9' signifying its year of introduction. The 9N had a more modern appearance than the Ferguson-Brown and was powered by an 18 hp four-cylinder side-valve petrol engine - reputedly half of one of Ford's Mercury V8s. It incorporated an updated and much more refined version of Ferguson's hydraulic system as well as some of the latest features, including an exhaust muffler, coil ignition and electric starting. Steel shortages and problems with presses and patterns meant that the first 700 or so tractors had aluminium bonnets with horizontal bars in the grille. This is one of those early tractors and is thought to be the only example in the UK. Few have survived with their original aluminium bonnet intact. Pressed steel bonnets followed and the grille-bars became vertical during 1941, with V5C.



**480 c.1943 FORD 2N-AN 4cylinder petrol TRACTOR**

Reg No: N/A  
Serial No: N/A

Material shortages due to wartime restrictions led to the launch of the 2N model with magneto ignition and steel wheels in 1942. By 1943, restrictions had eased and the 2N reappeared with rubber tyres and full electrics. It is easily distinguished from the earlier 9N by the long vertical slots in the grille centre-bar. Oval radius rods were introduced in 1944 and the rear-axle housings were beefed up the following year.



**481 1943 FORD 2N 'Funk' Conversion 6cylinder petrol TRACTOR**

Reg No: 818 XUK  
Serial No: N/A

This 2N model of the Ford-Ferguson is fitted with a six-cylinder conversion marketed by the Funk Aircraft Company of Coffeyville, Kansas. This tractor has the six-cylinder side-valve Ford 87HA engine. It is also fitted with a Sherman 'Special Purpose' Transmission. This transmission, along with the standard tractor gearbox, gives six forward speeds and two reverse speeds. It is mounted in front of the standard transmission with the shift handle on the left side of the tractor, below the steering gear box, with V5C.



**482 1943 FORD 2N P3 Conversion 3cylinder diesel TRACTOR**

Reg No: N/A

Engine No: 1006295

A rare Perkins P3 conversion of a wartime Ford-Ferguson tractor. Frank Perkins began building diesel engines in Peterborough in 1932, introducing his famous P-series power units in 1937. In May 1945, he experimented with fitting a P4 engine to an imported Ford 2N-AN model. The tractor was evaluated successfully for several years on Frank's own farm. Following trials, it was decided to introduce the smaller three-cylinder P3 (TA) agricultural diesel engine as a conversion for the Ferguson and Ford-Ferguson tractors. This 32 bhp unit slotted neatly in place of the old petrol or vaporising oil engines, offering increased power, greater economy and better torque at lower speeds. Properly referred to as the 'Ford Tractor with Ferguson System', the Ford-Ferguson was the result of a manufacturing agreement between Harry Ferguson and Henry Ford in the USA. Launched in 1939, the first version of the tractor was known as the 9N - 'N' being Ford's tractor designation and '9' signifying its year of introduction. The 2N model followed in 1942.



**483 1943 FORD 2N 'Funk' Conversion V8 petrol TRACTOR**

Reg No: N/A

Serial No: N/A

This 2N model of the Ford-Ferguson is fitted with a V8 conversion marketed by the Funk Aircraft Company of Coffeyville, Kansas. Brothers, Howard and Joe Funk, began building aircraft in 1933. In 1948, the company began offering conversion kits to give the Ford and Ford-Ferguson tractors of the time extra power using Ford six-cylinder and V8 industrial or automotive engines. Most of the conversions were done on new tractors but the kit was also offered for retro-fitting the engines to older models. Production of the tractor conversions continued until 1954. The conversion kit consisted of a gearbox adapter and a new sump with mountings for the front axle. The radius rods, steering and bonnet were lengthened. The bonnet and grille were also raised to accommodate the engine and a larger radiator.



**484 c1968 MASSEY FERGUSON 20 3cylinder diesel TRACTOR**

Reg No: NMJ 910M

Serial No: 806390

This industrial tractor is fitted with a Duncan cab and showing 3,548 hours. HPI checks show this tractor has been subject of an insurance total loss payment and has an active registration number, but no V5 has been identified.



