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JOURNAL



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Spring 2008



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Spring 2008**

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.

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Cover Photograph: *A TEF20 from a collection of slides by Arnold Staples. Has the tractor been restored and do any members now its whereabouts.*

The Ferguson Club's Internet page is:

<http://www.fergusonclub.com>



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Scotland (North East):	Mr Bob Lindsay	01224 722518
Scotland (South):	Mr John Gibson	01899 810214
Scotland (Perthshire, Angus & Stirling):	Vacant	
Scotland (Fife):	Mr Peter Small	01334 840547 e-mail: peterjsmall@btinternet.com
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Gwent & East Wales:	Mr Merlys Lewis	01495 763540
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Chairman's Page

John Jeffries

This will be my last report for the Journal as Chairman, how time has flown.

Newark was very successful once again and I have already discussed with the organisers the basics for the 2008 show. So many of you made yourselves known, it was good to see you all and to welcome new members too. Many thanks to those who exhibited, helped organise, set up and run the stand, and to those who gave their assistance in areas that were new to me. The whole weekend was so enjoyable, we are getting to know those who regularly take part and look forward to 'catching up' again.

We were invited to Usk and Beyton for the Christmas meetings and it was good to meet up with everyone. David and Mary Chapman joined Judy and me for a weekend in South Wales. Thanks you to Merlys, Rosalind, their hard working team and the members who all made us welcome. It never ceases to amaze us where all the food comes from and where it all goes!! As usual the tables groaned and I think we needed to go on a diet for the rest of the weekend. The weather was not kind at all but the warmth of everyone at the Xmas meeting certainly made up for it.

It was Beyton the following weekend where we met John and Shirley and the Suffolk members. It was really encouraging to see young members there too, one of whom was hoping Santa was bringing him a Ferguson tractor for

Christmas. He and his friend were so keen and passionate, we need to capture that enthusiasm and encourage it. Judy and I had a really lovely night with everyone, thank you. Hopefully we will meet with many of you in Devon in April.

Once again we have enlisted the help of the 'stuffers' as they are affectionately known. David, Mary, Ian and Anne help us to envelope the AGM paperwork and our local post lady puts 1500 plus stamps on for us. No doubt I will be given some grief as usual and they will ask for a pay rise. I double their pay each year, at no extra cost to the Club!!! (2x0). On a serious note, I would like to thank them for their time and support, it is much appreciated.

I am making enquiries about the possibility of organising a Road Run in early June. Letters will be sent to Lincolnshire members but if other members are interested please contact me.

Finally, thank you for allowing me to act as Chairman of you Club for the past two years. It has been a challenging and rewarding time for me, and I am sure I have developed and grown as I have travelled the journey. I would sincerely like to thank those who have discussed, advised, assisted and supported me throughout my time in office. Please may I remind **YOU, your Club needs YOU** to come forward and help run it. **PLEASE THINK ABOUT IT AND GET IN TOUCH.**

Thank You John

John French

I had reasons recently to contact our Chairman, John Jeffries regarding Club business.

I wish to place on record the help and co-operation I received from him, and I cannot

thank him enough for helping me. His friendly and enthusiastic nature, combined with his total commitment to our Club, was very refreshing, and whilst men of his stature can be found among our membership, we have nothing to worry about.

Membership Secretary

Brian Pickering

I would just like to say thank you and welcome to everyone who has joined the Club for 2008 and also thank you to all existing members for renewing, either with payment by cash, credit card or Standing Order.

As some of you are aware there have been some difficulties with the Standing Orders caused entirely, I have to say, by the banks not reading the instructions on the Standing Order Mandate form correctly. We are now highlighting the relevant items on the form and this seems to be working.

I believe I have contacted everyone who had a problem and that everything should now be sorted. If anyone thinks they still have a problem, please contact me.

A number of members have asked why we do Standing Orders and not Direct Debits. We believe that it is too expensive and complicated for a Club the size of ours to set up a Direct Debit system, but our treasurer Anthony Patten is looking into this and will report to our General Committee.

I have heard that some members might like a receipt for their subscription. While this has never been Club policy, I am quite happy to send a receipt if a stamped addressed envelope is enclosed.

Some members have also enquired about membership cards. New members receive these with their welcome pack, renewing members receive them with the April *Journal*.

