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The FERGUSON CLUB

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JOURNAL

The FERGUSON SYSTEM TRADE MARK

Issue No. 48 Winter 2004/5

Five Ferguson Specials

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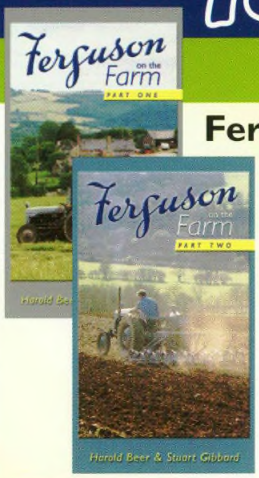

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Harold Beer and Stuart Gibbard

These two highly acclaimed prize-winning programmes together show over fifty Ferguson implements and accessories at work. In Part One particular attention is paid to grassland and the potato crop while Part Two looks at ploughing and cultivations. Both programmes include a wide range of familiar and less familiar items demonstrated on Harold Beer's family farm in Devon.

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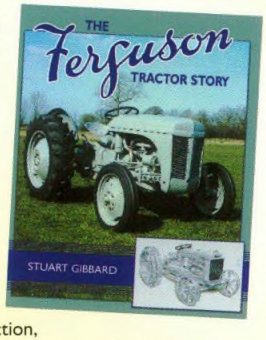
The Ferguson Tractor Story

Stuart Gibbard



This highly illustrated account covers all Harry Ferguson's tractor developments from the Belfast plough, Ferguson-Brown and Ford Ferguson to the TE 20 and then the days of M-H-F and the FE 35 tractor. Overseas production, prototypes, variants and industrials are fully covered.

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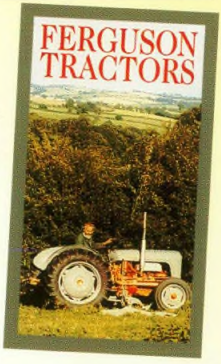
Ferguson Tractors

Stuart Gibbard



Showing the full story from the Ferguson Brown to the FE 35, this video focuses on the TE 20 and also includes industrials and other variants. The tractors show a very broad range of models, and wherever possible are seen operating with Ferguson equipment. The detailed commentary is written by Stuart Gibbard.

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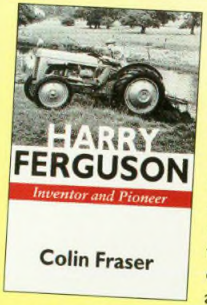

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Colin Fraser

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The FERGUSON CLUB

Issue No. 48
Winter 2004/5

Editor: ***Tim Hanson***

ABOUT THE *JOURNAL*

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Front Cover Photograph: *All in a line ploughing at the Ferguson Club working weekend at Humberton North Yorkshire, 16th and 17th October.*
Tracy Wilkinson

The Ferguson Club's Internet page is:
http://www.fergusonclub.com

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Editorial

Tim Hanson

I have been involved with the Ferguson Club and as its Editor of the *Journal* for a year or two now, therefore, it must be about time to give a resumé of my position and the state of the magazine in general.

Firstly, items and pictures arrive from the various contributors and it would seem all, or almost all are published. Not much left over or held back for future editions. Many of the articles report what the various areas, groups and individuals get up to, plus there is a nice balance of advertisers. Occasionally we have an in depth piece from an expert and hopefully, these will educate us further in the knowledge of Harry Ferguson's little grey machine. If any member has items that he wishes to share with the wider membership, ie stories, photographs or anecdotes relevant to the Ferguson Club, please send them to me for consideration of publication.

On a personal note in regard to my collection of tractors, these have grown, with the latest acquisition being a 1948 TEA20 model. This one had not been used for two years but I was able to drive it home from Heptonstall to Keighley, some 10 miles at least. Work progresses slowly on the TEF in my workshop, after overhauling the engine, hydraulics and a total strip down of all parts, however, there is light at the end of the tunnel, with early next year as a likely finish date. The collection of P3s has grown to three, with one a runner (ex-farm)!, one a non runner and one a kit of parts. I sold a TEF to a collector friend and bought a Massey Ferguson 65 from another friend who reduced his fleet by half. I have purchased one or two demiques that probably will never run again, but will be a source of some spares making up the collection, plus one lone Fordson Major with a six-cylinder Ford engine, which may well be sold on shortly. Also on site is a second TED belonging to a neighbour, which he will restore with help from myself. Both the restored ones – the TED No.AEC369 and the Grey and Gold FE35 No.HAS482 are still performing well and each has been entered in local road runs, rallies and shows over the past two years.

Implements include working and restored items such as: Ferguson Finger Bar Mower x 2, Link Boxes x 3, and an incomplete Ferguson Plough, PZ200 Haybob, Drum Mower and 3 ton trailer.

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Thinking of writing for the Club *Journal*? Just follow the steps 1, 2 and 3!

Lawrence Jamieson

The Ferguson Club needs input from more members to reflect the wide variety of interests which make up our unique Club. What better way of helping than writing about something which interests you for the *Journal*? Who? Me? I can't write articles! Well, you'll never know until you try, so read on – Tim is waiting for your contribution.

1 If you're going to a rally, road run or other event featuring Ferguson tractors and equipment, pack a camera and take snaps of things which interest you – humorous, unusual or of technical interest, all are most welcome.

2 Once you've had the photos developed (or are you into digital?) select the best photos and write a few words describing what each photo shows.

3 Send the photos and captions to *Journal* Editor Tim Hanson details on page 2. Remember to check the copy deadline on page 44 of the *Journal*.

Who Lives in my Area?

Lawrence Jamieson

Have you ever wondered if there are other Ferguson Club members living in your area who you don't know about? Hmm! I wonder if one of them might have the very part I need for my current restoration project? or would they be interested in getting together to 'talk Fergies'?

As Club Membership Secretary I can help put you in touch! Just phone or write (details on page 2 of this *Journal*) and I'll provide you with a printout of all the members living in your county. Please note: this is a service provided for Club members' personal use as a means of promoting contact between members of the Club. Names and addresses so provided must not be used for any business or other purpose.

Ferguson Blue

Steve Ryder

With reference to the Archive Report by Mr Groves in the latest Ferguson *Journal* the colour, Ferguson Blue is listed.

At a recent local farm auction I purchased a model TEA, complete with a two furrow plough, chassis number TEA 97287, which I believe makes it a 1949 model. It also seems to carry the registration AEG 278, but unfortunately no paperwork of any kind came with the machine to verify this.

On inspection, the whole of the paintwork, badly faded and with the usual rust, appears to be an RAF type blue and with the exception of both front wheels, little trace of the usual grey is to be found anywhere.

The whole of the machine has been painted, even inside the tool box and the job appears to have been done properly, not a quick blow over.

Would any club member know if Ferguson Blue was ever used on our machines and if so what shade of blue was it? Alternatively, could the Royal Air Force have purchased at least one tractor? Letters please to the editor, details on page 2.

Chairman's Page

Ian Richings

We have had another busy summer attending rallies and shows. We had a stand at the Bath and West Show. This year we had a working demonstration on the stand. It was a variation of the 35 hydraulics demo that was first used in New Zealand. This time we used a post hole borer. It created a lot of interest over the 4 days. Unfortunately we had a bit of a mishap when the PTO shaft on the borer came adrift as the sliding joint started binding with the dust stirred up by the auger. Fortunately no damage was done to tractor or machine.

Later that month we moved on to Lister Tynedale in June for three days. I was unable to take my daughter Bernadette's TEA around the ring as the oil pressure in the engine decided to disappear! (We still have not got around to sorting this problem out yet.) We had some excitement when it came to leaving the rally field as a low loader got stuck in the main gateway, the one in front of it caught fire so we had to turn around and leave via another gate. This took some considerable time with all the trucks and cars nose to tail.

Next came our three day excursion to Welland, here the weather was much improved this time. On the Friday I spent some time at the auction where some of the Ferguson items made very high prices. A 2-furrow LEA plough complete sold for £280, 2-furrow general-purpose plough sold for £270 and a heavy-duty harrow sold for around £400. A Ferguson Grain Drill made £55, which was somewhat of a contrast.

The main challenge of the summer had to be organising the first Gloucestershire Ferguson working weekend, with the weather making the harvesting very late, it was touch and go if it would happen. Unfortunately it was shortened to a working day. I would like to thank Andy and Pete Drinkwater for the use of the land and getting most of their collection out.

Peter Drinkwater on his MF1080 and MF1100 with Fritzmier cab.

Also those who helped, the people who brought tractors and implements and the ones who came along to have a look, especially Bruce and his friends from Bedfordshire.

By the time you are reading this we will have been to the 2nd Tractor & Farming Heritage show at Newark Show Ground.

We will be attending the 3rd Somerset tractor show at the Bath & West Show Ground in March, also Tractor World at Malvern. We need tractors and helpers at all these and other shows, please contact your local area rep.

As if this wasn't enough I have been trying to get the Club web site sorted with help from other members. It should be up and running by Christmas. Also I have been negotiating discount deals with some of the parts suppliers, information on this can be obtained from your local area rep or myself.

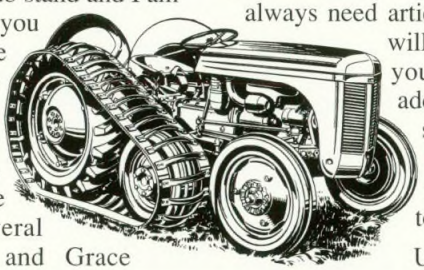
I look forward to meeting more of you at the Annual Members Weekend in Wales and at shows and rallies in 2005.

