



JOURNAL



Issue No. 50

Summer 2005

Bath and West Show 2005

Brian Whitlock on his TED20 with Fred on the MF712 steering hoe



Five of the tractor owners who exhibited on the Club stand, left to right, Brian Whitlock, Ken Adams, Ian Richings, Robin Hatcher and Roy Bailey.

*Rod Pearson's Ford 8N, not really a Fergie but it created some lively discussions.
Photographs by Mrs D Bailey*





Issue No. 50
Summer 2005

Editor: Tim Hanson

ABOUT THE JOURNAL

The *Journal* is published three times a year. The press dates are February, June, October. The contribution of articles and news will always be welcome.

©Copyright remains with the author where named, otherwise the Ferguson Club.

Articles and correspondence intended for publication can be typewritten or word processed (saved text format) and as e-mail with Quicktime pictures and is acceptable on 3.5", CD or Zip disks, (Mac or PC format). Photographs can be received as transparencies, prints or saved to CD. Please enclose SAE for return of material. If no clear instructions are received, the Editor will retain work submitted on file.

The *Journal* is produced for
The Ferguson Club by:-

Hanson Typesetting Services Ltd
68 Haworth Road, Cross Roads,
Keighley, West Yorkshire BD22 9DL

Contents

Chairman's Report	4
Treasurer's Report	8
Report of the Scotland (South) Area Rep.	11
Report of the Wales (Gwent) Area Rep.	12
Evaluation of Questionnaire	14
Report of the North Yorkshire Area Rep.	16
A Warm Welcome to New Members	17
Report of the Scotland (North East) Area Rep.	18
Report of the Archivist	19
Surrey Area Rep.	20
Ploughing Herefordshire	20
The AGM Weekend – A personal account	21
MF1100 Tractor	24
AGM Weekend Remembered	27
Starting Problems	28
Trusted for Generations, Tested by Time	30
Annual Members' Weekend	31
Starting the 23C	32
My Experience of Bath and West Show	38
Help to find Fergie Tractor	39
Finding a Ferguson	40
Tractor Name Word Search	41
Ferguson Club Merchandise	42
Classified Advertisements	44

Front Cover Photograph: *A grand sight of members tractors at the Builth Wells Show on the 21st and 22nd May. Merlys Lewis*

The Ferguson Club's Internet page is:

<http://www.fergusonclub.com>



Officers & Committee Members

President:	Mr Jamie Sheldon	
Chairman:	Ian Richings	238 Brooklyn Road, Cheltenham, Gloucestershire GL51 8EA Tel: 01242 574830
Vice Chairman:	John Jeffries	4 Vicarage Close, Holbeach St. Johns, Spalding Lincs PE12 8RS Tel: 01406 540246
Treasurer:	Tony Patten	13 Bedford Road, Hastings, East Sussex TN35 5JA Tel: 01424 444910
Secretary:	Brian Pickering	Newlands, Ripon Road, Kirby Hill Boroughbridge, York YO51 9DP Tel: 01423 323177
Membership Sec:	Lawrence Jamieson	PO Box 20, Golspie, Sutherland KW10 6TE Tel: 01408 633108 Fax: 01408 633418
Editor:	Tim Hanson	The Old Coach House, Bell Horse Lane Lees Moor, Hainworth, Keighley, BD21 5QF Tel: 01535 642411 e-mail: hansomtypeset@btconnect.com
Archivist:	John Groves	Old Cote, Rag Clough Beck, Stairs, Keighley, West Yorkshire BD22 9QY Tel: 01535 644180
Area Rep. Co-ordinator:	Ian Halstead	Ash Farm House, Joys Bank, Holbeach St. Johns, Spalding Lincs PE12 8SD Tel: 01406 540224
Sub-Editor Ladies Section:	Mrs Julie Gibson	2 High Street, Great Hale, Sleaford, Lincolnshire NG34 9LE Tel: 01529 460951
Website Co-ordinator:	Andrew Dobson	e-mail: as.dobson@tiscali.co.uk Tel: 01677 423224
Sub-Editor:	Brian Pickering	Tel: 01423 323177
Classifieds:	Tim Hanson	The Old Coach House, Bell Horse Lane Lees Moor, Hainworth, Keighley, BD21 5QF Tel: 01535 642411
DVLA Officer:	John Popplewell	Whiteoaks, Legsby, Market Rasen, Lincolnshire LN8 3QN Tel: 01673 844990
Technical Engineering Advisor:	Ernie Luxton	Tel: 01271 376476 Workshop: 01271 858738 Mobile: 07977 102945



Area Representatives

Northern Ireland:	Mr Norman Kerr	028 406 26270
Scotland (North):	Mr Lawrence Jamieson	01408 633108
Scotland (North East):	Mr Bob Lindsay	01224 722518
Scotland (South):	Mr John Gibson	01899 810214
Scotland (Inverness-shire & Ross-shire):	Mr Don Williamson	01463 782568
Scotland (Perthshire, Angus & Stirling):	Mr John Melloy	01738 710298
Scotland (Fife):	Mr Peter Small	01334 840547
South Wales:	Mr Basil George	01656 654440
West Wales (Carmarthen):	Mr D Bateman	01269 843738
Wales (Gwent):	Mr Merlys Lewis	01495 763540
North East England / North Yorkshire:	Mr Brian Pickering	01423 323177
Cumbria:	Mr Dave Weeks	01768 772315
Bucks / Beds / Oxon	Mr Gary Anderson	01494 881858
West Yorkshire:	Mr John Groves	01535 644180
Lincolnshire:	Mr John Jeffries	01406 540246
Norfolk:	Mr Duncan Russell	01760 721375
	Mr Ian Miller	01379 676278
Surrey:	Mr Tony Patten	01424 444910
Suffolk:	Mr John Selley	01359 271032
Gloucestershire & Somerset:	Mr Ian Richings	01242 574830
Herefordshire:	Mr Brent Thomas	01885 400630
Hampshire:	Mr Martin Cull	01489 572083
Devon:	Mr Michael Thorne	01769 540233
Devon (North):	Mr & Mrs Harold Beer	01769 540678
Ireland, Republic of:	Mr James Barrow	(353) 65 40286
Holland:	Mr B Westerveld	1883 15311
Germany:	Mr Karl-Heinz Kiunke	(040) 6419262
Denmark:	Mrs Merethe Hansen	(45) 53939212
South Africa:	Mr D R Field	27-33 9970891
USA	Mr Howard Hill	(330) 3262671

Chairman's Page

Ian Richings

The statement I made in my last report was too bold even by my standards. Unfortunately the web site wasn't up and running by the time the *Journal* was out. This was due to a technical glitch that was entirely outside the control of the people involved in getting it up and running. Things were sorted out and the site is now fully functional. Please can we all let our website co-ordinator Andrew Dodson have information on all the events and news regarding the Club. This will enable everyone to see what we are up to as a Club.

We had a display of tractors and implements at Tractor world in Malvern on the 5th and 6th of March. We had some interesting implements on the tractors, not all of which were marketed under the Ferguson brand. We had a rear mounted muck loader made by Cameron Gardner, a sack lifter by Culverwell; a Culti harrow, a Ferguson crane, a subsoiler and a Massey

Ferguson fertilizer spinner. There was a good selection of tractors also petrol /TVO MF35, grey and gold FE35 a variety of T20's TEF, TED, TEA some of which were restored to very high standard and our family one which still needs doing.

The best event of the year so far has to be the Annual Member's Weekend held in Usk. If the food next year in Scotland is the same we should call it the annual Ferguson Club Eating Extravaganza. (My wife Vanessa suggested we call it the Ferguson Club Annual General 'Eating!')

Everyone who did not attend the weekend missed a truly splendid time as it was not all Ferguson tractors and Club stuff all weekend. There were some truly tremendous trips both on Saturday and Sunday. It was a pity that Merlys, his boys and girls did not do enough praying for fine weather on the Saturday but even these



Left, Brent Thomas's TEC20 Vineyard with a Ferguson crane attached.

Right, Alwyn Marwood's MF35 Petrol TVO with MF fertilizer spreader. Ian Richings



Leon Vanstone's Grey & Gold FE35 with Brent Thomas's Cultiharrow. Ian Richings

things are outside their control. They did however have everything else under control with people being at the next site before the coaches arrived. I would like to thank Merlys and his team of helpers for all of these tremendous efforts during the weekend and the organisation before. Thank you to all of the members who attended the weekend without whom it

would have been a complete failure. Everyone who attended tell your friends and associates how good it was and what they missed.

The Richings family once again took part in the North Cotswold Tractor club road run. This was more successful for us this time as the trusty MF35 did not breakdown



The Club Display at Bath and West show. Ian Richings

again. The starting point was at Batsford we took a circular route around the north Cotswolds – much of it off road. We went through part of the Batsford estate and many other interesting places too many to remember. We did however bring Chipping Camden to a standstill at lunchtime with the MF65 tractors that took part, not only were we in the town but vintage motor bike club as well. We stopped at Washbrook farm (Andy and Pete Drinkwater's) for lunch, which was provided by Andy's lady helpers. After lunch we carried on with the tour of the Cotswolds. It was a 26 mile tour round at a leisurely pace enabling one to see the beauty of the Cotswolds. Thank you Andy and company for a brilliant day.

We then moved on to the Bath and West show for 4 days at the beginning of June, the weather lived up to expectations, it absolutely poured with rain on the Friday, it rained for the best part of 2 hours the site was completely awash. As usual we had a good selection of tractors on the stand. We created some interesting comments and discussions by having an 8N on the stand. A few people said 'that's not a Ferguson',

which it wasn't, but its all part of the Ferguson story. It was produced by the Ford motor company after the end of Harry Ferguson's agreement with them. There were some other interesting Massey Ferguson products on show – a MF735 bagger combine and MF65 tractor.

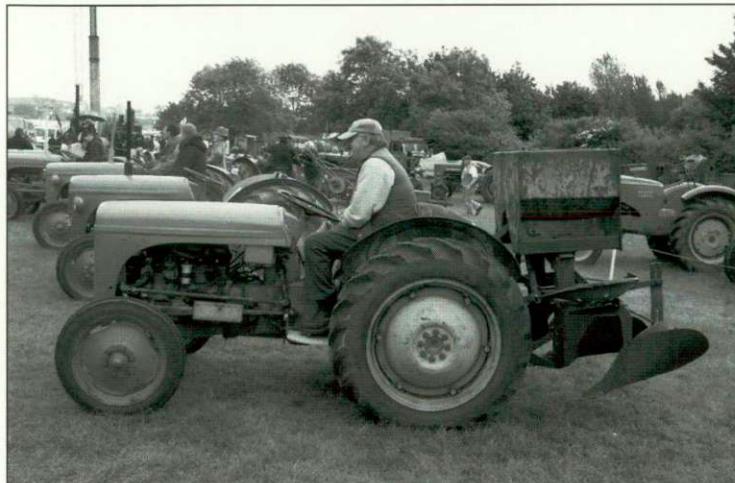
This is the story so far this year there are still more events, road runs and ploughing matches we are going to attend. There are 4 ploughing matches with Ferguson only classes in them. We are having a shield for the Ferguson Club member who scores the most points in the matches. Please contact Ian Ferguson for more information on the ploughing matches on 01989 730205

Two things we all need to start thinking about are that it is the 20th anniversary of the club and the 60th anniversary of the TE20 next year. How are we going to celebrate these 2 events? Ideas to me Ian Richings or any other committee member?