**485 1959 MASSEY FERGUSON 35 4cylinder diesel TRACTOR**

Reg No: GJS 35

Serial No: SDF149805

This tractor, prefixed SDF, is the standard diesel model without all the options and a fitted with a plain 'tin' seat, with V5C.



**486 1963 MASSEY FERGUSON 35X Multi-Power 3cylinder diesel TRACTOR**

Reg No: 419 CPW

Serial No: SNMYW323401

The 35X model, regarded by many as the ultimate MF 35, was launched in December 1962. The tractor was only available with an uprated version of the three-cylinder Perkins A3.152 diesel, which delivered 44.5hp through modifications to the fuel system and an increase in the engine speed. Multi-Power doubled-up the transmission speeds by the addition of a pair of high-ratio gears. These constant-mesh gears were actuated by a hydraulic clutch via a dog-toothed coupling. A selector-valve unit allowed the changes between the ranges to be made at the flick of a switch. This option added just over £80 to the £671 cost of the De-Luxe model. The SNMYW serial number prefix on this tractor denotes differential lock and Multi-Power, both of which were optional extras. The 35 line came to an end with the introduction of the MF 135 as part of the 'Red Giants' range in 1964. However, the new 135 was little more than a 35X under the skin and it is a measure of the success of the 35 model that the basic design endured through several future MF ranges, with V5C, buff logbook and original Massey Ferguson 35X Instruction Book.



**487 1963 MASSEY FERGUSON 35X 3cylinder diesel TRACTOR**

Reg No: OJE 614

Serial No: 314028

Launched in October 1962, the Massey Ferguson 35X was the ultimate and final version of the red/grey 35 that first appeared in 1957. It was the tractor with all the bells and whistles, a 3cylinder Perkins engine had been available since 1959, but the new model brought increased power from an up-rated version of the A3.152 engine, which now developed 44bhp at 2,250rpm. This tractor was supplied to the Ely area in 1963. With V5C.





**488 1960 MASSEY FERGUSON 35 4cylinder petrol/paraffin TRACTOR**

Reg No: 482 XUD

Serial No: SKM 203730

This tractor, prefixed SKM, is the vaporising oil 'De Luxe' model with a dual clutch, tractormeter, step assemblies and a cushioned foam-rubber seat. The dual clutch offered 'live' drive with a two-speed power take-off giving 540 rpm and ground speed. The 'De Luxe' model was also fitted with 11 x 28 rear and 6.00 x 16 front tyres as standard, with V5C.



**489 1963 MASSEY FERGUSON 35 'Hi-Clear' 3cylinder diesel TRACTOR**

Reg No: 658 DFW

Serial No: CNF314855

This original specification high-clearance version of the Massey Ferguson 35 was one of several adaptations made by companies such as Standen of St Ives in Cambridgeshire and Lenfield Engineering of Ashford in Kent. The conversion included a modified front axle and the fitment of 6.50 x 44 rear wheels and tyres. This is a Lincolnshire tractor and would have been used by the county's vegetable and produce growers where the high-clearance facility would have been invaluable for inter-row work. HPI checks show an active registration number but no V5 has been identified.



**490 1960 MASSEY FERGUSON 35 Vineyard 3cylinder diesel TRACTOR**

Reg No: 264 KKO

Serial No: VNM198411

Several engines and options were available on the 35, including the Vineyard version for narrow or orchard use. The Vineyard tractor was identical to the standard agricultural model except for its narrower track and reduced width achieved by modifications to the front axle, steering assemblies and rear trumpet housings. Height was also reduced by the provision of an under-slung exhaust and smaller diameter wheels (front 5.00 x 15, rear 9 x 24). Ground clearance was 10 in. The version with the three-cylinder Perkins diesel engine was offered from 1959. Perkins of Peterborough had been acquired by Massey Ferguson for £4.5 million in the January of that year. This tractor, prefixed VNM, is the diesel 'De Luxe' Vineyard model with a dual clutch, tractormeter and a cushioned foam-rubber seat. The dual clutch offered 'live' drive with a two-speed power take-off giving 540 rpm and ground speed. The tractor was supplied new to the hop fields of Kent in May 1960, with V5C.