Opposite: *Andy Drinkwater splitting his plot on his TEF20.*
Below: *MF65 with Ransomes plough.*
Photographs by:- Andy Drinkwater

Vice Chairman's Page

John Jeffries

Hello, from your vice chairman. The summer (what summer I hear you say!!) has gone and the nights are drawing in, time now to start thinking of your winter projects. Unfortunately the road run for Lincolnshire members had to be cancelled due to lack of support – only one member contacted me to say he was interested. Hopefully we will have better luck with the Newark Vintage Tractor Weekend. Several of the stalwarts have offered tractors and an unusual crawler for the Club stand and I am very grateful. By the time you receive your journal I hope many of you will have been on the stand and met our Chairman Ian Richings and had a natter with me. Since the last journal I have been able to help several members with queries and Grace Popplewell has been her usual helpful self, thankyou Grace. I would like to encourage members to become active in the Club, especially younger ones. Please do not hesitate to contact me if you would like to become involved in helping to run your Club or hold events in your area – you may have more luck than me!



This is your Club, give me a call.

If you have any information you would like to share with fellow members we always need articles for the *Journal*. We will return photos providing you include a stamped addressed envelope. I am sure you enjoy what others send in, perhaps you could contribute too.

Until the next time.

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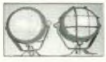

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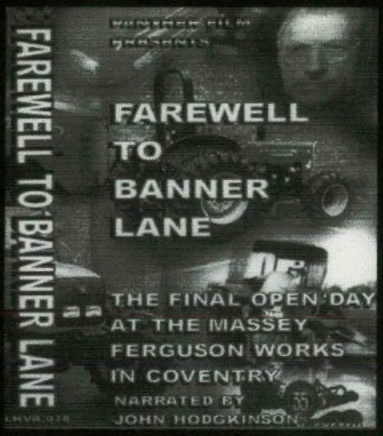

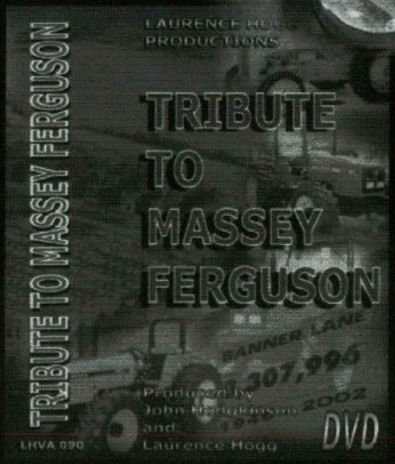

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Wales (Gwent) Area Representative

Merlys Lewis

We started the season off with the Smallholder's Show at Builth Wells on 15th and 16th May, and the Chepstow Club Rally, which we reported on in the Summer Journal.

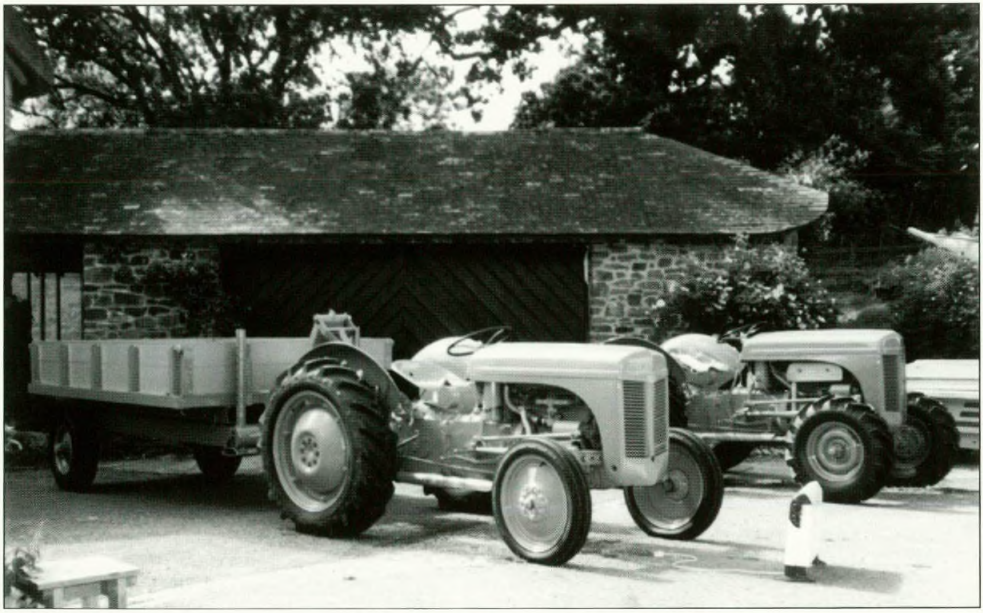
Our next trip out was the Abergavenny Steam Fair on the Sunday and Monday of the Spring Bank Holiday. This is an 'in town' event in a beautiful setting. There was a very good collection of all classes, which attracted a lot of interest. Unfortunately, after a grand two days, the heavens opened when we were packing up and we all ended up like drowned rats.

On 5th June, a small group of members had a weekend off from participating in shows and went to Stoneleigh T & M Tractor Show and had an enjoyable day.

Our next show was Pandy Vintage Rally on 26th and 27th June. The Saturday turned out to be a very wet day, but thanks to Peter, Andy and Jen who put up a large gazebo alongside the stand, we all managed to keep relatively dry. The Sunday turned out to be a grand day with a very good auction and lots of people came, Rosalind and the other ladies made large amounts of tea, coffee and other goodies. There was an exciting Road Run to finish off the day and some of our members took part.

Mike Thorne invited me to bring a party down to his open day on 3rd July. After phoning around I managed to organise a coach trip for 48 members and family to go down to Devon. The weather was good and we had a great day. We left Mike's about 5pm and set off for the Merrymeade Hotel, near Tiverton for a meal.

We were once again invited back to the Brecon Agricultural Show on 7th August. This is known to be one of the most important events in the area, and next year will be their 150th Anniversary. We were blessed with beautiful weather, and as well as tea, extremely large amounts of squash,



Part of Mike Thorne's collection in Devon.

View of the Club stand at a local show. ***Photographs by:- Merlys Lewis***

etc and even some bottles of 'you know what' were consumed. We had a very interesting collection of tractors and implements on the stand. A special thank you to Gareth for all the work he did preparing the site, ready for our arrival on the Friday and also for recommending an excellent place to have a steak on the Friday evening.

Our next trip found us in Chepstow at the Chepstow & District Agricultural Show on 14th August and after a very muddy start, we had a brilliant day where we even acquired a couple of members from over the border!

On 23rd August, Alwyn and I took tractors to support a local Feté at Llanover. Alwyn took his recently restored 35 and Massey Harris semi-mounted mower and I gave my old Ferguson P3 a run in the countryside to give her a breath of fresh air, with the Club sign much in evidence on the back.

Our Chepstow Club had their annual day this year at Llansoy, near Usk, which took the form of a ploughing day, where members tried their skills. Again we were lucky with the weather, which turned out to be a glorious day and dare I say it, perhaps too hot for some! Many Ferguson Club members took part and it was a very enjoyable day.

Finally, last but certainly not least, was out last Show of the season at Usk Agricultural Show on 11th September. The weather was touch and go, but managed to hold until the last hour, when we got a bit wet! We had a grand collection of 14 tractors and implements, including Greg's recently purchased Ferguson Brown. We recruited several new members and met a lot of people. Everyone enjoyed themselves.

I should like to take this opportunity to once again thank everyone, who helped and gave their support this year.

The preparations are underway for the AGM and Social Weekend of Ferguson Club members, which will take place at Alice Springs Golf Club, near Usk on 23rd and 24th April 2005. I hope to make these two days a very enjoyable social event and that we have the support of all our local members, including their tractors and implements, to help make it a great success.

Scotland (South) Area Representative

John Gibson

Scone Rally brings the season to a close, a big thank you to all those helpers from far and wide. Sometime we must see who is the furthest travelled Club member. Like many rallies this year the weather has been kind, some very wet until 24 hours before and others very wet the day after the rally.

Ferguson spares have become very expensive now, especially with tractors and spanners in the north. Nearer to home there was an implement sale at Lanark, where a drawbar and stays, complete with chain and plate made £100.

The world ploughing championship match was held in Northern Ireland this year, for anyone interested in ploughing this is a must, with level fields and good soil, some were well ploughed plots others not so good. There was vintage tractor and horse ploughing, with vintage tractors and machinery, tractor pulling, a cattle and horse show, with a large machinery section and other stalls, again the weather was good.

Sylvie Hay's Ferguson TEF20 and David Hay's Massey Ferguson 35, at the Bon Accord Steam Rally, held at Castle Fraser, Kemnay, Aberdeenshire on the 26/27th June 2004. ***Sylvie Hay***

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North Yorkshire Area Representative

Brian Pickering

The Ferguson Club's first visit to Pickering Steam Fair was a great success with an excellent stand put together mainly by the Hornby Castle crew. It was manned on all four days of the rally and drew praise from both the public and from show management. Ferguson Club tractors were given pride of place in the show ring and on Saturday and Sunday I got the chance to commentate. Needless to say the Club has been invited back next year and I do recommend that you try to visit what is without doubt one of the finest rallies of the year. Look out in the next *Journal* for Roger Wilkinson's detailed reminiscences of the show during which around a dozen new members joined the Ferguson Club.