Also are there any more events we should be attending. Please let me know by either phone or mail, address details on page 2 or e-mail: ianrichings@tiscali.co.uk

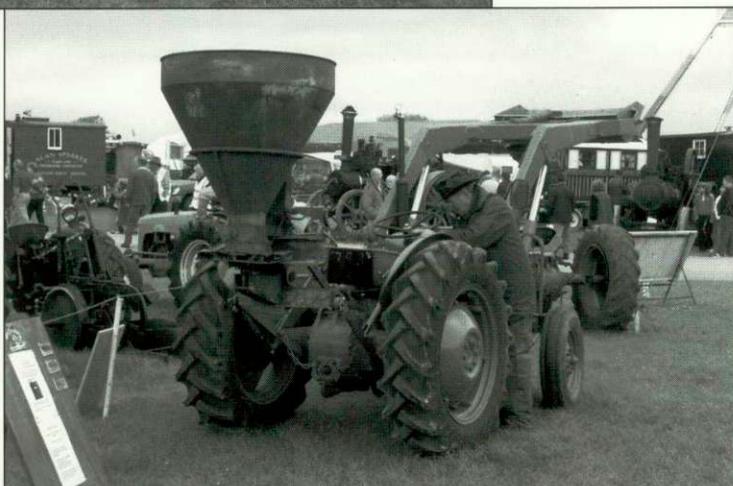


MF735 Bagger Combine at this years Bath & West show. Ian Richings



Our Chairman, Ian Richings driving a TEA with Ferguson potato planter.
Vanessa Richings

Roy & Denise Bailey's MF35 with fertilizer spinner and MF loader.
Denise Bailey



Ken Adam's TED with butterfly plough.
Ian Richings

Treasurer's Report For The Year 2004

Tony Patten

Now, let me say straight away, I do not pretend to be an accountant. However, I am able to write up the books, just. This is my first year as your Treasurer and I thank you all for your trust.

Not everyone may know that, until now, the books had been hand written.

I inherited, in July 2004, a plastic bag containing papers together with the comment that 'nothing had been written up as the first thing to be done was to buy a new ledger since the present one had only half a page left empty'. I decided then and there not to waste money on a new book but to jump from the Dickens era into the 21st century and go computerised.

I am pleased to report that 2004 was not a bad year for the club financially. The deficit being only £1,282 compared to £7,098 for the year 2003. OK, so we did not have some of the heavy expenditure incurred in 2003 repeated in 2004 such as the printing of the handbook pages.

Looking at the figures there are however, some anomalies, which need explaining.

Firstly, the fixed assets are not a complete list. The Club does own more than one computer and 'other office equipment', shown in the accounts at £36. No depreciation has been included as the items are of notional value only and may well be written off next year. I am in the process of ascertaining exactly what the Club does, in fact, possess and who are the keepers. There are for example flags, banners, caps, over-alls etc. All worth money. Since these items have not been listed previously the Committee will have to put a figure to each item so as to have them included in next year's accounts. I can only assume that, when bought, the items were listed in the accounts against merchandise, for example?

Secondly, if you remember Duncan last year used a guesstimate to arrive at the stock figure for our merchandise. This year, because we still have not got the true cost figures for each item and because some items are not selling, I have taken it upon myself to tell the accountants to use the selling price and halve it to arrive at a figure for stock value. I believe the figure shown of £4736 to be close to a reasonable cost value. Ian and I are working on the problem.

For those of you who saw my pre-audit print out at the January meeting let me say that, of course, there was some income from the AGM last year. It escaped my notice that one of Lawrence's pay-in sheets happened to be headed AGM. I was at that time entering items from the bank statement and put the figure down to membership subs. Now corrected as you may see. Remember I did not start writing up the accounts until August/September time when I received the spreadsheet from the accountants. It is quite possible that some other items may have slipped into the wrong headings but few I suggest.

Membership subscriptions

The figure shown is the figure received in the calendar year January to December. It does not reflect the figure for the membership year. That is, subscriptions received in November and December 2004, which are pre-payments for the year 2005, are listed in the 2004 accounts. Your Committee may like to consider whether this is acceptable or whether the subscription figure should tie in with Lawrence's membership figures for the year.

Advertising

Some of the money shown is for the year 2003 as, if you remember, no invoices had been issued in 2003. I did not wish to complicate the accounts and so add more to

The Ferguson Club
Income and Expenditure Account
For The Year Ended 31 December 2004

	Note	2004	2003	
		£	£	£
Merchandise Sales			3,242	3,127
Cost of sales			—	
Opening stock		9,942	9,816	
Purchases		2,838	1,103	
Closing stock	3	<u>(4,736)</u>	<u>(9,942)</u>	
			<u>8,044</u>	<u>977</u>
Gross (less)/profit			<u>(4,802)</u>	<u>2,150</u>
Other Income				
Membership subscriptions	3	25,901	26,151	
Donations		220	195	
Advertising		2,221	—	
AGM expenses recovered		1,116	1,500	
Archive fees		482	—	
Bank deposit interest		<u>286</u>	<u>327</u>	
			<u>30,226</u>	<u>28,173</u>
			25,424	30,323
Expenses				
Club publications – Production costs		14,506	16,229	
– Postage		2,683	1,617	
– Club Handbook		—	6,216	
– Membership leaflets		237	893	
Costs of meetings				
– AGM supplements and meeting		1,716	3,052	
– AGM Donations & gifts		74	190	
– AGM printing		1,153	1,015	
– Travel & expenses		1,857	2,563	
Insurance		790	696	
Printing, postage and stationery		1,309	2,624	
Advertising		200	—	
Rallies and trade stands		486	439	
Telephone and fax		42	49	
Computer costs		147	—	
Website		229	80	
Club archives		66	337	
Accountancy		899	640	
Bank charges		311	264	
Sundry expenses		1	149	
Depreciation on FF & Equipment		<u>—</u>	<u>368</u>	
			<u>(26,706)</u>	<u>(37,421)</u>
Net loss			<u>(1,282)</u>	<u>(7,098)</u>

the cost of the audit. However we are now up to date and I would hope more income will be generated by selling space on our website in future.

Accountancy

Considering the amount of extra work involved this year, in not only producing the papers but also building the software, I think the Accountant's charges are very reasonable. In future the bill should be much less provided we throw no spanners into the works to complicate matters. Anyone with just a little knowledge of spreadsheets will be able to take over as

Treasurer with no difficulty. May I say it is much easier to alter an entry on the PC, and let it do all the calculations for one, than to rub out an entry in a ledger, and then have to play for hours recalculating the columns.

The future

So now to the bombshell. In view of my age I give notice, now, that I do not wish to stand for re-election next year. You therefore have twelve months in which to find a volunteer to take over the post of Treasurer.

Provided, of course, I am re-elected today, that is.

The Ferguson Club Balance Sheet As At 31 December 2004

	Note	2004		2003	
		£	£	£	£
Fixed assets					
Tangible assets	1		36		36
Current assets					
Stock	2	4,736		9,942	
Debtors		17		-	
Cash at bank and in hand		13,752		16,447	
		<u>18,505</u>		<u>26,389</u>	
Current liabilities					
Accounts		<u>940</u>		<u>7,541</u>	
Net current assets			<u>17,565</u>		<u>18,848</u>
Total assets less current liabilities			<u>17,601</u>		<u>18,884</u>
Capital account					
Brought forward at 1 January 2004			18,883		25,982
Loss for the year			<u>(1,282)</u>		<u>(7,098)</u>
			<u>17, 601</u>		<u>18,584</u>

I approve these accounts and confirm that I have made available all relevant records and information for their preparation.

A W Patten, Treasurer

Date: 13 April 2005

Scotland (South) Area Representative

John Gibson

*These are some of the 2005 rallies we will be attending, not all dates are confirmed.
So always check.*

Plans are in hand for a small stand at the Scottish National Tractor Show at Lawrie and Symington Agricultural Centre, on the A73 near Lanark. It is on the 24th – 25th September. If any locals would like to display their tractors, please let me know. *Tel No. 01899-810214*

Biggar Albion Foundation, Show Field

Edinburgh Road Biggar

14th August, Road Run and Rally

H Carrick Tel No. 01899-220968

Avon Valley Vintage Power

28th August, Museum of Scottish
Country Life, East Kilbride

G McPherson Tel No. 01698-793659

Scottish Vintage Tractor Engine Club, Farming Yesteryear

10th – 11th September, Scone Palace, Perth

Club Stand Phone any club rep.

Scottish Borders Council September, Sunderland Hall Selkirk

Tel Council HQ 01835-824000

Scottish National Ploughing Championship

22nd – 23rd of October, Denholm Hawick

John Gibson Tel No. 01899-810214

**There are also a few local
agricultural shows we will
be attending.**



SOUTHERN COUNTIES TRACTOR SPARES LTD



SPECIAL OFFERS WHILST STOCKS LAST

MF 35, 135 IGNITION SWITCHES @ £8.50 each

MF 35 3CYL RADIATOR £80.00 • MF 135 RADIATOR £80.00

RAD DRAIN TAP £1.20 • T20, 35, 135 FRONT SPINDLE £30.00 each

MF 65 FRONT SPINDLE £33.00 • MF 35 3CYL HOSE KIT £10.00

MF 125 HOSE KIT £11.00 • MF SEAT CUSHION & BACK REST £28.00

TEF 20 CLUTCH PLATE £25.00 • MF 135 MANIFOLDS £16.00

T20 TVO FUEL TANK £69.00 • 11 x 28 REAR TYRES £85.00

10/11 x 28 TUBES £12.00 • 600 x 16 FRONT TYRES £20.00

600 x 16 TUBE £6.00 • MF 35, 135, 3CYL ENGINE KITS £129.00

TEA/D THERMOSTAT HOUSING £30.00 • T20, FE 35 23C, WATER PUMPS £24.00

T20 35 H/DUTY WINGSKIN £25.00 • T20, 35, 135 STEERING WHEEL £20.00

FERGY TYPE TOOLBOX £12.00 • MF35 etc SWINGING DRAWBAR £80.00

BUTLER TYPE HEADLIGHTS FOR T20, 35 etc £22.00 per pair

T20 FRONT GRILLS IN METAL SUPERB QUALITY £70.00 pair

T20 LOWER PANEL AND CENTRE BAR IN METAL £50.00

REAR WHEEL RIMS FOR T20, 35 £55.00 each

ALL PRICES PLUS POSTAGE & VAT

Quality parts at discount prices for the following tractors:

FERGUSON, MASSEY FERGUSON, IHC, NUFFIELD, FORDSON

FAST NEXT DAY DELIVERY ON ALL STOCK ITEMS.

Please send a large SAE for NEW 2004 parts list stating make and model.

TELEPHONE: (01243) 512109 FAX: (01243) 513853

137 ALMODINGTON LANE, EARNLEY, CHICHESTER, WEST SUSSEX PO20 7JR



Wales (Gwent) Area Representative

Merlys Lewis

We have had rather a busy and hectic time since the beginning of the year already. On the 5th & 6th March about half a dozen of our local members took tractors, and bits & pieces to support Ian's stand at Malvern at the Tractor & Machinery Show.

Then straight away, the AGM weekend was nearly upon us. Now after all the preparation & organisation for this is over, we have managed to draw breath & begin the programme of events for this season. Judging by the many congratulatory letters that we have received, I think that it was largely a success. This was due to the fact that we had so much help & support from Club Members & I would like to take this opportunity to formally thank everyone for such a concerted effort.

Our first show was the Smallholder's Show at Builth Wells on 21st & 22nd May. The weather was a bit temperamental, but members brought a great selection of tractors & implements, which made a wonderful sight parading round the ring with a commentary by Peter Aston, about

Harry Ferguson's life story. It was nice to see such a collection of tractors & varied implements from local members, as well as tractors from all over South Wales.

May 29th & 30th, saw us at Abergavenny Steam Rally once again. Fortunately, the weather was kind to us & members brought tractors & a good selection of implements. Members old & new came to visit the stand & join us for a cup of tea & cakes, etc. It was lovely to see old friends.

Our next trip out will be at East Wales & Borders Club Rally, held at Pandy, on 25th & 26th June, where there is a Road Run on Saturday, & a Rally & Vintage Auction on Sunday.

Machen Show is on the following weekend on 2nd July, followed by Brecon Show on 6th August, which will be the 250th Show.

On 10th August we will set up a Stand at St. Mellons Show at Tredegar Park, Newport.



Two views of the Club's stand at Tractor & Machinery show at Malvern. Ian Richings



Our final show will be at Usk Agricultural Show on 10th September.

We are hoping to hold a Working day in September for Club members in the Usk area if a suitable site can be found.