**491 1964 MASSEY FERGUSON 35X 3cylinder diesel TRACTOR**

Reg No: BTL 114B

Serial No: SNMY372942

December 1962 saw the launch of the ultimate MF 35 - the 35X model. This was only available with an uprated version of the Perkins A3.152 diesel, which delivered 44.5hp through modifications to the fuel system and an increase in the engine speed. The 35X was also available with Multi-Power, which had been introduced on the MF 65 several months earlier, with V5C.



**492 1959 MASSEY FERGUSON 65 MkI 4cylinder diesel TRACTOR**

Reg No: 463 MRB

Serial No: SNY519712

This tractor is the Mk I version. The later Mk II models were fitted with the Perkins 4.203 engine. It was originally supplied to Derbyshire before becoming part of the Hunday Ferguson Collection, with V5C.



**493 1961 MASSEY FERGUSON 65 MkII 4cylinder diesel TRACTOR**

Reg No: 936 CEW

Serial No: SNDY543913

The Massey Ferguson 65 was launched in 1957 to compete with the Fordson Major and was heralded as the first tractor of over 40 bhp in the world to embody the unique Ferguson system. Based on the North American F-40 concept, it was only available in Britain as a diesel with a four-cylinder Perkins engine. An update of the model in 1961 saw it re-launched as the 65 Mk II with a more powerful Perkins 4.270 engine (the Mk I had the Perkins 4.192 engine) developing 56.5 bhp. The tractor had an impressive list of specifications including hydraulic lift and linkage, disc brakes, dual clutch, live power take-off with engine and ground speeds, differential lock, lights, swinging drawbar and Category I and II linkage as standard. Power steering, a belt pulley and Multi-Power were optional and a high-clearance model was available. Despite its refinements and claimed advantages of the Ferguson system, the 65 was always in the shadow of the Fordson Major tractors. Production continued until it was replaced by the largely similar MF 165 model from the 'Red Giants' range in December 1964. This tractor is the Mk II version of the 65 and was originally supplied to Huntingdonshire, with V5C.



**494 1962 MASSEY FERGUSON 65 Mk.II Multi-Power 4cylinder diesel TRACTOR**

Reg No: 194 GEW  
 Serial No: SNDYW 566626

Originally supplied to Huntingdonshire, this MK II version of the Massey Ferguson 65 was built at the end of 1962 but not registered until early 1963. Its SDNYW prefix to its serial number denotes differential lock and Multi-Power are fitted as standard. The Multi-Power option, which had been introduced on the 65 in August 1962, doubled-up the transmission speeds by the addition of a pair of high-ratio gears. The Massey Ferguson 65, originally fitted with the Perkins 4.192 engine developing 56.5hp, was launched in 1957 to compete with the Fordson Major. It was only available in Britain as a diesel with a four-cylinder Perkins engine. An update of the model in 1961 saw it re-launched as the 65 Mk II with a more powerful direct-injection Perkins 4.270 engine. The 65 had an impressive list of specifications including hydraulic lift and linkage, disc brakes, dual clutch, live power take-off with engine and ground speeds, differential lock, lights, swinging drawbar and Category I and II linkage as standard. Production continued until it was replaced by the largely similar MF 165 model from the 'Red Giants' range in December 1964, with V5C and original Massey Ferguson 65 Operator Instruction Book.



