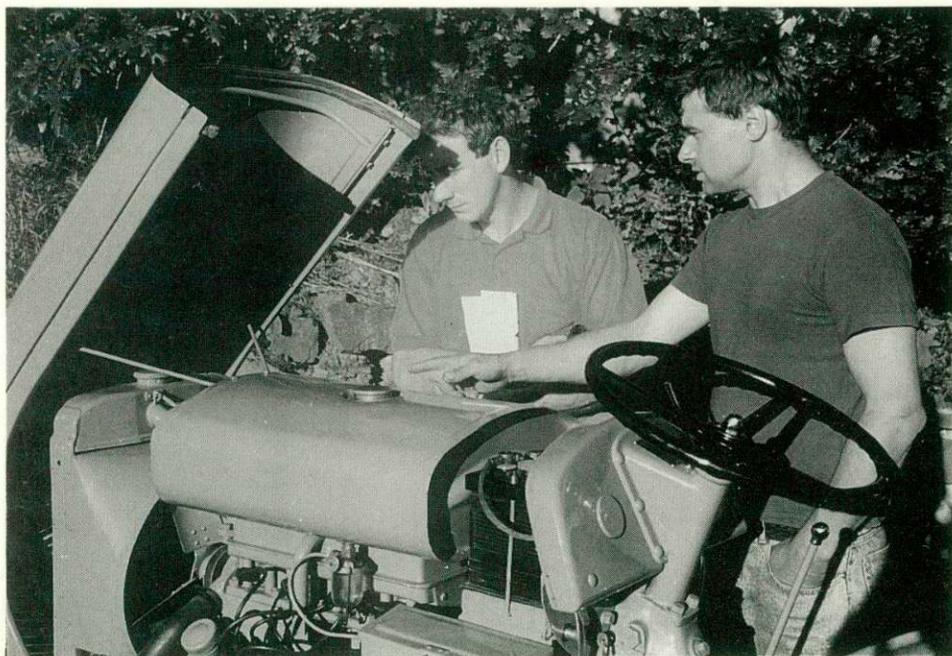


Newsletter
The Ferguson Club



Volume 6 No 3

1993

Cover Photograph

*D Sibbald from Scotland and Roger Seidel from Oxfordshire, both owners of mint tractors, discuss the finer points of rebuilding over Roger's early 1947 Ferguson TE 20, #998. This tractor was probably made around late February or early March 1947. Seen at Coldridge, Devon on 17th July 1993.
Photography by G Field*

Volume 6

1993

No 3

CONTENTS

	Page No
Editorial	1
Treasurer's Report	2
NORMAC	3
"50 Years with Ferguson"	5
Power on Small Farms by Noel Newsome	13
Photo Essay, Paul Knapper	17
Ferguson Worldwide	
Denmark	18
South Africa	21
Holland	22
How Primrose became ED . . . (1865)ED	24
Photo Essay, Michael Eaton	26
Darren Tebbit	
Peter Borchert	
Ambition Realised	30
Dawn to Dusk	32
From the Areas	34-45
Jottings	46-49
Photo Essay, Dave Cousins	50
Technical TE	52
Safety	61
Sales and Wanted	64

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The Ferguson Club

EDITORIAL

This will be my last magazine produced for the *Ferguson Club*. As stated at the 1991 AGM when I asked for volunteers to produce this magazine, I have needed a break for at least one or two years. By the 1992 AGM no one had been prepared to come forward and have a go. This I find extraordinary, given that the tiny minority who deprecate me and the other officers could find no better vehicle for their "views" than the Club's own Newsletter. The Club at large must draw its own conclusions.

The minutes of the recent AGM will be circulated in due course but, in the meantime, I feel that members are owed an explanation of what happened on 4th December.

Prior to the AGM, but too late to be included in the agenda, a proposition was received from a Mr Houghton suggesting far reaching changes in the Club's constitution. Subsequently two more propositions were received. The suggestion of those putting forward these propositions was that the current arrangement of elected chairman, treasurer and executive officer answerable to the AGM was not democratic. While the present club officers do not agree in any way that this system is undemocratic and albeit that the propositions were received too late for a formal hearing at the AGM, it was felt that these people should be allowed a few minutes to establish the feelings of the members on this issue. Consequently after reading apologies and adopting the minutes of the previous AGM, they were given ten minutes to explain their propositions.

Unfortunately a very small number of members and non members, no more than six in all, used this opportunity to indulge

in some very derogatory comments about the current club officers. In spite of the enormous amount of time given voluntarily to the club by its present officers, there were calls from one northern member to have them thrown out. Much inaccurate information about the club's past was bandied about by people who should have known better. The time taken up by these vociferous people, described by one lady at the back as a bunch of egotists, prevented the treasurer or executive officer giving their usual reports (see treasurer's report below).

A motion put to the members by the club's officers that constitutional issues be looked at with a view to the club becoming a 'company limited by guarantee' was very slightly modified to incorporate Mr Reid's suggestion that a steering committee be formed to look into these constitutional matters. This motion was proposed and carried unanimously.

The motion reads as follows:

"It is the view of the current officers of the *Ferguson Club* that the nature of the changes suggested by the proposition put by Mr Houghton are so great that, in order to give the matter proper discussion, it cannot be dealt with at this meeting. The proposition was received too late to be included in the agenda circulated to members with this Conference invitation and there is not sufficient time today to discuss it. A number of constitutional changes have been under discussion for some time, particularly relating to the Club becoming a 'company limited by guarantee', a procedure that protects the membership from any debts that might be incurred by the Club. It is therefore proposed that these matters be further discussed by a

steering committee of members so that all members may be circulated with the result of their deliberations along with the propositions currently at hand which the officers do not consider to be of benefit to the Club."

Members were astonished when one ex member, who has paid no subscription since 1990, a friend of the Hon President Mr Goodwin (who himself has neither appeared nor sent his apologies for five years), proffered his £12 to the chairman and asked to be put on the steering committee! Mr Ian Halstead, your Chairman, declined!

After the appointment of the steering committee it was proposed and carried that the

current officers remain at their posts until the outcome of the committee's deliberations were known and the AGM reconvened. The AGM was then adjourned, the allotted time having run out.

Prior to these events, and after, there has been a concerted whispering campaign directed against current Club officers, many members having received telephone calls on this subject. It is vital for the future of the Club that members attend AGMs and base their choice of officers, whoever they may be, upon past performance and contributions, not on the decibel system of who shouts loudest.

G Field
Executive Officer

TREASURER'S REPORT, DECEMBER 1993

I am pleased to report that the Club's finances are in a satisfactory state and that there has been an increase in the paid-up worldwide membership of 125, bringing the total to 889 as at 30th November.

We are again indebted to *Ferguson Club* member Mr Peter Philips for his meticulous preparation of our accounts for the year ending 31st December 1992 and the "story so far" for the current year. Mr Philips has charged the Club a nominal fee of £60 for all the work he has done.

I am grateful to Mr George Field, our Executive Officer, for the very high standard of office management and for his constant efforts to maintain the best value for money in all the Club's activities. The Club's costs have been kept well under control, but there is one of the Club's expenses over which we have no control and that is the escalating cost of postage, which is likely to be about £1,600 by the end of this year.

There is one item which has caused some problems and that is the 1993 calendar. We are at present in dispute over the Club's liability in this matter and we have

agreed that Mr Field should give this meeting a full account of the situation. I have been kept fully informed of developments by Mr Field and am in full agreement of the action so far taken. We cannot have unauthorised expenditure of the Club's funds as this would make control of the finances totally impossible.

We appear at present to have a rather large bank balance but with the cost of a bumper magazine, now with the printers, and hopefully a less substantial one with the renewal notices at the end of January/beginning of February 1994, and when the Executive Officer eventually gets around to drawing his expenses, the

Capital Fund should stand about £1,900 up on the 1992 figure.

I am very pleased to be able to attend in person this year (I understand that some members last year were convinced that I was a figment of George's imagination).

I sincerely hope that the Club's members will not make any alterations that will endanger the future viability of the Club.

John W G Inge
Treasurer

THE 1993 CALENDAR

The relatively few members (180) who purchased the calendar last year have expressed their very great disappointment with it. Some have stated that the calendars did not come anywhere near the *Ferguson Club's* high standards. They also asked why – how did this come about?

You will recall that in the summer of 1992 we asked members to submit photographs of a seasonal nature featuring Fergusons at work for a possible 1993 calendar. John Burge, our then representative at Massey-Ferguson, agreed also to collate such photographs and was asked to obtain at least two quotations from suitable printers. He said he knew firms who specialised in the field. Club printers Record Printers were also approached. It was budgeted that a figure of £500 to £800 could be considered. This was the maximum the Executive Officer judged could be spent without losing money.

Many Club members responded with photographs, some very good. These were copied and sent to Mr Burge. However no photographs or information came from him even though it was requested by telephone on several occasions.

On 6th November Mr Burge telephoned the *Ferguson Club* at 10 o'clock at night. Mr Burge explained that his design was for "four illustrated sheets with three months on each". Mr Field, the Club's Executive Officer who took the call, expressed his dissatisfaction and asked yet again for artwork and quotation(s). Mr Burge said he would "put something in the post" but sounded as if it really was too much trouble. He told Mr Field that the 'firm' "must print now or they will not be ready by the 21st" (for the AGM in Devon). Mr Burge commented on how good his artwork was. Mr Field telephoned Mr Ian Halstead, Chairman elect of the *Ferguson*

Club, to express his grave concern.

Nothing came until the morning of 11th November when a scruffy photocopy of just one sheet came through the post. It was obvious from this sheet that, completely unknown to the Club's officers, Mr Burge had, on his own account, already engaged a firm to expend money on some kind of graphics generated pictures, ie not the black and white photographs intended. What was more, the illustration bore no relationship whatsoever to anything our Club members had submitted.

So grave was Mr Field's concern that he immediately rang Mr Burge at his place of work and instructed him in no uncertain terms to stop whatever he was doing with regard to the calendar. Mr Burge said he would contact the printers but still did not say who they were. Nothing further was heard until the AGM on 21st November when we were presented with the wretched calendars as a *fait accompli*.

Faced with this totally unacceptable situation, and not wishing to wash dirty linen before the assembled members, we did not stop Mr Burge from offering the calendars to members and guests at the AGM at Bicton. Under the pressure of the day we were not able to give the matter the logical and considered thinking we have otherwise always given to your affairs.

Later, the firm which had done the work, even then unknown to your elected officers, presented its bill – for £1,425! That was twice what we had allowed for. The calendar was of course only two sheets, not the four or six that had originally been contemplated. So we were presented with a totally unacceptable product of less than half the intended size for double the price.

We have refused to pay the sum in full.

All proceeds have been lodged with the County Court, the firm having issued a summons against Mr George Field, Executive Officer of the Ferguson Club. There the matter rests. They have not accepted the proceeds nor offered a compromise. Your Executive Officer has however been accused of "marketing in-

competence"! That incompetence is why your Club is in such a sound financial condition. The Club has been advised to take no further action.

We do feel that Mr Burge should at the very least accept some responsibility for his unilateral actions.



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TRIBUTE TO HARRY FERGUSON JUNE 1994

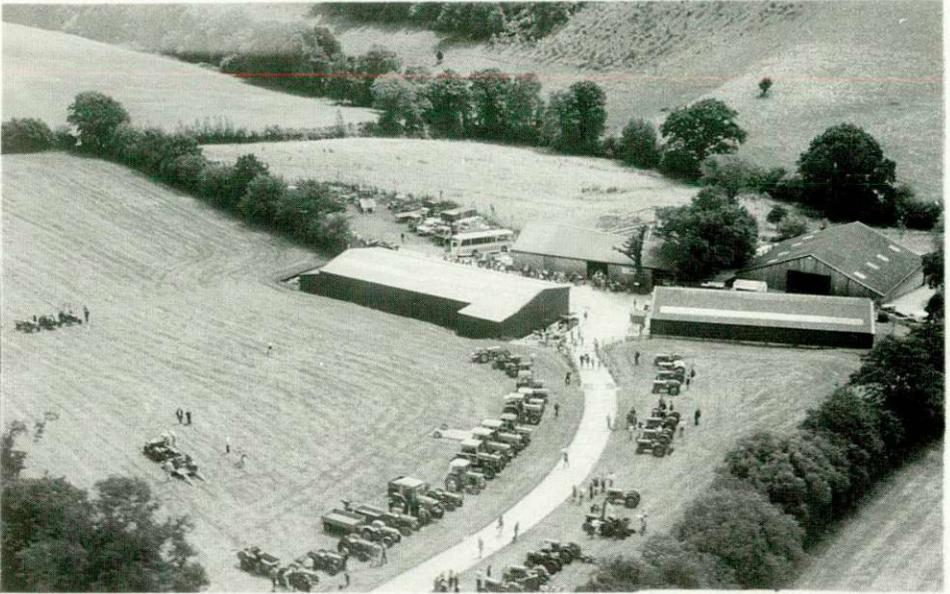
In early 1993 Mr G Field was contacted by Duncan Russell of the Norfolk Agricultural Club (MORMAC) with the outline of a proposal he wished to put to the Royal Norfolk Agricultural Association (RNAA) for a "tribute to Harry Ferguson" at the Royal Norfolk Show in June 1994. Mr Field was asked to assist as a consultant, to which he agreed.

In a letter to Mr Field, Mr Russell said, "We would wish with your help and guidance to pay tribute to Harry Ferguson in a true and proper manner, tracing his life history and things mechanical with which he was involved. As I discussed with you, could we investigate the possibilities of getting the Black Tractor to Norfolk and with (the owner's) permission and your involvement perhaps get it running again as you suggested."

Mr Field was honoured to assist in any way he could to act as consultant and offered the services of the *Ferguson Club* should any of the required items not be available within the county of Norfolk.



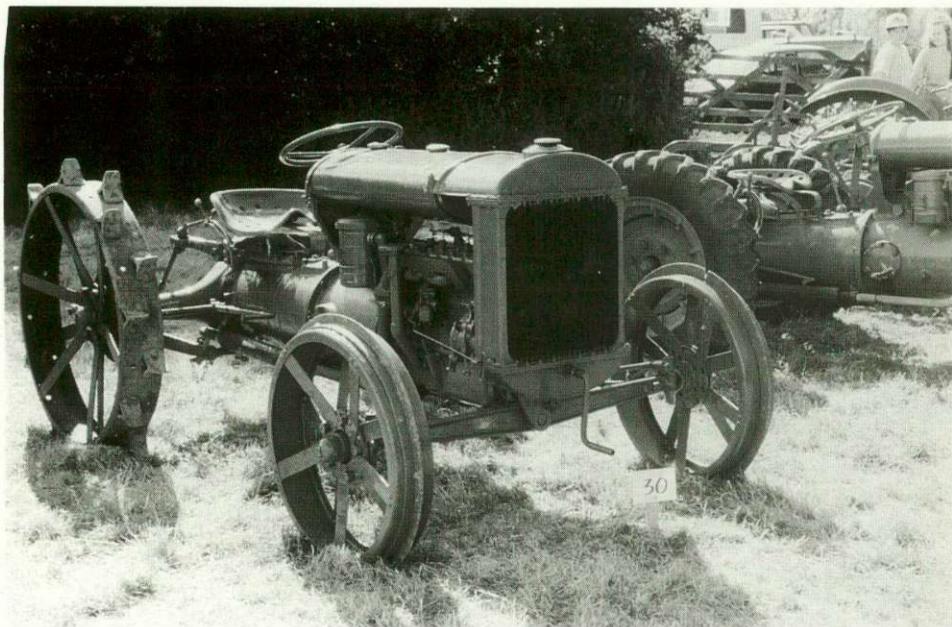
Ferguson single row beet topper being studied by Duncan Russell of Norfolk Farm Machinery Club (NORMAC). He is organiser of 'Tribute to Harry Ferguson' at the Royal Norfolk Show on 29th-30th June 1994. Photo: G Field



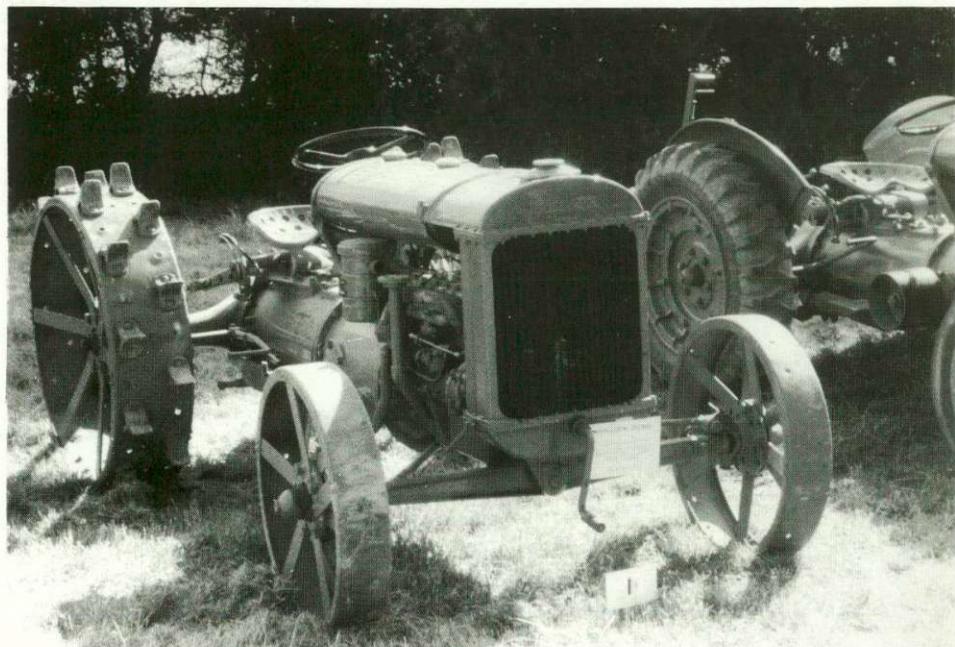
Aerial views of the Ferguson Club's "50 Years with Ferguson" at Lower Park Farm, Coldridge, Devon. Photo: M Thorne



A fine example from Mike Thorne's Coldridge Collection, one of the very best in the UK. This immaculate FE 35 is typical of the high standards set by Mike Thorne and his staff. There are many unusual tractors of many makes including some that are unique in the proper sense of the word



A selection of Ferguson 'A's (Ferguson-Brown) at Coldridge. Photo: Mike Thorne





TE 20 with Perkins P6 engine. No further details given to the club. Photo: G Field



"Manuel" 4 wheel drive conversion by Selene sas of Nichelino Via Torino, Italy. Various systems were offered, this one being driven from a transfer fitted behind the gearbox. A unit using the ground speed pto of the 35 and 65 tractor was also offered in the UK. Ground speed pto was first drawn by Ferguson in 1993. Colaridge, 1993. Photo: G Field



D Sibbald's mint Massey-Ferguson 35



The kind of attention to detail that is the mark of quality - a Lucas battery cover on Mr D Sibbald's immaculate 35. Also note the seat cushion and backrest in the Deluxe bucket seat. 35s with basic specification used a pan tip-up seat. Also just visible are the hyd. 'trailer' pipe and Ferguson Automatic Hitch 'T' bar ass. Photo: G Field