A Warm Welcome to New Members 01/10/2007 – 01/03/2008

<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 N	Denham	Co Durham	5115	Mr M	Prosser	Powys	5155
Mr L	Hornsey	North Yorkshire	5116	Mr R	Jackson	Cumbria	5156
Mr	Carson	Cambs	5117	Mr D	Monk	West Sussex	5157
Mr A	Tansley	Norfolk	5118	Mr P	Lovelace	Surrey	5158
Mr A	Hardy	Cambs	5119	Miss J	Gough	Aberdeenshire	5159
Mr J S	Johannson	Devon	5120	Mr R	Hillman	Warks	5160
Mr J	Salt	Staffs	5121	Mr K	Pryor	E Yorks	5161
Mr G	Allen	Leics	5122	Mr R	Grimshaw	Glos	5162
Mr S	Hall	Lincs	5123	Mr M G	Fixter	Lincs	5163
Mr M	Fletcher	Leics	5124	Mr P	Koble	Northants	5164
Mr B	Parke	Norfolk	5125	Mr C	Southon	Sutherland	5165
Mr M	Fryatt	North Yorkshire	5126	Mr R	Soutar	Sutherland	5166
Mr R	Spence	Lincs	5127	Mr S	Stafford	Lancashire	5167
Mr C	Akrill	E Yorks	5128	Mr P & Mr C	White & Edwards	Dorset	5168
Mr R	Smith	Notts	5129	Mr W	Mathias & Family	Pembrokeshire	5169
Mr D	Dawson	S Yorks	5130	Mr F	Cort	Warks	5170
Mr P A	Holroyd	W Yorks	5131	Mr J	Handscob	Carmarthenshire	5171
Mr & Mrs F	Yates	Derbys	5132	Mr C	Maxey	Derbys	5172
Mr T	Ray	S Yorks	5133	Mr G C	Gearing	West Sussex	5173
Mr R	Emms	Norfolk	5134	Mr A	Pearce	Somerset	5174
Mr M	Knight	Cambs	5135	Mr S	Pocklington	North Yorkshire	5175
Mr B	Keys	Co Tyrone	5136	Mr C T	Jones	GWYNEDD	5176
Mr L	Chapman	Essex	5137	Mr N	Horne	Aberdeenshire	5177
Mr C	Litchfield	Essex	5138	Mr J	Hine	South Yorkshire	5178
Mr N B	Ferguson	Inverness-shire	5139	Mr D H	Sanderson	East Yorks	5179
Mr A K	Martin	Western Isles	5140	Mr R J	Parry	Essex	5180
Mr K	Johnston	Cumbria	5141	Mr D W	Cawthorne	North Yorkshire	5181
Mr G	Goodall	North Yorkshire	5142	Luke	Kerton	Somerset	5182
Mr M	Mann	Suffolk	5143	William	Wilson	Wiltshire	5183
Mr M J	Green	North Yorkshire	5144	Mr N	Pritchard	Bucks	5184
Mr M	Forrester	Cumbria	5145	Mr P	Taylor	Lancashire	5185
Lisa	Chambers	Warks	5146	Mr K	Whitton	Lincolnshire	5186
Mr F	Chambers	Warks	5147	Mr R	Clark	Aberdeenshire	5187
Mr F	Chapman	Suffolk	5148	Mr W	Lothian	Berwickshire	5188
Mr P J	Searle	Cambs	5149	Mr P	Duncan	Co Durham	5189
Mr P	Vaughan	Powys	5150	Mr R	Ashpole	M Glam	5190
Mr S	Elkington	Lincs	5151	Mr B G	Jones	Ceredigion	5191
Mr B	Lee	Lincs	5152	Mr R	Strutt	Derbys	5192
Mr D	Lory	53818	5153	Mr J	Hickman	Flintshire	5193
Mr D	Lowndes	Monmouthshire	5154	Mr R	Mothersill	North Yorkshire	5194