September 25th and 26th saw the Club make the annual visit to Hornby Castle rally. A very windy weekend saw a similar Club stand to the one at Pickering although because of the wind it was decided not to put up flags and hanging baskets. A constant stream of visitors kept me busy and I must thank Denis Bell, Brian Lambert and Keith Surtees for their help over the weekend. Sunday afternoon saw the wind stronger than ever and we started to dismantle the stand. Sadly we were not quite quick enough!

The following Saturday 2nd October, saw a trip down to Luton for a very interesting and detailed committee meeting. Yes, it is a long way to go but I find it very worthwhile.

Sunday the 3rd saw me with my other hat on at NVTEC West Yorkshire group's rally at Cawood. As a committee member it was my job to steward the static (I hate that description) tractor section. However, I did have time to see John Groves achieve 2nd place in the members mounted ploughing

Bill Wood's TED with single furrow horse drawn plough, Gary Burbidge's TEF and at the back Keith Surtees TED. In the picture from left to right are Gary Burbidge, John Groves, Bill Wood, Keith Surtees, Roger Wilkinson, Bob Reed and Don Parker.

Above: *Humberton event host Steven Sowray ploughing on his TEF.*
Left: *Tracy Wilkinson on her MF35.*

class. John tells me he was 1 of only 2 people in the class to use the classic combination of Grey Fergie and 2 furrow Ferguson plough.

Finally October 16th and 17th saw what I feel has become the Ferguson Club's leading working event in the North of England. This is held at Humberton by kind permission of Steven Sowray and sons. Despite a fairly wet weekend we had an excellent turnout of tractors (over 30 on the Sunday) with a good variety of implements. Bruce Lambert came from above Hawes, Bill Brennand came from near Ingleton but the prize for most miles travelled went to Leon Vanstone and Pauline who travelled all the way from Launceston, Cornwall.

This year Steven decided to use the event to help raise money for Macmillan Cancer

All the pictures accompanying this article are taken at the Ferguson Club working weekend at Humberton North Yorkshire, 16th and 17th October.
Photographs by:- Tracy Wilkinson, Arnold Staples and Brian Pickering

Care and thanks to several generous donations plus all the profits from the in-house catering almost £350 was raised.

On Sunday afternoon the tractors lined up to work behind each other. Not 100 tractors by any means but still impressive.

I really must thank the following people: Steven, David and Jonathan Sowray, Susan Butt, Bryan Lye, Gillian Kirby, Sandra Burbidge, Robert Sowray and Tony Roe. Without their help the weekend would not have been the success that I believe it was.

Steven has invited the Club back again next year, probable dates the 10th and 11th September. Once again Macmillan are to benefit. Do try to join us.

Scotland (North East) Area Representative

Bob Lindsay

Report on activities from May to September 2004.

Cullerlie Vintage Rally
2nd May 2004

This was our first rally of the season. Members put on a good display of tractors and implements and the weather was kind to us. We had a demonstration of a High Lift Trailer at the stand which was made by Kay Trailers and deomonstrated by Bob Taylor.

BA Stores (Working Weekend)
15th/16th May 2004

Great two working days with a good turn out of Fergies. There were Red – Grey and Semi-Industrial. Members had a busy two days and were able to put their tractors and implements to work in full display. Many thanks to Allan Brownie for having the Ferguson Club at his BA Stores event and giving the Club members such an enjoyable weekend.

Henry Pirie holding the trophy, won by the Ferguson Club at the Bon-Accord Steam Engine Rally – Castle Fraser for the best displayed stand. ***Bob Lindsay***

Bon-Accord Steam Engine Rally – Castle Fraser
26th/27th June 2004

Another good rally with many very enthusiastic members. They put on a good display of tractors and implements which drew a good deal of interest to a new venue in the Castle grounds. The Ferguson Club won the trophy for the best displayed stand at the event.

Jim Bruce's Bygones
18th July 2004

The Aberdeenshire Ferguson Club members had a members day outing to see Jim Bruce's collection. I'm sure everyone had an enjoyable time seeing just about everything from days gone by. Thankyou Jim, Iris and family for having us and another thankyou for a nice cup of tea and home bakes.

Oldmeldrum Rally
1st August 2004

This was a very nice rally with our usual good display. At the rally I had my first ever task of tractor judging. I found it to be an enjoyable experience but then my judging colleague had done this many times and made things easy for me, serving my apprenticeship again!

Deeside Steam and Vintage Rally – Crathes
21st/22nd August 2004

Always a good rally, growing every year. The weather was lovely and the stand had a great display. With a good turn out of people making the Ferguson stand very busy. Many thanks to Bob Lawrie for a very generous stance to allow the Club members to show off their tractors.

Bob Taylor demonstrating his 3 ton trailer made by Kay Trailers, Milnathort, at the Cullerlie Vintage Rally. ***Bob Lindsay***

Mearns Vintage Rally – Edzell
4th/5th September 2004

Since attending the Mearns Rally, it has vastly grown over the years. The Ferguson Club have participated and flown the flag for the past two years and have found this venue to be attracting more interest each time. This year we had the pleasure of being situated alongside the David Brown Club. Had we had more time we could have arranged to have a Ferguson Brown positioned between the two clubs. Hopefully next time at another venue.

We had 18 tractors at the stand and would like to say many thanks to the Aberdeenshire and Mearns members for the variety of tractors and implements displayed. It gave the Club a lift (crane) at the rally.

Aden Country Park – Mintlaw
26th September 2004

Lovely picturesque working day. There was ploughing, cultivating, ground made ready for re-seeding, etc. There was also stock loading, threshing and baling and a hammer-mill demonstration – 'till the belt broke! The stand had an excellent display of well done up Fergies – Reds – Greys and Semi-Industrial ranges. We had at our stand a Mr and Mrs George Peaple. George is from the Ferguson era – he started work in 1947 with Harry Ferguson and worked through the factory and progressed to the sales department. More to come about Geroge but that is for another day.

I would like to say a very big thankyou to Mr and Mrs Andy Smith from Kirknockie Croft, Mintlaw for bringing along a huge pot of broth to the stand for the members and also another big thankyou to Sharon and Michael Morrison from Banchory who handed in a clootie dumpling, sandwiches and home bakes. It was all lovely and much appreciated.

As this was our last rally of the season I want to say thankyou to Jean, Edith, Isobel and Mary for seeing that everyone gets a cup of tea and something to eat at each and every rally and making sure the kettle is always on the boil!

Norfolk (East) Area Representative

Ian Miller

Wolterton Bygones, Sunday 4th July

This event grows in size and popularity each year and with the fine weather (apart from a short period of drizzle) all sections of the event were shown to best advantage.

The vintage tractor theme this year was Fergusons, so we were determined to put on a good display on the Club stand and with our new banner we hoped there would be the opportunity to meet old friends and hopefully new members.

On the stand we had a mix of grey Fergies and 35s plus implements, these included a sprayer, earth scoop, sack loader, 2 furrow plough, potato planter and spinner, cultivator and hammer mill.

It was a day when you had time to chat but also look round the show and several new local members arrived so we got to know them better.

The parade in the Grand Ring was led by a Ferguson Brown. It was a thoroughly enjoyable day and several membership forms were given out.

My thanks to Aaron Neal, Graham Kirk, Tom and Henry Randell, Barry Howes, David Slaughter, Billy Hammond, Jason Smith and Dave Chapman for bringing tractors and to John Jeffries our vice Chairman who with Dave Chapman came all the way from Lincolnshire.

West Yorkshire Area Representative Says Thank you

John Groves

A postscript to Humberton 16/17th October

A personal thankyou to Mr Stephen Sowray and his sons, for their hospitality in allowing the North Yorkshire working weekend to take place on their land, especially as the weather was so inclement.

I hope we have not created too much extra work for them in getting the field fit for the next crop.

To be invited back again next year just shows the enthusiasm that some Farmers will go to, to encourage and help fellow members have an enjoyable working weekend.

Thankyou again for an enjoyable time.

A busy scene at Humberton. ***Brian Pickering***

Ploughing 'Herefordshire'

Iain Ferguson

Once again the long awaited ploughing season has arrived with some questionable weather. 'Llanwarne' AG Society'. was held on Netherton Farm, Harewood End. By kind permission of R J Honey and partners on 11th September.

The Ferguson Class was well supported with the exception of our 'Chairman' Ian Richings who apologised for his absence.

Eight eager to go ploughmen, competed for one Ferguson Challenge Cup. The weather was fine, everybody seemed happy, all plots completed. Then heavy rain which sent the whole field running for cover, early lunch.

Results –

1st + Ferguson Challenge Cup K Williams
2nd + Ferguson Challenge Cup J Taylor
3rd + Ferguson Challenge Cup P Evans
4th + Ferguson Challenge Cup I Ferguson

This was done at the request of Iain Richings, Chairman.

Next encounter on 2nd October at Benarth Farm, Wormbridge, By kind permission of Mr S Quan & Son for 'Wormside AG Society', who was the second society in this area to add a Ferguson class, which the Ferguson Club, through our 'Chairman' donated a cup.

This society kindly allows free entry, plus an excellent lunch on completion of plot.

