

Issue 59 October 2013

# Ferguson

heritage



Encompassing Massey-Harris and Massey Ferguson



**INSIDE:** I tyre talk not what it used to be!



We salute the Ferguson/MF enthusiasts in the Traktorenfreunde Bovenden club for the contribution they are making to preserving the Ferguson heritage in Germany. Their collection includes a Massey-Harris 812 Pony tractor, a Ferguson TEF20, an FE35 and an MF35, which, with a variety of implements, have been brought together to illustrate the development of the Massey-Ferguson brand

in the 1950s following the merger of the Massey-Harris and Ferguson companies.

Most recently an MF65 MkII, owned by UWE SCHATZ, has been added to the collection and here, he and fellow enthusiast ETIENNE GENTIL report on its restoration to a proud place in the Bovenden family of Ferguson heritage tractors.



*The completed MF65 MkII on its first post-restoration outing in March this year with Uwe Schatz at the wheel.*

## An MF65 for Bovenden's Ferguson heritage

The MF65 tractor was first presented to the public in Europe at the Royal Smithfield Show in London in December 1957. The following spring, production started at MF's Banner Lane factory in Coventry. It was also produced at the company's Detroit plant in the USA and, due to exceptional demand, a second European assembly line for the MF65 was established at the then new MF factory in Beauvais, France. The MF65 had quickly become a tractor for the world, and it began a series

of new product introductions that extended the use of the Ferguson System to much larger tractors. It was built to the same basic specification in all three plants but with some relatively minor modifications to meet local requirements including vehicle legislation in the countries where it was sold. Our MF65 MkII was found in the former East Germany in working order at a tractor dealer in Zeulenroda-Triebes. A local farmer, who had been using it mainly for forestry work, had traded it in, and

in order to find a fair price the Traktor Schlepper Jahrbuch 2011 (Tractor & Trailer Yearbook 2011) was used as a guideline. On 11 November 2011 the MF65 was transported to its new home with Uwe Schatz in Hevensen near Northeim.

It was officially registered – number MYK-LS 830 – and then immediately suspended for the duration of the restoration. This made re-registration easier when the restoration was completed. At that time 674 MF65 tractors were registered in Germany (not including part-time suspensions) according to the Kraftfahrt Bundesamt (Federal Office for



## MF65 types: variations in production

|                          | Eschwege MF65  | Coventry MF765<br>(7=UK built) | Detroit MF65 | Beauvais MF865<br>(8=French built) |
|--------------------------|----------------|--------------------------------|--------------|------------------------------------|
| Grille front             | German version | UK version                     | US version   | UK version                         |
| Mudguards                | X              |                                |              |                                    |
| Fenders                  |                | X                              | X            | X                                  |
| Lighting                 | X              | X                              |              | X                                  |
| Front lamps              | On mudguards   | On bonnet                      |              | On bonnet                          |
| Brake light              | X              |                                |              | 27km/h onwards                     |
| Signal lamp              | On bonnet      | On fender                      |              | On fender                          |
| Exhaust                  | Horizontal     | Vertical                       | Horizontal   | Either                             |
| Engine Mark I            | A4.192         | A4.192                         | Petrol/LPG   | A4.192                             |
| Engine Mark II           | AD4.203        | AD4.203                        | AD4.203      | AD4.203                            |
| Front tow-bar/<br>bumper | X              |                                |              |                                    |
| Wheel disc<br>front      | Grey (*)       | Grey (*)                       | Red (**)     | Silver grey (***)                  |
| Rim front                | Grey (*)       | Grey (*)                       | Red (**)     | Silver grey (***)                  |
| Wheel disc<br>rear       | Grey (*)       | Grey (*)                       | Red (**)     | Silver grey (***)                  |
| Rim rear                 | Grey (*)       | Grey (*)                       | Red (**)     | Silver grey (***)                  |

(\*) Stoneleigh Grey (\*\*) Vintage Red/Old MF Red (\*\*\*) Silver Mist Grey

Motor Vehicles). The tractor was equipped with round, wide fenders completely covering the rear wheels for mud protection and fitted with the headlights - that means a German version according to StVZO (the German Technical Control Board). The indicator lights were fitted on the side of the bonnet and the exhaust was positioned horizontally. It had a 75 watt Lima dynamo made in Russia which was probably fitted during a repair. The starter was original CAV. Other equipment included a non-original Fritzmeier seat, and a Fritzmeier canopy top as well as a roll bar as prescribed by the Berufsgenossenschaft (Employers Mutual Insurance Association).