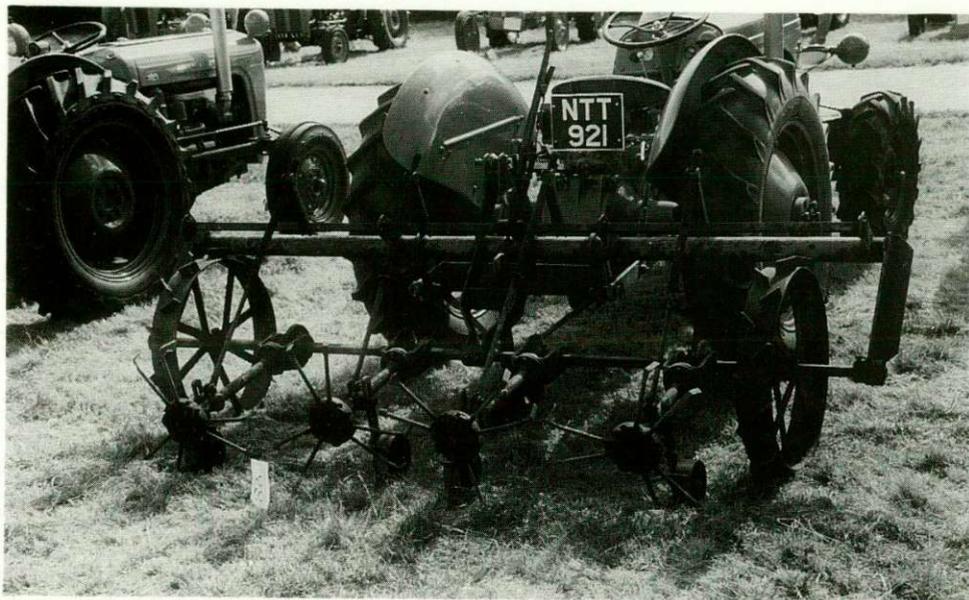
Dash of Mr Sibbald's M-F 35. The large instrument allows engine revs to be read plus a speed band for each gear to indicate forward speed, essential for the growing use of more sophisticated machines such as sprayers and pto drive fertiliser spreaders. The two black lines indicate std 540 rpm pto speed (at 1550) and std belt speed (2000). Photo: G Field



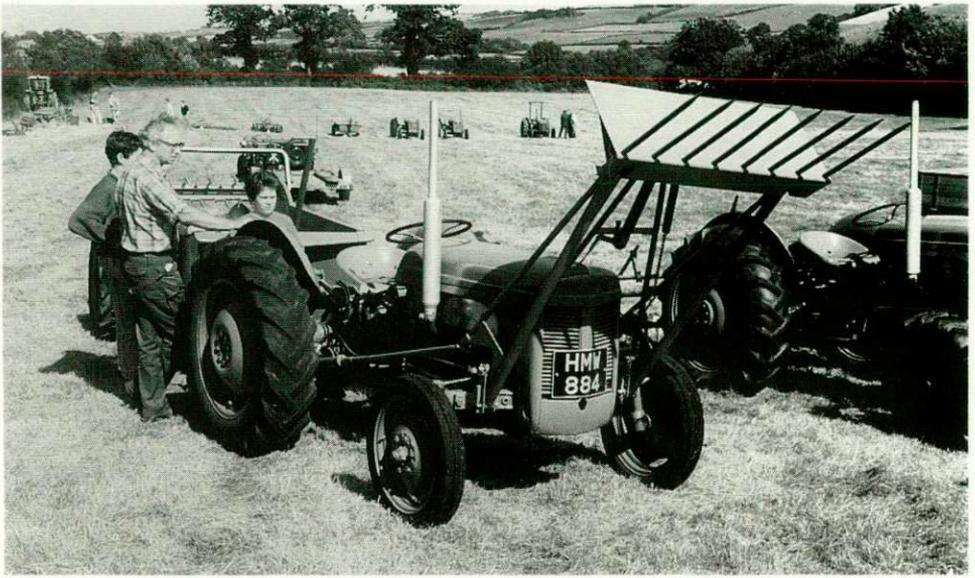
Ferguson generator for site work, property of Mr Popplewell, 207. Photo: G Field.



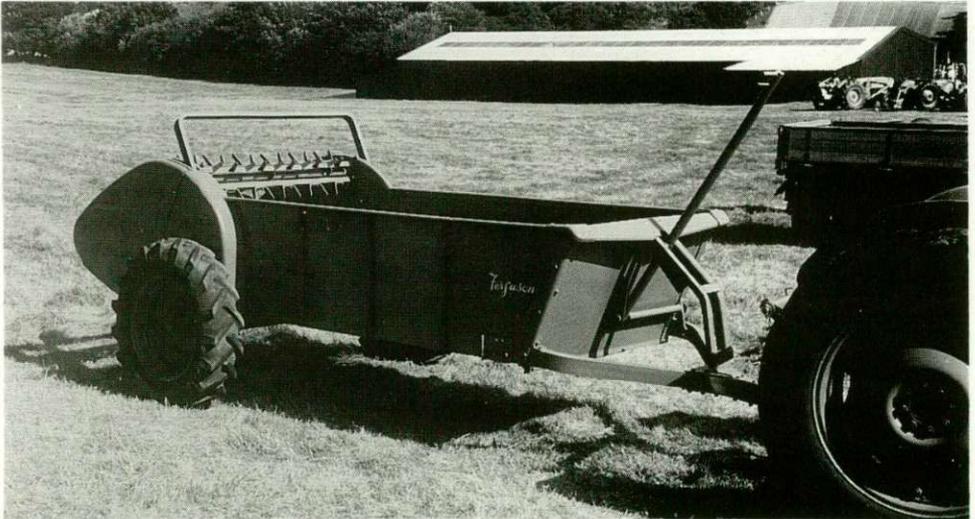
Ferguson Post Hole Digger, M-F type 723. Photo: Mike Thorne



Ferguson row crop thinner. While mechanical gapping machines go back to the turn of the century, thinners work on the principle of reducing the braird rather than gapping it. With ever higher labour costs in the 50s, thinners had a spurt of popularity only to be completely extinguished by monogerm seed sown to a stand. Photo: G Field

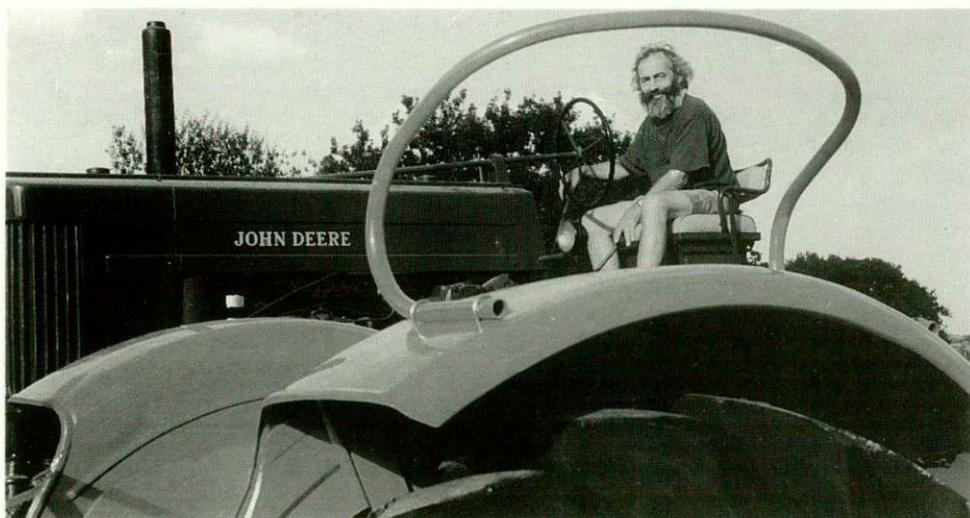


TE-D 20 equipped for manure spreading using the Ferguson System with Ferguson L-UE-20 Manure Loader and Ferguson A-JE-A20 Manure Spreader, the latter being hitched by the Ferguson A-TE-A90 Automatic Pick-up Hitch assembly. American farmers used similar spreader A-J0-20/1/2 with a different type of hook hitch.



Ferguson A-JE-A20 Manure Spreader. This spreader was rebuilt during 1992/93 by Harold Beer of Warkleigh, North Devon. A 70 bushel machine, its ground drive mechanism can be adjusted to spread from four to 20 loads per acre over a 7ft spread. Its metal sides, wooden floor and channel steel frame were mounted on 750x20 tyres.

THE FERGUSON CLUB



Mike Thorne goes up in the world aboard his John Deere 60 Cane Special high clearance tractor. This is just one of many very unusual tractors in his Coldridge collection in Devon, England.



Mike Thorne's immaculate FE 35 with a budding Ferguson enthusiast in the seat.

POWER ON SMALL FARMS

by Noel Newsome

This article, originally published in *Agriculture* magazine in February 1950, well illustrates the debate between those who cautioned against the use of standard sized tractors on small farms and those in favour.

The previous year another article in *Agriculture*, referred to below, argued the case for considering the two wheel light tractor and warned against the dangers of over-capitalisation on farms of less than 75 acres. Here, Noel Newsome replies pointing out that such machines could not deliver the true benefits of mechanisation, only a medium-powered tractor could achieve that. Although he does not specifically mention a make, it is clear that the Ferguson is the tractor he has in mind.

Harry Ferguson had long promoted the case for effective mechanisation of small farms. Advocating his *Ferguson System* tractors, he saw them as the only practical investment, not the heavier types nor any of the numerous very 'light' or specialised machines then available. History has proved him and his *System* right. Ferguson System tractors found favour all over the world. Even today tens of thousands of TE types and clones work not only on private household properties, but still perform effectively on normal commercial farm and horticultural holdings. There is hardly another type from the 1940s where that can be said.

"In the August 1949 issue of *Agriculture*, Mr R R W Folley examines the case for the light tractor and considers that the outlay of £300 on a standard tractor is an "unwarranted expense on less than 75 acres", although he admits that a complete assessment of the position is hampered by various obscure factors. Having recently analysed information obtained on a tour of some fifty farms of less than 50 acres with tractors, I hope to show that nothing smaller than a medium-powered tractor can give the small farm the true benefits of mechanisation.

In considering mechanisation, we must get right away from any kind of static outlook which takes for granted that farm output remains more or less constant every year. The farmer who is going to stay in business plans to, and does, increase output. From the individual as well as the national viewpoint, output is more important than acres. Hence it is wrong to consider what acreage justifies the capital outlay of £300 odd for a tractor. It is the *potential output* that must determine the

justifiable capital outlay. We must also get clear in our minds that the fundamental object of mechanisation is to enable highly paid workers to produce the maximum amount of best quality food at the lowest possible cost without wrongfully exploiting the soil.

That is the true basis for the use of power on the land, although there are many important secondary considerations such as: freeing land from growing horse feed; absence of physical fatigue in the machine; greater depth of cultivation; more effective use of the weather; the reduction of weather risk in harvesting; dual role of draught and belt work; avoidance of physical toil for the operator; compactness in manoeuvring; one-man control of power unit and implement; speed in transport; reduction of feeding attention and elimination of health risk; absence of secondary expenses like fencing and saddlery accounts.

Although these are subsidiary to the main purpose, each different factor weighs in the mind of the farmer according to local

conditions. In actual practice very few farmers enter into financial calculations regarding capital outlay and interest when buying a tractor. Most frequently it is found that they buy a tractor so that they can keep abreast of their work with an inadequate labour force, a reason which comes very near to the true objective of mechanisation.

This commonsense outlook is also good business. Over the past two years it has been shown that twelve small medium-powered tractors worked at an average cost of 3s. an hour, including depreciation, when employed for an average of 1,446 hours in the two years, or 723 hours a year. An analysis of costs is given below.

The Tractor versus the Horse

Since labour is the biggest single cost on farms today, it must be financially sound to effect a threefold increase in the worker's output by putting him on the seat of a tractor. In the basic job of ploughing it is probably an understatement to say that a tractor does three times as much as a pair of horses in a day, since the worker will be able to spend all except about ten minutes of his eight hours ploughing, instead of from half to two hours feeding and grooming. Thus a worker costing 2s. 6d. an hour produces the equivalent of 7s. 6d. an hour in wages, not to mention the saving of insurance and office work involved in employing three men instead of one. It is merely changing two halfpennies for a penny to give the worker a machine that is barely capable of the same output as two horses, and even so tires the operator sometimes as much as walking behind horses.

The merging of holdings is no more than a palliative economic theory - and of doubtful soundness - to meet the problems of capital in the mechanisation of small farms. Money is of use only when productively

employed. Output per worker and per acre are vital in our present economy. In both respects the best small farms beat the best large farms by nearly three to one. Moreover, the best British stock come from the small farms, mainly because of the rugged independence which is developed in the families working them. Merging, or even contract work, if carried to any length, destroys this and results only go in bickering and frustration. The normally shrewd contractor will go to the biggest (and most profitable) piece of work, and the Devil and the weather may take the smallest!

Transport occupies at least 50 per cent of the time of draught-power on any farm. On some large holdings it is recorded as absorbing 70 per cent of the tractor's time. With a medium-powered tractor, a load of 3 tons can be pulled at 10 mph, compared with a horse's 30 cwt, at something under 4 mph and with the driving usually tiring himself by walking. The 2s. 6d. an hour spent on labour with a tractor becomes worth over 15s. compared with men working horses.

According to figures obtained at The Lord Wandsworth College, it costs £119 a year to keep a pair of horses as opposed to £108 for a tractor at the hourly cost (3s.) which has been quoted, for about 700 hours a year. But this saving of £11 a year is not all. Scottish figures show that 1.4 tones of oats and 1.9 tons of hay are needed to keep a horse for a year in working condition. This accounts for nearly 3 acres of land, which becomes 5 or more when grazing is included. For a pair of horses (which do not equal a tractor in output), 10 acres are required. It is a poor farm which, when worked properly, does not make a profit of £15 to £20 per acre. The horse farm therefore loses a potential £200 profit before the horses begin to eat. In short, if the small farm cannot pay with a tractor, it certainly will



Return from the field, a good days work done. Noel Newsome had the TE 20 in mind when he wrote the accompanying article. Not only did the TE 20 prove suitable for the small farm of the 40s, its systems and capabilities also opened up whole new possibilities for the mechanisation of both small and larger farms throughout the world.

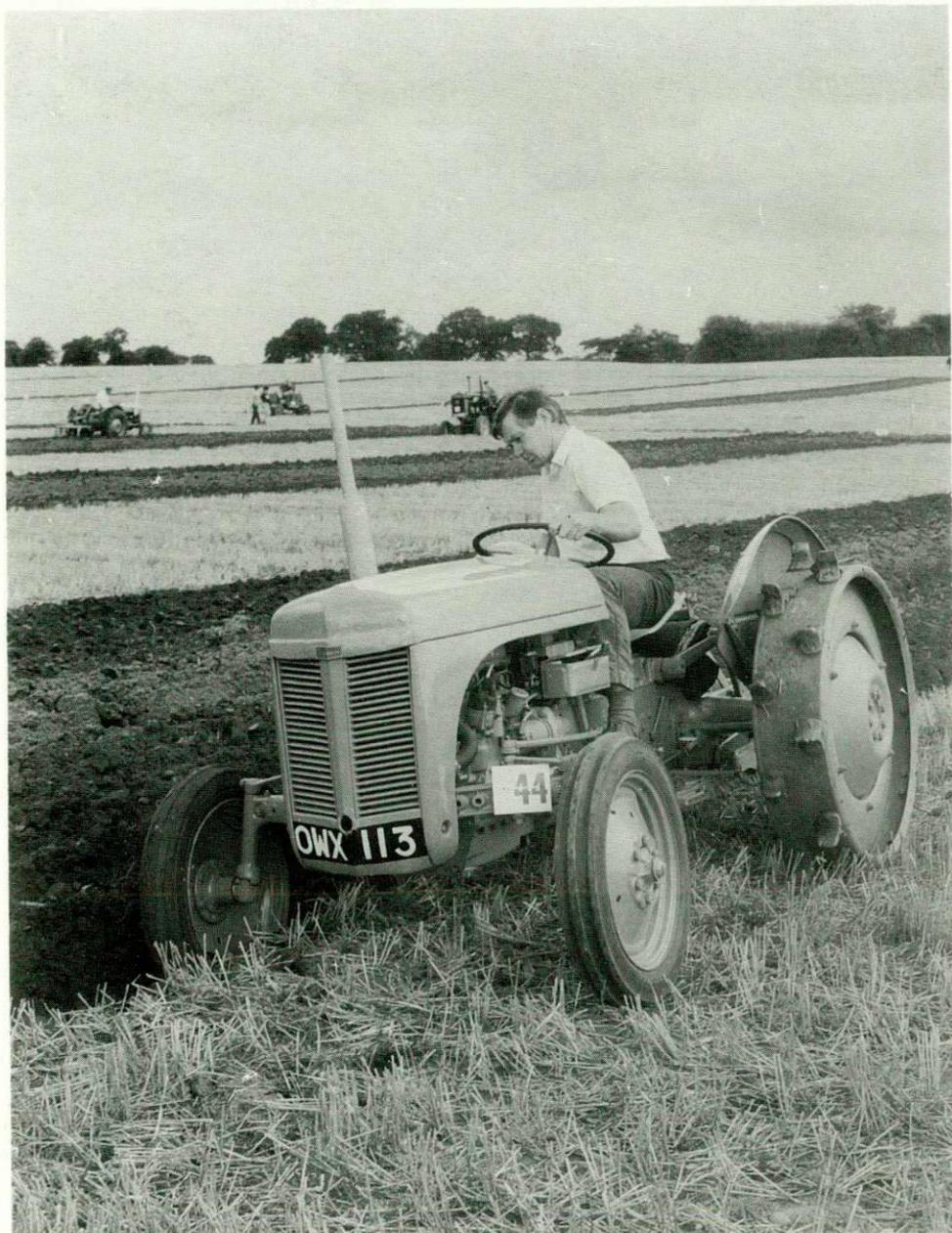
lose considerably with horses – and this refers only to the maintenance of power and takes no account of the points of superiority in mechanical power mentioned earlier.

One of the most interesting things to be learned in visiting small mechanised farms is that the hours of useful employment for the tractor increase yearly through the introduction of new subsidiary branches of production. At the same time, on the majority of small farms, careful driving by the owner means that the tractors continue to do their work satisfactorily long after they have been written off by the customary procedure of depreciation."

Analysis of Running Costs

	Hours worked . . .	1,446
		£ s d
Maintenance material		6 9 4
Lubricants		9 2 0
Bought labour		2 9 2
Own labour		9 19 4
Total		27 19 10
	d. per hr	
Cost per hour as above		4.64
Tyres – 33½% pa		1.928
General overhaul, say £20 pa		4.97
Total		11.538
Fuel at 2s. 1½d. per gallon		12.75
First year depreciation (less tyres) at 22½% pa		10.84
Total		35.128

PAUL KNAPPER, STAFFORDSHIRE



Seen at the 70th Cheshire Ploughing Match, Stockley Farm, Cheshire:



Mr T I Williams competing with a TE-D 20 fitted with Ferguson 10" standard steel wheels, type ATE-1100. 20 detachable lugs are fitted to 40" rims and may be fitted in exactly the same way as rubber tyred wheels using the same wheel track settings. An alternative row-crop type steel wheel was also available, see Vol 5/3 page 22



Mr R A Godfrey of Farndon, Cheshire, ploughing with a TE-D 20 and Ferguson AE-28 plough, makes adjustments using the optional furrow width adjuster. On standard ploughs, this adjustment has to be made with the Ferguson spanner.

FERGUSON WORLDWIDE – DENMARK

DANISH REPORT

Interest in the Ferguson Club in Denmark is growing well since I gave a talk about Harry Ferguson and his tractor to the Danish Veteran Tractor Club. I spoke about our trip to England to the "Ferguson at Work" and Banner Lane (Massey-Ferguson tractor factory in the UK). I showed the M-F video "The Standard Built Ferguson Tractor" (Catalogue No VN 74) which was I think made in 1947 as it shows Continental engines being fitted. It is a really good video showing much detail in colour, which helps when you are restoring a tractor. People sat with big eyes and didn't say a word until it was finished! There were about 50 people there and I gave out some membership forms and showed all my newsletters, leaflets and posters to do with the Club.

During our spring holiday we visited a factory in Brande, Jutland where the firm FASTERHOLT Maskinfabrik A/S manufactures irrigation machines. These machines are built round the back wheels and gearbox of scrap Fergie 20 and 35s! A water turbine is fitted in place of the engine and the machine, which carries a hose reel and spray booms, follows the hose which has been laid across the field, all the time spraying water. A second life for old Fergies!