The site on the whole was level, soil conditions was heavy in places and our plots were on a slight rise.

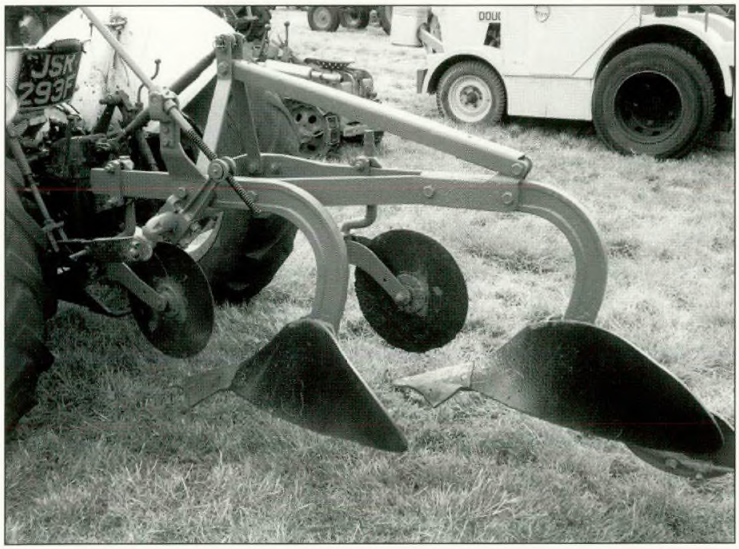
Seven competitors contested this Ferguson challenge cup.

Results –

1st + Ferguson Challenge Cup I Ferguson
2nd + Ferguson Challenge Cup K Williams
3rd + Ferguson Challenge Cup J Taylor
4th + Ferguson Challenge Cup B Randall

Everybody got off to a good start, weather fine however 1½ hours later downpour which continued until finish.

Lots of interest in this Ferguson class was generated with possibly a third society on the verge of commiting themselves. Our Chairman will have more to say on this matter.



Two-furrow left-handed Ferguson plough. This plough was new at the farm of Kirbist in Egilsay, and was specially commissioned from Ferguson to plough a field in a certain direction because of the unusual nature of the underlying rock strata.
Harold Esson

Hornby Castle Rally, Bedale
September 25th & 26th

North Yorkshire Area Representative Brian Pickering welcomes visitors to the Ferguson Club stand. A selection of pictures opposite show exibits on the stand. Bruce Lambert's 30 cwt trailer and TEF20 with reduction gearbox, French built FF30 owned by Mr Brennand, T Lowther's Twose roller with 1946 built TEF20 and finally Dennis Bell's TEA20. ***Photos: T Miller/A Pickles***

Transmission Plate

Brian Pickering

I recently came across this brass plate riveted on to the left-hand side of the rear housing on Ferguson 35 serial No.SDF 86027. As you can see it is situated just in front of the P.T.O. engaging lever and has spaces for chassis no., cont. no., vehicle no., code no., class of repair, date, wksps. no. and inspection. No repairs have been stamped on the plate. Does anyone know the history of this tractor or of this type of plate?

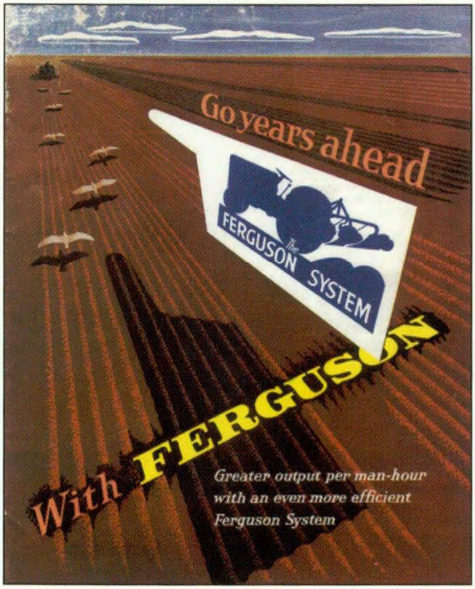
TWOSE
TWOSE

Ferguson Literature 1946 to 1958

Andrew Boorman

Over a number of years I have built up a modest collection of Ferguson Sales and Technical literature and soon became interested in the publication number that appeared on most of the items and thought it would be an interesting project to produce a numerical index to include document title, type of publication, size, print date etc. With the help of archive sources and a number of fellow collectors, and only because of their help, I have, over the past seven years, produced a fairly comprehensive list of publications, although more entries keep turning up.

The index starts in 1922 with a sales brochure for 'The Ferguson Plough' and ends in 1964 with a sales brochure for a Massey-Ferguson 500 combine. The following article will deal with Harry Ferguson Ltd. from 1946 to 1953 and the post merger, Massey-Harris-Ferguson period that followed and ended by 1958 when the Massey-Harris and Ferguson brands were merged under the single Massey-Ferguson banner.



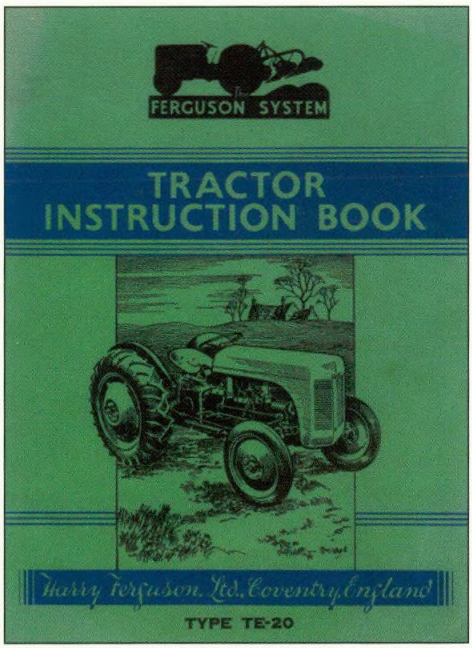
Publication numbering

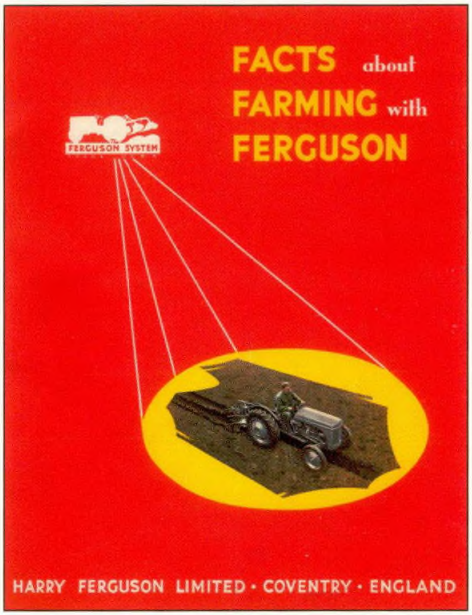
As the index developed it appeared that numbering did not start until December 1947. Prior to this date some twenty items, mainly parts and instruction books, have been found including what must have been the first item published, a small 'Provisional' instruction book for the TE20 tractor, that do not include a publication number. However, it has recently come to light that numbers were allocated to at least some of these including FP1, a large green Instruction Book for the TE20 tractor. It is thought that the numbers for these early items were allocated retrospectively at the end of 1947. The index continues through to FP708, a Specification and Performance Release brochure, for dealer use on the model 794 plough. The FP number normally includes a print date and print quantity. Within the index there are a number of instances of multiple use of numbers starting with FP4 which is used for both a supplement to FP3 and for an

instruction book for the Woodsaw and FP233 is used for no less than six different documents. A further complication is the forty plus items falling within the 1948 to 1958 dates that have neither FP number nor printing date though these are probably omissions by the printer. In addition in some instances different publication numbers were used for the same item, for example both FP6 and FP16 were used for the instruction book for the 9S-KE-20 Spring Tine Cultivator.

Doubtless Harry Ferguson Ltd., like the motor industry, were operating under great pressure in this early post war period in designing new machines, obtaining steel to build them and finding the necessary staff to run the rapidly expanding business. The people responsible for literature production were no doubt working under similiar pressures and these caused some errors to creep into the numbering system.

Approximately 390 items are recorded including separate entries for HF and M-H-F issues of the same item. The FP numbering system was used for sales



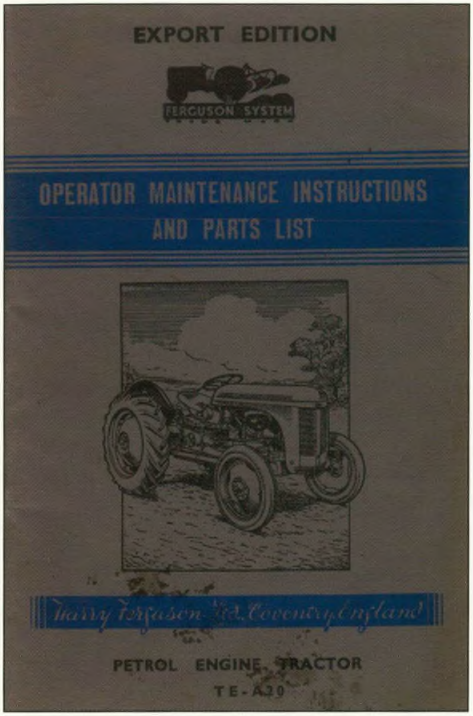


literature right through to the Massey-Ferguson 'single line' era when both Ferguson and Massey-Harris brands were combined into an index starting with MF1 (The new MF65 tractor sales brochure). However for technical literature, from circa 1955, the FP numbering was dropped in favour of the eight digit M-H-F 819xxxM1 system commencing 81900M1 (712 manure spreader parts list).