**495 1969 MASSEY FERGUSON 135 Multi-Power 3cylinder diesel TRACTOR**

Reg No: KFL 57G  
 Serial No: 127560

This Massey was registered new on 24 June 1969 and was first registered MEB 843G, but was re-registered KFL 57G in 1990. The second smallest tractor in Massey Ferguson's 'Red Giants' range, the 135 was launched at the Smithfield Show in December 1964. Aimed at the light-medium tractor market, it had a Perkins three-cylinder A3.152 diesel engine developing 45hp. The standard transmission gave six forward and two reverse speeds, but the Multi-Power option doubled up the ratios. At the heart of the tractor was the advanced Ferguson hydraulic system. A dual-lever quadrant controlling the hydraulic system gave position and draft control, constant pumping, response control and, by means of a special drawbar coupler, pressure control for weight transfer. Also standard were lights, handbrake and differential lock. The tractor has since been restored by Ivan Cowlen. A one owner tractor fitted with a Massey Ferguson 40 front loader. With old style V5 and green logbook.



**496 1969 MASSEY FERGUSON 135 3cylinder diesel TRACTOR**

Reg No: EVG 373H

Serial No: 144548

Early models of the 135 had a swept-back front axle and shell fenders but this later tractor has a straight axle and flat-top mudguards. At the heart of the tractor was the advanced Ferguson hydraulic system. A dual-lever quadrant controlling the hydraulic system gave position and draft control, constant pumping, response control and, by means of a special drawbar coupler, pressure control for weight transfer. Also standard were lights, handbrake and differential lock. The 135 was a popular tractor that had a greater presence than Ford's 2000 and 3000 models. Several variations were made, including vineyard and narrow versions, as well as the 135 QD with the 'Quick Detach' quiet cab. Production continued into the 1980s, making it one of MF's longest lasting models. This example, originally supplied to Bedfordshire, bears the dealer's transfer of the well-known Massey Ferguson distributors, F A Standen, who traded from the Four Hill depot in Ely, Cambridgeshire, with V5C.



**497 1973 MASSEY FERGUSON 148 3cylinder diesel TRACTOR**

Reg No: NEG 436M

Serial No: 603573

The 148 was introduced to offer farmers a slightly larger, more powerful and more sophisticated alternative to the MF 135. Launched as part of the 'Super-Spec' range at the 1971 Smithfield Show, it was fitted with a 49hp version of the AD3-152 three-cylinder Perkins diesel engine. The most noticeable difference between the 135 and the 148 was that the latter had an increased wheelbase, achieved by the insertion of a spacer between the engine and transmission. This extra length pushed the centre of gravity forward and increased the tractor's stability when using mounted implements. It also made the use of front-end weights more effective and gave more room inside the cab. Most 148 tractors were fitted with the Multi-Power 12-speed transmission. However, this tractor has the much rarer standard 8-speed transmission, which was a fully-manual gearbox. The flexible-clad safety cab, as fitted to this tractor, was standard, but a rigid-clad cab was optional. The 'Super-Spec' features included a fully-independent power take-off, a high-capacity pump for auxiliary hydraulics, pressure control and full instrumentation with a vacuum warning indicator. The tractor also had a new dual-element dry air cleaner to protect the engine and a spring suspension seat for driver comfort. The 148 was also fitted with a stronger rear axle to cope with the extra horsepower with a new crown-wheel and pinion system, with V5C.



**498 1960 MASSEY FERGUSON 25 6cylinder diesel TRACTOR**

Reg No: 414 XUA

Serial No: SNFY2001083

The Massey Ferguson 25, sometimes known as the 825 ('8' being the prefix for French-built MF equipment), was introduced at Beauvais in 1960. It was the replacement for the earlier 820 model, which had been in production at the Marquette-les-Lille plant since the time of the Massey-Harris-Ferguson merger in 1953. The MF 25 was powered initially by the Perkins 4-99 and later by the A4.107 four-cylinder diesel engine developing 30 bhp. Its advanced eight-speed transmission had synchromesh in third, fourth, seventh and eighth gears, allowing them to be changed on the move. Other features included disc brakes, dual clutch, 'live' power take-off with 540 rpm and ground speeds, differential lock and a linkage lock to hold mounted implements in a raised position for transport.