This summer the Lolland-Falster Tractor and Engine Museum at Eskilstrup near where we live ran a special exhibition on Ferguson tractors. The exhibition was opened by Otto Freisleven, from Massey-Ferguson, Denmark. I spoke with him afterwards and he is going to give me a lot of the historic papers and posters from the old days when Fergies were imported into Denmark by AF Nordisk Tractor Company A/S of Copenhagen. He is very keen that this material is preserved and feels that the Ferguson Club is the best or-

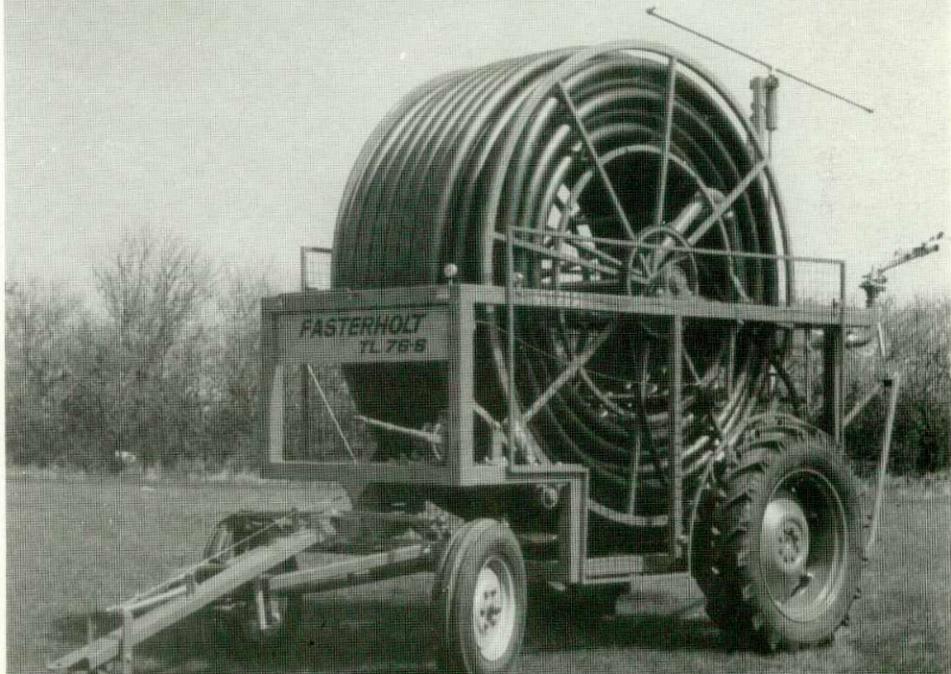
ganisation to do this. I am very happy! In the exhibition they had a Model A (No 762 which the Museum bought from Norway). The engine runs, but the back axle is damaged so it cannot drive, a pity. Also on show were a TE Continental - very rare in Denmark, a 9N painted blue - horror, my TE-C from 1953, a TE-A and a TE-F - unusual in Denmark as petrol for agriculture, blue petrol, was very cheap. Many people visited the museum and they will have learnt much about Ferguson tractors.

A little correction for newsletter 6/1. On page 9 Mark Popplewell is shown driving a TE-P fitted with a front mounted brush. This was made in Denmark by Bagsvard Maskinfabrik A/S from Bagsvard near Copenhagen and not in Sweden as stated in the caption! (*Oops! It was described as reported to us at that event. Editor*)

We were disappointed with this year's calendar. We liked the black and white photos, but would like a photo for each month. Maybe the pictures could follow the seasons - spring-time work, summer work and so on. Also unusual tractors and implements should be shown, eg 'Sue', for example, the tractor that went to the South Pole and who we saw at the Banner Lane Museum. Also shown could be old posters and some of the historic material. I am sure that members would gladly pay more for a really good calendar.

Are there any members in the UK who would like to make contact with the Ferguson Club in Denmark? We would like to meet members of the Club from other countries or write to them. We have VHS-PAL format videos showing rallies and tractor collections in Denmark and would like to swap for tractor videos from other countries. My address is Maribovej 266, DK-4920 Sollested, Denmark

FASTERHOLT TL 76-S IRRIGATION MACHINE



WHY DO SO MANY PEOPLE CHOOSE FASTERHOLT IRRIGATION MACHINES?

Here are a few good reasons:

FASTERHOLT is constructed of sturdy steel sections.

FASTERHOLT is mounted on a robust undercarriage provided with large, strong wheels.

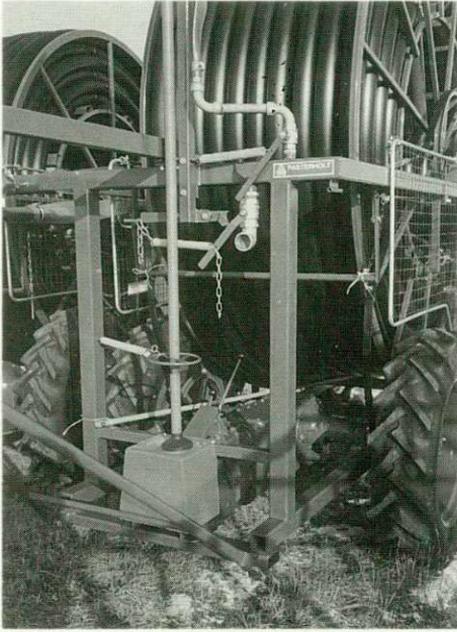
FASTERHOLT is provided with a robust gear-box (3 gears).

FASTERHOLT exerts almost no pull on the hose. That means longer life.

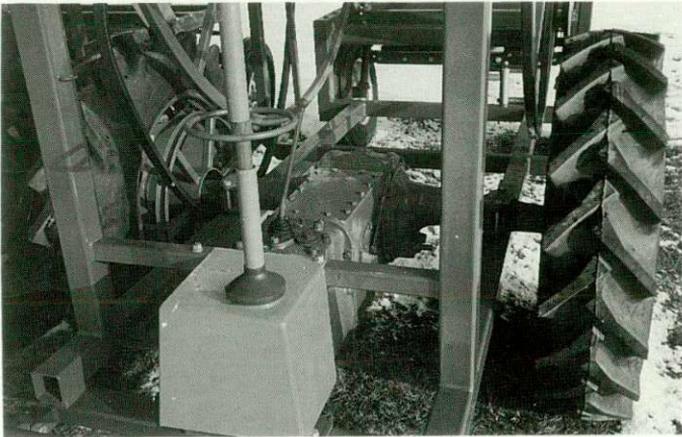
FASTERHOLT is fitted with a hose reel incorporation sturdy ball bearings which make for easy reeling in of the hose.

FASTERHOLT features a chain-driven synchronized hose guide.

FASTERHOLT is fitted with an effective brake unit for easy laying of the hose.



*Above – the Ferguson graveyard of tractors awaiting their fate
Left and below – reincarnation as an irrigator
Photos: M Hansen*



Danish 'Fasterholt' Hose Reel Irrigators constructed using Ferguson tractors as a base unit. Hose reel irrigators are the most common method of clear water irrigation in Britain and on the Continent. A rain gun, mounted on a trolley or skid unit, is attached to the hose and pulled out over the field until all pipe is off the reel. Water, pumped through the hose under very high pressure, supplies the rain gun creating an even curtain of rain over a wide swathe. On the machine, the same water on its way to the gun is fed through a mechanism that rotates the reel, slowly rewinding it until the rain gun has been pulled back to the machine. The whole unit is then moved 50 or 60 yards down the headland for the next run. A Ferguson 20 is ideal, we find, for this purpose.

(telephone number in back of Newsletter).

We really enjoy the newsletters in Denmark and have learnt a lot about Harry Ferguson and his tractor and implements. Some day I hope that the Ferguson Club in Denmark will be large enough to hold meetings and rallies. I have been reading the biography, "Harry Ferguson" by Colin Fraser. It is a very interesting book and I think that Harry Ferguson was a very clever, but hard businessman. We are saving up so that we can come to Britain again, this time with more Danish members, to the special Ferguson Pageant at the Royal Norfolk Agricultural Show in Norfolk at the end of next June. We really enjoyed our trip to the "Ferguson at Work" day at Ian Halstead's farm and making so many Ferguson friends. In the Danish Tractor Club they have christened me "Ferguson Merethe" because I never stop talking about things Ferguson! It is the best compliment ever!

Merethe Hansen

SOUTH AFRICA

*"Shamba Yetu"
P O Box 3
Elandskop 4540
South Africa*

Dear George

Many thanks for your note and the transfers which arrived safely. Your "position control" sounds very interesting. I find I have to adjust the stop on the quadrant very carefully to get my implements to "hold", but it is not all that satisfactory. My slasher, for instance, tends to rise and the first I know is when the PTO shaft fouls on the frame. Much noise!

We have just come to the end of one of the worst droughts for many, many years. Although we have been lucky to have some rain, a lot more would be very welcome. We get our water from a well that I

dug, and I can actually watch the level of the underground water table. It dropped 8 feet. Since the rain, it has just started to rise a bit - I would say about 9 inches.

I am going to build up another TE-A/TE-D and want to try to get solid front and rear wheel discs. There are some in the district, but whether the owners will part with them, I have yet to find out. I managed to get a magneto from the Old 20 Parts Co. I have never seen or heard of a magneto on a Ferguson in this country, although we had two on the farm in Kenya.

Life is very pleasant in this country, notwithstanding the serious drought which is still continuing in some places. A lot of stock and game losses. One large business bought and transported bales of hay to the far northern Transvaal to save some hippo that were starving to death.

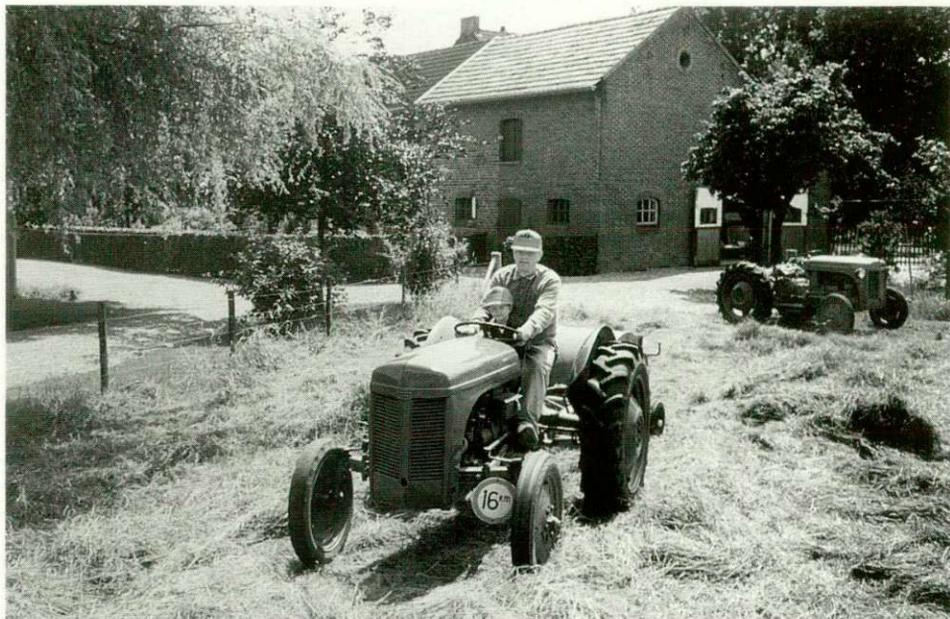
George, I wonder if you could help me please. We do not have electricity here (I have built a generating plant using a TE-D engine coupled to a 3KW generator for Betty to use the washing machine, vacuum cleaner, iron etc) so at night we use paraffin lamps. Our main light is a Tilley, which must be coming up for 50 years old and works beautifully. The problem is that the supply of spares in this country had dried up. Do you think you could get me three vapourisers No 169, which is all I require at this stage. The address is Tilley International PLC, Dunmurry, Belfast, Northern Ireland. If they will play ball with you, I can send the necessary finance asap.

At the beginning of this month I had to go to hospital, having had a heart attack, but am glad to say that I am on the mend now, but have to take things slowly.

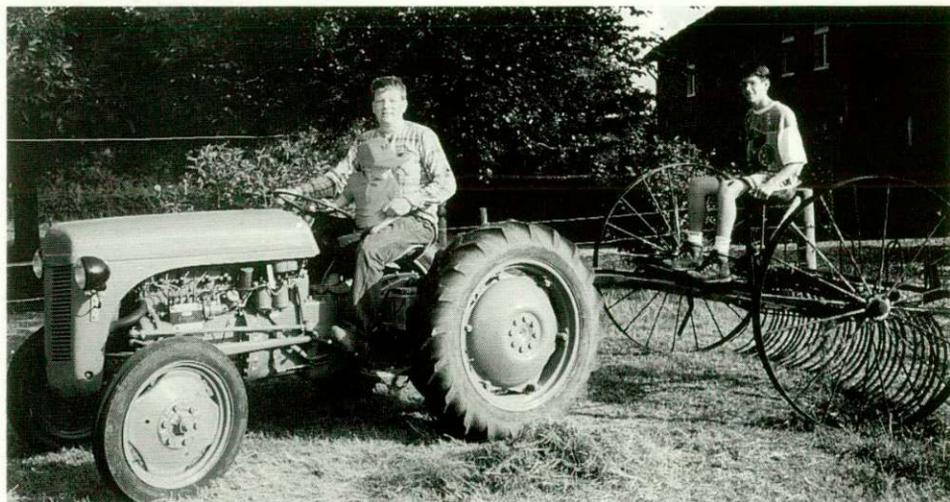
May I take this opportunity of wishing you and your family all the very best for Christmas and the coming New Year.

Dennis Field

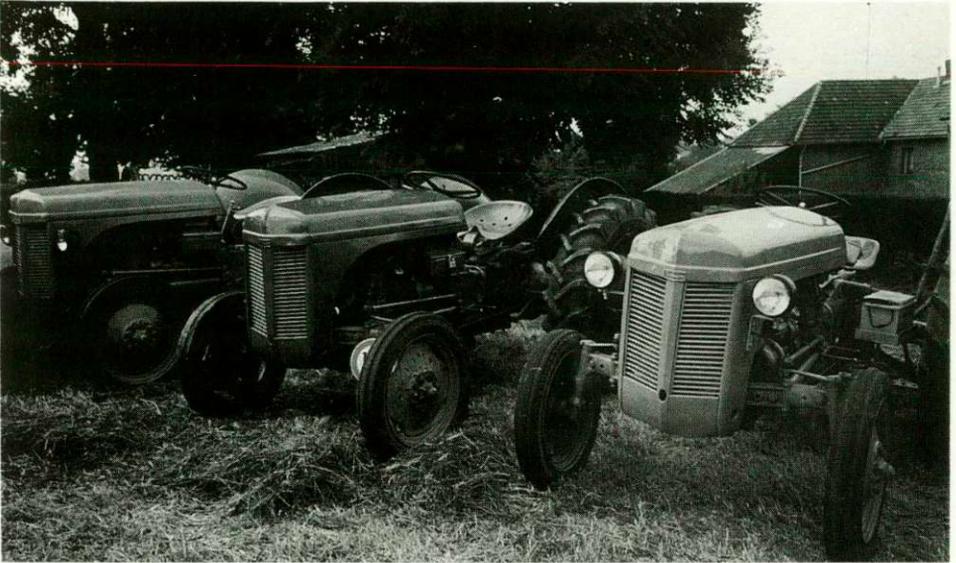
FERGUSON WORLDWIDE – HOLLAND



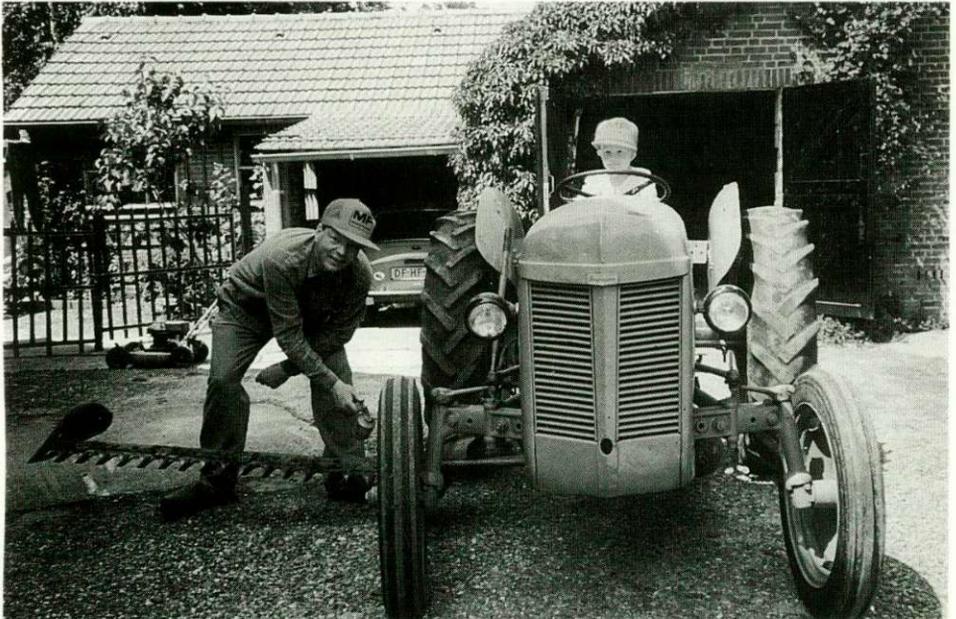
TE-D #500391, sporting the local speed limit plate of 16 km/hr, at work on Henk's spread making hay with a Vicon tedder.



Hayraking with TE-F #285309.



Three examples of Henk's handiwork - all refurbished by him. From left, TE-D #505346, TE-D #500391, both spring 1956, and an August 1952 TE-F #285309. Henk also has 1956 Ferguson Vinyard TE-K #504930 and a late May 1951 TE-D #190293.



TE-D 505346 and mid-mounted mower get the oil can treatment.

HOW PRIMROSE BECAME ED (1865)ED

After pulling the guts out of my Citroen car during trailer towing with local building sand, gravel, stone etc during house renovation, it was decided a tractor was required to avoid further car destruction. An advertisement in our local newspaper offered "Grey Ferguson tractor for sale - £200". Within the next few hours I was the proud owner of a Dulux Grey coloured grey Fergie. Naturally due to its glamorous but boring natural colour it had been christened Primrose. The year 1984.

Primrose was a 1951 or thereabout TE-D 20, engine rather worn, bald tyred, rusty heap. But for the next few years prior to renovation she served us well, towing, pulling trees, sawing logs with the aid of a saw bench, and emergency food retrieval means from a local supermarket during heavy winter snows when our car became snow-bound for four days.

The original purchase of Primrose was done without a log book. The only document I was given was a police inspection sheet from Shropshire County Council which stated Engine No and an Engine Casting No. There was unfortunately no record of chassis number which could have matched and tallied up with the registration mark painted on the bonnet, 1856 ED. I intended using Primrose for the occasional road trip to local quarries etc and so in 1985 I applied to DVLC (now DVLA) Swansea for registration in my name and address of 1865 ED, Ferguson TE-D 20 Agricultural Tractor. From this date onwards my problems began. A curt reply from DVLC informed me that I was unable to keep the original registration mark and that a replacement mark would duly be issued to Primrose. In 1986 my new registration arrived, YFC 329 - not quite as quaint as 1865 ED which belonged to Primrose, and so I wrote to DVLC, and telephoned, to plead with them for the original mark. I was told to send any original documents, receipts, vehicle inspection forms, in fact anything I had which might strengthen my case for retention of registration mark 1865 ED. This

I did and that was the last I heard from DVLC - all documents received etc were evidently destroyed by DVLC after my copies were recorded on their records. Again I contacted DVLC on the telephone, to be told that I was wasting my time in pursuing matters. Well, that was that . . . or was it?