Anyone who would like to bring tractors to any of these shows will be very welcome. Please contact me on 01495 763540.

I would like to finish off with a poem to bring back a few memories of the AGM weekend, by one of our members' wife – Mrs Mollie Evans.

MEMORIES

*They came with so many memories of the past,
When England was proud of its heritage, things made to last.
From all over the country, they came with respect,
To see a little grey fergie, no one will forget
The Ferguson Tractor, loved as all will agree
Usk in South Wales was the place to be .
The weather to start was cold damp, grey
Did it dampen our spirits, no they say.
The AGM Meeting, Neville, then Peter told stories to all,
Of a little Grey Fergie made during the war.*

*After lunch they all caught the coach,
To Blaenavon Big Pit, to the valleys approach.
The mine, pitch black darkness all round,
Men once worked, the bowels of earth underground
Homeward all weary, tired just wanting a rest
Not jolly likely, to Usk for a feast of the best.
With a very young harpist, a male voice choir, time to unwind
Greg on guitar, songs from the past intertwined.
Red Dragon flags, Daffodils set a scene to remember,
Friendships forged all over, with Ferguson members.*

*Following morning up early as birds
To Dave's milking parlour, all modern with a beautiful herd.
All buttons to press, Nancy could manage, if he wanted a rest,
All together a sight, everyone very impressed...
On to Chepstow, Cophill, Peter's Tractors all under store,
With Welsh cheeses Janet and Alwyn the wine to pour.
Ushered away to The Abbey at Tintern for lunch.
Two coach loads some with cars, a real happy bunch.*

*Rounded up quickly back on the bus to Monmouth Town,
Down the Usk valley to Francis, with Rhydwyn riding around.
Tractors all Fergies with every machine.
Such a sight all together, that you've ever seen.
Memories, come back forgotten, long ago
When as boys they went to work to plough, sow or mow.
Then lots more food to follow, cups of tea,
Even a portaloos should you need a wee
For all the boys that showed the tractors
Time was ever moving on, but what did it matter.*

*As a team, each and everyone all pulled together
A brilliant day, sunshine the very best of weather.
So here's to Harry Ferguson, to his Fergie Tractor,
Looking down from above, the real benefactor.
That this little Grey Fergie has drawn such a crowd,
For boys with their toys all ladies say it aloud,
So back for tea, Merlys cried, surely SIR you jest,
We were hoping for a well earned rest.
Tea awaited, tables creaked, groaned with all the food,
Rosalind with willing helpers in a happy mood.
Ferguson merchandise with Libby and sister Sue,
Time for the journey home, farewell adieu
So for ALL who made THE DAY, so special for us ALL,
COME find THE FERGUSON STAND, Please pay us a call.*

Traditional hard rubber 6 & 12 volt Batteries



Delivered to your door

Lincon Batteries Ltd
Faraday Works, Faraday Road
Leigh on Sea SS9 5JU



Tel: 01702 525374/528711 Fax: 01702 421362

Battery men since 1908

Evaluation of Questionnaire

John Cousins

Many thanks to all those who replied to the questionnaire inserted in *Journal* 49

Here is former Club Chairman John Cousins, evaluation of the results.

The Committee noted that 69 members had replied to the questionnaire on Club management, co-ordinated by John Groves. This constituted a useful sample in advance of a more general survey in 2005 - 2006. With a membership fluctuating around 1500, the sample represented under 5%. As statistical analysis is said to demand a return of not less than 12%, the committee saw no point in attempting one. However, it would be a useful exercise to look for common trends and to highlight matters of particular interest or significance. So an exercise to meet that requirement was put in hand and the results are summarized in these notes.

The Journal (Q1 - 8)

Most demands were for technical matter, including tractor restoration, training days, technical correspondence and the availability of advice and assistance inside the Club. Only three replies mentioned implements. But a substantial minority were satisfied with the present balance. There was overwhelming support for the present format. 45 replies said so specifically and most others implied it. 11 would like to see more colour photography. A fringe commented upon the cost of glossy paper.

There were no adverse comments of significance. In fact the most general observation was that three issues a year was not enough! As for 'new' coverage, a variety of ideas included a return to competitions, visits to collections, more on upcoming events, Health & Safety, using Ferguson implements, 100 Series articles, more yesteryear items and MF/Agco news. But a significant number of replies

indicated satisfaction with the way things were and others reflected a desire for even more of what they liked already. The demand for advertizing was substantial, 31 replies would like to see more of it, It was useful and interesting but it should not displace articles. there was mention of more small ads.

As for members' willingness to contribute articles and/or help in production, 33 members declined but 22 said they would be willing or did so already, 5 said they might or would do so in the future. Some of the replies from willing members indicated a slight lack of confidence, 9 replies left it blank.

The Website

The survey into the Club's website had to an extent been overtaken by events. nevertheless, the response was of interest. In the first place 53 members had never accessed the website, a few because they had no equipment, others because they had no interest. Of the 16 that had tried, half had been unsuccessful. Only 14 had accessed other tractor websites, of these, FoFH came out best, not least because it worked.

Events

Response to the composition of Club events was patchy. Only 17 replies expressed a positive opinion about area meetings and eight more were either non-committal or negative. As for working days, 34 replied and most interest was in ploughing. 32 members replied to workshop days very much along present lines. There was, however, a total response to exhibiting a tractor/implement with 35 expressing interest and 34 none. Interest in the rest of this section was marginal.

The committee has concluded that the *Journal* remains the focal point of the Ferguson Club and that a surprising but

pleasing number of members expressed a willingness to contribute to it when asked directly. Those who doubted their ability to do so should be encouraged.

Whereas the website is an essential instrument in the modern world, it will most generally appeal to the younger members and the growing number of those others who are computer-literate. But there remain very many in the Club who are not

really interested or do not have the equipment and are unlikely to acquire it. No member should be made to feel excluded on that account.

The development of area groups is a slow business but it remains a principal objective. There are now a number of active groups in the regions which have shown themselves to be intirely capable of organizing and hosting a major Club event.

Response to questionnaire by West Yorkshire Area Representative John Groves

I have held a number of very successful workshop days, and would consider doing others if you, the members, request them. If you are interested please ring or write to me with your requirements and the best time to hold one, I will do my best to oblige.

As to the working days, although we own our farm, I am afraid that to hold a working day here is not practical, as we are in a wet part of the country, have small fields and it is all down to grass.

We are lucky in Yorkshire that Brian Pickering holds such an event at Humberton. I am safety officer and along with helping novices to get to grips with this art, do find time to have a play with my own tractor plough combination. Please come along to this event, as everything is quite informal. If you wish to bring a tractor, please ring Brain for an entry form, as you cannot just turn up without entering (sorry but we must stick to the rules) all are welcome so come along and have a chat, we will make time for you.

Area meetings in Yorkshire

This has long been a difficult situation to resolve. When do you want to hold them?, Winter would be best although days are short and weather inclement, Summer most people have better things to do although days are longer and hopefully better.

My own thoughts are to have a Saturday afternoon/evening get together sometime. with somebody to give a little talk, maybe a few slides, and fault finding diagnosis. If you want this kind of thing please ring or write to me and I will see what can be done.

Shows And Rallies attending

Below is a list of events we have entered to attend, and anybody wishing to make contact with me please feel free to do so.

Tockwith Agricultral show
5th August

Driffield Steam Rally
13th/14th August

Ribble Valley Rally
20th/21st August

Malham Agricultural Show
27th August

Kilnsey Agricultural Show
30th August

Brian Pickering's Working Day (Humberton)
10th/11th September

**NYVMS (Late Hornby Castle) Scorton Club
Stand with Brian Pickering**
24th/25th September

West Yorkshire NVTEC Ploughing (Cawood)
2nd October

North Yorkshire Area Representative

Brian Pickering

You may have noticed in the front of the *Journal* that I have taken over the General Secretary's job which is a position that lasts for 2 years. I would like to thank former Secs. Tony Patten and Harry Turkington for their invaluable help in easing me into the job.

One thing I feel all area reps and ordinary members alike should be aware of is the ongoing situation regarding insurance and vehicle licensing.

Recent Government legislation now means that a rally site or working area is regarded as a public place and so it is necessary for all self propelled vehicles to have at least individual third party insurance. Just to add a further complication, if a plough or other implement is disconnected from the tractor on which it then needs to be covered by public liability insurance of its own.

The rules regarding Statutory Off Road Notification (SORN) and vehicle licensing also need to be understood and I would recommend that anyone in any doubt contact their area rep. or our DVLA officer Grace Poplewell who has all the up to date information.

Many thanks to Roger & Tracy Wilkinson and the gang for agreeing to take even more weight off my shoulders over the next 2 years enabling us to continue with a wide range of events in North Yorks.

As detailed in *Journal* 49 the club will be again organising a display at Pickering

Steam Fair and at Tancred Grange, Scorton (formally Hornby Castle) on 24th and 25th September. Contact Roger for details.

Plans are also well underway for the Club's working weekend at Humberton nr. Boroughbridge on the 10th and 11th September (by kind permission of J.S. Sowray and Sons). Please ring me for details.

On the first weekend in October the club are attending 2 events. The Pickering UK Indoor Tractor Show is to be held on 1st & 2nd October at Pickering Showground. Contact Roger for details of what sounds like being a most exciting event and one that the Ferguson Club is extremely proud to support.

However if you would prefer a relaxing one-day event on Sunday 2nd October with the added attraction of a top class ploughing match, then join us at NVTEC West Yorks. annual rally at Cawood between York & Selby. Contact me for details.

Finally Arnold Staples is to hold one of his famous workshop weekends at Uckerby near Catterick by kind permission of Mr. & Mrs. Wilkinson. The subject on Saturday 19th November will be TE20 hydraulics and on Sunday 20th November it will be TE20 servicing. Contact Roger Wilkinson but remember, space is limited so that everyone gets a good view and these events are extremely popular so don't delay!

Contact Brian Pickering on 01423 323177
Contact Roger Wilkinson on 07803 269960



A Warm Welcome to New Members

15/3/2005 – 30/6/2005

<i>Title</i>	<i>Surname</i>	<i>County</i>	<i>Member No.</i>	<i>Title</i>	<i>Surname</i>	<i>County</i>	<i>Member No.</i>
Mr P	Cornelius	Gwent	4529	Gary	Mathers	Aberdeenshire	4559
Mr O	Bashford	Surrey	4530	Mr D M	Williams	M Glam	4560
Mr K	Moir	Aberdeenshire	4531	Mr B	Cocks	Wilts	4561
Mr S	Boucher	S Glos	4532	Mr J	Davidson	Moray	4562
Mr R	Attwood	Worcs	4533	MrJ H	Innes	Banfshire	4563
Mr J E	Austin	Clwyd	4534	Mr M	Prosser	Powys	4564
Mr D	Hymers	Caithness	4535	Mr M W	Gibbins	Powys	4565
Mr R E	Cleall	Devon	4536	Mr M	Weller	W Sussex	4566
Mr F G	Last	Powys	4537	Mr B	Page	Carmarthenshire	4567
Mr T	Satchell	Isle of Wight	4538	Mr R	Carline	W Sussex	4568
Mr J	Deakin	H & W	4539	Mr G	Jones	W Glam	4569
Mr K J	Still	Aberdeenshire	4540	Mrs J	Edmonds	Somerset	4570
Mr R	Duthie	Gwent	4541	Mr G	Hill	S Glam	4571
MrP	West	N Lincs	4542	Mr S	Hart	Gwent	4572
MrD	Morgan	Gwent	4543	Mr N	Waspe	Suffolk	4573
Mr R E	Hathaway	W Midlands	4544	MrP	Jones	M Glam	4574
Mr R	Gerrard	Cheshire	4545	Mr & Mrs H	Weighell	N Yorks	4575
MrR	Yates	E Sussex	4546	Mr K	Reynolds	Co Leitrim	4576
Mr & Mrs J	Horner	Somerset	4547	Mr P	Stephenson	Aberdeenshire	4577
Mr W J	Hemming	M Glam	4548	Mr D	Longley	E Sussex	4578
Mr R	Lock	New Zealand	4549	Mr P	Wheeler	E Sussex	4579
Mr G	Thomson	Middlesex	4550	Mr M G	Hammond	Leics	4580
Mr D	Bryant	Lincs	4551	Mrs S	Bills & Mr G Price	Leics	4581
Mr D	Anderson	Beds	4552	Mrs G	Harvey	Staffs	4582
MrG E	Harrison	N Yorks	4553	Mr J	Ramsay	Aberdeenshire	4583
Mr C G	Carter	Suffolk	4554	David	Crowley	Co Leitrim	4584
Mr A	Anderson	Aberdeenshire	4555	Mr H G	Bumford	Powys	4585
Mr J	Whyte	Aberdeenshire	4556	Mr D H	Kingston	Hants	4586
Mr B	Watt	Aberdeenshire	4557	Mr B	Hill	H & W	4587
Mr R	Taylor	Aberdeenshire	4558				

RON GREET (DEVON)

*Can supply new and used spares for Ferguson
and Massey Ferguson from the TE20 to the 6000. (1946-2000)*

Daily Despatch using Interlink

Tel: 01803 812269 Fax: 01803 813613

e-mail info@rongreet.co.uk

Hours of business: Monday to Friday 8am to 6pm. Saturday 8am to 12.30pm.