Concurrent with the above, but outside the scope of this article M-H-F adopted 'MP' numbers (1 to approximately 120) for sales items and 634xxxM1 for technical literature for their Massey-Harris machinery.

Sales Literature

In the pre-numbering period of 1946/7 a few interesting items have turned up including a large sixteen page brochure titled 'The Sign of a New Prosperity in Agriculture' featuring a full page photograph of a TE20 tractor ploughing and further photos of fourteen implements. The editorial extols the Ferguson System with its ability to end the 'sheer drudgery of seed time and harvest', and to cut the



cost of producing food and thus reduce the cost of living. These were themes that Harry Ferguson had promoted for all of his working life with farm machinery. Another item, obviously slightly later than the one above, is a single sheet price list listing the TE20 tractor together with 17 implements.

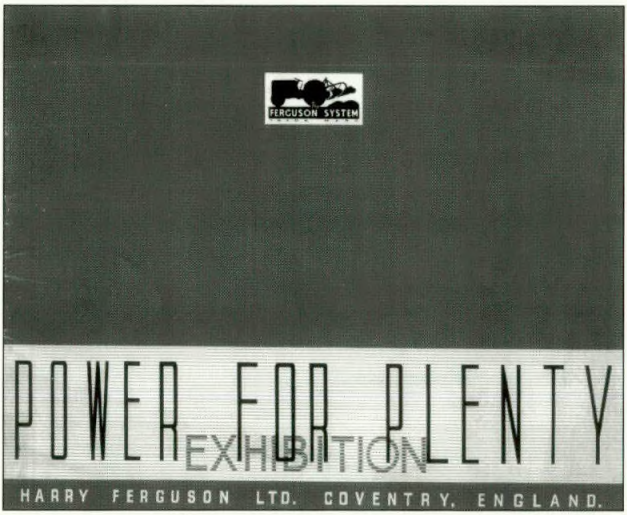
In the numbered series about 160 sales items have appeared of which around 60 are large single sided black and white leaflets featuring a single tractor or machine. A photograph together with a short technical description and a list of a few salient features completes the leaflet-more of information sheet than a sales leaflet. A further 20 plus are large double sided colour leaflets commonly in yellow and grey plus a few in red and grey. These are true sales leaflets with more than one photograph of the machine at work together with detailed technical description. There are several fold-out brochures featuring the complete range of equipment while others show Ferguson Accessories for both tractor and implement. The commonest of these is FP133 'Ferguson Pays Hands Down on any size of farm' which includes the price of each machine. Probably the most notable piece is FP173 'Facts about Farming with Ferguson', a 40 page brochure illustrating each model of tractor and implement and includes an index with model number. It was produced in large quantities, reprinted a number of times and must be considered the Ferguson enthusiasts bible.

In general Ferguson promoted his 'System' of mechanization with relatively little emphasis on the tractor itself. For instance, horsepower was not always quoted in sales literature, maybe because it was less than his competitors but also because it was adequate for the Ferguson range of equipment. Only in 1956, on the introduction of the FE35, were sales features such as live PTO, six speed transmission, higher horsepower and driver comfort promoted with flair. Under the sub-heading 'sales promotion' a number of interesting items were produced. A large 36 page booklet [FP95 c1948] contains excerpts of addresses by Harry Ferguson to international delegates at two conferences held in the USA during 1943 and 1944. In these he urged the uptake of his machinery in countries where primitive cultivation methods still prevailed. The use of this equipment would cheapen the cost of food production and a price reducing economy would emerge which, according to him, would banish poverty in their countries. FP80 dated October 1949 is a landscape format 28 page guide to a 'Power for Plenty' exhibition of the Ferguson System. Murals chart the progress of agriculture from primitive subsistence farming through 'THE BETTER WAY, THE FASTER WAY, THE FERGUSON WAY' and point out that thousands of acres throughout the world could produce more food by the use of Ferguson machinery. The final page of the guide shows a display of Ferguson equipment including

the 'Black' tractor hitched to a potato ridger as the centrepiece and surrounded by a comprehensive gathering of tractors and machinery. The frontispiece of the guide shows the Coventry headquarters of Harry Ferguson Ltd and gives the only clue as to the exhibition venue whilst a print run of 5000 indicates the importance of the event.

A 43 page book published in late 1949, titled 'FREED FROM BONDAGE- Mechanization opens a new era for small farmers' and written by John Manor catalogues the progress of small growers in Ulster, Lincolnshire and Gloucestershire who have adopted the Ferguson System and have, of course, been delighted with the results. The tractor has released land previously used for the horses upkeep and done many jobs that were previously done by hand. How the term bondage, ie slavery, would go down in current politically correct times is arguable.

Another book, this time with 115 pages, titled Rural Revolution, written by J Wentworth Day, a wellknown author on countryside matters, and published in 1952 contains interviews and testimonials extolling the virtues of the Ferguson System as operated by the great and good of the UK farming industry.



Print quantities varied between ten and fifty thousand according to the popularity of the machine and reprints were frequent. These were vast quantities but so were Ferguson sales, for instance in 1953 Ferguson sold 7000 mowers whilst Massey-Harris sold a mere 700 of their Type 706 semi-mounted machines. County Shows and demonstrations would have accounted for many leaflets most of which, no doubt, were eventually thrown away unless saved by small boys.

During the late 1940's Massey-Harris commissioned Terence Cuneo, later to become celebrated for his 11ft by 8ft painting of the 1953 Coronation, to paint farming scenes incorporating their machinery. He continued this painting during Massey-Harris-Ferguson times incorporating Ferguson tractors with Massey-Harris machinery.

Instruction Books

Over 100 of these are listed in the index, the first ones being rather larger than A4 and coloured mid green. The first recorded index number, FP3 (3ton trailer Instruction book) appeared in March 1948 with FP numbers being allocated retrospectively to earlier books. So far about ten of this style have been recorded including those for TE20 and TEA20 tractors, and various cultivators and harrows. By mid 1948 reprints of these together with books for more recently introduced implements were coloured grey, still in the large size but by mid 1950 they were being phased out in favour of the familiar small approximately A5 sized books, again in grey which continued into the Massey Harris Ferguson era. Almost all books used a second, variable, colour as a background to the titles. A couple of notable exceptions have appeared, namely a small

green instruction book (unnumbered, circa 1948) for the rear mounted mower and a large grey Plough Manual (FP218, December 1951) containing 48 pages of detailed advice. It is the only item recorded with a price (2 shillings and sixpence) and is not thought to have been standard issue with a new plough. Ransomes issued similar 'Good Ploughing' books, again not as standard issue with new ploughs. A few books were printed in black and white including the Epicyclic reduction Unit (FP612) and Tyre Tracks (FP628) both of course being accessories rather than stand alone machines. Almost all books had a line drawing of the featured implement hitched to a TE20 or FE35 tractor with a background appropriate to its use and took up half of the front cover.

A number of small books included an illustrated 'Product Parts Number Reference' section to enable the operator to easily identify any spare part that he needed. No descriptions were included – part numbers only. The most comprehensive of these were Export Editions of tractor books, the TEA20 version (FP301) of which contained ten pages of detailed maintenance instructions followed by a fifty eight page parts list. The maintenance section suggested annual decarbonising and valve grinding after 300 hours and thereafter annually. A far cry from today when engines go for many thousand hours without overhaul. Presumably these books were issued where the Ferguson distributor was very remote from the end user.

Print quantities were obviously related to the machine production and ranged from three hundred for the paddy disc harrow (FP562, May 1956) to fifty five thousand for the TED20 tractor (FP363, Sept. 1952). Tractor book reprints were numerous as is to be expected with production running at some fifty thousand per annum.

Part two in next issue.

Ferguson Brown Tractor Parts, Wings, New Castings, Radiator, Code Nameplate Made by David Brown Tractor Ltd, Huddersfield,

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Battery Problems

Harold Esson

My first experience of TE20 Ferguson tractors only came in 1996, when I bought a 1950 petrol model that had spent its working life in Harray. (At the time, I already had an MF250, and had once restored and eventually sold an MF35). Although the six-volt battery fitted to the TEA20 wasn't that old, the starter seemed quite reluctant to turn the engine over at any speed, even when fully charged. I eventually bought a new battery and, although it was a bit better, it still didn't seem to be as 'brisk' as I thought it should be. However, the tractor could be started quite easily with the handle, so this didn't present a problem.

It is obvious that the earth wire has a long convoluted route between the battery and starter, and depends on there being a clean connection between a number of different components. I decided to bypass these, so I made up an earth wire to go directly between the battery and the top bolt on the starter. Anyone who has already done this can vouch for its effectiveness. As the original earth wire is still in place, a comparison can be made and the difference is considerable. I now realise that the battery that was on the tractor when I bought it was probably not past its 'sell-by-date' after all, but it was taken to the scrap-yard a while ago.

I had a friend visiting my 'collection' some time ago, and although he had farmed for the greater part of his working life, he had served his apprenticeship as a motor engineer. He was familiar with the older tractors and had dealt with them as a mechanic. I was telling him that my TEA20s battery seemed reluctant to turn the engine over (this was before the modification), and he told me that at one time eight-volt batteries were produced and fitted to give the starter a boost. I'm not sure what effect this had if lights were fitted. Were eight-volt bulbs manufactured as well?