I wrote to local papers, car magazines, even to Esther Rantzen, but nothing helped. From 1986 to 1989 Primrose continued rattling on with a few minor repairs here and there when required. Finally she gasped her last one day while towing quarry waste from a local limestone quarry for repairs to our drive. A quick engine inspection revealed major surgery was needed and so I decided to begin major renovations on her. That proceeded. Fortunately for me I had performed these repairs in stages and one of the last stages had to be the bonnet with the original 1865 ED mark still painted on in Dulux black and white. It was about now that I learned from a friend of the sudden change of attitude of the DVLC towards cherished registration numbers for older vehicles and I once again contact DVLC. It was in early 1990 that I was fortunate to hear of the Ferguson Club and their activities in assisting retrieval of the marks. So I joined up. I sent off my extra fees for administration, research etc and the process began - form filling, photographs, letters etc. One further problem I had was that the plate below the steering column on Primrose was very corroded and battered, the original chassis number appeared to be TED 044881, the first digit 0 was rather indistinct. It actually proved to be wrong; I was clearly able to identify engine number as S186495E and this correctly tallied up with the tractor. It was evidently manufactured in 1951 or thereabouts. The chassis number however was way out of synchronisation with this engine number. Mr G Field informed me of this, and then put me in touch with a Mr J Burge who kindly checked up detailed records and was able to suggest that my

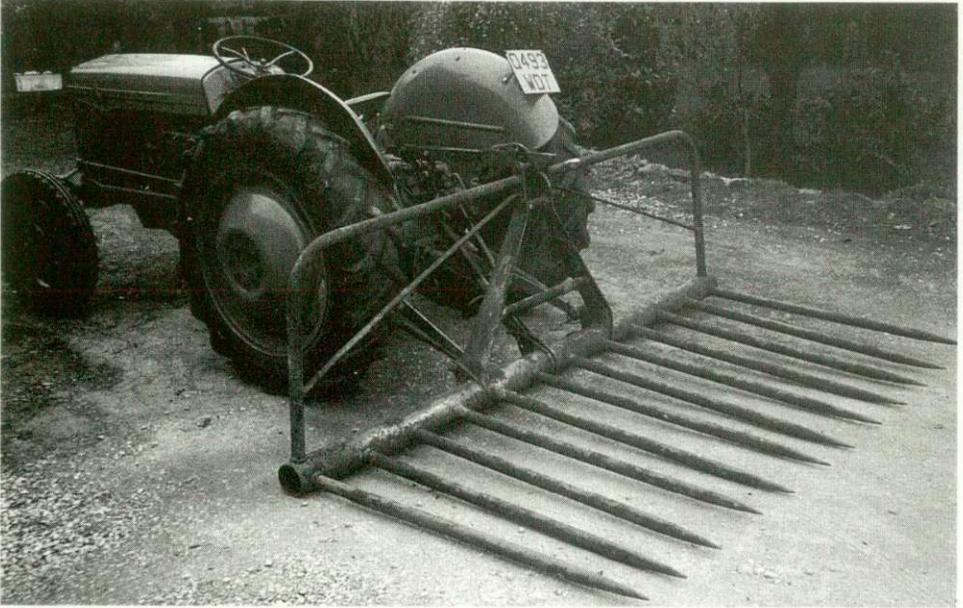
chassis number was in fact most probably prefixed by the first digit of 2 and not 0 as I had originally thought. Details were forwarded on to Mr Field. My next problem came when I was informed by Mr Field that the registration mark did not appear to match up with any 1951 Warrington ED records. However Mr Field was able to direct me to the Chester Archives office at Duke Street, Chester, where the details of the original registration, date, serial number etc were kept. I spent over two hours with the Archivists at Chester searching through books, records and documents but nothing, absolutely nothing, related to any registration mark bearing ED. The only document they had referred to a list of registrations 1922 to 1974 Cheshire County. Nothing was available covering Warrington ED. I now contacted Preston Archives hoping they could help – nothing. So how about Warrington library – nothing. How about DVLC – they suggested Liverpool – nothing; and also the British Heritage Trust – nothing. By now my telephone bill was nearly in the four digit figures. In vain I now went back to Mr Field who insisted the records were at Chester. My second visit to the Archives at Chester, this time with my wife, involved closer inspection of all the records from 1950 to 1952 of all the relative registrations – and guess what we found – nothing.

I must be truthful that by now I had spent so much time, money and frustration in my endeavours to trace 1865 ED and to prove its existence that I was due to abandon my cause. Even my ever-patient wife was beginning to tire of my obsessive research. Some days later I was explaining the hassle and saga of woe to a work colleague in the Fire Station where I work. Unknown to me some days later he too relayed the same saga to a friend of his who belonged to the Fire Service's Preservation Group. The ball began to roll again. Records were searched, pages were turned and a file reference number was produced, which in fact **was held** at the Chester Archive Office. My third visit did actually bear fruit. The Ar-

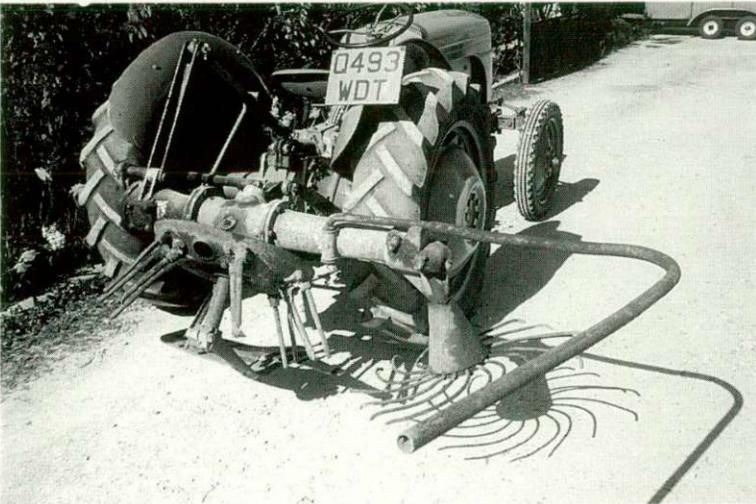
chivists much to their own astonishment produced a book with the same reference number on it – there it was, 1865 ED, but oh, no, there was no reference to a tractor, nor a Ferguson, no engine number, no chassis number, and in fact the only thing that I could see was, I quote, 1865 WGTON motor, presumably Warrington Motors, with the date 5.4.61. This proved very little to everyone. My last hope was dashed. My wife suggested checking whether or not Warrington Motors still existed. So when in trouble, I thought, who should I turn to – yes, the Fire Service. A telephone call to Warrington Fire Station informed me that Warrington Motors was in fact still going strong but it had changed its name to Bramalls of Winwick Road, Warrington, Cheshire. My telephone bill again grew even larger. (I wish I had bought shares in British Telecom.) I was able to telephone Bramalls who forwarded me to their tractor division of Warrington Tractors of the same address. Here at last my search ended.

The Parts and Senior Manager, Mr Bob Brooks, together with his staff were in fact able to confirm that although records did not exist any more to identify Primrose with her registration mark 1865 ED, they were able to confirm that they probably did in fact accept similar tractors in part exchange in the early sixties. Some of these tractors had not been registered by their original owners when first purchased in the early 1950s and only when Bramalls acquired and sold these tractors on were registration applications made. 1865 ED was indeed a Warrington number and was in fact issued in the early 1960s – this was enough. Mr Brooks of Warrington Tractors had completed the final piece in my jigsaw. My application is at DVLA (C). Primrose is now ED. . . . "1865 ED". My thanks to the Archives at Chester, to Mr Field, Mr Burge, British Telecom, the Fire Station at Warrington, Bramall Tractors and staff, and to my wife, for paying the telephone bill!

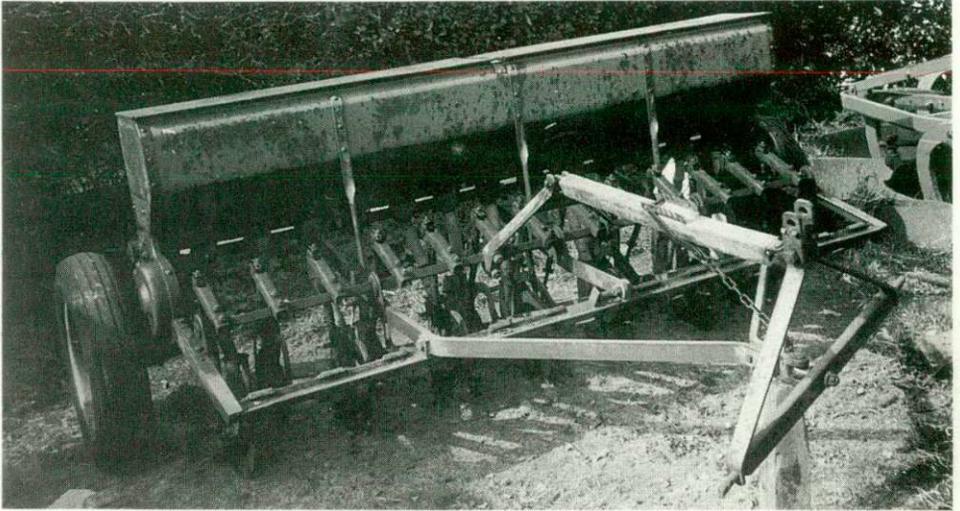
Andrei Wikluk



A good example of a Ferguson Buckrake, type S-EE-20, from Michael Eaton. Many members ask how this implement should be fitted to a TE 20. The arrangement can be clearly seen here. I recall our first Ferguson Buckrake (secondhand) in the early 1960s and used on our B275. This did not require the special topline/trip mechanism shown here. However, it soon graduated to our TE 20 Continental where we found it a very capable unit. We have used Ferguson Buckrakes nearly every year since and would not farm without one. In 1992 20 acres of linseed 'straw' was buckraked for burning and very quickly too. (Editor)



Ferguson Potato Spinner type D-HE-20 (later M-F 728) from Michael Eaton.



Ferguson Universal Seed Drill type G-PE-A20. Many farms still use both the spinners and the drills.



Competition ploughing is a great relaxation for many people, even those whose work calls on them to drive tractors professionally, such as agricultural contractors. Vintage classes are, for many ploughing societies, a growing sector. Many ploughmen who daily drive modern fully air-conditioned tractors find using older cabless tractors in competition ploughing leaves them closer to the soil in much the same way the horsemen of an earlier generation felt about the coming of tractors themselves. Here Michael Eaton and TE-D seems satisfied with his plot.



Our 1957 FE-35 VO tractor S/N 23222 De Luxe, loading grain, 28th May 1986. It is still used for this job and loads 150-200 tons per annum, taking about 40 minutes to load a 10 ton trailer if loading from just inside the shed. The loader is TE type and required the tractor to be modified to accept it, ie the brake pedals made smaller and both foot plates cut. It is fitted with a homemade exhaust as the standard 35 exhaust fouls the beams when lowered. The gravel bucket has been widened by 10" each side. I do not know the model designation of this loader - can you help? The tractor was contracted out to farmers in the 1960s as a muck cart which has resulted in a tatty bonnet and missing lid. A replacement bonnet must be found before I can start on restoration. Now has new front tyres!!





Ferguson Club member Peter Borchert adjusts his M-F 732 Mower while cutting hay with 1955 (February) TE-D #435549. The first rear mounted Ferguson Mowers, type A-E020, were not true three point mounted machines but fixed to special axle brackets on the 9N. Three point mounting came in the mid 1940s with the AEO-A-20 Farm Mower, available at first as 6 ft cut and then at #12200 with 7 ft cut option. This unit was also manufactured, with small modifications to the cutterbar, in the UK from 1946 as the 5/6A-EE-B20 and on into Massey-Ferguson days when it was renumbered the 775. The 732, seen here, and the M-F 32 followed. A further range of Ferguson Mid-Mounted Mowers also started in the early 1940s with the type P-E0-21 Heavy Duty Mower and developed through the sophisticated Ferguson Dyna-Balance Mowers type F-E0 in the 1950s and 736 and 779 in the 1960s. Cutter bar types were eclipsed by rotary types during the 1970s.

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AMBITION REALISED

In 1938 as a young man I was seeking to start my own business, and as I came from a farming background I decided to start as an agricultural contractor, and so I purchased a Ferguson A tractor and the four implements which at that time comprised the full set of equipment available from Harry Ferguson. I built a trailer to carry fuel and implements, put an advertisement in the local paper and I was in business.

There were very few tractors about at that time, and the Ferguson equipment was so advanced and efficient that I had more work than I could cope with, and my business prospered.

I had been a model engineer from boyhood, and it passed through my mind that I should like to build a model of a Ferguson A tractor to preserve for posterity. At that time, however, I had neither the time nor the ability to do this, but many years later, after retiring from my business as an agricultural engineer, I again had the urge to make the model. As I had by this time acquired both the necessary skills and a well-equipped workshop, I set about looking for drawings, but I had left it too late - no drawings were to be found anywhere.

I therefore had to borrow the equipment and transport it to my workshop where, after stripping down the tractor, I set up my drawing board and made a full set of working drawings.

Eventually I made four tractors, each fitted with its own implement. One tractor was on pneumatic tyres and one modified to represent the prototype Black Tractor which is in the Science Museum.

I had to decide whether to make working or showcase models, and as I wanted them to represent the tractors and implements as I knew them in my working days I decided on the latter, as no way could I make a magneto in 2" scale to work, and oversize coil, condenser and battery would completely destroy the concept I had in mind.

Some 84 castings were required for the four tractors, so I spent many hours pattern making and producing the castings. The four tractors were made as a production run, using various jigs for machining, and the only monotonous part was making the spade lugs or spuds as they were called, some 144 being required. By the time they were cast, machined, drilled and bolted on to the wheel rims I was sick of the sight of them!

The tractors are complete down to the last detail, even hexagon grease nipples on the steering. Harry Ferguson allowed only two sizes of bolt head, and these are represented by 10 and 8 BA on the models.

As a great admirer of Harry Ferguson I dedicated these models to his memory, and they are on loan to M-F in the Heritage Centre at Banner Lane, the birthplace of thousands of Ferguson tractors in latter years.

Harry Ferguson was, by today's standards, a very rare combination - a brilliant engineer and a successful businessman, who by his own efforts raised himself from a poor farm boy to a multi-millionaire.

William R Smith

BOOKS by Michael Williams

Ensure your library has all the works of this leading author and expert on agricultural machinery and its history.

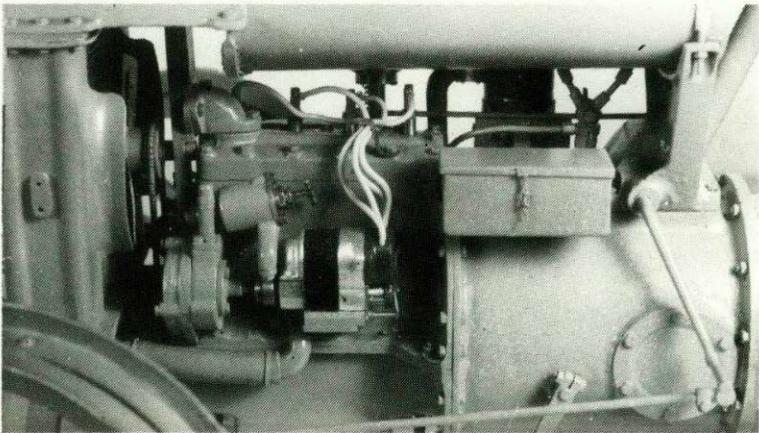
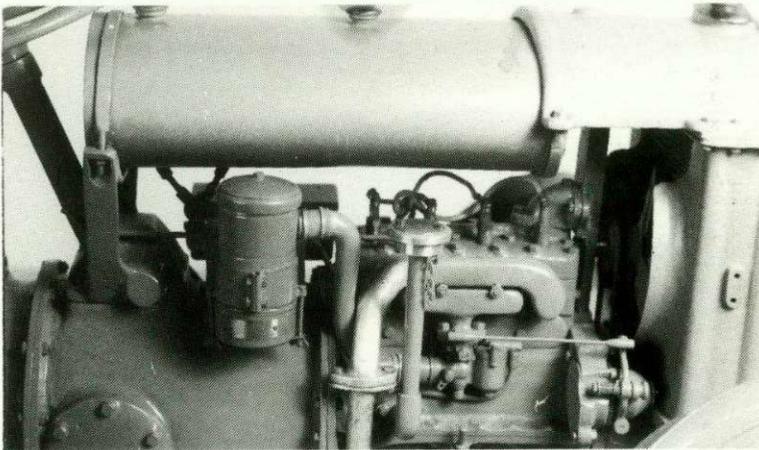
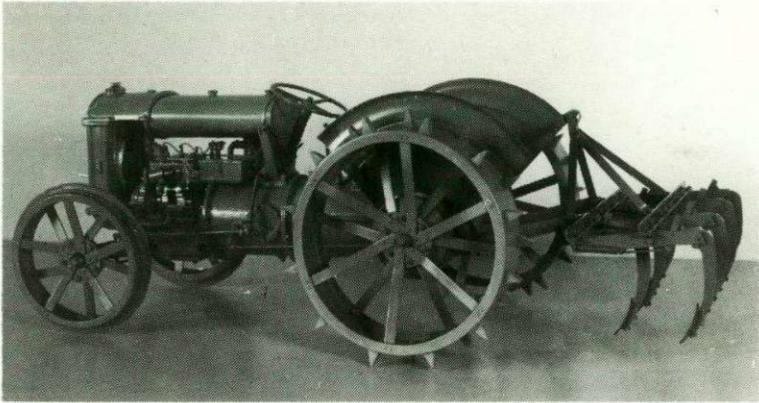
The Ferguson enthusiast must have Michael William's

'MASSEY-FERGUSON TRACTORS'
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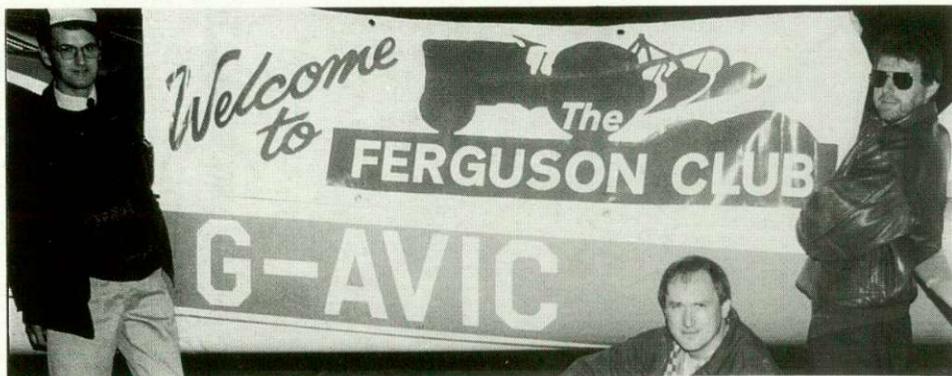
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DAWN TO DUSK FLYING COMPETITION

A flying visit to the world of Harry Ferguson, July 1993



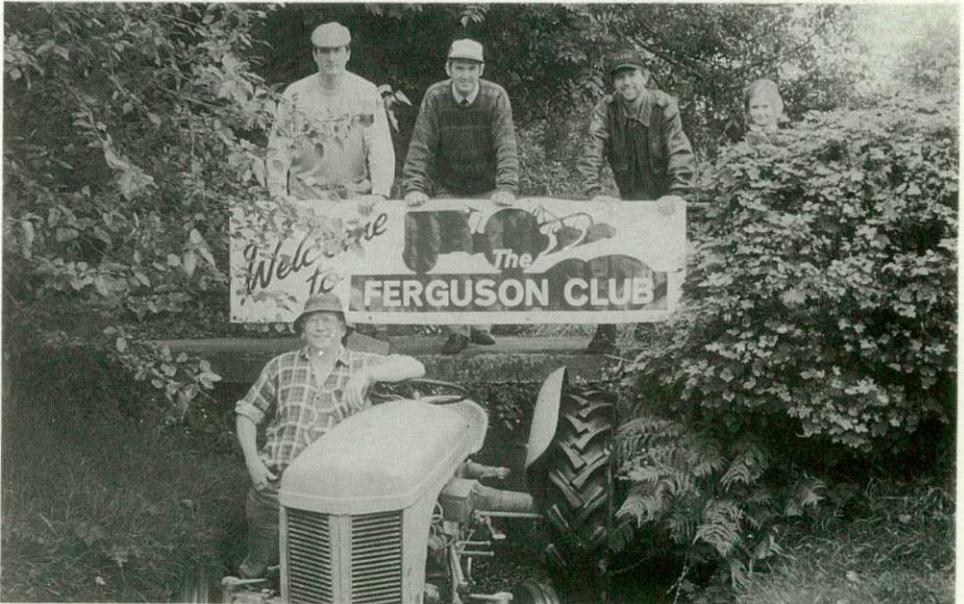
5.30 am 31st July 1993 - Cessna 172, reg G-AVIC, teams up with the Ferguson Club for a day long flying visit to all major Ferguson sites in the UK. Left to right, George Field, Flying Officer Marcus Palmer, RAF, pilot, and Vincent Taylor, pilot. Our fourth participant was Ferguson Club member from Pembrokeshire John Pile.