**499 1959 MASSEY FERGUSON 50 4cylinder petrol TRACTOR**

Reg No: 415 XUA

Serial No: SGM528590

Following the merger of Ferguson with Massey-Harris, which saw the formation of Massey-Harris-Ferguson on 30 January 1954, the two equipment lines were kept separate until 1957. As many of the North American Massey-Harris dealers had asked if they could sell a tractor incorporating the Ferguson hydraulic system, the company produced a heavier and stronger version of the American Ferguson TO-35, which was known as the Massey-Harris 50. It had the same engine, transmission and hydraulic system, called Hydramic Power on the Massey, as the TO-35, but was built to a rowcrop configuration with a beam-type front axle. The red and gold Massey-Harris 50 was unveiled in May 1956 along with the F-40 model, a similar version of the same tractor with different sheet-metal for the Ferguson dealers. The 50 was usually sold as a standard tractor but was available with a high-arch wide-front axle or in a tricycle arrangement with dual or single front wheels. The merging of the product lines and the creation of Massey Ferguson in December 1957 killed off the twin model policy. The Massey-Harris 50 continued in production as the Massey Ferguson 50 in the new red and grey livery, with V5C.



**500 1966 MASSEY FERGUSON 130 4cylinder diesel TRACTOR**

Reg No: HTL 82D

Serial No: SNMY370713

The 130 was the odd one out in Massey Ferguson's 'Red Giants' range, which was launched at the Smithfield Show in December 1964. Unlike the other three tractors in the range, which were made in Britain at Banner Lane, the 130 was manufactured at MF's French facility in Beauvais. It was based on the French-built 25 series, which had been on the market for about three years previously. Power came from a Perkins A4.107 four-cylinder diesel engine developing 30 bhp. The layout of the 130 was considerably different to the other tractors in the 'Red Giants' range, although the styling matched that of the 135, 165 and 175. Its advanced eight-speed transmission had synchromesh in third, fourth, seventh and eighth gears, allowing them to be changed on the move. Other features included disc brakes, differential lock and a linkage lock to hold mounted implements in a raised position for transport. The hydraulics were controlled by a single-lever quadrant giving draft control, position control and constant pumping. Power take-off was standard with central and rear drive-shafts. The 'Economy' model had a standard clutch while the 'De Luxe' model had a dual clutch giving 'live' power take-off. The 130 was launched onto the British market to meet a demand for a tractor similar in power and simplicity to the original Ferguson TE-20. However, it was not that popular with farmers and was completely out-classed by the superior MF 135. Production ceased in 1968, with V5C and original Massey Ferguson 130 Operator Instruction Book.



**501 c1970 MASSEY FERGUSON 165 Multi-Power 4cylinder diesel TRACTOR**

Reg No: OBM 116H

Serial No: 581714

The 165 was the second largest tractor in Massey Ferguson's 'Red Giants' range when it was launched at the Smithfield Show in December 1964. Aimed at the medium-heavy tractor market, it had a Perkins four-cylinder A4.203 diesel engine developing 50 bhp. The standard transmission was six forward and two reverse speeds; however, the Multi-Power option doubled up the normal gearbox to twelve forward speeds and four reverse. From 1967, the MF 165 was fitted with the up-rated Perkins A4.212 engine giving 60 bhp, with V5C.



502 1956 FERGUSON TE-F20 4cylinder diesel TRACTOR  
Reg No: XKE 528 (expired).  
Serial No: 502522  
For spares to repair.

END OF SALE





# Cheffins



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BIDDING NUMBER

# GENERAL CONDITIONS

## 1. DEFINITIONS

- 1.1. In these conditions the following terms have the following meanings, unless inconsistent with the context.  
'Auctioneers' means Cheffins of Clifton House, 1-2 Clifton Road, Cambridge, CB1 7EA and Clarke & Simpson of Well Close Square, Framlingham, Suffolk, IP13 9DU. 'Commission' means the commission charged on the sale of Lots in accordance with Clause 2 below.  
'Conditions' means the standard terms and conditions of business set out in this document.  
'Lots' means all machinery and all other items sold or intended to be sold in accordance with these Conditions.  
'Purchaser' means a person, firm or company who purchases lots. 'Vendor' means any person, firm or company who puts forward lots intended to be sold at the Sale.  
'Sale Day' means the day fixed by the Auctioneers for an auction and where the context so requires means the day fixed for the auction in which a particular lot is entered. 'Reserve Price' means the minimum price fixed by either the Auctioneers or the Vendor at which Lots are to be sold at the Sale.
- 1.2. Except where the context otherwise requires words denoting the singular include the plural and vice versa; words denoting one gender include all genders; words denoting persons include corporations and vice versa.