In Memoriam

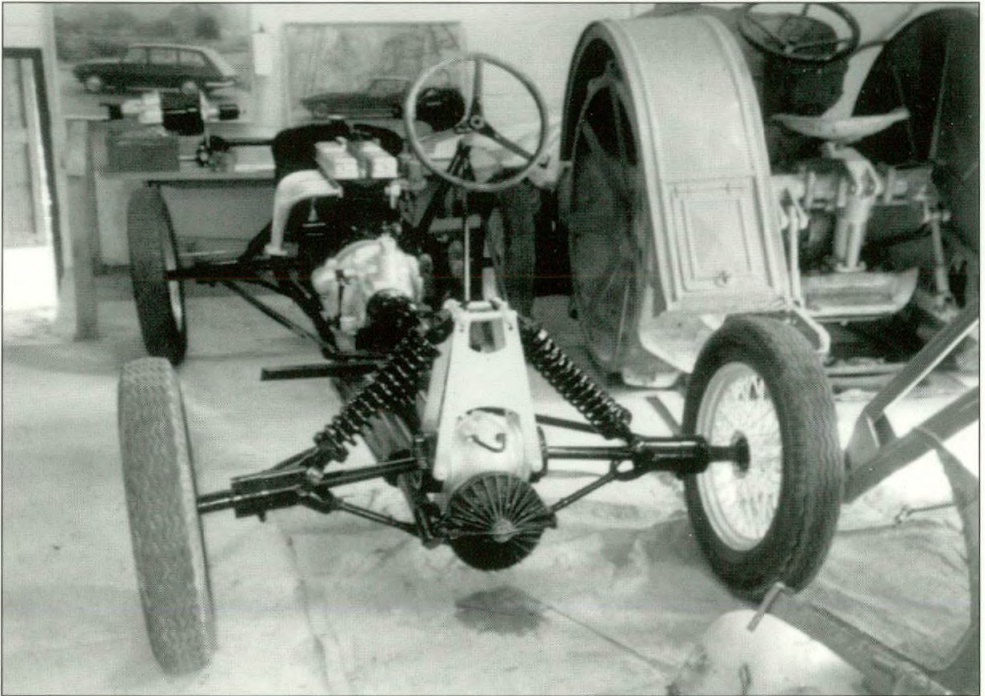
Tony Rolt

Tony Rolt, who died on 6 February aged 89, was among the best-known figures in British motor racing and an important part of the post tractor story of Harry Ferguson, was also involved in one of the most celebrated attempts to escape from Colditz Castle. Rolt was one of the grandees of the British motor racing community and the last surviving member of the British Racing Drivers' Club to have competed before the war.

Anthony Peter Roylance Rolt, was born in Bordon, Hampshire on 18 October 1918 the son of a brigadier-general and his mother a brewery heiress. Educated at Eaton before going to Sandhurst and joining the Rifle Brigade where he was captured at the end of the battle for Calais in May 1940, just before the Dunkirk evacuation of the British Expeditionary Force.

Having been captured he made relentless attempts to escape before his arrival at Colditz, on one occasion getting within yards of the Swiss border before being recaptured - which accounted for his transfer to the East German fortress.

In early 1944 he suggested that it might be possible to build a glider and escape by launching it from the castle's roof. The prisoners were becoming increasingly concerned that with German defeat a certainty, the SS might choose to slaughter them. The glider would be a way of passing news of such an event to the outside world. Rolt collaborated with two RAF and one naval officer in the plan, but in spring 1945, the US army liberated the castle, obviating the need for it. On his return home in 1945, he was awarded a bar to his MC for his escapades.



Crab - Developed by Tony Rolt and Freddie Dixon to show the possibilities of 4WD.

The Ferguson R1 Saloon car, developed by FFD was four wheel drive and had torque converter transmission.



Tony Rolt was one of a generation who decided that, having survived the war, the rest of his life would be something of a bonus, and so he returned to his old pre-war love of racing fast cars. He quickly gained a reputation as one of the country's foremost and respected sports car drivers, winning the Le Mans 24-hour classic with Duncan Hamilton in a Jaguar C type in 1953.

He began competing in a Morgan three-wheeler as an Eton schoolboy in 1936. Throughout 1937 he raced an eight-cylinder Triumph Dolomite before acquiring the famous ERA 'Remus' from his fellow old Etonians, the Siamese princes Chula and Birabongse. He later acquired an ERA for the 1939 season. It was through racing ERA's that he met Freddie Dixon who was a gifted engine tuner and looked after Rolts ERA's.

After the war he established with Freddie Dixon Rolt Dixon Research to develop advanced automotive technologies and four wheel drive systems. This led to backing from tractor magnate Harry Ferguson and gave rise to the formation of Ferguson Developments and the development of automotive transmission systems including the Ferguson P99 four-wheel drive formula one car which won the 1961 Gold Cup meeting at Oulton Park in the hands of Stirling Moss.

Ferguson Developments was closed when - with the Ferguson family's blessing - Rolt founded FF Developments in 1971, converting cars, vans and ambulances to four-wheel drive. In the 1980s major manufacturers finally saw advantages in all-wheel drive technology, and the company became a major technology partner of Ford, Chrysler, Audi, Fiat/Lancia and General Motors.

In 1994 the business was sold to Ricardo, who continued development of 'smart' transmissions using FFD experience.

I had the great honour to meet Tony Rolt while researching for the 1994 Ferguson display at the Royal Norfolk Show. Tony was a man of great charm and presence, it never crossed his mind that it was something heroic to try and escape from Colditz or even win Le Mans. He considered his achievements were just part of what happened in life's rich tapestry.

ARP Rolt was part of the Ferguson story post tractors and the motoring masses would be much poorer without the innovation that FFD made in automobile transmissions and braking with the backing and foresight of Harry Ferguson.

Tony Rolt is survived by two sons and a daughter.