My engineer friend's father bought a new TE20 sometime in the late 1940s. Everyone was surprised that the first thing he did when he got it home was to paint it. He said that the tractor would never be so clean again, and it was a perfect chance to give it an extra coat of paint. He lived about a mile from the sea and westerly gales often take the salt spray well inland. Mind you, Fergusons were made of pretty stern stuff, and this is backed up by the fact that there are still many of them around today, over fifty-five years since the first ones were made.

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Summer Road Surfacing

Peter Small

Once again this summer my collection of Ferguson System equipment was called into action. Last year a local estate where I do some work were repairing their road network and hired a Bomford grader blade through the local machinery ring. The blade fitted to one of the farm tractors proved unsatisfactory, as it was narrower than the tractors track width, the driver had to climb out of the tractor to adjust the blade angles and use spanner to do same, one of the support stays kept breaking, the visibility from the cab was poor, all in all it was just an awkward work.

I reckoned that my Ferguson Earth Leveller / Blade Terracer (B-FE-20) would do a better job. Due to it being fitted with Category One linkage my 'rough old' TED20 is needed to work it. So I went home yoked it up brought it back to try. Surprise surprise it worked and was much easier to use than the Bomford and modern cabbed tractor. I could adjust the angle of the blade, level the blade and adjust the blade pitch all from the tractor seat. The blade could operate outside the tractor track width and could turn on a sixpence without having to drive for yards looking for a suitable turning place. We were hired! It's always great to put your vintage machinery to work commercially, it helps justify its existence and put a finger up to the modernists who dismiss it.

Working alongside was my friend Ron Smith and his JCB 3CX, who scarified the road surface with his front bucket teeth and spread any new material. The Fergie graded it all back level again putting a slight camber on it to let the water run off. A vibrating Bomag roller consolidated it all together and the job was done.

The 'rough old' Fergie, not a prize winner but is put to work regularly, Peter on the seat.

Grading in process with the Ferguson Earth Leveller/Blade Terracer.

This year I was asked if I could do more with the Ferguson and of course I said yes. We started to do some roads the same way as the previous year, then it was decided to repair some deeply rutted tracks. These tracks were the typical farm track deeply rutted wheel tracks with relatively good bottoming below, with high grassy ridges up either side and up the centre. The estate had a trailer with two hatches in the back door that allowed the material to pour out into the wheel tracks whilst tipped. I was sceptical that the recycled Type 1 we were using would run out without bridging, I needn't have worried it worked a treat even with 3″ and 4″ crusher run. So Ron loaded the trailer with his JCB and tipped it out along the tracks using the old Ford 7600 from the estate. The Ferguson blade graded it level with the grassy ridges, adjusting angles along the way to put excess material to either side or just further up the track. Every new trailer load that arrived packed down the freshly levelled section saving having to use the roller. This created a very much improved road that all vehicles including cars could travel along much faster than before. The operation was done efficiently, quickly, and economically, all thanks to the Ferguson System.

Next year there are plans to do further sections. I am considering putting a tractor with position control on the blade and fitting stabilisers as suggested by literature of the time. It also suggested fitting another levelling box on the other lift arm. I am sure a tractor with position control would help make an even better job, but the tractor would still need to be quite small so as not to pull the blade to bits. If this operation expands then all this may be necessary along with collecting more blades and spares.

This is another example of the versatility of the Ferguson System and how it lives on.

The start of something big – Part 2

Neil Roberts

As it sat it was a normal tractor, normal wheels plus front wheel weights and a quarter of a hundredweight of iron ballast bars bolted on the front axle to hold the front end down and balance the digger and oil tank. It was meant to be a light drainage machine for a light tractor as a lighter tractor stood more chance of staying on top when digging in poor land.

The dual wheels at the back worked but I thought what about the front? So I came up with something I had seen done on a tractor for the Malaysian market, a big set of wheels on the front – but not driven – there for floatation. Therefore the idea being if you went into a rut you stood more chance of getting out than with smaller wheels.

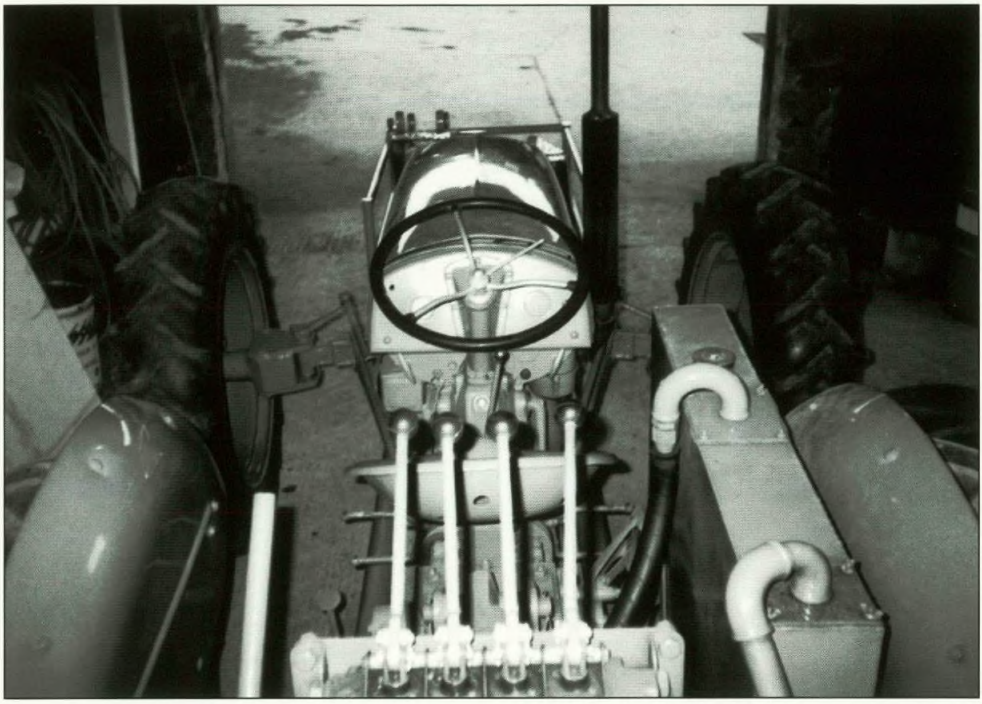
So a good two or three months were spent planning how to do this with much chopping and changing and the finished article was the 3rd version.

One of the first problems was to get an 8 stud wheel with a 6″ diameter to fit a 4 inch hub with 6 studs. Dennis and I were going to utilise the front hub to fit the back wheel but it proved to be a no go, so we came up with the idea of a back axle off a breaker Fergie and we chopped it just where the mud guards bolt. We made two clevis plates like a jaw, slotted it in and popped a pin through.

We had to replace a half shaft bearing because in a normal half shaft there is a bearing at the end of the shaft and another one in the differential, but with the diff being taken out of the equation you need to put another bearing in. That was the only bit machined and made by Eddie Chapman who builds miniature steamers.

I had to extend the king pin arms to give greater leverage as you now had twice the width and height giving greater drag, thus needing greater leverage at the king pin. So

Andrew Dobson helps out to get her ready.



they originally started from the factory at about 8″ long and finished up about 12. Doing this made it easier to turn, I also tilted them back a few degrees so if you were turning right handed the right wheel would tip onto its outside edge and the left onto its inside and vice verse. I still have a few ideas in the pipeline on how to make the turning easier with some sort of mechanical linkage, but that's another day.

Because the digger was on the back we had to make it sit level unlike a Fordson Roadless which sits nose up, so that the feet of the digger didn't drag.

One of the first attempts had it pointing to the stars so the axle had to be put straight through with the step taken out, almost like a 4-wheel drive axle (this would fool a lot of people later on who thought it was something it wasn't).

When we put the big wheels on the front there wasn't enough room for the weight block, we'd thought the bigger wheels would be enough, but it needed more weight. I came up with this framework which runs from front to back of the tractor with a box at the front that carries two spare buckets and under the box a housing to carry some iron weights but not the quarter hundredweight needed before.

At the end of the day we had a complete blacksmith's conversion – a swamp conversion. It was done from bits you would find in a scrapyard, nothing had been specifically machined or cast except the bearings from Eddies.

Blacksmith's conversions are what Dennis's Grandfather used to do – so he had an idea of what we should be doing and between us we sussed it.

When finished it was quite a beast, sat on the ground it measures 23 feet long, 8 feet wide at the back and 7 feet wide at the front.

Its first outing was Masham 2002 and it blew people away. Many thought it was 4-wheel drive. It was quite amusing watching

Neil Roberts on board at last years AGM at York.

people trying to look down the tractor as we were escorted through the crowd from the tractor pen to the main ring, what fooled people apart from the straight through front axle was the framework running underneath, because it was round and not made out of box, they thought it was a propshaft.

Actually Ferguson did make a 4-wheel drive tractor but not with equal wheels.

We took the Ferguson cup at Masham again and also Best Conversion at Hunton Rally that year.

The first big Ferguson Club outing was the AGM at York 2003 when it also got a lot of attention.

It was tested at Humberton Show to see if the floatation 'swamp' conversion worked and it did. It stopped the back end from sinking when digging poor land and the tractor kept the digger upright with the weight on the digger feet.