To start with a decision had to be made whether to just re-paint/varnish the MF65 or to dismantle the whole tractor down to

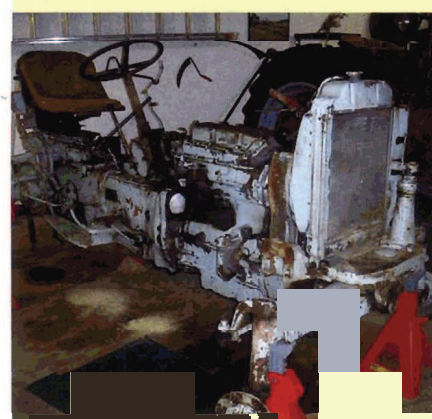
the very last nut and bolt. The owner chose a solution in-between, i.e. every possible part was removed except for the engine, gearbox and steering. Technically, full restoration would mean bringing the tractor back to the exact condition in which it left the factory in Coventry. But this one was delivered to a German specification which means finishing took place at the MF factory in Eschwege. Our aim therefore was to get as close to the UK version as possible but with the mudguards as prescribed in Germany. So the lights were moved to the bonnet and the exhaust put in a vertical position. The Fritzmeier seat was changed for an original one. The canopy and roll bar were removed. The mudguards were in an extremely bad condition and needed a lot of welding and grinding. The dilapidated electrics were completely stripped out but

### Details of the MF65 MkII

|                                      |   |
|--------------------------------------|---|
| Serial number SNDY 590045            |   |
| SN = Standard                        | D = Engine (Diesel Perkins AD4.203) Y = differential lock |
| First registration                   | November 25, 1963, delivered ex Kassel/Eschwege           |
| Producer                             | Massey-Ferguson Ltd., Coventry, England                   |
| Date                                 | November 8, 1963  |
| Power (at PTO)                       | 54 HP   |
| Cylinder capacity (cm <sup>3</sup> ) | 3333  |
| Wiring system voltage                | 12 volt   |
| Starter                              | CAV CA 45 F 12-9  |
| Dynamo                               | Lucas 150 Watt  |



*The MF65 MkII as it was purchased being loaded by the dealer on a trailer ready for its journey to Hevensen.*



*Beginning the restoration, stripped bare to its chassis.*



*old electrics were stripped out completely.*

with all the cables being marked at their ends and pictures taken of every detail. Primer-coating and sand blasting were done by a specialist company. For painting 2-K acrylic paints were chosen. These paints impress by their colour strength, covering power, intense brilliance,

*Continued on next page*





## Bovenden's Ferguson Heritage continued

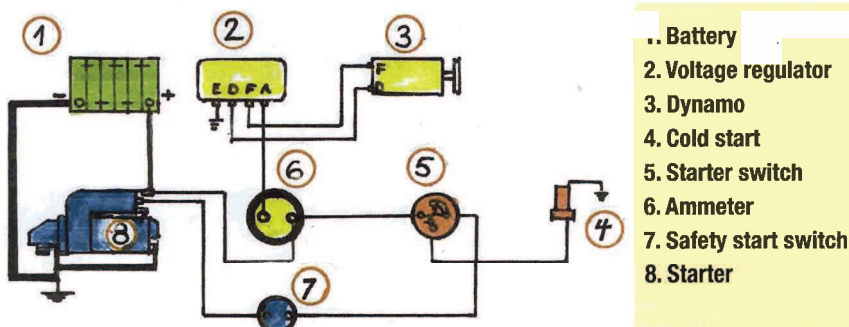


*Above left: sand-blasted parts ready for priming. Left: the rebuild underway with the chassis repainted in original Stoneleigh grey.*