Scotland (North East) Area Representative

Bob Lindsay

The Ferguson Club will be in attendance at the following rallies this year 2005.

Oldmeldrum Rally

Pleasure Park, Oldmeldrum,
Aberdeenshire
Sunday, 7th August 2005
Telephone 01358 720501

Mearns Vintage Rally – Location TBA

Saturday/Sunday
3rd/4th September 2005
Telephone 01356 625407

Deeside Steam and Vintage Rally

Milton Field, Crathes, Banchory,
Aberdeenshire
Saturday/Sunday, 20th/21st August 2005
Telephone 01330 844150

Aberdeenshire Heritage

Aden Country Park, Mintlaw, Peterhead,
Aberdeenshire
Sunday, 25th September 2005
Telephone 01771 622906

Come and join us at these Stands

Bob Lindsay, North East Scotland Representative
Telephone 01224 722518

NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS

Any colour as long as it's Grey

Reproduced with kind permission of News @ MF

It's official, there is now only one shade of grey - Vintage Ferguson Grey.

After many years of debate and discussion among aficionados of the 'Little Grey Fergie' TE20 tractor about the exact tone of grey that was used to livery this much-loved machine, modern paint analysis techniques have come up with the definitive colour. The result is a new line of Vintage Ferguson Grey paint available through Massey Ferguson dealers.

'By taking an original TE20 painted panel which had been hidden from the harmful rays of the sun and exposure to the weather, then matching the colour with our own records and using modern sampling techniques, we have produced an authentic match', explains Nick Rews, manager MF Parts Marketing. 'Collecting and restoring old TE20s is very popular and we are sure the new line of paint will satisfy the most ardent enthusiast. We also did our homework on the can, and to add to the vintage feel, the paint comes in a tin with original Harry Ferguson Ltd labelling.

'The beauty of the new paint is that it combines authenticity of colour with the latest advances in tractor enamel', he adds.

Designed by the brilliant engineer, Harry Ferguson, over half a million TE20 tractors were built in Coventry, England between 1946 and 1956 and the machines were exported all over the world. As well as being a collector's item, many are still in regular use today.

Vintage Ferguson Grey is available in 1 litre cans and 400ml aerosols.

Also new for TE20 enthusiast from MF is the Ferguson spanner, officially known as a plough wrench. This open-ended spanner was one of the items to come in the small toolbox fixed to the side of the TE20. Not surprisingly, very few machines still have the original. Made in England, the new spanner is a replica of the old one and guaranteed to fit all the necessary nuts and bolts.

NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS·NEWS

Archives Report

John Groves

The archives have acquired a few new instruction/parts books, since the last *Journal*.

Copies of all the stock of archives are available to members at a reasonable cost. For thick books please ring me first for the cost of copying these, as it may be expensive to copy the whole book when you only require part of it.

West Yorkshire Area Representative

John Groves

We visited the Borders rally at Kelso on our way back from our holiday on the Isle of Mull. It was nice to meet up with John Gibson and his wife who are the area reps for the south of Scotland, they had a nice display of hand tools and animal traps with the inevitable Ferguson Club board out. A couple of unusual tractors on display were a MF1100 platform tractor and a MF154C crawler minus its cab. There was a good selection of tractors and vehicles, we also met some enthusiasts from Yorkshire.

The exhibiting rally season for us started with the Chipping Steam Fair. We have supported this rally since it's inception in

We are always on the look out for good clean MF35 and MF100 series tractor and implement books, and any Ferguson ones that may be available. I only have a limited budget for purchasing stock so we are more than grateful for any that are donated to the Club.

To contact me see details on page 2.

1998 to raise funds for a new village hall. Although cancelled in 2001 for the Foot and Mouth epidemic and again in 2003 as the field was totally flooded, it has grown from strength to strength with a record number of exhibits and general public through the gates this year.

It was a show for the blue marques as when all the tractors were in the ring all you could see was blue. A few more greys were present on Sunday with other makes but still blue dominated the line up and arena, but justice was done as a grey took a highly commended rosette and the Fordson's missed out.

*John Groves with
Mr & Mrs Gibson
and their collection
of goodies.
Ruth Groves*



Surrey Area Representative

Tony Patten

South East Diary for 2005

6/7th August – Step Back In Time Working
Bygones, Sedlescombe

13/14th August – Working Weekend, Brige
Farm Ringmer

20th/21st August – Ketches Lane Working
Weekend, Scaynes Hill

27-29th August – Festival of Transport or
Edenbridge and Oxted

10/11th September – Laughton Country Show

I hope to attend all!

Phone Tony Patten on 01424 444910
for more info.

Ploughing Herefordshire

Iain Ferguson

Owing to increased interest in our **Ferguson Class** at local events we have been invited to attend two other societies bringing the total to four. Now its becoming serious! A few clear rules must be established which will be passed on to the four societies for inclusion in their schedule our request as follows

Ferguson system class

Ferguson tractor and plough as manufactured for Harry Ferguson Ltd. From 1946-56 and must include the original flat top link depth 6"

The Ferguson Club will present a challenge cup at each society match ,and this year for

the first time a challenge shield will be awarded to the competitor gaining the highest points total from all 4 society matches, and will be presented at the last match

Matches in question are:

Llanwarne 10/09/05

Llangattoch 18/09/05

Wormside 01/10/05

Ledbury 02/10/05

Anyone who is interested in taking part in any or all of the events please contact **Iain Ferguson** (01989 730205) one week before the event date to secure plot.



Usk 2005 – The Members Weekend – A personal account

Brian Pickering

This year's Annual Members Weekend, incorporating the AGM, was held at Usk, Monmouthshire on the 23rd/24th April and a most excellent weekend it turned out to be.

However, let's start at the beginning. Jo and I are both very fond of the Tenby/Saundersfoot area of Pembrokeshire and so the area around Usk has just been somewhere that we have passed through quickly on our way to South-West Wales.

Time to put that right, we thought and so we set off on the morning of Thursday 21st and headed for Ross-on-Wye. A good look round the town and a ride through the Forest of Dean as far as the banks of the River Severn brought us to Thursday evening.

The following morning we set off for Symonds Yat where from a high vantage point overlooking the River Wye we were

able to watch the buzzards and peregrines in action. Fortunately I had remembered to take the binoculars.

Next stop Monmouth where we arrived just in time to see Prince Edward who was there to open a new theatre in the town. Once again a walk round the town this time followed by a look round the Regimental museum where a lady from Leeds was able to answer all our questions.

Our final visit of the day was to Raglan Castle after which we headed for Usk, finally arriving at the Rat Trap, our accommodation, where we were greeted by familiar faces. The Friday evening informal dinner was as usual very pleasant with lots of chat with old friends.

Saturday morning saw us arrive at Alice Springs Golf Club where the AGM began after an excellent introduction by Mr



Getting ready to start the 2005 AGM meeting.

Neville Waters MBE, the Former High Sheriff of Monmouthshire. The AGM was run most efficiently by our Chairman Ian Richings and after the various reports had been heard, the postal votes were added to those from members in the room resulting in a resounding vote of confidence for the new Executive Committee.

Our 2 speakers were Mr Peter Villars and Mr David Morgan and it was a pleasure to sit back and listen to them both reminisce about their lives and their connections with Harry Ferguson, his tractors and machinery.

After lunch at the golf club it was time to embark on a marvellous array of visits organised by Merlys Lewis and his team.

Saturday afternoon's trip was to 'Big Pit' which is a former working coal mine now open to the public. So we went underground, approx. 18 in the cage at a time. Our guide made very clear the conditions under which men, children and horses

worked. Anyone who grumbles about their work should take a trip down 'Big Pit'!

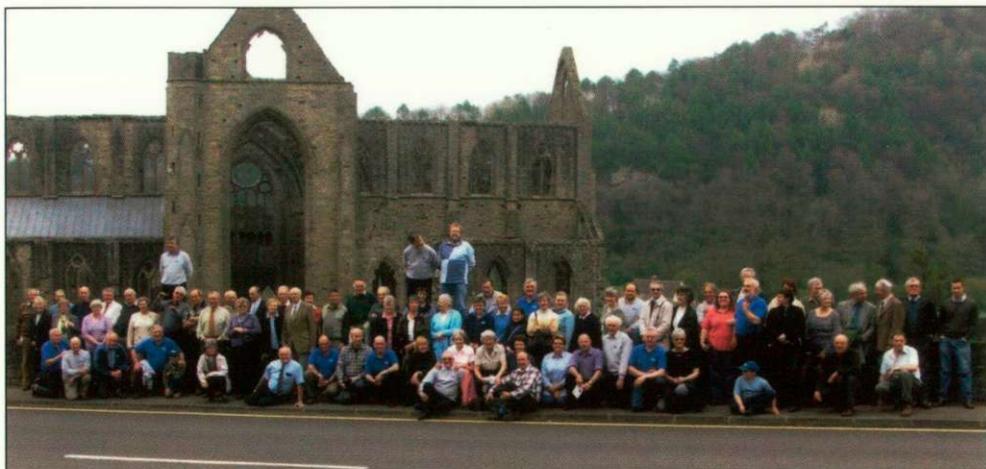
The rest of the afternoon was taken up by a tour of Welsh Mining Valleys but much to everyone's disappointment, wet and misty weather prevented any long distance views. Merlys was particularly dismayed but we were able to get a feel of what is obviously a spectacular landscape.

Time to refresh ourselves then it was off to the Usk Conservative Club for Buffet and evening entertainment. This was a wonderful evening where we were able to get together with Merlys, his family and his friends to listen to the Pontypool Male Voice Choir as well as 14 year old Larna Bradshaw playing the harp and Greg Rowland on guitar.

Sunday's first visit was to Trostrey Court Farm where we met up again with Mr David Morgan who along with his family runs a large dairy herd. The main attraction here was the automated milking parlour,



Chairman Ian Richings and family about to take the trip down 'Big Pit'



Group photograph at Tintern Abbey after lunch on Sunday.

something which I had never seen before. Mr Morgan and family went to great lengths to answer all questions before we set off again for Mr Peter Gaskins Marshall and Fowler collection.

Merlys and the gang had organised wine, cheese and biscuits for us while we looked round a superb collection which included not only some of the earliest Marshalls but also some of the last.

Lunch was at the Abbey Hotel, Tintern which, not surprisingly, overlooks Tintern Abbey. What a superb setting.

Our final visit was a real joy. We arrived at Rhydymaen Farm, the home of Mr and Mrs Evans to look at their collection to find that Merlys and friends had brought their tractors and machinery for us to view. What a wonderful opportunity to talk about all things Ferguson.

Sadly it was time to bid farewell as we had a long journey home. Once again many thanks to Merlys and gang as well as everyone who invited us to visit their homes. Now that's what I call a weekend. See you next year!