To finish off there's a fella whose quite a prominent tractor man in Yorkshire who came to see it at Masham. 'I'm not a big believer in these conversions' he said 'but you just get away with it, it looks right, its grand at that lad.'

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2 large Masseys to the rescue !

Tracy Wilkinson

The 1st of July, Thursday, was a cloudy, rainy sort of a day when we pulled in with caravans to Duncombe Park, North Yorkshire. It didn't bother us – we weren't at work and had a good weekend to look forward to.

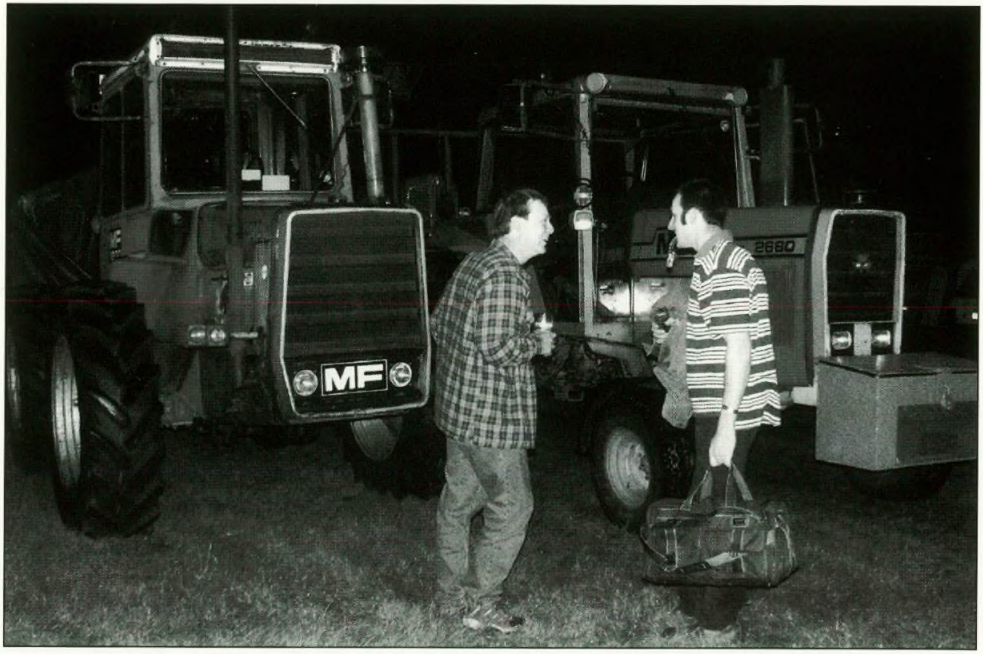
We parked up the top end of the show field by a clump of trees where we stay every year. This copse had been thinned out since the previous year, quite fortuitous as the 2 large Masseys would be arriving laden with their cargo of tractors including Fergies on big trailers as usual.

The dawn of the Friday brought rain. And a funny old sort of day followed – 20 minutes rain, 20 minutes sun. The gang headed down into Helmsley market on foot as it was really quite pleasant at that moment in time, we bought provisions for a Bar-B-Q on Saturday night and had just nipped into a coffee shop (getting the last 2 chairs I might add) when it came down like stair rods outside, swear I saw a few cats and dogs as well. By the time we'd finished our lattes it was glorious sun again and as we approached the show field on our way back up we noticed a huge amount of people and vehicles of all shapes, sizes and modes of power had arrived since we'd been gone.

Trade stands and Club stands were also making an appearance including Ferguson Heritage. Look, I have to mention them because they were there – ok?

The rest of the day was spent relaxing, even the ground getting more like a sponge didn't put us off, I recall I was reading a book about the Duke of Wellington that afternoon, quite apt I thought.

The rest of the gang rolled in early evening and the news came that Roger Wilkinson had left Uckerby in the Massey 1200 with trailer including a Ferguson



Neil Roberts arrives and the two large Massey's are together.

Definitely sticky going !

TEA20 and Fordson N on board. Luckily we calculated it would just still be daylight when he arrived as we all remembered how far he got when leaving for Skipton last year when all the lights failed, resulting in one of his famous bodges – which is still in place "cause it works!"

He roared in up the show field at 8.20 pm, carefully negotiating the Ferguson Heritage stand which was placed right in the middle of the thoroughfare up to the top end of the field. Then we waited for Neil Roberts Massey 2680. And waited. And waited some more. Neil is famous for arriving late as he insists (being self employed) on working every hour God sends and some that he doesn't!

By now someone was running a book as to when we'd see the lights of the 2680, quite a few were aiming at 11pm – me I said more like 11.30pm. That's when we heard it, the lone drone of the 2680 trundling up the park drive and onto the field, we saw the lights stop and swerve, as he negotiated the Ferguson Heritage stand. She looked a ghostly sight as she pulled in beside the 1200.

"oh **** it, they can stay parked there tonight" was the of concensus of opinion.

The Saturday dawned – you guessed it, wet. The 2 trailers were unloaded, Neil's having Andrew Dobson's Ferguson TE20, Neil's Ferguson TE with Kale cut rake, and Banana Loader plus a Fordson Major of Paul Capstick's on board. By this time John Groves had come over for a natter, the talk was of Fergies of course. John had brought his TE20 Continental, with Fergie mid-mounted mower. New to John's usual set up was a tarpauline stretched from the top of his caravan to the top of his wagon, which he informed us was "cheaper than and just as good as an awning" that Ruth had kept nagging him for.

The day progressed as most shows do with tractors being taken down to the pen and being paraded round the ring, not much for the Fergie Club to do as we really didn't have a presence there.

When the Bar-B-Q finished on Saturday evening (which entailed feeding about 30 people in our little camp) it was all aboard

Past editor of the Journal *Alan Dunderdale being towed off the showground.*

one of the big trailers behind the 1200 and down to Helmsley for a few jars. We had no problem parking in the market square as people tend to get out of the way when the 1200 looms above them.

The Sunday, well you may have guessed this one – it was raining. Then there was a bit more rain so we stood in 'Tools on Tour' in the afternoon as word reached us a chap called Noah was recruiting carpenters as he was building an ark, but before we could offer our services, show officials had reached Roger and Neil and it proved to be the large Massey's to the rescue.

You see apparently wet, soggy, muddy ground and 48 steamers and rollers needing to get off the field don't mix very well.

So it was backwards and forwards, pushing and pulling sometimes needing the 1200 and 2680 at the same time to move them, most queued up and waited. The weight ranged from about 12 tons for a roller and up to 25 tons for a showmans.

Just 2 engines managed to get out under there own steam (one being Dave Webster of Grantley Saw Mills who knows Roger and knew he would never hear the end of it if he'd pulled him out). A few more tried on there own to save what they saw as an embarrassment to be pushed, but failed and had to be rescued. One lad, a Fergie Club member (Alan Dunderdale) spotted me with camera and shouted "That better not appear in the Club *Journal*". Too late.

By 8pm all the steamers who wanted to be off that night (95% of them) were moved. Rally officials gave the lads a little something for their trouble, and the chip lady gave them some free chips to keep them going on the understanding they would pull her out if she got stuck.

I have to say the only other form of thanks was from a Volvo driver who got his car and caravan stuck and they moved him. The steamer lads may have been embarrassed but at least they were off the field and onto the road, the word 'Thanks' from them would have gone a long way in my opinion.

By 9pm Roger and Neil were some of the last people to leave the field with their trailers laden down, but at least it was before midnight this time when they got home, engines were turned off, bonnets patted and the 2 large Masseys would live to trundle another day.

Weather Protection – Dutch Style

Lawrence Jamieson

Sitting on his beautifully restored MF35X Multi-power is Dutch member Bert van de Kamp from Putten in the Netherlands. Bert's 35X has a windscreen and canvas apron made by Sirocco, which apart from keeping the worst of the weather off the driver also directs hot air from the engine towards the driver. Bert tells me that Sirocco manufactured these kits for many makes of tractor in the 1960s. The kit looks very similar to the basic cabs fitted to the Ferguson TE20s which were used in Antarctica by the Hillary and Fuchs expedition in 1957-58. Could they have been made by Sirocco?

Many congratulations to Bert and his wife Lucienne on the birth of their son Lucas, who was born just a few days before Jane and I visited them during our Dutch cycling holiday in July.