Kit is checked before stowing on aircraft. The whole flight involved very detailed planning as the competition is judged on making a flight plan and then executing it as exactly as possible. The weather was not exactly ideal but only one minor deviation from flight plan was made while flying from Cookstown to Magilligan Strand.



Final check on the charts laid out on the Cessna's tailplane. Photographer/pilot John Pile on right. The total time was approximately 8 hours from Pembroke to Isle of Man, Newcastle Co Down, Tullylagan Manor, Magilligan Strand, Belfast, Huddersfield, Banner Lane, Fletchamstead, Stoneleigh Abbey, Abbotswood, Dormington and Pembroke.



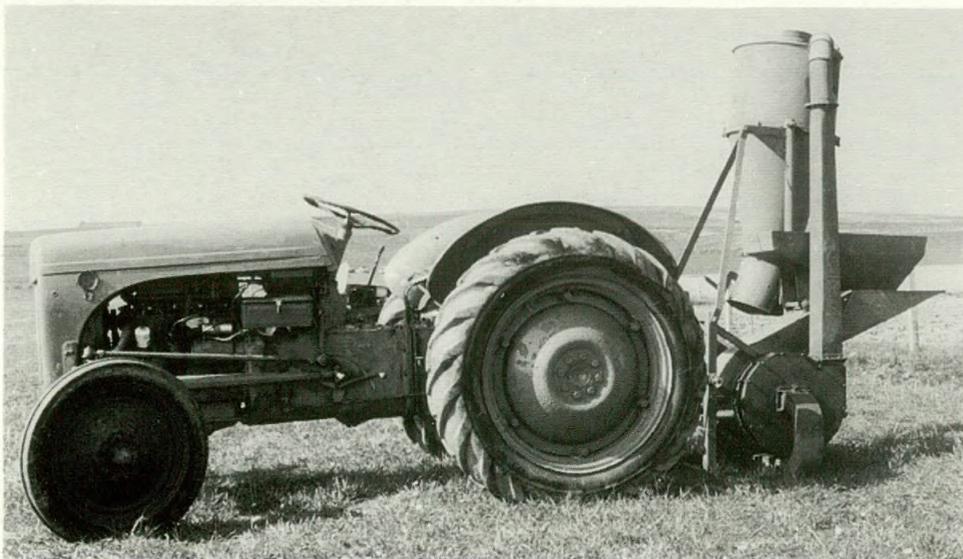
Safely home next day. John Pile 'ditches' his TE 20 for the photograph, with Flying Officer Marcus Palmer, left, George Field, Vincent Taylor and Alexandra Field. Marcus had written up the exact flight details by then for the competition. We hope to be able to give a fuller report later. The total cost of £800-£900 was shared between the participants.

FROM THE AREAS

Northern Isles with Norman Shearer:



Greetings from the Orkney Isles. Norman's two working Fergusons, a 1942 Ford-Ferguson 9NAN and Ferguson TE-A 20 show their paces at a local ploughing event. A 1942 9NAN is relatively unusual as only approximately 10, 114 were made that year, the remaining 6, 364 tractors being 2Ns, with only a small and unknown number being sent to UK under Lease Lend. Production was limited that year due to supplies, especially strategic materials such as chrome and rubber, being diverted to the essential war effort.

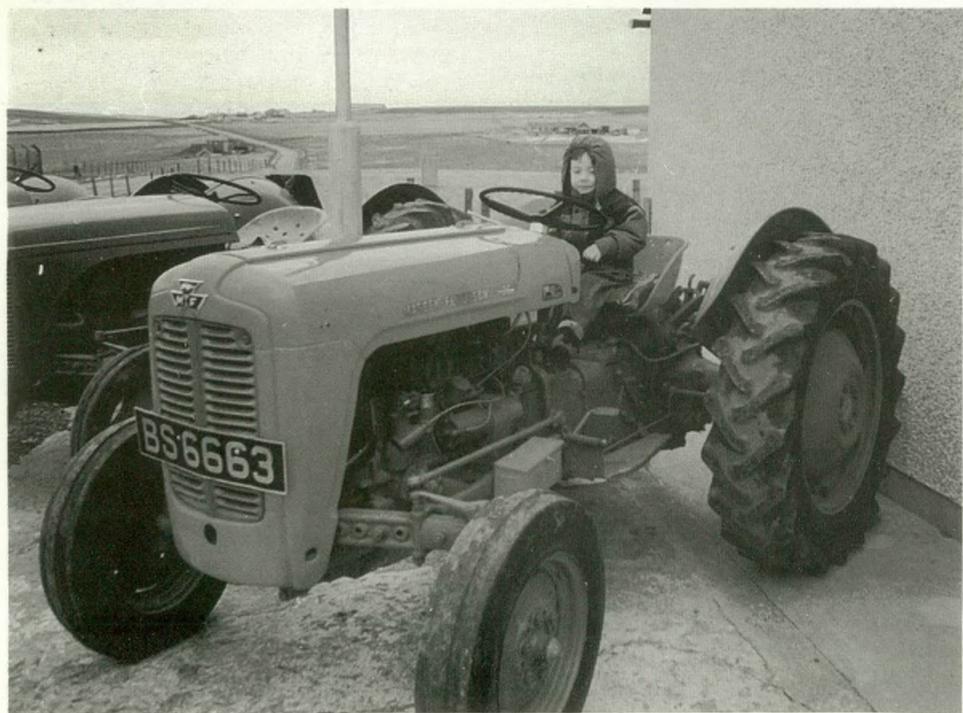
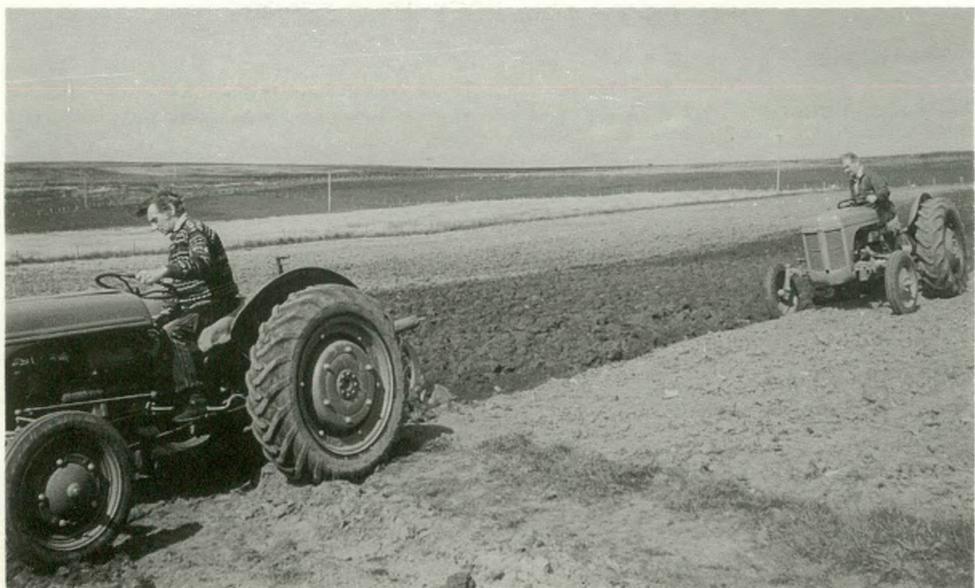


Ferguson Hammer Mill type H-LE-A20, capable of milling or grinding a wide range of animal feeds from unthreshed sheaves of corn (cereal to US readers), peas and beans, and all types of small grains.



Selection of tractors in Orkneys from 9Ns to Massey-Ferguson 35.





YNYS MON – ANGLESEY AREA REPORT

The highlights of the summer months on the island are centred on the displays arranged and attended by the members of the Anglesey Vintage Equipment Society, many of whom are Ferguson owners.

Unfortunately I was unable to attend the sixteenth Plas Cock Vintage Rally which was held on the weekend of the 22nd/23rd May due to a sudden unexpected illness. However the event enjoyed a hugely successful weekend in attracting hordes of visitors despite the gloomy weather. Ferguson tractors headed the parade of over sixty five tractors! The collection included a Ferguson-Brown which had travelled up from Stafford (by low loader!) along with an early example of a Ford-Ferguson 9 NAN from the mainland. These two examples were said to be restored in the most immaculate fashion and continue the standard set by our mentor Harry Ferguson. The majority of the Ferguson tractors exhibited at Plas Cock invariably consisted of petrol versions of the TE 20 which had been overhauled and repainted to an exceptional standard. Sadly only two Massey-Ferguson models were present – one being a Mark 1 version of the MF 65 which is regularly seen at the event thanks to Mr Gould of Cemaes Bay. The second model was a four cylinder version of an early MF 35 which has been refurbished to its present immaculate condition by its owner Mr W H Williams of Amlwch. This tractor originally spent the latter part of its working life at a concrete batching plant (and not **hatching** plant as mentioned in the Plas Cock Rally Catalogue!). The procession of Ferguson tractors also received a valued commentary by the Club's Honorary President in recognition of Harry Ferguson's achievements in agriculture and in addition to mark the 60th Anniversary of the first prototype Ferguson System trac-

tor.

The following weekend saw Mr Williams and Mr Gould display their tractors on home ground at the Amlwch Village Festival. These tractors were accompanied by a TE 20 petrol model shown by Mr John Hughes of Amlwch, who also hauled a home made trailer which exhibited various restored items of horse drawn implements discovered in the area over the past few years.

Again the duo of Williams and Gould successfully displayed their machinery at the Anglesey Show, which has become Wales' second most popular agricultural event, being upstaged by the Royal Welsh! An excellent display was set up by Jean and Colin Pilkington, with a threshing demonstration being carried out on the Show field by a number of Society members. I was busy organising the first dry stone walling contest to be held at the Show, so the Fergie stayed at home again. However, the walling competition was a phenomenal success and received substantial media coverage.

It appears that the Ferguson bug has "bitten" my three year old daughter, as I have trouble getting her off the seat of the Fergie and off to bed these days! Visitors are now told, "I've got a TVO Fergie" as well as, "Come and see my Hebridean sheep".

Finally the last event of the Show calendar was the Sive Borth held at the David Hughes School Play Field at Menai Bridge where a large cross-section of the Vintage Society members exhibit their tackle to the public.

Well, that's all for now and so I'll settle into the Autumn routine of farm dispersals, sheep sales and shortening evenings.

Geraint Evans

THE GARDEN OF ENGLAND WITH TOM COWPER



**1992 HORSHAM HISTORIC
VEHICLE RALLY
ARDINGLY, SUSSEX**

During early 1992, I was asked to assist SEVAC (South East Vintage Agricultural Club) who were contemplating entering a 1950s Ferguson Dealers Trade Stand at the Ardingly Rally to be held in July.

On the two days that the Rally was held, there were six tractors on display, five TEA 20s and a 9NAN. Each tractor was fitted with a different implement and bore a price ticket relevant to the 1950s. At the rear of the Stand there was a milking parlour, plus an old tools tent and a hospitality tent.

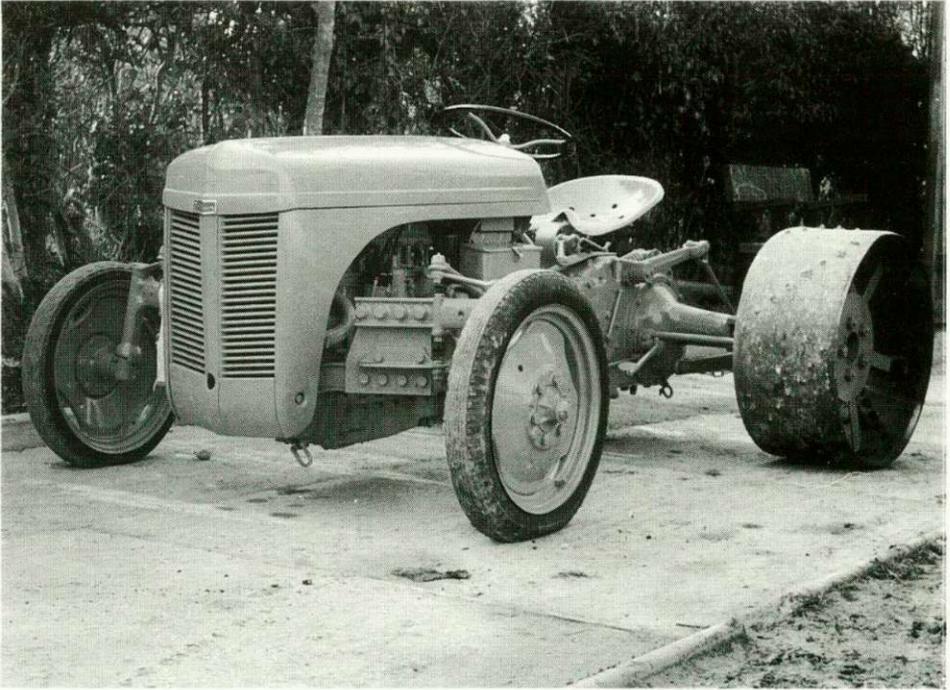
All members on the Stand wore white coats and I was on hand to answer all questions relating to Ferguson tractors and equipment. I also managed to enrol a few new members.

All our efforts were justly rewarded when we were awarded first prize for the best Trade Stand.

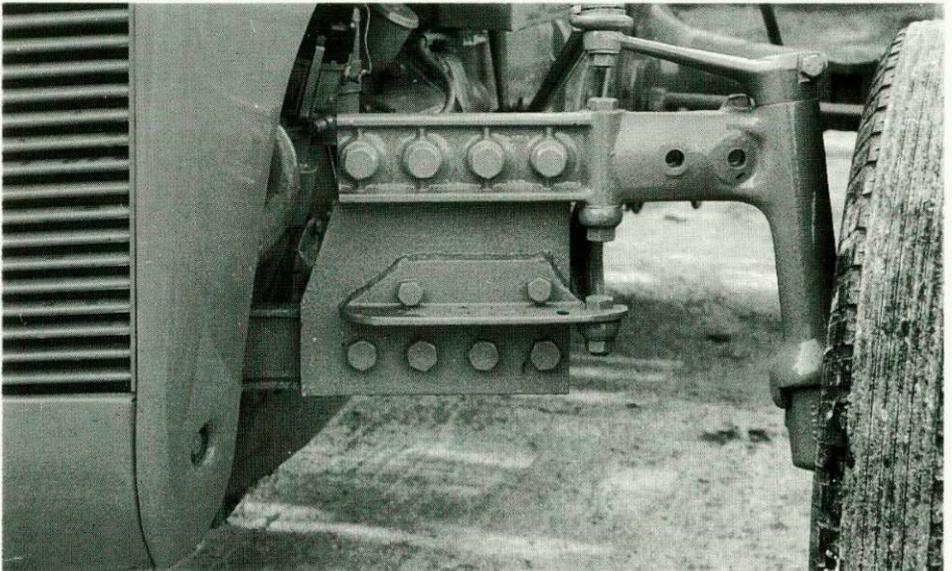
One of the local Massey-Ferguson dealers (Culverwells) kindly provided a cutaway model of a hydraulic system for a Ferguson FE35, which was aptly demonstrated by a SEVAC member, Bernard Pike. Culverwells also provided a very modern Massey Ferguson as a price comparison.

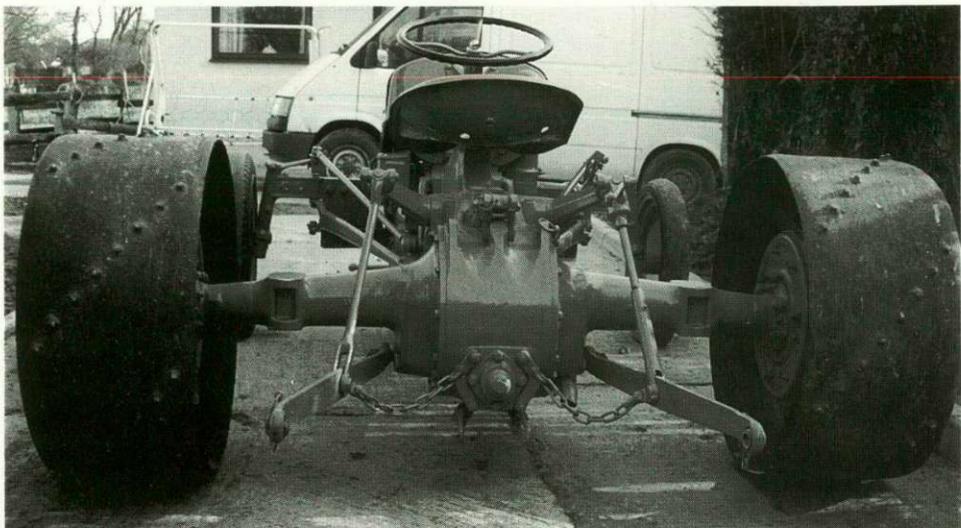
I would like to thank SEVAC for allowing me to get involved with the Stand. I had a great weekend and would not have missed it for anything. The only point I will make however is that if we ever win again, go easy with the rough cider as my wife has told me that that was the last time she would drive and Land Rover and trailer home.

*Tom Cowper
South East England Representative*



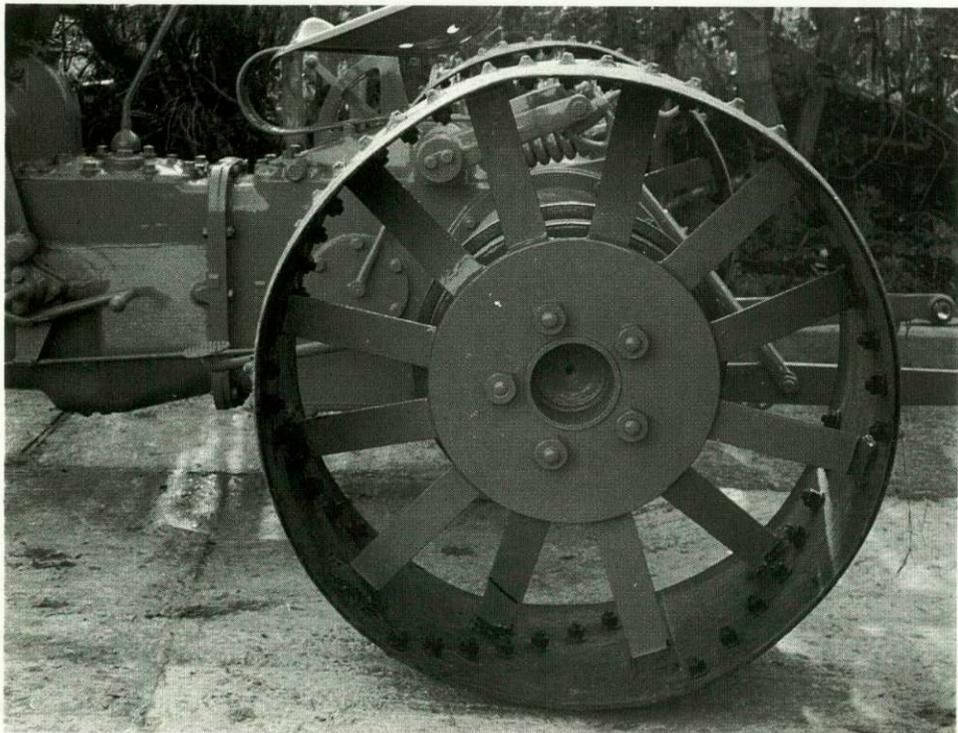
TE-A #377882 converted for use as a golf course tractor





Above – rear aspect of TE-A golf course conversion.