Some of the wonderful collection of tractors at Rhydymaen's (Rhydymaen Farm).

MF1100 Tractor



*1956 MF1100 No.09B27219
owned by Bill Brennard of
Chapel-le-Dale, and
displayed at the Kirby
Longsdale Rally 2005. The
top view show the power
adjustable rear wheels.*

*The other 2 views show
both sides of the engine.
Arnold Staples*



Rugged new power machine for large scale farming



Designed particularly for the larger farms, the MF1100 brings a new concept to tractor efficiency, operator comfort, convenience and control. Powered by an economical 6-cylinder, direct injection, diesel engine developing 105 hp the MF1100 is the most powerful tractor ever built by Massey-Ferguson for the UK market. The MF1100 pulls your work ahead of schedule and gives higher output than other tractors of the same class for two main reasons. With MF's exclusive Pressure Control as standard, heavier loads and large implements can be operated, and thanks to MF's exclusive Multi-Power the MF1100 can be used to operate a smaller implement faster. The extra power pays both ways.

The secret of the MF1100's success lies in the careful matching of the implement to the type of land to be worked. To obtain

maximum efficiency the implement must make maximum use of the horse-power available, but must allow the tractor to be operated at around 5 mph.

Operator fatigue and discomfort, factors which also reduce output, have been minimised. The large, unobstructed platform has ample standing room and the driver's seat, suspended on a cushion of air-oil is one of the most comfortable in the business. The steering column is adjustable for height and rake for maximum convenience. Hydrostatic power steering and power disc brakes overcome the difficulty of headland turns and make the handling of this giant effortless.

The MF 1100 is the complete tractor, everything is there as standard, and it will handle any job that modern heavy power farming demands with power to spare.

SPECIFICATION

ENGINE A 6.354 direct injection diesel made by Perkins to Massey-Ferguson specification:			
Capacity	354cu.in.	Injection Pump	Distributor type
Bore	3.875"		
Stroke	5"	Max. Gross H.P.	105 at 2200 rev./min.
Compression Ratio	16:1	Max. Torque	275 at 1350 rev./min.

TRANSMISSION

Clutch	Single, heavy duty, twin disc, spring-loaded, 12" diameter.
Multi Power	The transmission, in conjunction with two sets of constant mesh helical compounding gears, provides 12 forward and 4 reverse speeds.
Final Drive	Conventional differential with spiral bevel gears. Further reduction by three pinion epicyclic gear train.
Steering	Hydrostatic Power Steering standard. 4 turns from lock to lock. Fully adjustable steering column through 48° rake angle and 4" length.
Brakes	Wet disc, hydraulic power operated disc brakes. Applied together or independently to assist turning.
Handbrake	Actuates a 14" x 2" brake drum on each rear axle shaft for a secondary braking system.
Power Take-Off	Two adaptor shafts supplied, giving 540 rev./min. and 1000 rev./min. at 2000 engine rev./min. Actuates by hydraulic clutch. Spline diameter 1 ⁷ / ₈ ". Max Power 92h.p.
Road Speeds	On 15.34 tyres (32" rolling radius).

Engine r.p.m.	MULTI-POWER LOW		MULTI-POWER HIGH	
	2200 rev./min.		2220 rev./min.	
Gear	m.p.h.		m.p.h.	
1	2.01		2.53	
2	3.17		4.00	
3	4.35		5.48	
4	5.78		7.29	
5	9.12		11.49	
6	12.51		15.78	
Reverse 1	1.65		2.07	
Reverse 2	4.73		5.96	

Differential Lock Hand lever control, hydraulic operation, fitted as standard. Also disengaged automatically with application of brakes.

HYDRAULICS

Functions	Two way Draft Control with Intermix and draft sensitivity adjustment, Position Control, Response Control and Pressure Control. Manual unloading valve.
Linkage	Heavy duty Category 2 three-point linkage. Top link adjustable. Lift capacity 5,000 lb. approx.
Radial Pump	Constant pressure, variable volume, radial piston. Maximum delivery 16.65 gals./min. at 2000 lb./sq.in. priority to power steering and brakes
Auxiliary System	Closed centre system, supplies four quick release couplings and will operate one or two single or double acting rams.

DIMENSIONS, WEIGHTS, CAPACITIES

Length	13'8"	Turning Circle (with brakes)	23'4"
Width	7'6"	Turning Circle (without brakes)	27'4"
Height (over exhaust)	8'5"	Fuel Tank	29 gals
Height (over steering wheel)	6'8"	Cooling System	4 ¹ / ₂ gals
Ground Clearance	13 ¹ / ₂ "	Engine	3 ¹ / ₂ gals
Weight (approx.)	8,800lb	Transmission	18 ¹ / ₂ gals
Wheelbase	8'8"		

2005 Annual Members Weekend Remembered

Beryl Dowdeswell

Usk, unknown to me before the AGM is now highlighted in my road atlas and my memory. To Merlys and Rosalind and all who helped them, our thanks and admiration for the hard work which resulted in a most enjoyable and very well fed weekend. Well done.

The speakers were excellent and I was pleased to hear someone during his talk about his career mention Richard.

A trip to an automated milking parlour held some viewers spellbound and to see a large suspended backscatcher being used, one could almost envy the cows their luxury. Wales is a very beautiful country and we enjoyed the scenery as we toured around the area.

The visit to a now 'showcase pit' was rather awesome. To hear of the unbelievable working conditions of the past, particularly for little children. Yes, the conditions obviously had improved, but it said much for the camaraderie which existed amongst the miners.

Members' tractors, those much prized possessions painstakingly restored are the reason for the existence of the 'Ferguson Club'. Long may the interest continue. Now that the AGM is held over two days, how much better it is to have the time to share the interest.

Saturday evening we had the pleasure of listening to a Welsh Male Voice Choir and a young lady with her harp. It was also a memorable evening for myself. Merlys and Rosalind presented me with a beautifully carved 'Welsh Love Spoon'. Depicted is a Rose, TE20 and plough, Welsh Dragon and a Shepherd with a sheep and two lambs. The words are 'Ferguson Club and AGM Wales 2005. A truly unique and treasured gift. Thank you to all concerned.

All too soon we were on our way home. My thanks to Bob and Gladys Lindsay who made it possible for me to attend the AGM.

My best wishes to all and I look forward to next year's Members Weekend and renewing friendships.



Merlys Lewis hands out mementoes at Rhydymaen Farm, with host Rhydwyn Evans in the foreground

Starting Problems

Arnold Staples

Harold Esson's article in the Spring *Journal* lead me to think that a few notes on electrical test procedures may be of interest to members.

First of all it is necessary to have volt/amp meter to carry out the tests correctly. (I accept that many people today have the more modern multi-meters, which will do the job, but for some test, two meters will be necessary.)

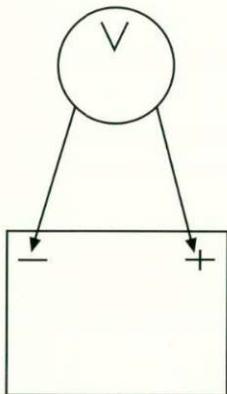
Before going into the test procedures it would be wise to clear several points.

1 Most tractors today use a 12-volt system, so I will state readings for 12-volt

systems, but with 6-volts readings in brackets.

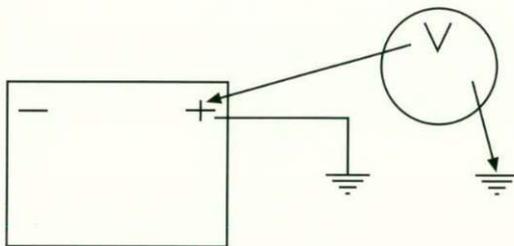
2 These notes are intended for spark ignition tractors eg TE20 and FE/MF35 range, which are positive + earth systems. Therefore all the tests are shown positive + earth. If any tractor has been converted to negative - earth, then reverse the meter connections.

3 For all tests it is essential that ALL meter connections are good. This may require items to be cleaned to make a good contact. This may necessitate scraping off paint to get a good earth contact.



TEST I BATTERY VOLTAGE

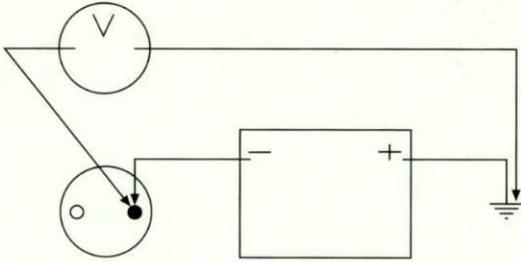
Volt meter across battery terminals. Should read 12-volts (6-volts) with no load. Should read NOT less than 10-volts (5-volts) when load applied eg operate starter. If voltage drops below 10-volts. Substitute for FULLY charged unit. Have battery recharged and retested before refitting. Always recharge and test before replacing with new battery.



TEST II EARTH LEAD

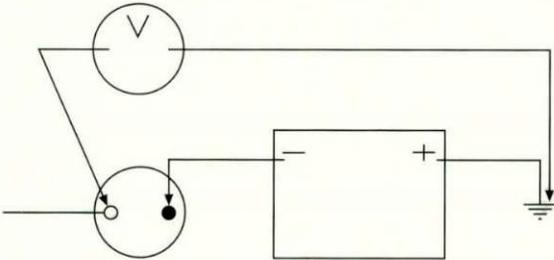
Volt meter from battery earth terminal to GOOD earth. Should be NO reading. Any reading indicates a poor earth. Remove and clean all connections.

TEST III LIVE LEAD TO SWITCH



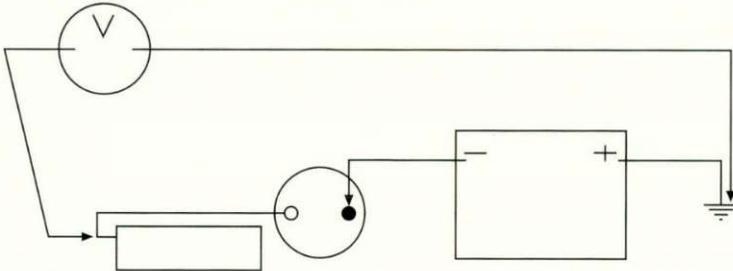
Volt meter from battery earth to battery lead terminal on starter switch. Switch is on top of clutch housing, behind toolbox. Should give same reading as at battery eg 12-volt (6-volt), no load.

TEST IV STARTER SWITCH



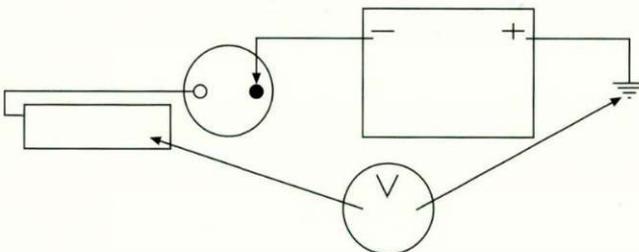
Volt meter to starter switch outlet (starter lead). Operate starter switch. Should read has battery with load eg not less than 10-volts (5-volts). If no reading appears the switch is faulty or requires adjustment. To adjust, loosen 4 mounting bolts or push switch forward, by levering from steering box unit.

TEST V STARTER CONNECTION



Volt meter from earth to post on starter end plate. Operate starter switch. Should be battery reading eg not less than 10-volts (5-volts).

TEST VI STARTER EARTH



Volt meter from battery earth to good earth on starter unit. Operate starter switch. ANY reading indicates poor earth of starter. If a multi-meter has been used for test I to V a jump lead is better for this test. Some multi-meters may not withstand the load if earth is really poor.

Trusted for Generations, Tested by Time

Lawrence Jamieson

The Royal Highland Show – the shop window for Scottish agriculture – is held every June at Ingliston near Edinburgh. Every year Jane and I say, “We must go to the Highland Show this year” and for the past nine years, for one reason or another, we haven’t managed! However, this year we made it, thanks to the generosity of a Club member in Salisbury who had won a pair of tickets in a competition and wasn’t able to go.