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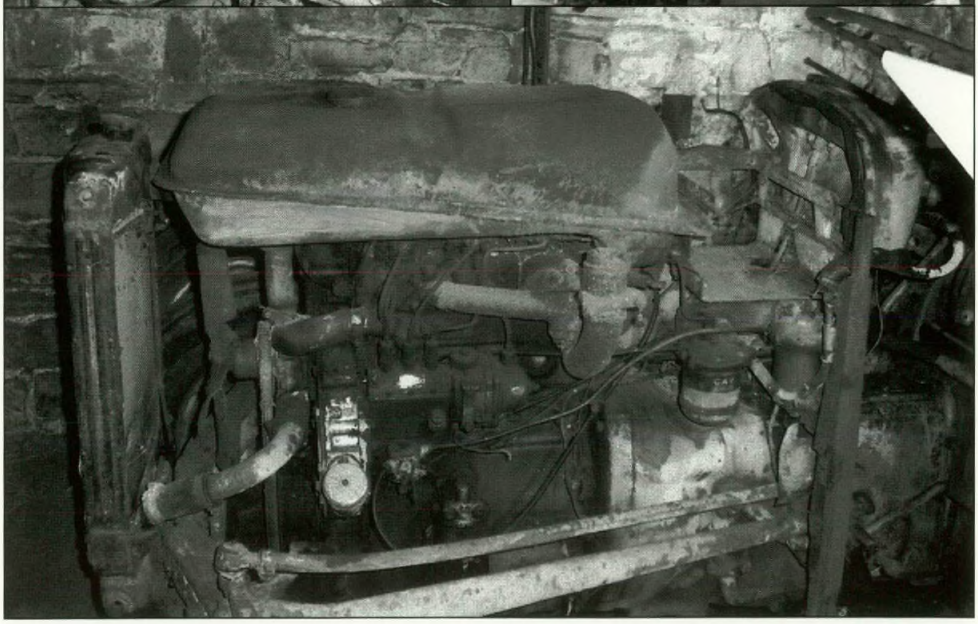
FE35 with Perkins 3 cylinder conversion

Merlys Lewis

Ferguson FE35 found in hedgerow condition, can anybody shed any light why this tractor is fitted with a Perkins engine instead of a 23C engine. The serial number is JNM 321446. If anyone can help either right to the editor (details on page 2) or contact Merlys on 01633 273088.



Ferguson Collection

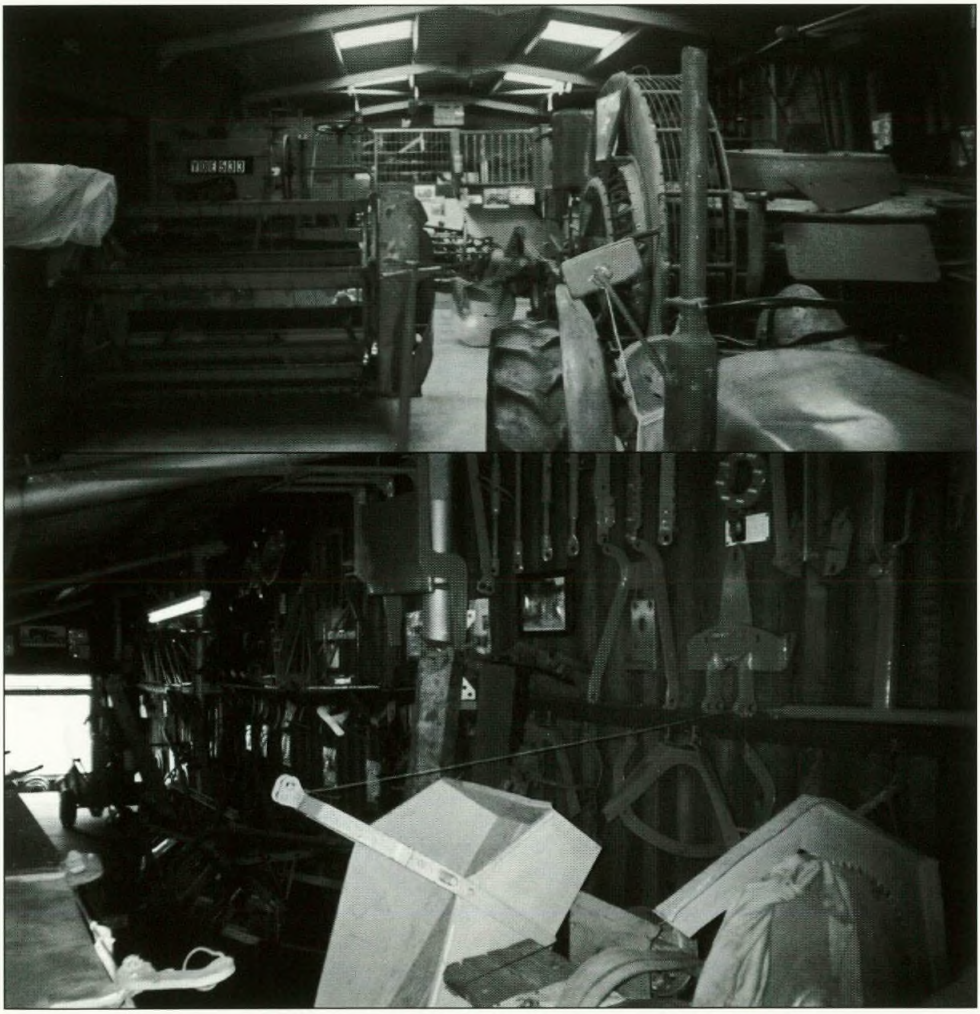
Colin Powell

Colin bought a TED20 tractor to use on his small holding, now 14 years later he has a large collection of Ferguson implements, accessories, trailers, tractors, combines and spanners and a large selection of sales leaflets all housed in a purpose built building.

The private collection can be viewed by appointment only. Located 30 miles from the M5 at Worcester on the A4103 to Hereford.

Anyone interested in viewing the collection should contact Colin in the evenings on 01432 264285.

On the left is a Massey Harris 735 Combine and on the right a Massey Ferguson Potato Harvester, in the foreground a T20 Reekie Ferguson conversion.



Ferguson accessories and implements

Ferguson Type B10 Plough No.1394

619

At its introduction in 1936 the Ferguson Type A (or Ferguson Brown) was available with four implements, the Type B 10″ 2 furrow General Purpose plough, Type C General Cultivator with 7 spring release tines, Type D 3 Row Ridger with steerage fin and Type E Row Crop Cultivator with 9 rigid tines again with steerage fin.

In 1938 two further ploughs were produced, a single furrow 16″ deep digger and a 2 furrow 12″ semi-digger, Mr Randalls being an example of the latter. It is thought that approximately 1350 tractors were built so the serial number of 1394 suggests that a number of tractors were supplied with more than one type of plough.

Unlike the identification plate on 1394 early implements carried a much smaller plate instructing the reader 'PATENT Nos.- SEE TRACTOR'

BRITISH PATENTS

Patent No.	Date	Description
253566	1926	'The Master Patent'- Implement raise and lower and draft control by hydraulic means.
320084	1929	Converging tractor linkage and cranked crossshaft on plough to give correct line of draft.
470068	1937	Spring loaded rolling rear landslide on plough to give quick entry at start of furrow.
470069	1937	Tractor hydraulic control valve moved to suction side of pump to avoid overheating and aeration of oil.
470087	1937	Tractor hydraulic system - automati dumping of oil when implement struck underground object thus relieving weight on rear wheels allowing them to spin and prevent damage to implement.
471515	1937	Lower link internal check chains allowing implement side movement when in work but none in the raised position.

During the development of his 'system' starting with the Eros plough and up to 1937 by which time the type A tractor and implements were in production Ferguson was granted at least fifteen British patents.

A thought on implement values. When the tractor was new it sold for £240 and each implement was priced at £26. A good Ferguson Brown seems to command £10,000 today and bearing in mind that the tractor on its own is only one half of the story, and in fact is pretty useless without its own equipment, an implement in pristine condition and complete must be quite valuable.

However good implements, especially cultivators, are hard to find with their condition reflecting the fact their working life often went beyond that of their parent tractor. When they were subsequently used with more powerful tractors linkage components and frames were invariably damaged.

Road Running, Ploughing and Bar-B-Qing

Adam Nelson (Aged 10)

On the weekend of 10th/11th September ten tractors left Uckerby for Moulton in North Yorkshire for North Cowton Fun Rally – six of them were Fergusons. When we got there we discovered the man who was supposed to lead the road run was ploughing, so we decided to do our own run, and off we went, followed by every tractor on the field who was not ploughing.

Setting off down the road, following Roger Wilkinson into a farmyard, where he had been working all week.

After our pit stop, when we set off again a David Brown Taskmaster let us down. Nigel Binks, Baz Alderson and Grandad (John Claxton) helped the two ladies in distress to get it going.

The road run lasted two hours and we travelled about 12 miles taking in the area of North Cowton.

We came back to the rally field for some lunch, then had a walk around before heading off to have a go at ploughing and dragging. Grandad let me have a go with his Fergie and Fergie drag.

We had to stop playing with the ploughs and drags as it was getting dark and we headed back to Uckerby for a Bar-B-Q and my quiz, with lots of laughs – we found out Nigel Binks knows all the teletubbies names!

Dad, Mike Nelson having a go.

Article writer, Adam on Grandad's Fergie with Grandad keeping a watchful eye.

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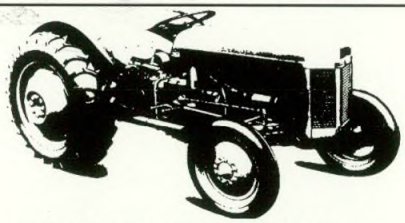

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Next Issue

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AROUND SCOTLAND WITH A CAMERA

Flying the flag for the Ferguson Club at Scone 2004 is John Melloy, Club Rep for Perthshire, Angus and Stirlingshire. The flagpole base, supplied by Sandy Grosset, Kinghorn, Fife, is Sandy's very smart TEF20.

John 'Fergie' Ferguson and Sandy Maclean with Malcolm McCall's MF35X which they finished restoring just in time to take part in the second Mareth Road Run from John O' Groats to Brora. The Run, in memory of Sandy's wife Mareth who died last year, involved nine tractors and raised £3,155 for Macmillan Cancer Relief. Well done to all involved!

Photographs by Lawrence Jamieson