Below – detail of rear wheel assembly showing hub extension bolts. Photo: Tom Cowper



**NORTH KENT
PLOUGHING MATCH**

BARN END FARM, WILLMINGTON, KENT

On Saturday 10th October 1992, the North Kent Ploughing Match Association held its annual event at Barn End Farm, Willmington, Kent. The vintage section was well attended with a very varied selection of tractors and ploughs.

This year however a new class was introduced. It was the Grey Fergie Class. There were originally five entrants, but only four contestants turned up. All the ploughmen in the Class were Ferguson Club members.

We were allocated a good bit of dirt and the weather was not too inclement. The

marking was close, and the results were as follows:

- 1st: Ray Whorlow, Diesel Ferguson T20
- 2nd: David Maxwell, Diesel Ferguson T20
- 3rd: Tom Cowper, Petrol Ferguson T20
- 4th: Robert Norrington, Petrol Ferguson

A superb Winners Shield was sponsored by CDI Engraving. Each of the first three winners received a mounted Ferguson System plaque.

Our thanks to E Williams (Farms) Ltd for the use of their land, allowing us a great day out with the tractors. Hopefully next year the event will be up and fully running, attracting some more ploughmen.

*Tom Cowper
South East England Representative*



**FERGUSON CLUB NORTH OF ENGLAND REGION RALLY, 29.8.93
RESULTS**

STATIC TRACTORS

- 1st M-F Cup - Mr D Sibbald, Armadale, West Lothian, Scotland - M-F 35 - 4 cylinder
- 2nd Lightboard - Mr G Dunn, Chathill, Alnwick, Northumberland - TE-A 20
- 3rd Ferguson jack - Mr G Forrester, Kirklington, Cumbria - Ferguson?

PLOUGHING TRACTORS

- 1st A Hughes Shield - Mr R Simpson, Dollar, Scotland - TE-F & Ferguson plough
- 2nd Battery charger - Mr P Walker, Livingston, Scotland - TE 20 & Ferguson plough
- 3rd Torch - Mr G Foggan, Thropton, Morpeth - TE 20 & Sherman plough

RAFFLE

- 1st Ferguson TE-D 20 - Mr B Butterfield, Consett, County Durham
- 2nd Ferguson plough - Ruth Ness, Perth, Scotland
- 3rd Ferguson cultivator - Mr P Dixon, Whalton, Morpeth
- 4th Gas barbecue - Mr I Halstead, Holbeath, Lincoln
- 5th Edging tool - Mr D Mason, Perth, Scotland
- 6th Car spot lamps - Mr Davidson, Argyle Cafe, Hexham
- 7th Wheelbarrow - Mr R Gourlay, Duns, Berwickshire
- 8th Car alarm - Mr M Kemp, Kirkwall, Orkney
- 9th Barrow wheels - Mr B Moody, Consett, County Durham
- 10th Paint and brushes - Mr R Halstead, Holbeath, Lincoln
- 11th Car mirror - Mr L Vincent, Rugby, Warwickshire
- 12th Castrol oil - Mr R Day, Panton, Lincoln
- 13th Watering can - Mr B Smith, Stanwick, Richmond
- 14th Morris oil - Mr J Brown, Rennington, Alnwick
- 15th Bells whisky - Mr K Bell, Wark, Hexham

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Holywell (0352) 712061

or write to

A & G Williams

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COMING EVENTS

The Royal Norfolk Agricultural Association
&
The Norfolk Farm Machinery Club
present

HARRY FERGUSON TRIBUTE

at the **Royal Norfolk Show**
29th and 30th June 1994

All the major Ferguson achievements will be shown from
the Ferguson Monoplane to modern times

First notification

IMPORTANT AUCTION

Ferguson tractors and equipment
Over 20 tractors, 9Ns, TEs, FE35s
+ Fordsons, Farmalls, Allis etc

Saturday 4th June 1994
Carmarthen area, South Wales

0267 275585 for details

CHANNEL TUNNEL CELEBRATION RUN

7th & 8th May 1994

100 vehicles, one to represent each year from 1894 to 1994,
half from England and half from France

For further details please telephone
Lord Montagu of Beaulieu, 0590 622345

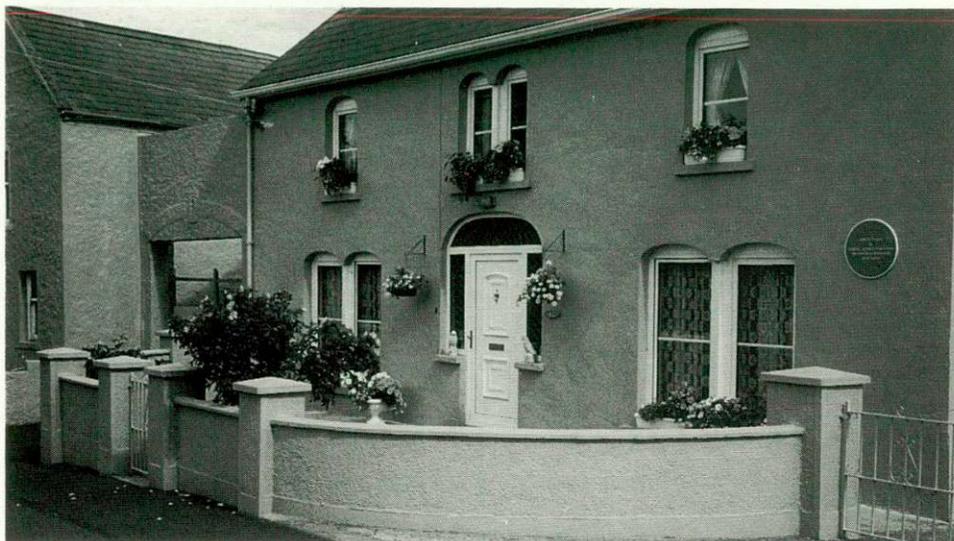
A WORKING DAY WITH FERGUSON

A comprehensive range of Ferguson tractors and equipment
from 1936 to 1993 will be on show
from 11.00 am to 6.00 pm

at **Lower Park Farm, Coldridge, near Crediton, Devon**
on **Saturday 16th July 1994**

Contact M Thorne, 0363 83600 or Mr & Mrs Beer, 0769 540369
Light refreshments available

JOHN HURRELL, CO ANTRIM



John Hurrell visited Harry Ferguson's birth place last year and sent these photographs from Northern Ireland:



Round plaque reads "Birth place of Harry George Ferguson, Engineer and Inventor : 1994-1960". Situated between Lisburn and Dromara, Lake House is now the home of Adam and Rita Poots. When Harry Ferguson was very young the house front was covered in a creeper.



The small church Harry Ferguson attended in his younger days.



Four Ford 8Ns at The Ulster Traction Engine Rally at Shane's Castle, Co Antrim.

JOTTINGS

The **6th Ferguson Winter Conference** was held on 4th December at Cadmore Lodge Hotel near Tenbury Wells in Worcestershire. Guest speakers were Eagle Paints Ltd and Alex Patterson, formerly of Harry Ferguson Ltd. The 1994 event will probably be in Scotland.

We did accept the invitation to participate in a ploughing match in Worcestershire on 25th September 1993. *Ferguson Club* members came from as far away as Oxford, Southampton and north west Devon. As at Coldridge and last year's event in Lincolnshire, we were very lucky with the weather indeed. The British National Ploughing Match had to be postponed and the 50th anniversary Trumpet Match in Herefordshire was cancelled. This was particularly sad as Trumpet is one of the best matches in the UK and this was a special year for them. We understand that the qualifying classes for the national vintage classes are to be held later when conditions allow.

We would like to express our appreciation to the Stoke Bliss & District Agricultural Improvement Society for their hospitality and especially to their chairman, Tony Pattrick, whose idea it was to ask us. It is our intention to attend in 1994 when we hope more of you budding ploughmen and women will have a go. One advantage of this event is that there is a place for all levels of skill, including the beginner. Expert advice is available if needed. We hope to run a course for Ferguson ploughmen sometime in 1994 before next year's ploughing season.

We have also been asked to attend other events and one society has offered us a plot for general use. Details will be announced later.

NEW CLUB US STYLE HATS

These are black with a white front and

royal blue *Ferguson System* logo with "The *Ferguson Club*" above, priced £4.00 inc post or US\$6.00.

NEW BONNET STRIPS

These are now in stock at £10 per tractor including rivets plus 50p post and packing. We are very pleased with the quality of these. They are most certainly well up to Harry Ferguson standard. We appreciate the work Colin Jardine has done to procure this excellent new item.

Yet again we are ordering new stocks of *Ferguson Club* car windscreen stickers, having already sold out of last spring's order. The best selling Ferguson implement transfer is also on re-order. North American readers often ask about logos for their tractors. I would be grateful if overseas members would send drawings and dimensions of Ferguson script logos used in their territories. I do have those for Denmark.

Road Fund Licence for agricultural tractors is a restricted licence that only allows the haulage of goods connected with your farm or estate or grit and salt for roads to a maximum of 15 miles radius. You may not use it to haul produce from any other person's land. A contractor may only haul produce for the farm where engaged from one part to another, not away from it. If in doubt, contact your VRO.

Do not forget the excellent reproduction manuals available from Massey-Ferguson - see their advertisement. Overseas members note a slight change in £/US\$ exchange rate - we now use \$1.50 to the £. Sterling orders direct to M-F please. US/Canadian members may order through the *Ferguson Club* using US dollar cheques. Please allow exchange rate of \$1.50 to the £ plus 10% (except Australia/New Zealand) for post; ie a manual for £25.00 would be \$37.50 plus

\$3.75 = \$41.25. For Australia and New Zealand please allow 15% extra, ie the £25 item would be £28.75. NOTE THE NEW ADDRESS FOR MASSEY-FERGUSON, see advertisement.

Massey-Ferguson has announced an operator's parts list for the 35 tractor in A5 format - catalogue No A2298, price £6.00.

Gold paint for the FE 35 is available from Eagle Paints Ltd at Bridgnorth in Shropshire - telephone 0746 764242 - guest speakers at our 6th Winter Conference on 4th December.

BATTERIES

Lincon Batteries of Leigh-on-Sea, Essex are manufacturers of all types of batteries including older types. For further information contact Mr or Mrs R D Saunders on 0702 525374. If you have a good example of an old type battery, take it to them and they may well be able to match a replacement. 9N Newsletter published an excellent review of battery technology in their Autumn 1991 issue, Vol 6/4 at 154 Blackwood Lane, Stamford, CT 06903-4707 USA.

Old 20 Parts Co for all your spares - see main advertisement.

Wings, Shell and Flat Top for Ferguson, 35/135 plus power steering kits for most makes of tractors. Contact Wendy at Overseas Trade Links Ltd, 081 771 6526.

Massey-Ferguson tractor and combine spares - 0509 503296.

M-F older combine spares and hire - 0886 812378 or 0836 654010.

Toppers and Scrubcutters - 0568 610900.

TE tractor/imp repairs/spares - 0673 885330 (*Ferguson Club* member).

Buying or selling service - *Ferguson Club* member, 0926 338639.

Sell that scrap tractor/combine - 0400 815506.

Full line vintage and modern paints - Eagle Paints, 0746 764242.

On site disc harrow sharpening service - 0522 514335.

Perkins engine spares - C W Green & Sons, Lincoln, 0522 527313/4/5.

Ferguson spares - N R Haywood, Sussex, 0580 200571.

Mechanical repairs to TE/35/65 - R J Wright, Bidford on Avon.

Hodgsons of Carlisle in association with Border Fine Arts have produced a figurine featuring a Ferguson TE 20. Paid up *Ferguson Club* members have been offered a discount and will be supplied a version with grey Ferguson five gallon oil can and ginger cat. See leaflets already circulated or ring 0539 722216.

Scaledown Models of Southampton have a new TE 20 1:32 scale model. First reports are very good and we await arrival with great interest. See their advertisement for details.

Mr A C Mole offers a book service on 0844 238305.

RECOMMENDED ACCOMMODATION, CATERING AND ENTERTAINMENT ROUND BRITAIN

Ferguson Club member Duncan Wilkins invites you to the Hollycombe Steam Collection and Gardens near Liphook in Hampshire - tel 0420 474740.

When in the Bolton Abbey area of Yorkshire, call at Buffers Coffee Shop and Model Railway Gallery at Storiths Back o' th' Hill Farm - 0756 710253. You will be made very welcome by *Ferguson Club* member Keith Blackburn.

For Herefordshire, Shropshire and Worcestershire where self catering is required contact Maggie Kingston, The Retreat, Bank Street, Stoke Bliss, Tenbury Wells, Worcs, tel 0885 410431. Excellent location for touring the Welsh Marches.

For Cumberland and Westmoreland, excellent B & B accommodation may be had at Langley House, Langwathby, Penrith, contact Mrs Lorna Egan on 0768 881571. There is a good inn across the street. Also at the nearby village of Melmerby, B & B is available at Meadow Bank, contact Mrs M Morton on 0768 881652.

If you are in the Kendal area of Westmoreland, *Ferguson Club* members Mr & Mrs Metcalfe welcome you to their farm where bed and breakfast are available. 0539 568549.

Will other members who provide farmhouse bed & breakfast please let the club know. Overseas members do occasionally ask us for such information.

FERGUSON 'HYDROVANE' COMPRESSORS

Ferguson Club member Matthew Frizzelle, tel 0277 650612, who has offered to assist, where possible, those who are in need of help in refurbishing and maintaining these machines. George Field, tel 0584 810424, is looking for a good example of the 25 cfm machine for work in his orchards.

An attractive cross stitch kit is available featuring the Ferguson TE 20 tractor from Mrs Halstead, tel 0406 540224. With a finished size of 6" x 8" it will make an ideal gift at £8.75.

Greetings cards featuring Ferguson tractors available from *Ferguson Club* member Tim Wait - 0993 813413 (Oxford) and

non member Michael MacGregor - 097 24263 (Scotland). In the USA or Canada, Canadian member Gordon Barnett informed us of "Tractorcards" from 1988 Willoughby Road, Mason, Michigan 48854 who produce a series of cards 2½" x 3½".

Do you know where the following tractors are? TE 12224, reg GNP 79 in Oct 1947, now with P3 engine, possibly has a Horndraulic loader fitted. Any information please contact 0584 810424. Also TE-F 350264 reg ASH 740 in Feb 1954. If you can help here ring *Ferguson Club* member Thomas Smith on 0669 30220.

If you need a copy of an operators book, our members have a large range for most types. We can ask those who have kindly listed their stock for us to get copies if we have not got it here. George Field has a wide range of Ferguson and Ferguson related books from his family farming operation since 1939. See if we can help and don't forget Massey-Ferguson's range of reprints - see separate advertisement.

Western Machinery at Stratford informed us that the Inter University Ploughing Match, which Harry Ferguson Ltd used to support, is still operating. No more details available as yet.

If any of you are interested in a day's threshing and some really hard work, call 0584 810424! All you need is a good pitching arm!

1993 RENEWAL COMPETITION

Of the 755 total membership last 31st December, 85.83% or 648 have renewed with stragglers still coming in! 11.4% entered the competition. Of those (74 entries), 3 (2.2%) were entirely correct and 21 (15.5%) got 9 out of 10 right. A similar number got 7 and 8 out of 10, with just a few making up the rest. Only 3% got no answers right at all.

The answers to the questions are:

1. 3 extra aids to wheel grip were illustrated in the 1992 Newsletters. Name all three: tyre tracks, steel wheels and chains.
2. Which # number did the gavel bang down on? #502500.
3. What returned 'home' on 8th June 1991? Ferguson 'A' No 1.
4. Who at Perkins Ltd was 'no relation'? Norman Perkins.
5. To which type of engine was 'Start Pilot' fitted? 23c.
6. What would you bolt to a 'Fergie' front wheel hub if not a wheel? A ski.
7. Where would you get "Ferguson service og salg"? Denmark.
8. "Who" was fitted to OLD TEP? Howard.
9. What unusual 'livestock' were a 2N and TE-K preparing land for? Bees.
10. The Road Traffic Act 1956 led to a change in what accessories? Lights.

First, second and third prizes will be drawn out of the three who got 10 out of 10. The three are No 59, C B Whitlock, No 511, M Eaton and No 889, R Fuller.

Dick Dowdeswell informs us that those US made Ferguson tractors imported for evaluation in the 1950s, such as TO35s, were probably sold to Boston Tractors near Boston, Lincolnshire. Brian Cull's red and grey TO35 may well have travelled via this route. Can anyone throw further light on this? *Ferguson Club* member David Lockhart has purchased a strange tractor plus another part tractor. Sadly it is not an LTX! We look forward to seeing this machine sometime. Accurate information on the LTX is always welcome.

The *Ferguson Club* has two copies of Model Engineer for loan to members who would like to read the article on Billy Smith's model Ferguson combine. Copies to be returned in two or three days please.

If you are interested in archive film, *Ferguson Club* member Richard Watts operates the British Agricultural Film Archives. Richard would like to hear from you especially if you know the whereabouts of any farming film that needs to be preserved. 0623 882223.

For videos note that Jim Wilkie of the NVTEC has a large range in their library - tel 0454 238384. Remember Massey-Ferguson has just enlarged its stock of Ferguson films now on video. Please enquire direct - 0203 531000.

The *Ferguson Club* has several copies of Massey-Ferguson's 'Modern Farming' magazine featuring our 1990 "Harvest Work-In". If you would like a copy please telephone with your membership number.

Please note the other organisations who share our interests: *Ferguson Club* member Keith Oltrogge with his 'Wild Harvest' (Massey-Harris-Ferguson-Wallis) and, of course, the 9N-2N-8N-NAA Newsletter. *Ferguson Club* members Mr and Mrs Symington are contacts for the JI Case Heritage Foundation 0334 85 234.

Please refer to previous issues for other information. The *Ferguson Club* cannot vouch for information supplied which is passed on to members in good faith.

PLAQUES

To finish off your Ferguson display with distinction use a professionally made plaque by CDI Engraving

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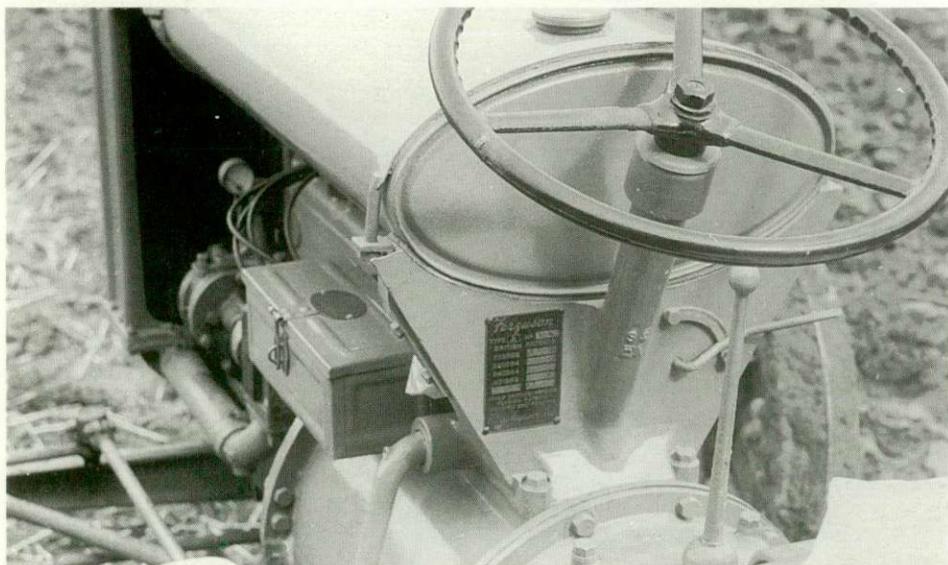
Ferguson Club member

DAVE COUSINS, BEDFORDSHIRE

These photos were taken at the Ouse Valley Branch of the NVTEC in September 1991.