The Highland Show has something for everyone – livestock of all types, rural crafts, shops galore and – my particular interest – lots of stands with gleaming machinery. It takes me back to my boyhood in the 60s, rushing round all the tractor stands collecting leaflets – how I wish I’d kept them when you see the prices they now go for at sales! 40 years on and I must admit to a bit of leaflet collecting this year, but on a much reduced scale.

First we stopped at the Lely stand a picked up a glossy brochure about their Astronaut robot milking system. Those of us who attended the Club’s Annual Members’ Weekend were fascinated to visit David Morgan at Trostrey Farm and see his Astronauts in operation.

Next amongst the gigantic tractors, including a 500hp rubber-tracked Steiger Case, capable of ploughing over 700 acres in 24 hours, could it be, yes, a brand new MF35! In almost identical finish to our old friend of the 60s and yours for £8,600 +

VAT, but all the way from India – the TAFE 35 DI Classic. Complete with a locally sourced Simpson version of the Perkins A3-152 engine the TAFE 35 looks well made and finished. TAFE (Tractors & Farm Equipment Ltd) has been producing MF tractors under licence in India since the 60s, but to my knowledge they have only recently been imported into the UK, by Tractors UK of Sturminster Newton, Dorset.

Jane must have seen the gleam in my eye as I was obviously mentally adding up where I could get the money and where I could keep one, and broke my reverie by reminding me we’d miss the pole-climbing event at the forestry section, so sadly we moved on! The pole-climbing, using boots with spikes and a strop, is quite a spectacle. Sadly, I haven’t got the nerve or the fitness to shin up an 80 foot pole in about 12 seconds, but plenty of fit young foresters have.

All in all an excellent day - sunshine from morn till night, Aberdeen Angus steak rolls, beautifully groomed horses and cattle, meeting friends, sore feet, spending too much and sadly listening on the radio to the drama of Scot Andy Murray being beaten at Wimbledon and yes, a bit of time travel back to the 60s when machinery was so much neater, and a meeting with an old friend in new clothes – the TAFE 35, the brochure says it all – “Trusted for generations – tested by time”.

WEBSITE • WEBSITE

The Ferguson Club Web Master Andrew Dobson is seeking any material, rally events or pictures to post on the new Club website. You can contact Andrew on 01677 423224 or e-mail: as.dobson@tiscali.co.uk

WEBSITE • WEBSITE

Annual Members Weekend

22nd – 23rd April 2006

A definite date for your diary, note it now, Saturday 22nd & Sunday 23rd April 2006, Inverurie near Aberdeen – the Annual Members' Weekend comes to Scotland.

Bob Lindsay, Club Representative for North-East Scotland and his team have plans well under way to lay on lots of interesting visits and experiences for Club members and their guests. In addition, 2006 is the 60th anniversary of the start of production of the TE20 and the 20th anniversary of the establishment of the Ferguson Club – a great opportunity to get

together with friends in the Club and to meet new friends. Have you ever been to a ceilidh or visited a whisky distillery? Come and experience the unique patchwork that is the North-East of Scotland – we can't guarantee sunny or warm weather, but we can guarantee a very warm welcome!

Details about accommodation and travel – the venue is just 20 minutes from Aberdeen Airport – will be sent out nearer the time, however the essential thing just now is to ensure that you don't miss out – note the date and start making your plans. See you there!



Wedding Bells



*Congratulations to Pete Small, Fyfe Area Rep
on his Marriage to Karen Thomson in Eyemouth.*

LAN MAY YER LUM REEK!

APB TRADING LTD

**FULL RANGE OF PARTS STOCKED FOR
TE 20, 35, & 65 TRACTORS
ALSO PARTS FOR FERGUSON IMPLEMENTS**

Contact Bob (Ex. Brian Dunn) who has over 40 years
experience with Massey – Ferguson Tractors

All Parts Available By Mail Order

Unit 38, Hartlebury Trading Estate, Hartlebury, Nr. Kidderminster,
Worcestershire, DY10 4JB

Tel: 01299 250174 Fax: 01299 251752

e-mail: apb@dircon.co.uk

Starting the 23C

W J Baber

The following article has been reproduced from *The Ferguson Club Journal*, volume 5. No. 3, Winter 1992.

One of the most common complaints about the four cylinder diesel engines or the Ferguson FE35 (later MF35) from 1956-59 is that of its poor starting characteristics.

This article examines this phenomenon with reference to Service Bulletins issued to dealers in the period from 1957 to 1959.

Briefly, the 23C engine was of an indirect injection type with Ricardo Comet combustion chambers and Pintaux injectors, which have an auxiliary spray hole to assist with starting. Dry liners were fitted with aluminium alloy pistons, and were graded 'F', 'G' and 'H'. It was, and still is when overhauling, important to match assemblies strictly as there is a variation in size between the three grades. Both Automotive Engineering Co and Wellworthy makes of pistons were used. There was provision for five piston rings to be fitted, four above the gudgeon pin and one below. However in practice only four were fitted (with the option of using a fifth later) though as will be seen from the bulletins, the piston rings were to be one of the main areas of concern in trying to

overcome the problems of poor starting in this engine.

Those who are contemplating overhaul of this engine are strongly advised to consult closely the details of the FE/MF35 tractor service manual (available through the Ferguson Club and from Massey Ferguson) before dismantling or to seek good advice from engineers who are experienced with this type of engine. Also the I and T shop service manual No. MF14 is a good source of information.

The following Ferguson and Massey Ferguson Service Information Bulletins serve to illustrate the problems associated with piston rings in this engine. As early as August 1957 a change of type of the Oil Control ring was made. At this time all rings were fitted above the gudgeon pin, being four in all. The first in this series of bulletins reads thus:

Issue No. 56 (57) Home
55 (57) Export
45 (57) Industrial

5th August 1957

FE35 Tractor
23.C Diesel Engine
Oil Control Rings



ADVICE

In the interest of standardisation it has been decided to discontinue the fitting in production of the 'Cygflex' ring as an alternative to the 'Duaflex' type and with effect from Engine No. SJ.19039.E both BHB and Wellworth type pistons embody the 'Duaflex' exclusively as the oil control ring. Furthermore it is strongly recommended that this policy is followed in service.

About a year later the following bulletin was issued after complaints of bad starting during the winter of 1957-58, As can be seen, further investigation was made into the Oil Control ring and its effect of excessive oil control causing oil starvation to the compression rings above, and therefore excessive wear and poor compression.

Issue No. 74(58)

16th July 1958

MF35 Tractor
23C Diesel Engine
Cylinder Liner & Piston Assemblies

SITUATION

Reports were received during last winter that several cases of difficult starting were not cured until pistons and liners had been renewed.

ADVICE

Assemblies were returned, claiming Warranty in most instances, with allegations of piston and liner wear and grooving of the liners, but examination revealed little or no significant wear and grooving rarely of any depth. Compression ring gaps were, however, found excessive.

The conclusion was drawn that excessive oil control was being exercised by the oil control ring, causing starvation of the compression rings, which resulted in peripheral wear and wide ring gaps.

As advised in Service Information No. 56(57) Home 45(57) Industrial, the fitting of oil control rings alternative to the

Duaflex has been discontinued for some time, and furthermore, with effect from Engine No. SJ.63713.ED the wall pressure of the Duaflex ring has been decreased to ensure that the oil control is not too severe.

SERVICE PROCEDURES

It is recommended that the low load Duaflex rings (Part No. 826 067 M1) are always used in a new liner. If however the liners have been in service and particularly if oil consumption is in question, the original Duaflex rings (Part No. 1851 045 M1) should be used.

Yet again, after another winter (of discontent?) and another year passed by, more thought was put to the problem of piston rings. It is interesting to note the comments below that fitting a (fifth) ring below the gudgeon pins is NOT recommended at this point in time. Note also the comments on the fitting of spurious ring sets, including a fifth ring, and the use of non-genuine spares. The following bulletin is dated 18th August 1959:

Issue No. 116(59)

18th August 1959

FE35 Tractor
23C Diesel Engine
Piston Rings

ADVICE

A new piston ring set has been introduced in production as follows.

Piston Ring	Description
Top Compression	Inlaid Chrome
2nd and 3rd Compression	1½° Taper faced
Oil Scraper	Drilled & Grooved (fitted above the gudgeon pin)

All these rings are in material code DTD 485

INCORPORATION

Introduction of this change was staggered, taper faced compression rings being introduced separately from Engine No. SJ.104912.E to SJ.105531.E and SJ.105663.E and future; the full set from SJ.112352.E.

SERVICE

Advanced field testing has indicated that these rings can be used for service in liners which have worn up to .006" (.1524mm). fitting a ring below the gudgeon pin is not recommended.

SPURIOUS RING SETS

It has been brought to our notice that on a number of occasions ring sets have been used which are not genuine spares, some of these in fact include a ring below the gudgeon pin. The results have proved costly and we warn you against experimenting in this manner.

However by November of the same year (1959) yet further investigation had been done and some revision was advised to the previous bulletin in August 1959. Here again the issue of the fifth ring below the gudgeon pin surfaces, and by this time opinion has changed regarding liners that have worn beyond .003inches. The following bulletin makes interesting reading:

Issue No. 166(59)

17th November 1959

FE35 Tractor

23C Diesel Engine

Piston Rings - Service

(Service information 116(59) also refers)

ADVICE

Following further investigation into the piston ring arrangements for service in Service Information 116(59). Some revision to these instructions is detailed below.

SERVICE

For liner wear up to .003" (.076mm) maximum, it is recommended that the present production ring arrangement, as detailed in Service Information 116(59), be fitted. For liner wear between .003" (.076mm) and .006" (.152mm) it is recommended that the present production ring arrangement and an additional drilled and grooved scraper ring (Part No. 829 732 M1) be fitted below the Gudgeon Pin.

Did all this cure the perennial problems of the 23C engine? In some case perhaps, in others perhaps not, depending on usage, maintenance, whether or not modifications were or were not done and general operator care. By September of 1959 the Standard Motor Company had been purchased by Massey Ferguson and substantial changes were under way quite soon. The MF35 had a new engine fitted in late 1959 in the form of the three cylinder 3A - 152 Perkins unit which was to seal the success of the MF35 for the rest of its production life (and that of its successor the MF135 and other derivatives of that series). Problems like this were soon to become a thing of the past.

However for those users who still operated the old four cylinder FE/MF35s the problems were to continue. Yet another service information bulletin has surfaced which makes interesting reading in hindsight.

This apertains to the fitting of a starting aid which introduces officially, perhaps for the first time, the use of ETHER into the system for rapid starting. This following bulletin is dated yet another year later, 12th August 1960.

FE35 Tractor

23C Diesel Engine

Start Pilot

Quite a number of distributors and dealers have for some time been asking us to consider making a Kigass conversion kit available for the earlier 23C diesel engine installed in the FE35 tractor. Investigations into this possibility prove that it is impractical and uneconomical, therefore as an alternative and as a result of extended and exhaustive research into starting problems associated with the 23C Standard engine brought to our attention particularly during winter months, we are pleased to announce that a suitable and economical starting aid has been approved which will, subject to reasonable demand from distributors and dealers, be available within the next two to three months.

The starting aid known as Start Pilot is a unit consisting of a single acting pump, accommodating a capsule containing approximately 75% ether and 25% base fluid.

A metal capillary tube from the pump leads to the rubber hose between the air cleaner nozzle which is supplied to accommodate the pipe.

In addition a spring loaded 'push button switch' is included to accommodate the thermostart connection which, with the Start Pilot, must be transferred to the 'push button switch' from its present position on the starter switch.

Tests have proved that, provided the engine is in a reasonable mechanical condition, the electrical equipment is effective and the starter motor capable of producing 10/120 rpm engine speed, excellent results can be achieved even at minus deg centigrade.

With the Pilot Start fitted the thermostart is by-passed, but it should not be removed because repositioning of the cable from the push button to the starter switch will make the thermostart operative for use in moderate temperatures.

This equipment, which can be fitted in approximately one hour, is invaluable when the ambient temperature is sufficiently low to prevent effective starting by the orthodox method.