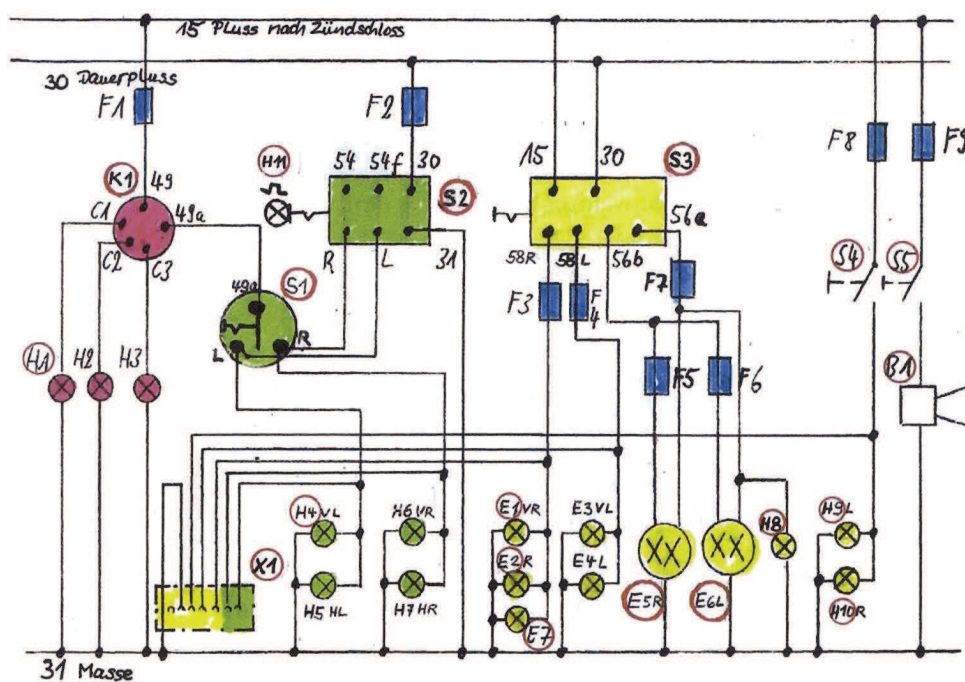
hardness and resistance to corrosion, oil, solvents. They are used to paint commercial vehicles such as trucks and buses, fire engines and tractors, but are not permitted for use on cars.

The painting took 60 hours and this was also done by a specialist company. In all, it included the use of 5 litres of Stoneleigh grey, 4 litres of vintage red, 6 litres of primer coating, 11kg. of putty compound, and 200 sheets of abrasive paper. The last step of the reassembly was to fit the electrics, for which we managed to get hold of a drawing for the connections, a Lucas regulator and Lucas dynamo from different sources. The original starter (CAV CA 45) was kept. They were finally installed as shown in the diagram (below left).

The wiring for the lighting varies considerably from the original. In fact, compared to tractors of the 1950s the entire electrics represent a huge step forward! The entire system was wired up by Jörg Brodkorb to his own specification, as shown in the diagram (bottom left).

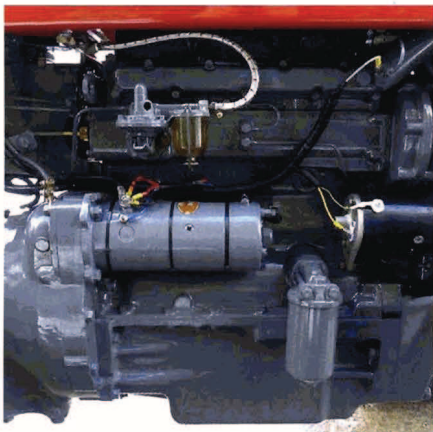


Everything worked perfectly when the tractor was re-started, and after 18 months of work our MF65 MkII was taken on its first post-restoration drive through Hevensen even though it was a very cold morning and everything was covered in snow.



- S3: Lighting switch
- S4: Brake light switch
- K1: Turn signal relay
- S2: Hazard warning flash
- S1: Turn signal switch
- X1: Socket
- E5, E6: Front lights
- E1, E3: Tail lights
- E2, E4: Rear lights
- E7: Number plate light
- H1-H3: Indicator lights control
- H4-H7: Indicator lights
- H8: High beam control
- H9-H10: Brake light
- H11: Hazard light control
- S5: Horn switch
- B1: Horn
- F: Fuses





Above and right: part of the all-new electrics. All cables from the rear of the tractor were combined in a single cable-splice box beneath the seat.

**Acknowledgements:** many helpful friends, especially everyone at Traktorenfreunde Bovenden e.V who were involved, and special thanks to Jörg Brodkorb without whom it would have been impossible to bring this tractor back to life. Also my wife Christa Schatz for translation, and Sue Vickers for assistance checking.

**Footnote:** next on the agenda for the MF65 MkII and its sister models in the Bovenden Ferguson heritage collection is a field demonstration and photo shoot to show the Ferguson System in operation with as wide a range as possible of Ferguson/MF implements.

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The MF65 MkII's serial no. plate showing its origins in MF's Coventry and Eschwege factories.



The German-version grille.



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