A&T Oliver's 1936 Ferguson 'A', #104, fitted with Ferguson 'B' type plough from the same period. Note the characteristic curved plate behind top link and the makers plate on the brace beam. Makers plates continued to be fitted in this position until shortly after the end of the Ferguson-Sherman Manufacturing Corporation in 1941. Harry Ferguson Incorporated ploughs had this plate affixed to the headstock assembly as did all units made post World War II.



A&T Oliver's 1936 Ferguson 'A', #104, showing the makers plate on dash plus the correct Ferguson toolbox. The owners have the correct tools for this tractor plus an excellent example of the Ferguson 'A' top link. All these parts are hard to find now as they have usually been lost.



Continental Z120 engine TE.



Ford 8N, the tractor Ford continued to build until the resolution of the court case on 9th April 1952 when they were required to cease making tractors using current Ferguson patents by the end of that year. They could, of course, continue to use expired Ferguson patents such as converging three point linkage and draft control, and did so as did all other makers.

SOME REPAIR NOTES ON THE CONTINENTAL Z 120 ENGINE

I am the owner of Ferguson TE 20 tractor No 15596 fitted with a Continental Z 120 engine, and as I take considerable pride in the sweet running of the above, I was very disconcerted a short while ago when it developed an uneven 'miss'. I immediately put this down to a faulty plug, but on trying all four in another tractor, perfect running resulted so that was ruled out.

I then fitted the distributor cover and plug leads from a tractor which I knew was in order, but this gave no better results so I changed points and condenser - again no improvement. The next move was to remove the plate which carries the points, giving access to the automatic advance and retard mechanism, which appeared to be in perfect order.

At this point I would advise anyone who intends to dismantle the advance and retard springs and weights to get a piece of paper and a pencil and make a sketch of these as it is so easy to put them back in the wrong order.

I now felt that I had to remove the entire distributor, so after taking out the switch key, hiding the starting handle and noting the position of the rotor arm, I removed the stud at the base and lifted the assembly out of the engine block. It was now clear what was wrong. The base plate which carries the automatic advance and retard mechanism was loose on the drive shaft, and this, it would seem, was affecting the opening and closing of the points. The next job was to remove the shaft by punching out the pin through the gear at the base and then withdrawing the shaft. It would seem that the plate is fitted onto a short length of splined shaft and then rivetted over, and in my case the rivetting had worn off allowing the plate to work up.

My chances of finding another shaft were not very good, so what was to be the next move? If the worst had come to the worst, I could have brazed the faulty shaft with oxy-

acetylene, but I was reluctant to put so much heat into it.

It was at this point that I remembered that I had a spare distributor from a TE-D, and when dismantled it was found to be interchangeable and on fitting it I found to my great delight that the tractor ran perfectly.

Another fault which occurred quite recently on the same tractor was that when the engine was idling, a very pronounced rattle came from the timing cover which led me to believe that the governor weights were to blame, and knowing what could happen to the timing gears and other parts if this was so, and the governors broke up, I decided to investigate.

I removed the bonnet, radiator and fan, then pulled off the crankshaft fan pulley, removed the timing cover and to my great relief the governors were perfect, but the cause of the rattle was now obvious. At the front of the crankshaft gear, and driven by the key holding the gear, is a slinger ring, a saucer shaped disc about 4" in diameter. Its purpose is to throw oil away from the front crankshaft oilseal. The keyway in this disc was worn to about 3/4" wide - 1/2" over size - and this was allowing the disc to vibrate back and forward on slow running. The remedy here was to turn the disc through 180° and carefully file another keyway to give a tight fit on the key. After reassembly the rattle had gone.

My reason for writing these notes is that there are still quite a few Continental Z 120 engines about, all of them over 40 years old, and while both repairs described were simple and inexpensive, it was the time taken to locate them which troubled me. If this article helps any other Z 120 owner it will have fulfilled its purpose.

William R Smith

A LIGHT TO SEE BY

Notes on Lucas light for Ferguson tractors
by J E Bradshaw

In a previous article I wrote about the range of lights available for Ferguson tractors during the T20 era. This dealt with the lighting sets available from 1946 to 1954, with the single front and single rear lamp. With the benefit of further research and observation I intend to add to the general account and give the enthusiastic restorer more details of the individual components.

Side lamps

Although the side lamps appeared in the Lucas parts manual under several part numbers, the basic lamp is the familiar LD109 model which had widespread use on cars in the 1930s. The first LD109s fitted to Fergies were under part number 52004A and A52004A, for 12 and 6 volt use respectively. They were painted grey, with a grey rim, no medallion and no separate earth terminal in the lamp. They were superseded, by late 1949, by 52129A and A52129A, also grey but with a medallion and earth terminal. The lamp illustrated in the Ferguson Workshop Manual (page H. 5 in my copy) appears to be a hybrid; it has no medallion but it does have a separate earth terminal, and no lamp is listed in the Lucas Agricultural Parts Manual with this exact specification.

The bulb is either 12v/6w or 6v/3w, single contact. Those who prefer a more secure earth arrangement can either modify the earlier bulb holder by soldering on an earth terminal or replace it with the later one.

Rear lamps

From 1946 to 1954 all lighting sets for Ferguson tractors used the single AT201 and AT201L rear/number plate lamp, superseded by Model 582. Again this lamp had widespread use on 1930s cars, in-

cluding Austin Seven. The lamp is mounted onto the number-plate bracket by a spigot, with the clear sector turned upwards to illuminate the number-plate and, I suspect, to let in water.

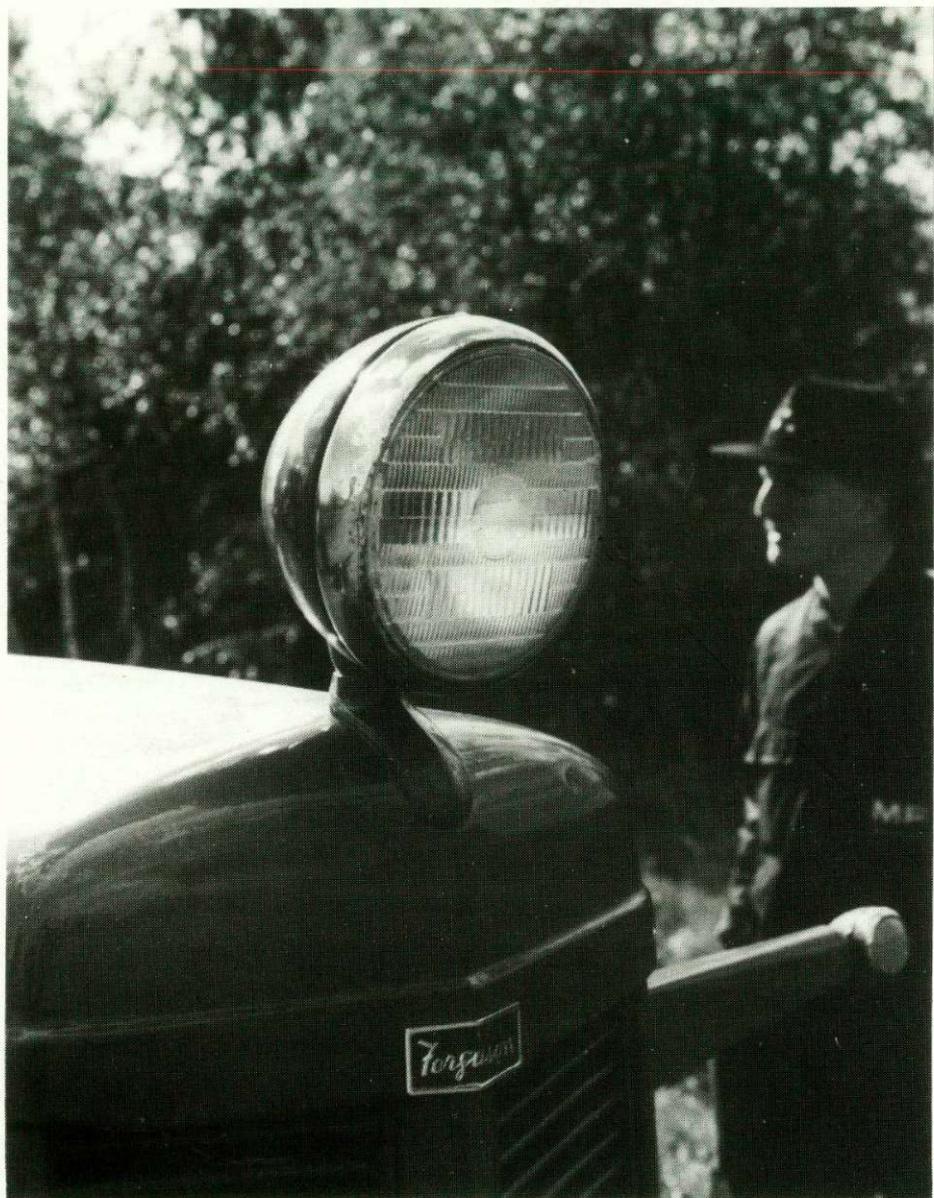
Several part numbers were used: A53041B (black lamp, metal rim and red diakon lens, celluloid clear lens, 6v, two-pole bulb) and 53041B (12v equivalent); 53133A and A53133A (grey lamp, single-pole bulb). Model AT201, which has that number stamped on the body, was superseded by Model 582, almost identical but with moulded plastic lenses. The red lens from Model 82 will fit AT201 lamps.

Head and ploughing lamps

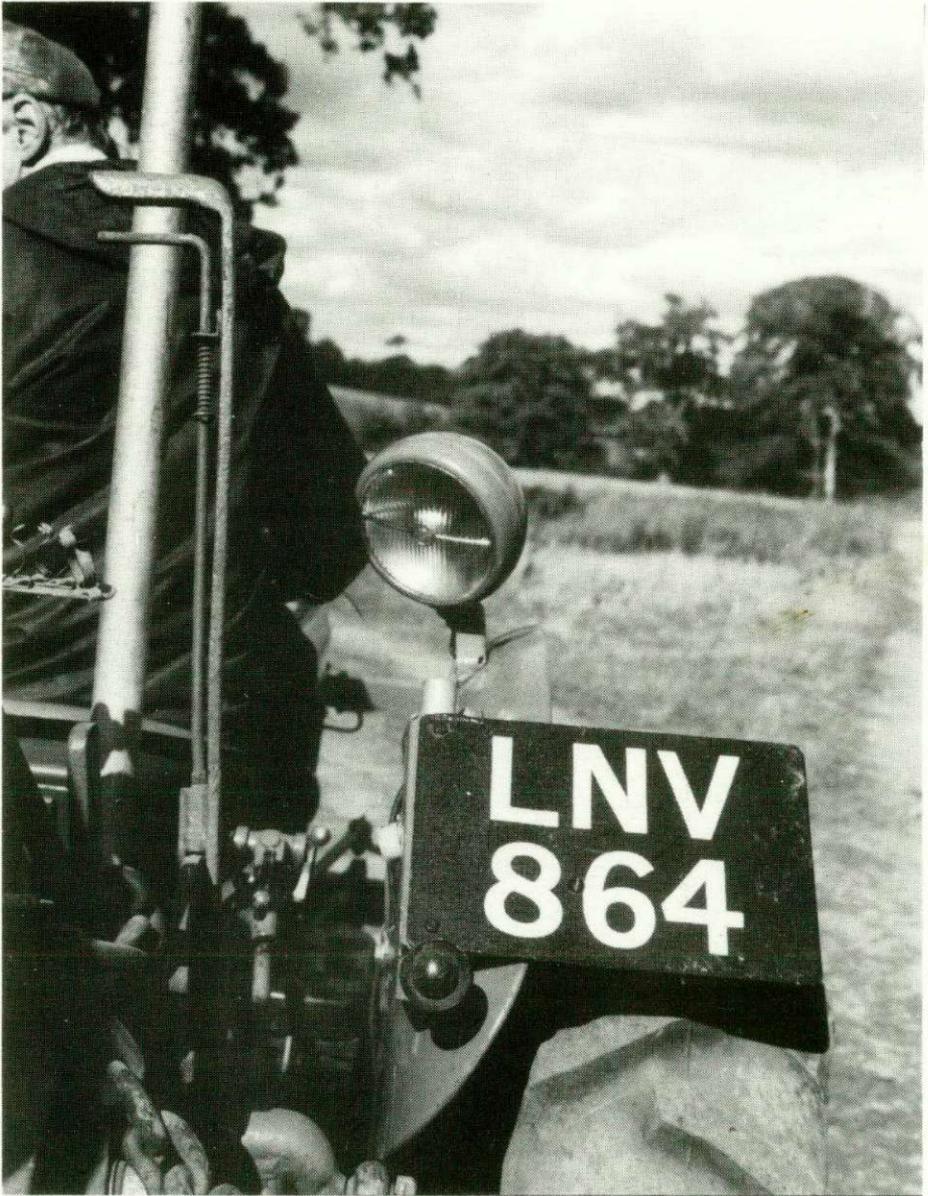
There were two different model head lamps fitted to T20s, the CFT57 (part number 55064B) and later the S700. The change probably took place in 1952, although it would be some while before old stocks of CFT57 lamps were exhausted.

The front lamp was mounted on the centre front of the bonnet (hood) on a simple and elegant aluminium alloy casting. The ploughing lamp was identical, mounted on a fabricated steel bracket on the rear mudguard.

The CFT57 had a grey body with, according to the Lucas Manual, a chrome-plated rim. No grey rim is listed in my copy of the Manual, although I have at least two rims which are and always were grey, with no trace of plating, and I believe that they were fitted at an early period, possibly up to 1949. Another slight mystery surrounds the lamp-shield, a fitting attached to the reflector and positioned over the bulb, presumably to influence the spread of light. The Parts list in the Lucas Manual does not list the lamp



The later T20 head lamp, Model S700. This lamp still has its rare tractor-symbol lens. The side lamp and arm are also visible. The rims, now polished brass, were grey originally.



The same tractor: Model CFT57 lamp, with bulb shield fitted, as a ploughing lamp. The rear lamp, beneath the number plate, has the red plastic Type 582 lens. Stareton "Harvest Work-In" 1990

shield, although I have found several lamps fitted with them, and there is photographic evidence of their use. I suspect that these too were fitted at an earlier stage and omitted later, although I can only guess at dates, and of course a damaged reflector could have been replaced by a new reflector with lamp-shield. Incidentally, Lucas' use of suffix letters on part numbers indicates minor changes, and it is possible that the specifications of 55064 and 55064A are the keys to the rim and lamp-shield puzzles.

The lens is part number 533597, and is described by Lucas as 'domed and fluted'. Several other lenses fit the CFT57, at least one of which, 533533, is almost indistinguishable from the correct part. The part numbers are visible inside the lens, moulded into the glass.

The CFT57 lamps are not specified for any tractor except Fergusons, although there are some applications on cars, and were superseded by the much more common S700 series (Part No 51415A), probably in 1952. This bigger lamp, to my mind less attractive than the better-balanced CFT57, was already in use on Ferguson Industrial tractors.

The lamp-unit (reflector and lens combined) on the agricultural tractor (and on the rear of the Industrial Tractors) had a tractor motif on the lens and a single 12v/48w bulb. The rim was grey.

The Part numbers of the S700 lamps on the Industrial Tractors are 51415A for the rear flood light and 51333A and 51514A for the headlights, the latter having a double-dip 48/36w bulb and suitable bulb-holder. They were of course fitted in pairs, as indicated in the Workshop Manual (Section T).

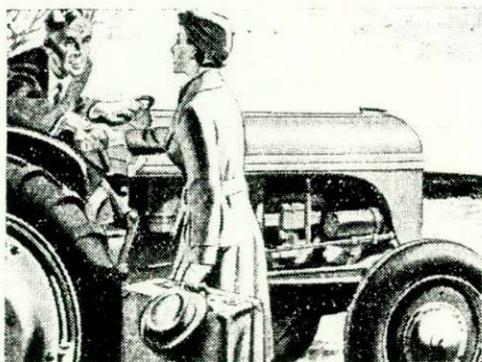
Switches

Throughout the T20 period the light switch was Model PPG1, fitted to cars of the

period. It has three terminals and three positions; pull once for side-lights, turn and pull again for headlights. The part number of the switch was 31159A, superseded by 31159B and 31126, with a plain unmarked knob, part number 315044, later 316102.

The changeover switch, to allow choice of rear light or ploughing lamp, was Model FS22/1, Part number 31284. This was mounted on the number-plate bracket.

In 1954 new lighting regulations ended the use of a single head- and tail lamp, and although I believe that the old lighting sets remained on the list, at least until stocks had run out, Lucas introduced a new lighting set for use on the roads. I will cover this and the lighting set for the 35s another time.



Until then ... "Good-bye, Miss Land Girl... we won't forget you and all you did in helping to win the war. Good-bye, and good luck." Until then, the whole vast mechanised army of farm workers is winning the battle against the blockade. Their tractors are their tanks in the campaign for more food. Every field is a miniature battle-field—every new harvest a bigger battle won. Here, indeed, is the plough proving mightier than the sword... the seeds of victory are sown in our countryside. We salute the army of the land... the men and women who helped to save us in the darkest days of our history.

Farm by Ford or Fordson

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These all-colour reproduction porcelain enamel advertising signs are made by hand in a process developed at the turn of the century. Our signs are produced by layering finely ground crystals on heavy gauge steel and firing at over 1300 degrees. They are enamelled on both sides and come with brass corner eyelets. All are plus £3 post/packing. Three or more post paid. Payment by cheque in Sterling or Access/Visa/Mastercard stating number and card expiry date. *Please confirm availability before ordering.* Full colour brochure of these and other signs on request.

VIDEO: The Massey-Ferguson Story. Contains Ferguson material including archive film of the South Pole expedition. VHS. 55mins.....£14.95 + 10% post/packing
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WALES. CH8 8HB.**

SAFETY POLICY

The Ferguson Club Safety Policy drafted by myself and first published in mid 1990 is shown below. I make no apologies for reprinting it – please read carefully. It should be read in conjunction with the NVTEC Safety Code. The Ferguson Club has not yet had an incident leading to injury. Please take note of these provisions and keep it that way. I nearly lost my life in 1989 when I fell in front of a large 4 wheel drive tractor which passed right over me. It took a year for me to recover, a large part of that in hospital. The effects of an accident are very far reaching, both on people and financially. When these provisions were published before I asked for written comments. None have been received. Thus far we see no reason to change it. (G. Field)

1. A Safety Officer shall be appointed to attend any given rally/show or gathering. He/she will be empowered to inspect exhibits and documentation, such as insurance cover. The Safety Officer will have authority to deny access to any exhibit that does not meet with certain minimum standards.

2. Exhibitors shall produce written documentation showing adequate insurance cover for third parties at any rally/show or gathering.

3. ONLY ONE PERSON SHOULD RIDE ON TRACTORS AT ANY GIVEN TIME. Only the required number of persons needed should ride on machines when in use, eg steerage hoe, potato planter, bagger, combine etc.

4. Machines must, at all times, be driven slowly and with due care and attention. This particularly applies when others are in close proximity.

5. Running engines in confined spaces is dangerous and should be avoided – ensure adequate ventilation at all times.

6. Loading and unloading of machines must be done well away from public areas and with plenty of space available in case of difficulties.

(The Ferguson Club's own insurance is to protect it and its members at our official functions from claims by third parties and is not a substitute for protecting your own interests.)

The following specific points MUST be strictly adhered to when operating any tractor or self propelled machine at any event:

A. The engine stop control device must be fully operative, in good condition and easily reached by the operator.

B. The braking system must be fully operative and correctly adjusted. The parking brake or latch must be fitted and in good working order.

C. The clutch must be in good working order and adjusted correctly. It should be capable of fully and easily disengaging the engine from the transmission. This is especially important with dual clutches. Any tractor with a sticking clutch is NOT ACCEPTABLE under any circumstances.

D. The steering mechanism must be free of serious wear in all joints and bearings as well as the steering box.

E. All axle/wheel bolts and nuts must be present and tight. Front axle bolts must be of the correct type and spacing. Tyres must be sound with no bulges or wall damage.