## 2. RESERVE PRICE & BIDDING

- 2.1. The auctioneers and/or the vendor reserve the right to fix a Reserve Price for any lot and withdraw that lot in the event that the highest bid price does not meet the reserve price.
- 2.2. The vendor may bid for any Lot either personally or through the auctioneers or through any other person and may withdraw any Lot any time before the sale of such a Lot.
- 2.3. The Auctioneers may without giving any reason refuse to accept the bidding of any person. In the case of a dispute as to any bid, the Auctioneers may forthwith determine the dispute or put up the Lot again at the last undisputed bid or withdraw the Lot.
- 2.4. No person may advance less at a bid than a sum to be named from time to time by The Auctioneers nor be allowed to retract a bid.
- 2.5. The highest bidder for each Lot shall be the Purchaser of that Lot.

## 3. AUCTIONEERS AS AGENT FOR VENDOR

- 3.1. The Auctioneers sell as Agent for the Vendor and as such are not responsible for any default by the Vendor or Purchaser.
- 3.2. In the event that a Purchaser fails to pay the purchase price for the Lot in accordance with these Conditions and the Auctioneers have previously advanced to the Vendor of such Lot an amount representing such purchase price the Vendor shall forthwith at the request of the Auctioneers assign all and any of his rights against the Purchaser in respect of the unpaid purchase price to the Auctioneers and shall execute such documents as may be required by the Auctioneers to give effect to such an assignment and further, shall give reasonable co-operation to the Auctioneers in any action, claim or proceeding brought or threatened by the Auctioneers against the Purchaser.

## 4. RISK

- 4.1. All Lots remain at the Vendor's risk until sold and following such sale shall be at the Purchaser's risk.
- 4.2. The Purchaser is on risk once the hammer falls and is strongly advised to effect insurance at once. Upon the fall of the hammer, the Purchaser shall assume all risks in and relating to such lots. The Purchaser is advised to effect in respect of all such risks arising thereafter any insurance it may consider necessary. The duty of the Auctioneers and/or the vendor to deliver lots shall be deemed performed upon the fall of the hammer even if a lot is subsequently and/or part thereof has been lost.

## 5. CONFIRMATION OF OWNERSHIP

- 5.1. The vendor warrants to the Auctioneers and to the Purchaser:-
- 5.2. That he is the true owner of the Lot or is properly authorised to sell the Lot by the true owner.
- 5.3. Is able to transfer a good and marketable title to the lot free from any third party claims liens and encumbrances and that all entries on the entry form are correct.
- 5.4. That no Lot is subject to any hire purchase, lease, contract hire agreement or any other finance agreement or contract.
- 5.5. That the auctioneers have been notified in writing if any of the items on this form, or any continuation form, have been recorded by any insurance company as a write-off or having been subject to a major insurance claim.

## 6. REMOVAL OF LOTS FROM THE SALE

- 6.1. All lots whether sold or unsold may not be removed from the sale site without a pass for the removal of Lots. Passes can be obtained from the Auctioneers' offices. All Lots must be checked out by the security.
- 6.2. All lots purchased must be cleared from the sale site on the day of sale unless otherwise stated in the catalogue.

## 7. EXCLUSION OF LIABILITY

- 7.1. The auctioneers shall not be liable for any expense, loss, claim or proceedings in any respect of any loss or damage whatsoever, to any property real or personal (including all lots) whether incurred before, during or after the sale.
- 7.2. The Auctioneers shall not be liable for any expense, loss, claim or proceedings in any respect of personal injury to or death of any persons arising out of or in the course of or caused by the Sale, except to the extent that the same is due to the negligence of the Auctioneers, their servants or agents.