Further to this article, Mr Bob Stoddart of Fewsters Ltd sent in the following information:

This modification proved extremely successful in overcoming the poor starting problems experienced with the 23C engine fitted to the FE/MF35 tractor. The modification involves opening up the combustion chamber port, thus allowing a certain amount of direct injection to take place. Unfortunately the exact dimensions cannot be remembered, however the modification could still be carried out from memory.

A rough sketch is given here.

Fitting and operating instructions will be made available.

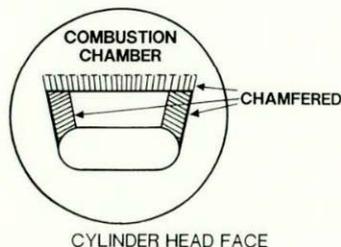
The price is dependant on demand which, if of sufficient volume, will, we anticipate enable us to supply each Start Pilot Kit at £5 nett.

It is most important to us to have some indication of requirements so that we may arrange production and price accordingly, therefore your assistance in completing the attached form and returning it to us as quickly as possible will be greatly appreciated.

Does any member have a four cylinder FE/MF35 with the remains of the Start Pilot device still attached? Or does anyone recall what it looked like or how effective it was? It must have been about this period that aerosol cans of ether starting aid came onto the market and became an ever present item in the tool box of the old 35s.

The smell of ether almost comes to the nostrils as one writes this treatise.

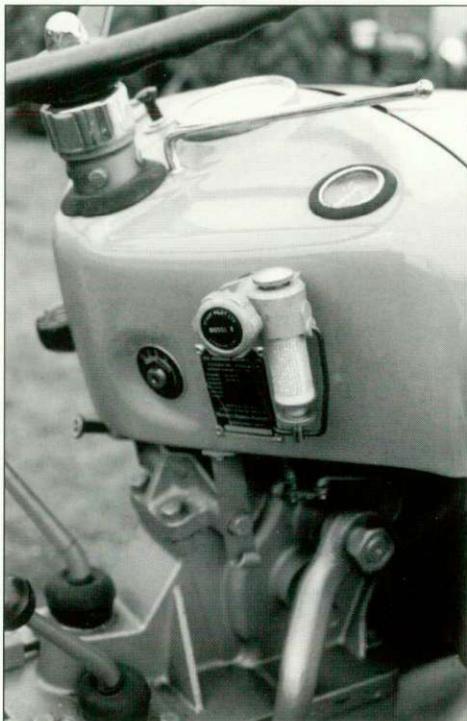
Nostalgia apart, it is hoped that the above service information on the details and intricacies of piston ring configurations on the 23C diesel engines will be of benefit to anyone considering a full restoration of an early FE/MF35 tractor. Again it is emphasised that careful study of the FE/MF35s service manual as mentioned earlier should be considered.



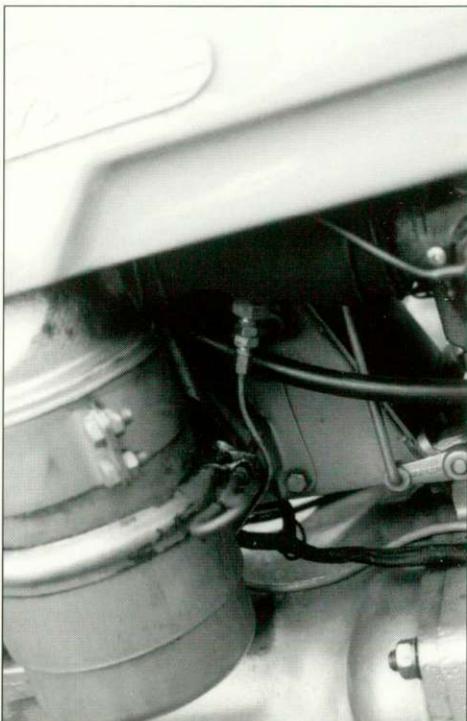
The shape was marked out with a scribing tool, a centre punch was used to break away the material just inside the scribe marks. The finished shape was achieved using a small three connered file, port edges were chamfered.

Just recently two Club members Andrew Scott and John Groves both came across items and literature to do with the Start

Pilot device. Andrew found the actual item and Instruction book and has fitted it to his FE35, John found the promotional material.



The Start Pilot apparatus fitted to Andrew Scotts FE35 instrument panel. Arnold Staples



The delivery nozzle fitted to the rubber hose connecting the air cleaner to the inlet manifold.

Start Pilot Kit

Cold starting aid suitable for '35' Tractors with 23C Diesel engine. Comprises pump incorporating capsule holder mounted on instrument panel and metal tube leading to a nozzle fitted in the rubber hose between the air cleaner and inlet manifold. Speeds up the get-away on cold mornings.

Start Pilot Kit for:-
†'35' Tractor (23C Diesel Engine)

Identification No. 892 142 M91

Price

£ s. d.
5 0 0



MASSEY - FERGUSON

35 TRACTOR

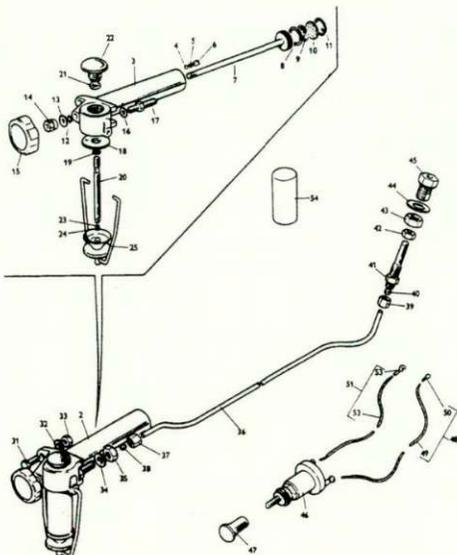
**COLD STARTING AID FOR USE
ON 23C DIESEL ENGINE**

START PILOT INSTRUCTIONS

Massey-Ferguson

COVENTRY

ENGLAND



INTRODUCTION

The Start Pilot cold starting aid introduces a highly volatile mixture (75% Ether and 25% Base fluid) into the induction system of the 23C Diesel Engine. A single acting 'pull' operated pump is fitted to the right-hand side of the instrument panel and connected by a tube to a nozzle fitted into the rubber hose between the air cleaner and inlet manifold.

The thermostart is disconnected from the heater/starter switch and connected to a 'push' operated button switch fitted to the instrument panel.

USE OF THE THERMOSTART IN CONJUNCTION WITH THE START PILOT IS **HIGHLY DANGEROUS**.

CONDITIONS FOR USE

The Start Pilot should be used only when the ambient temperature is so low as to impair the efficiency of the thermostart.

The batteries should be in good condition and it is advisable to have 61/20 starter cables.

Minimum cranking speed 110/120 r.p.m.

Injection timing to be 18° B.T.D.C.

Engine oil must correspond with that recommended in the Instruction Book.

The engine must be in reasonable mechanical condition.

An engine in a badly worn condition will require a longer cranking period which will put a greater strain on the batteries and starter and will require more ether mixture.

STARTING PROCEDURE

1. Pump two strokes for priming.
DO NOT TOUCH THERMOSTART BUTTON.
2. Wait 20/25 seconds.
3. Set hand throttle lever fully open.
4. Depress clutch pedal fully.
5. Move dual selector lever into 'S' position.
6. Operate starter, pumping at the rate of one stroke per second.
The engine should pick up and start fully after 10/15 seconds.

This procedure should be effective at -20°C. Should the ambient temperature be lower and the cranking speed less than 110/120 r.p.m., the pumping rate of one stroke per second should be increased considerably.

FITTING THE CAPSULE

1. Unscrew piercer spindle and pull spindle fully out. (A. Fig. 1).
2. Unscrew knurled nut (B. Fig. 1) and remove used capsule.
3. Fit replacement capsule and tighten knurled nut.
4. Strike piercer spindle sharply to pierce capsule and screw down.
The Start Pilot is now ready for use.

USE OF THERMOSTART

1. Set hand throttle lever fully open.
2. Depress clutch pedal fully.
3. Move dual selector lever into the 'S' position.
4. Switch on thermostart by pressing push button and holding for 10-15 seconds.
5. Turn the key to the 'Starts' position to engage the starter.
6. If the engine does not fire strongly within 10 seconds disengage starter and press push button for a further 7 seconds.
7. Re-engage the starter.
8. Should the engine not start, repeat the reheat and cranking cycle as described in (6) and (7).



My Experience of Bath and West Show

Bernadette Richings (age 10)

When we got there, the weather was glorious. While Mum was setting up, Dad unloaded my tractor off the truck. Annabelle was knitting; so I decided I would ride my bike round the ring. The evening we arrived, we took our dog Basil for a walk. We also had a bit of a look round.

Because I like horses a lot, I was lucky to be right next to the pony club games. I wished I could have joined in.

When I went with my Dad in the food hall there was lots of fantastic food to try. The best bit was the chocolate fountain. I had a marshmallow kebab covered in chocolate from the fountain. Because it was a bit blowy, my hair got dipped in the chocolate. Near the food hall was a giant, wooden eagle. The sculpture was being constructed during the show.

My sister and I went for a look round with our friend Denise in the flower tent.

The flower arrangements were beautiful and imaginative.

At the Wookey Hole stand, there was some giant model dinosaurs. They scared me at first, but I got used to them. The best bit was the Dalek model. My sister & I had our picture taken next to it.

We saw some groovy clothes stalls. Unfortunately I couldn't get all the clothes that I wanted.

When we went for a look round, we came across a horse model stall. They had a lot of things I wish I could buy.

There were two really big rides. I'm glad I didn't go on any because they would definitely make me sick. Some crazy people went on them in the pouring rain.

The best bit was watching the pony club games. The worst bit was the weather, but we didn't mind because we had games to play.

Memory Lane



Following last issues article from Geof Firth, here is a picture of 'Uncle William Rathmells' Ford Ferguson, driven by Tom Wilson of Raskelf, North Yorkshire. Note the Fordson E27N in the background. This was driven by Tom Hardy who drove Field Marshall Montgomery around during the Second World War.

The British tractor CHALLENGE 2006

THE GUINNESS WORLD RECORDS BRITISH TRACTOR CHALLENGE 2003 ATTRACTED OVER 770 TRACTORS.

IN 2006 WE ARE GOING FOR 2006 TRACTORS. HELP US SMASH THE WORLD RECORD!

THE GUINNESS WORLD RECORDS

24 & 25 JUNE 2006
HULLAVINGINGTON WILTSHIRE
M4 JUNCTION 17

To be part of this great event visit www.tractor-challenge2006.co.uk
phone or fax 01633 421199, 07792 796734,
email lyncollingborn@btinternet.com
or write to Lynda Collingborn,
7 College Glade, Caerleon,
Newport, Gwent NP18 3TB

ALL PROFITS TO



2006 Tractor Challenge Limited. Registration No. 063702216.

The British tractor CHALLENGE 2006



THE BRITISH TRACTOR CHALLENGE
GUINNESS WORLD RECORD
2006 WORKING TRACTORS IN 2006

Calling **all** drivers
we need
any tractor
any age

24 & 25 JUNE 2006
HULLAVINGINGTON
WILTSHIRE



Help to find Fergie Tractors

T A Tranmer

Dear Editor,
I seek your help to trace a couple of Ferguson tractors. I have recently written a light-hearted article for a vehicle registration newsletter about Hull's RAT registration series issued during April, May and June 1954. Using the Automobile Association's website, the Car Data Check facility indicates the existence of two Ferguson tractors, RAT 435 and RAT 436.

I am planning a second article which examines the surviving RAT registered vehicles (I have identified twenty-one) and would like to obtain photographs of one or both vehicles for the feature. Any information about the tractors would also be appreciated.

Replies to the editor please, address on page 2.

Finding a Ferguson

David Bate

The following article has been reproduced from *The Ferguson Club Journal*, volume 1. No. 2, Winter 1986/87.