F. Hydraulic controls must function in the manner specified by the makers with no danger of implements falling to the ground suddenly. Implements should AT ALL TIMES be lowered to the ground when not in use.

G. Automatic hitches must be in a

sound condition as should drawbars which must be used with approved pins and secured by lynch pins. Safety latches must be fully operable with no excessive wear or missing/faulty springs.

H. PTO guards **MUST** be in place as should all other guards on machinery.

It is further recommended that the following points be adhered to:

a) All hoses, valves, external fittings and rams should be free of serious leaks. Hoses and seals should be in good order, not be frayed or kinked and no faults in swaged fittings. External rams should be closed, eg tipping trailers. If it is desired to show the underside of trailers for instance, then adequate props must be used and the exhibit fenced off. It is nevertheless preferable that such exhibits are not left with oil under pressure in a parked position nor left unattended.

b) Hydraulic linkages shall have pins, balls and other fittings present and in good order with proper fastenings and lynch pins. There should be no excessive wear on hitch points or pivot pins. Welding of hydraulic lift rods or lower links should be done with techniques that are compatible with the metal of the original parts so as to avoid fatigue and/or failure.

c) Towing of vehicles should only take place with adequate supervision and the use of towing rails is recommended. Ropes and cables should be avoided if possible and the public kept away from any machine under tow.

d) Belt pulley run on points should be guarded if exposure could cause danger to the operator or others. Belt connectors must not pose a hazard. Open shafts, sprockets, pulleys or chains must be covered by adequately supported guards. If it is desired to show such workings, perspex or weldmesh may be used to make suitable guards. Adequate fencing

and preferably warning signs must be erected around exhibits that are run statically for demonstration, eg a hammer mill.

e) Operators of static exhibits, eg saw benches, mills or threshers, should be aware of their responsibilities to themselves as well as bystanders or spectators. Adequate protective clothing should be worn with no loose pieces to get caught.

f) Remote control devices are advisable for items in (e) above or there should be an assistant close by who can act in an emergency.

g) Mudguards should be in sound condition.

h) Throttle and governor linkages should be capable of controlling the engine speed correctly.

i) Fuel lines and unions should not leak, especially petrol types. Fuel tank caps should be adequately secured and venting properly.

j) Batteries, electrical leads and connections should be secure and not likely to cause short circuits or sparks, nor should batteries leak acid.

k) The operators seat and footplates where fitted should be secure. Exhaust silencers should be effective.

Treating 'em Rough

If your tractor can take it, these tough Dagenite Batteries can take it too. They're built to stand the racket, day in, day out, from cock-crow until sundown. See your local garage or Agricultural Engineer: he will tell you about the best type of Dagenite Battery for your job.



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OPERATOR INSTRUCTION BOOKS

	Catalogue number	Publication number	Price
TE 20 Tractor with petrol and V.O. engine	A1098	819 096 M1	£5.00
TE 20 Tractor with Standard 20c diesel engine	A1198	819 014 M1	£5.00
FE 35 Tractor with petrol, V.O. and 23c diesel engine	A1298	819 046 M1	£5.00
FE 35 Petrol engine instruction book	A2198	*819 047 M1	£3.00
FE 35 Vaporising oil engine instruction book	A1398	*819 048 M1	£3.00
FE 35 23c Diesel oil engine instruction book	A1498	*819 050 M1	£3.00
MF 35X Tractor with Perkins diesel engine	A1598	819 146 M4	£5.00
MF 65 (765) Tractor with Perkins diesel engine	A1698	819 162 M3	£5.00
Ferguson Plough Manual	A2098	819 105 M1	£6.00

*Note: Books marked * are used in conjunction with Operator Instruction Book 819 046 M1 depending on the type of engine fitted.*

OPERATORS PARTS LIST

	Catalogue number	Publication number	Price
TE 20 Tractor Operator Parts List and Maintenance Instructions	A1798	819 167 M1	£6.00

WORKSHOP SERVICE MANUALS

	Catalogue number	Publication number	Price
TE 20 Tractors with Standard petrol, V.O., Lamp oil and Standard 20c diesel engine	A0118	819 135 M1	£25.00
FE 35, MF35, & 35X Tractors with Standard petrol, V.O., Lamp oil, 23c diesel engine and Perkins 3.152 diesel engine	A0218	819 147 M1	£25.00
MF 65 (765) Tractor with Perkins A4.192 and AD4.203 diesel engine	A0318	819 148 M1	£25.00

Ferguson TRACTORS

Technical publications for the early Ferguson and later Massey Ferguson tractors manufactured in the United Kingdom, are available from the 'MF Sales Support Distribution Centre'. Owners ordering these publications MUST include a cheque with their order made payable to "MASSEY-FERGUSON LTD", the price includes postage and packing in the U.K., VAT is not applicable.

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You MUST quote your full name and address and the catalogue number for the publication(s) you require.



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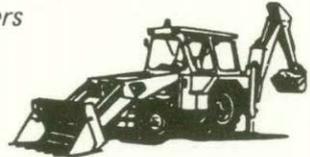
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FERGIE CHALLENGE
30th and 31st July 1994

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EMERGENCY!

SPECIAL FERGUSON SERVICE FOR FLOOD AREAS

Thousands of acres of valuable farmland have been put out of production by floods. The immediate tasks are :—

1. To keep the sea from coming in again.
2. Then to get the water off the land.

Later will come the work of restoring the affected areas to cultivation and cropping. No work should be started

on the land until advice has been received from the Ministry of Agriculture experts on the spot.

In the emergency work immediately ahead, and in the later reclamation, Harry Ferguson Ltd. and their Dealers will offer the fullest assistance.

THE MOST URGENT JOBS

The first operations will be to keep the sea-wall gaps closed and to carry out lasting repairs. In approaching the sea defences heavy equipment can do great harm to the soil and is likely to convert roads into a morass.

Ferguson tractors, with their trailers, transport boxes, high-lift loaders, winches, earth scoops, etc., will do minimum damage to soil and roadways owing to their lightness.

Fitted with dual rear wheel conversion sets on a 48in. width track and with girdles on the outside wheels, Fergusons will go over sodden soil and soft roads without getting bogged and with the least damage to the ground. They will also operate on sea-walls without side slip or wheel spin.

On particularly soft spots strips of chestnut paling can be laid as a temporary track.



FERGUSON DEALERS READY

Each Ferguson Dealer in the flooded areas is standing by with tractors and essential equipment for emergency work. These are, of course, available without charge.

Already this equipment has played a valuable part in relief and repair operations.



RESTORING THE LAND

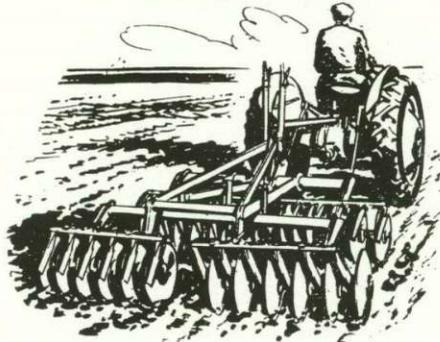
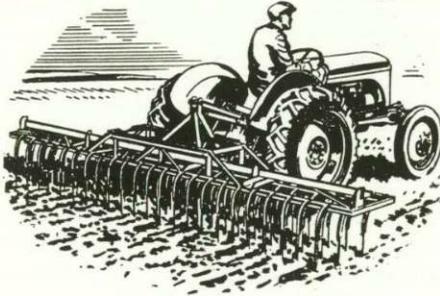
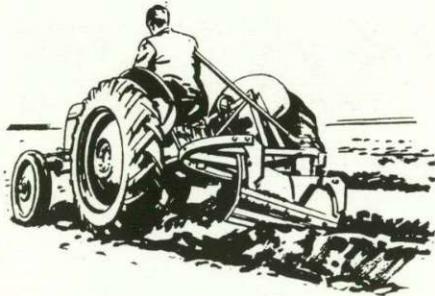
It is too early to say when it will be safe to go on the land to carry out reclamation work. The Ministry of Agriculture's warning against using heavy equipment on land which has been flooded, will apply for a long

time to come. Even if the surface appears firm there is risk of "puddling" salty soil. Even the light Ferguson equipment should not be used in the fields for some time ahead and then should be taken over the land as little as possible.

THE TASKS AHEAD

When the experts advise that it is safe to start work these will be the first jobs for the farmer :-

- 1 Construct water furrows to let the salt water drain away. (For this job, the Ferguson Earth Leveller is extremely useful. The 3-point linkage should be adjusted so that the right hand edge of the blade is depressed as far as possible ; this enables one side of the channel to be formed, and the other on the reverse journey.)
- 2 Clear out existing ditches, drains, culverts, etc. (Here again the Earth Leveller can be used to great advantage, as well as the Ferguson Earth Scoop— which can shift large amounts of earth at a time, simply and easily.)
- 3 Control weeds. Certain weeds flourish in salt soil. They must be killed. (The Ferguson Weeder will do this without dangerous disturbance of the soil.)
- 4 Light cultivation prior to sowing salt-resisting crops such as clover, some grasses or sugar beet. Sugar beet does, however, need more cultivation. (It is important, wherever possible, to carry out the whole task in one, to avoid disturbing the land too much. The Ferguson Mounted and Offset Disc Harrows will be useful here, for cleaning and preparing seedbeds in one operation.)
- 5 For market gardeners. Where the area concerned is small, spraying with fresh water is effective. (The Ferguson Sprayer is very suitable for this.)
- 6 Gypsum applications. Gypsum may be needed later on for badly affected soils. (It can be spread from the Ferguson Trailer with the least possible weight on the land.)



FERGUSON'S OFFER TO ALL FARMERS

All the equipment mentioned above (including tractors) will, when the time comes, be loaned, free of charge, to any farmer who has urgent need through flood conditions. Every Ferguson Dealer throughout the flooded areas will have "squadrans" of tractors and implements at instant readiness for this purpose. But, once again a warning—don't take machinery on the land until advised by the Ministry experts!

FORESTRY DAMAGE IN SCOTLAND

Special Ferguson forestry equipment is being brought from Sweden to aid in the rapid movement of the vast amount of timber felled by the gales.

HARRY FERGUSON LTD



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

WANTED

T20 number plate mounting bracket, condition unimportant, and any unwanted lighting components from T20s and 35s
John Bradshaw, 0926 491138 (Warwickshire)

Books - Harry Ferguson by Norman Wymer, Harry Ferguson by Colin Fraser, Global Corporation by Prof Neufeld. Good prices paid for any of these. Also any literature of any description on Ferguson especially 1917 to 1953. Apply c/o G Field, 0584 810424

Wanted for TE Vinyard - stabiliser bars part no TE-K915 and TE-K914 plus two bolts for lower link to stabiliser, part no TE-K908-2. Also any Ferguson implements fitted with Ferguson Vinyard hitch (ie 2 dowels for use with Vinyard 7 hole drawbar) 0584 810424

Wanted - M-F 711 potato harvester in good working order, preferably elevator model. For Ferguson potato planter, the bolt on extension rim for bell wheel. Any parts for pre-war Ferguson 'B' type ploughs. For Ferguson 'Duplex' plough, coulter stem brackets, spanner, coulter assembly, Ferguson top hitch plate for use with Fordson and any operator books and literature for Ferguson ploughs 1917 to 1939. Apply c/o G Field, 0584 810424

Wanted for TE-F - air cleaner pre-filter and pipe, hydraulic trailer pipe, thermostat housing, pick-up hitch (PUH), all parts, twin headlight brackets post 1956. 0408 633108 (Scotland)

Wanted for David Brown VAK1, exhaust manifold as used from tractor #1000 to #1553 (ie exhaust pipe at front of manifold, not in centre), also any editions of David Brown Tractor News 1959 to 1961, also transfers for 850 'Implematic' and pair of radiator grills for same. Leslie Hutchinson, "Lakeside", Ballinderry Bridge, Co Tyrone BT80 0DF

Wanted for TE 20, 'solid' front wheel disc, 6 volt starter and number plate lighting board and pto shaft for Ferguson fertiliser spinner 0884 855412 (Devon)

Good FE 35 or TE 20 wanted 0722 742487 (Wiltshire)

Wanted - operator books for Ferguson Heavy Duty Spike Tooth Harrow. M-F Hay Crimper wanted, must be complete. Also parts for Ferguson F-JE-40 pre pick-up hitch 3 ton trailer linkage especially the locking mechanism.

We would also welcome from our North American readers information on location and literature on Ferguson Two-Wheel Trailers and manure spreaders using the same Ferguson System hitch as made during World War II to the 1939 Ferguson patent. 0769 540369 (Devon)

Ferguson TE-F 20 diesel wanted, must be in good working order. 0686 668467 (Mid Wales)

FE or M-F 35 wanted with live pto 0980 862104

M-F 65 Mk II wanted. Julian Ellis, c/o Symonds Ag Services Ltd, Hayle 0736 755010 (Cornwall)

Shares/points for a 1956 Ferguson 2f plough wanted or information leading to same 0255 860078 (Essex)

Wanted - valve unit for L-UE-20 loader. The opportunity to borrow a good example of same to make technical drawings welcome. Apply c/o G Field, 0584 810424

Perkins P3 engine block or engine wanted 0695 422118 (Lancashire)

For Allman 3 point sprayer - roller vane pump. Also potato ridger. Would consider trading against a M-F 32 mower. 0264 889293 (Hampshire)

Wanted, book titled Harry Ferguson by Norman Wymer, published by London Phoenix House in 1961. £30 offered for a good clean copy. 0423 330620 (Yorkshire)

Wanted for TE-D #405294 - 85mm cylinder block (type with water pump on cylinder head) suitable for 12 volt starter. 0889 574720 (Staffordshire)

Wanted – Ferguson Swinging Drawbar A-TO-72 and PTO extension A-TO-73 or conversion kit CLO-8920. (Former unit fits pre-pickup hitch assembly A-TE-71 or A-TO-71.) Also pin assembly for A-TE/TO-71 part no ATE-820. Apply c/o G Field, 0584 810424

Ferguson 2 furrow plough and small trailer or large transport box wanted – Simon Read, Royal Hospital School, Holbrook, Ipswich, Suffolk IP9 2RX

Wanted – Ford-Ferguson front wheel 0299 885270 (Cumbria)

Air filter TEA 20 1948 self contained, ie no top hose to dash board. Weeks, High Keld, Keswick, Cumbria 07687 72315

Cab to fit Ferguson TED 20 – all types and all conditions considered

Any Ferguson lighting equipment – all conditions considered

Ferguson earth leveller/grader blade rear mounted

Ferguson post hole digger

All preferably within easy reach of West Lancashire 0704 821823

Pick-up hitch for TEF 20

Air filter pre cleaner and pipe

Hydraulic trailer pipe

Furrow wheel for single furrow 16" plough 0242 574830 (Gloucestershire)

Any Ferguson Brown literature, copies or originals, particularly in the series FB100 to FB109. Also Ferguson Brown Type 'A' pulley with power take off, and any spares for Ferguson Brown Type 'A', in particular hydraulic pump and governor parts 0423 330620

SALES

1951 TE-D #238202, 100% complete and in working order, reasonable tinwork, just requires painting, best offer around £275.

1949 TE-A petrol/TVO conversion, spares or repair, original log book, offers around £75.

Ferguson 2f plough (originally 3f) with 3 f parts included, new points and landslides, excellent order – ready to plough. £70.

Bamford finger bar mower, complete £75 0995 602411 (Lancs)

1947 Ferguson TE 20 #9782, Perkins P3 conversion, reg MTW 186 retained. Very good condition throughout, repainted, recent rebuilt radiator, good heavy duty battery, two new tyres, with transport box. A very nice old girl requiring a good home. £75 ono.

0268 552562 (Essex)

TE-D parts for sale: cyl head, exhaust manifold, conrods, oil pump, camshaft, sump, timing cover, exhaust pipe heat shield, fan, oil filter housing, fuel tap, tank cap half shafts and front hubs 0292 443123 (Ayr)

Bonnet for TE, wings, foot plate, slightly damaged radiator, pair front loader hyd rams, dist cap 0992 574952 (Essex)

Ferguson TE with trailer pipe, PUH and High Lift loader, bucket and fork
TRADE AD 0533 605778 (Leicester)

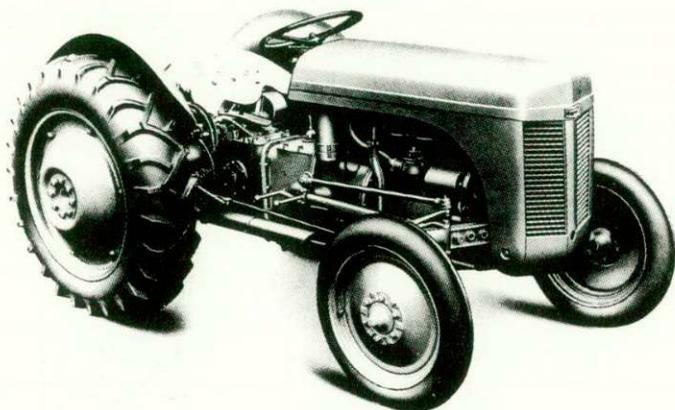
Ransomes TS65 mounted plough for Ransomes MG6 light crawler tractor, £120
0580 712442 (Kent)

Ferguson rear mounted mower, fair condition, £50 0952 70598 (eves) (Shropshire)

Ferguson TE-D for restoration or spares, £150 0428 722567 (eves) (Hampshire)

Bomford snow plough for TE 20, complete and in excellent condition, £100 0926 481138

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Lucas lighting sets and components will now be available from John Bradshaw, whose articles on Lucas lighting have been published in recent issues of The Newsletter. John Bradshaw will stock these, as available, to supply Fergie enthusiasts with correct lighting equipment for their tractors. Supplies will be limited, as most of the parts are now very scarce, and he will give advice on the application of lighting equipment and their fitting. Where available new parts will be supplied; otherwise they will be restored parts of good quality.

Contact John Bradshaw, 0926 491138, for a list and details.

Ferguson finger bar mower, complete £75

Bamford finger bar mower, complete £75

0548 531601 (Devon)

David Lockhart Ag Machinery, spares & repairs to Ferguson etc

0480 860431, Huntingdon, Cambridge

Ferguson line drawings and cards - Tim Wait, 33 Marlborough Crescent, Old Woodstock, Oxon OX20 1YJ

0993 813413

M-F 32 finger bar mower, #12073, £40 ono or trade for roller vane pump for Allman 20 gallon sprayer and/or potato ridger

0264 889293 (Hampshire)

Ferguson 'A' (Ferguson Brown) radiator name plates. Professionally made in brass, script lettering viz: "Made by David Brown Tractors, Huddersfield", cost £22.50 plus £1 p&p, cash with order. Limited quantity.

0423 330620 (Yorkshire)

Ferguson Brown Type 'A' top link and three new copper cylinder head gaskets and Ferguson Brown two furrow plough type B10 complete and in rally condition.

0423 330620

PATRON

MRS ELIZABETH SHELDON (née Ferguson)

The principal objective of the Club is to promote interest in the late Harry Ferguson, his designs for the mechanisation of world agriculture and in particular 'The Ferguson System'.

The Club covers all Ferguson tractors from the Ferguson A (Ferguson-Brown), Ford-Ferguson 2N and 9N (also the 8N), Ferguson TE 20, TO 20, TO 30, US and UK implements and, by agreement with Massey-Ferguson UK Ltd, the MF 35 and 65.

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Mr John Chambers, Hon Vice-President Mr Dick Dowdeswell

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Executive Officer: George Field 0584 810424

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Club fees for 1994 are, per annum, UK and all overseas countries US\$20.00 or £12.00 sterling. Receipts for subscriptions will not be provided unless specifically requested.

The Ferguson Club is a member of the Federation of British Historic Vehicle Clubs. Secretary - Mr P H J Whyman 0945 870 716

The Club is also affiliated to the National Vintage Tractor & Engine Club and supports their Safety Code. Secretary - D Beeby, 0696 22 219

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work he must be helped to produce much more with the aid of machinery if the farm is to pay its way. And that machinery must be cheap to buy and to run, accurate and versatile. Only then will the country get the cheaper, more plentiful food it needs.



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