## 8. DETAILS OF PURCHASERS AND PAYMENT

- 8.1. All purchasers are required to Register for a bidding number before the auction at the Auctioneers' office.
- 8.2. All lots must be paid for on the day of the sale by the Purchaser.
- 8.3. Any interest earned on client's monies will be retained by the auctioneers.

## 9. INSPECTION OF GOODS

- 9.1. All lots are sold with all faults and errors of description Purchasers should satisfy themselves prior to sale of the Lot as to the condition of each Lot and should exercise and rely on their own judgement as to whether the Lot accords with its description. Neither the Auctioneers, their servants or agents are responsible for errors of description or for the genuineness or authenticity of any Lot; unless otherwise stated no warranty is given by the Auctioneers, their servants or agents or by any Vendor to any Purchaser in respect of any Lot and any express or implied conditions or warranties are excluded to the fullest extent permitted by law.
- 9.2. The Auctioneers may at their discretion or upon the instruction of the Vendor alter or withdraw all or any lots referred to in the auction catalogue up to the moment at which the hammer falls in relation to such lot(s).

## 10. AUCTIONEERS' RIGHT TO ANNUL SALES

- 10.1. In the event of any dispute or refusal to pay or of non-payment on the part of the Purchaser, the Auctioneers may, entirely at their discretion, annul and cancel the sale of such lot or lots.

## 11. RESERVATION OF TITLE

- 11.1. If the Auctioneers allow the Purchaser to remove the Lot from the sale site before the Purchaser has made full payment for the Lot then title to the Lot shall remain vested in the Vendor.
- 11.2. If the Auctioneers pay the Vendor the price of the Lot before the Purchaser has paid the price to the Auctioneers, title to the Lot shall pass from Vendor to the Auctioneers and shall remain with the Auctioneers until full payment has been made by the Purchaser to the Auctioneers, when title shall pass to the Purchaser.
- 11.3. Notwithstanding that the title has not passed to the Purchaser all risk of damage to the Lot shall pass to the Purchaser immediately upon sale (the fall of the hammer).
- 11.4. The Purchaser shall until payment has been made in full keep the Lot in good marketable condition and readily identified and shall indemnify the Vendor or the Auctioneers as the case may be for any damage.
- 11.5. In the event of any sale by the Purchaser of a Lot before full payment has been made the Purchaser shall hold the proceeds of such sale on trust for the Vendor or the Auctioneer (as the case may be) and shall pay such proceeds into a separate identifiable bank account.
- 11.6. At any time before the title to the Lot has passed to the Purchaser, the Vendors or the Auctioneers (as the case may be) including the Auctioneers acting as agents for the Vendor shall have the right to enter upon the Purchasers property for the purpose of recovering the Lot.

## 12. COMPLIANCE WITH ROAD TRAFFIC ACTS

- 12.1. The Purchaser of any vehicle or trailer is responsible for complying with all legal requirements as to the construction and the use of such vehicle or trailer and for obtaining all certificates, permits or other authorisations necessary before such vehicle or trailer can be used on the road.

## 13. HEALTH AND SAFETY AT WORK ACT 1974 AND ALL OTHER ACTS AND REGULATIONS APPLICABLE TO FARM SAFETY

- 13.1. The Purchaser of any lot is responsible for complying with all legal requirements as to the safe use of lots purchased at the Sale and shall ensure compliance with all relevant legislation relating to the safe use of such lots.

## 14. TRADES DESCRIPTIONS ACT 1968

- 14.1. The vendor is reminded that under the terms of the Trades Descriptions Act 1968 the Vendor of any Lot to which a false description is applied may be guilty of a criminal offence punishable by fine or imprisonment.

## 15. GOVERNING LAW AND JURISDICTION

- 15.1. For the avoidance of doubt all contracts entered into between the Purchaser and Vendor and between either of them and the Auctioneers on the basis of these standard terms and conditions of business are governed by the laws of England and Wales and the parties hereby submit to the non-exclusive jurisdiction of the English Courts.

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