Over the years I have owned a number of Antique Tractors, but living in a modern house on an estate, always lacked suitable storage and transport facilities. The main problems were time to restore, suitable building to work in close to home and transport to take my tractor to shows. Having worked on a farm many years ago I've always enjoyed ploughing so a few years ago decided to 'go modern' with a Fordson Dexta which I could drive to ploughing matches at speed with my plough on the three point hitch. The Dexta was a great little tractor, ideal for my schemes once I managed to get it started! They are fine when used everyday, but only starting it infrequently was a nightmare, so about two years ago I had a re-think and the only solution was a similar tractor but one equipped with a TVO engine for ease of starting. I placed an advert in the 'farming news' selling the Dexta and requesting a Ferguson 35 with TVO engine, I was surprised how many replies I received from people wanting to sell me a TVO 35. This particular tractor was made until 1963 with the Massey Ferguson 35X. The design of the clutch housing means it's impossible to fit a diesel engine into the TVO because the starter is on the other side and there is a difference in the castings around the front axle mount.

Over a number of weeks I visited quite a few of the replies to evaluate the condition of the individual tractors and work out an average price. The MF35 was manufactured in both standard and live-drive configuration. I wanted the latter. In fact it is quite easy to tell which is which by the features or lack of them. The standard non-live version is quite basic.

There is no tractor meter fitted, the hole where it would fit in the dash is fitted with a circular plate: and usually the front wheels and tyres are 400 X 19 (as Ferguson TE20) though later models may be fitted with 7.50X16.

Eventually on a hill farm in Mid-Wales I found a TVO MF35 in reasonable order. It had been purchased new in 1957 by a neighbour who had used it only infrequently and when they retired the current owner had bought it as a spare odd-job tractor. Some time previously it had been overhauled and a Lambourne Safety Cab had been fitted. They used it mainly at hay harvest time or with a transport box to check around the sheep. Now that TVO was not commercially available they wanted a cheap diesel tractor so a deal was done to have my Dexta.

The tractor started and ran nicely having only done 4800 hours on the tractormeter. Because I didn't want the safety cab, they removed it and found me the original mudguard's and front lights.

Not having transport of my own a chat over a cup of tea with Ken Goodwin brought the offer of haulage. Ken loves travelling around the countryside tractor-hunting and shows the kindness which exists between enthusiasts. So one Sunday we picked up the Dexta on the trailer and headed into the wild part of Mid-Wales new Rhayader in the old country of Montgomeryshire. The day went smoothly except for the extra deal I did which meant I brought home a Ferguson 2 Farrow Plough as well!

At home there was some work to do on the tractor, firstly locating a set of original foot plates (the originals having been discarded when the safety cab was fitted) Because the tractor had mainly been used with a linkage drawbar, the adjustable levelling linkage had seized solid.

It was surprising how hard the grease had solidified in the levelling box actually shearing a pin when the lever was turned. A mornings work cured this, and some time operating the 3 point linkage with an implement has helped 'un-stiffen' the Hydraulics. However the top cover will have to come off to look inside and make sure everything is working properly and cure the habit of the lift lowering when the engine is stopped.

In the two years I've owned this tractor it has proved to be a useful tool. The fuel mixture I use comprises of 5 gallons

ordinary paraffin, 1 gallon petrol and 2 pints of diesel. The diesel helps smooth running and will lubricate the engine. Some people use 1 pint of oil instead of diesel, but I found this oiled the plugs when doing light work or idling.

I can recommend the TVO MF35 as being an ideal purchase. They are more expensive to buy than a TE20 but the higher road speed, extra gears, and better hydraulics are worth the extra cost. parts are still available and relatively inexpensive. Also they tend to start better than a 4 cylinder diesel FE/MF35!

Tractor Name Word Search

Ruth Groves

AUSTIN
 BOLINDER
 CASE
 CHALLENGER
 CLAAS
 CUB
 DAVID BROWN
 DEUTZ
 DEXTER
 EAGLE
 FARMALL
 FIAT
 FERGUSON
 FORD
 LANCE
 LANDINI
 NECTAUR
 NEW HOLLAND
 OLIVER
 PONY
 RENAULT
 SKODA
 STEYR
 TITAN
 ZETOR

J	C	N	W	O	R	B	D	I	V	A	D	E	N
L	L	A	M	R	A	F	E	S	K	O	D	A	O
A	A	A	H	E	I	S	E	R	T	N	R	T	M
N	A	E	N	L	A	B	A	R	A	E	N	E	A
D	S	L	A	C	N	E	J	I	G	A	Y	T	U
I	N	G	S	R	E	I	T	N	E	U	E	R	S
N	I	A	Z	Z	T	U	E	D	I	C	S	H	T
I	N	E	W	H	O	L	L	A	N	D	H	O	I
D	L	J	B	O	L	I	N	D	E	R	N	R	N
G	I	U	E	A	I	T	R	X	C	I	H	H	Z
F	H	A	H	K	V	A	T	I	T	A	N	E	Y
O	I	C	A	N	E	E	B	G	A	L	T	N	C
R	R	A	M	D	R	I	O	N	U	O	O	U	O
D	S	M	T	L	U	A	N	E	R	P	B	A	L



Merchandise

Ferguson Club Ties	£10.00
Peak Hats Blue (Ferguson Club Logo)	£9.50
Ski Hats (Ferguson Club Logo)	£8.50
Tax Disc Holder (Ferguson Club Logo)	£0.75
Ferguson A (Ferguson Brown) Oil Filter Transfer	£3.00
Air Cleaner Fuel Tank Transfer for TE20	£2.50
Ferguson Implement Transfer	£3.25
Aluminium Plaque (Club)	£3.50
TE20 Commission Plate inc. rivets	£7.50
Reproduction Implement Plate inc. rivets	£4.00
Ferguson Club Pin badge (Silver, Gold or Blue)	£3.00
Ferguson Price List Leaflet	£1.00
Eraser (Ferguson Club Logo)	£1.00
Kitchen Clock (Ferguson Club Logo)	£9.95 + £4.00 p&p
Ford Ferguson Tea Towel	£3.50
Ford Ferguson P.V.C Apron	£5.50
Ferguson Club cards 5 (Hammer Mill)	£2.00
Ferguson Club cards 5 (No Bonnet)	£2.00
Ferguson Club cards 5 (Barn)	£2.00
Ferguson Club cards 5 (Seasons Greetings)	£2.00
Tractor Print Farm Yard Scene (in tube)	£15.00 + £1.00 p&p
DVD/Video "Ferguson Tractors"	£15.95 + £1.50 p&p
"Ferguson on the Farm" Part 1, 2 & 3	£15.95 + £1.50 p&p
Engraved Glass Paperweight	£15.00 + £2.00 p&p
Club Badges woven	£3.00
System Badges woven	£3.00
LTX Book	£4.00
Inventor & Pioneer (Colin Fraser)	£9.95 + £1.50 p&p
Harry Ferguson Tribute	£3.00
Ferguson Tractor Story (S Gibbard)	£19.95 + £2.00 p&p
Journal Binders to hold 9-12 journals in grey with blue Ferguson Club logo	£4.95 + £1.00 p&p for one £1.60 p&p for two
Mugs	£3.95 + £2.00 p&p
New Prosperity Leaflet	£1.00
Tractor Cover in Heavy Duty Green Canvas with Eyelets	£50.00 + £6.00 p&p
Tractor Cover with Headlight Pocket	£58.00 + £6.00 p&p
Replica Lucas Battery Covers (sold in Grey Primer)	£60.00 each + £4.00 p&p
or	£110.00 for the pair + £7.50 p&p

Cheques must be in £ sterling and payable to "The Ferguson Club".

Area Merchandise Sales Locations

Wales

Mr Merlys Lewis
The Cottage
Twyn-Gwyn Farm
Penygarn
Pontepool, Gwent
NP4 8TU
Tel: 01495 763540

Scotland

Mr Bob Lindsay
Waulkmill Croft
Parkhill, Newmachar
Aberdeenshire
AB21 7NY
Tel: 01224 722518

Lincolnshire

Mr John Jefferies
4 Vicarage Close
Holbeach St. Johns
Spalding
Lincs
PE12 8RS
Tel: 01406 540246

Gloucestershire

Mr Ian Richings
238 Brooklyn Road
Cheltenham
Gloucestershire
GL51 8EA
Tel: 01242 574830

Sussex

Mr Tony Patten
13 Bedford Road
Hastings
East Sussex
TN35 5JA
Tel: 01424 444910

Devon

Mr Harold Beer
Great Shortridge Farm
Warkleigh
Umberleigh
North Devon
EX37 9DD
Tel: 01769 540678

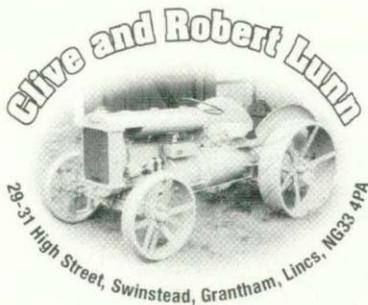
When ordering merchandise, please contact Ian Richings first to make sure that stock is available, before sending your cheque:

Ian Richings

238 Brooklyn Road, Cheltenham, Gloucestershire GL51 8EA

Tel: 01242 574830

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



*Manifold,
Exhausts, Filter
Bowls, Wheels,
Caps,
Steering Wheel,
Seat, Tool Box,
Control Quadrant,
Brakeshoe and
Lining,*

*Head Gasket – Copper,
Hubb Caps, Foot Rest,
etc, etc.*

FERGUSON BROWN

TRACTOR PARTS WANTED AND LITERATURE

TELEPHONE/FAX: 01476 550393 MOBILE: 07968 157986

Classified Advertisements

FOR SALE

TED20 for Sale

Fair condition. Front tyres poor, rear tyres good.

Implements for Sale

Possible Fergie Loader.

Spares for Fergie TE20.

2 Furrow Plough.

Rear Mounted Cement Mixer.

Steve Richardson

Chelmsford, Essex

Tel: 07950 039700

TE20 for Sale

Continental engine, 1947, full working order, new tyres and tubes all round – stub axle etc. To include replica transport box, full details available. **£1,250**

Dave Owen

'Brontegwyn', 27 Overlea Avenue
Deganwy, Conwy LL31 9TA

Tel: 01492 583151

Spare Parts Available

Limited quantities of the following. No VAT.

Chrome items for TE20 & FE35.

Steering wheel nut and washer – TE20

Steering wheel nut and washer – FE35

Gear knob – TE20, Bonnet button – early FE35

Steel banjoe bolt for – TEF Venturi

Repair kit for – TE20 levelling box

Ralph Sibbald

Cappers Farm, Armadale, West Lothian, Scotland

Tel: 01506 655711 (Day)

Tel: 01501 730789 (Evening)

Mobile: 07711 493718 after 7pm please

MF 35 Vineyard for Sale

Full working order 4 Cylinder tractor, good tyres and tin work, fitted with in-line pump.

2 TEF20s for Sale

Both good runners and good tin work

Paul Whittington

Bradford, West Yorkshire

Tel: 07710 374365

WANTED

TED20

Front wheel weights.

B K G Bullock

Kinkle Cottage, 69 Northwall Road

Deal, Kent CT14 6PW

Tel: 01304 621048 (Evenings or Weekends)

Mobile: 07814 286743

If you want to advertise items for sale or wanted, this is free to members of the Ferguson Club



THE OLD TWENTY PARTS COMPANY

Your first call for Ferguson & Ford Ferguson
Most Parts - many original

Parts for most other makes from 1920 to date
Send stamped addressed envelope for
complete list.

Visit our stand at major rallies - send for list
of events we attend.

Field Farm, Aston Lane, Shardlow DE72 2GX

Tel: 01332 792698

www.old20.com

Next Issue

The last date for you to send contributions to the Editor for publication
in the next issue of the *Journal* is 1st October 2005.



MF135 Restored

Gordon Thomson's beautifully restored MF135, the tractor was first registered on the 1/9/1972 and supplied by Ben Turner Tractors.





TED20 with Hoe

A front & back shot of Brian Whitlock's TED, with lighting set, vertical exhaust and foot plates attached to an MF712 independent gang steering hoe. Ian Richings