Duncan Russell

North East Scotland Area Representative

Bob Lindsay

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

MAY 2008

B.A. Vintage Working Weekend

Broomhill Farm
Lyne of Skene, Dunecht, Aberdeenshire
Saturday/Sunday 17th & 18th May
Telephone 01330 860840

JUNE 2008

Fraserburgh Vintage Rally

Leisure Centre, Fraserburgh, Aberdeenshire
Sunday 1st June
Telephone 01346 541758

Bon-Accord Steam Engine Club

Castle Fraser, Sauchen, Inverurie,
Aberdeenshire
Saturday/Sunday 21st & 22nd June
Telephone 01467 642472

New Byth & District Steam and Vintage Rally

Playing Field, New Byth, Aberdeenshire
Sunday 29th June
Telephone 01888 551634

JULY 2008

Scottish Traction Engine Society

Strathspey Steam Railway,
Boat of Garten, Aviemore
Saturday/Sunday 19th & 20th July
Telephone 01674 830606

AUGUST 2008

Oldmeldrum Rally

Pleasure Park, Oldmeldrum,
Aberdeenshire
Sunday 3rd August
Telephone 01358 720501

Deeside Steam and Vintage Rally

Milton Field, Crathes, Banchory
Aberdeenshire
Saturday/Sunday 16th & 17th August
Telephone 01330 844150

SEPTEMBER 2008

Mearns Vintage Rally

Arnhall Farm, Edzell
Saturday/Sunday 6th & 7th September
Telephone 01356 625407

Strathnairn Farm Association

Vintage Agricultural Working
& Display Day
Daviot Farm, Inverness
Saturday 20th September
Telephone John Kirk 01479 821348

Aberdeenshire Heritage

Aden Country Park, Mintlaw, Peterhead,
Aberdeenshire
Sunday 28th September
Telephone 01771 622906

Come and join us at these Stands

Bob Lindsay, North East Scotland Representative *Telephone 01224 722518*



Scotland (South) Area Representative

John Gibson

Scottish Traction Engine Society

10th and 11th May (Between 9am-7pm)

Steam in the Park, Balado Kinross

Contact Donna Walton: 01241 681805

Biggar Rally

10th August

Rally Showfield Biggar,

Contact Helen Carrick: 01899 810968

Border Vintage Agricultural Association

17th and 18th May

Springwood Park, Kelso

17th is the sale, 18th is the Rally

(*Special class showing the Ferguson System*)

Contact W Johnston: 01835 823572

Scottish Vintage T&E Club

13th and 14th September

Scone Palace, Perth

Tractor entries to Mrs Hallyburton:

01738 850582

Ayrshire Vintage Tractor and Machinery Club

20th July

Eglinton Country Park, Irvine

Contact Margaret Howie: 01292 287297

Scottish National Tractor Show

27th and 28th September

Lanark Agricultural Centre

Sale on the Saturday, road run on the Sunday

Contact Mark Woodward: 01253 407779

In Memoriam

Janet Gibson

Just before this *Journal* went to press, I was saddened to learn of the death, after a long illness, of Janet, wife of John (Jock) Gibson, long serving South of Scotland Area Representative of the Ferguson Club. Jock and Janet faithfully attended many of the Scottish vintage rallies and proudly displayed just some of the fascinating agricultural bygones from

Jock's shed. A favourite memory for me is of Janet being interviewed at the January 2000 'Century of Farm Power' event at Ingliston and patiently explaining to the intrigued young interviewer exactly what each bygone was and how it was used. Our thoughts and condolences are with Jock and his family at this sad time. *Lawrence Jamieson*

North Yorkshire Area Representative

Brian Pickering

This year, Ferguson Club, North Yorks. will be attending Pickering Game and Country Fair on 10-11th May and the Yorkshire Vintage Association rally in the superb grounds of Newby Hall, near Boroughbridge (7-8th June). If you are interested in either of these events please let me know straight away, there may just be time to get your entry in.

As usual our main display of the year will be at Pickering Steam Fair, a 4 day event held this year on July 31st, 1-2-3rd August. As you will have read in previous *Journals*, this is a

spectacular event so do try to join us. If you can't come for all the 4 days then that's not a problem, you will still be most welcome.

The working weekend held at Humberton, Helperby by kind permission of Stephen Sowray and Sons, will this year take place on 13-14th September. As I have said before, this event gives a rare opportunity to work your Ferguson tractor and implement.

Please do contact me for an entry form for any of these events – 01423 323177.
brianpickering@tiscali.co.uk

From your General Secretary

Tony Patten

Printed below and on the right are the Ferguson Clubs income and expenditure accounts for the year ending 2006.

We apologise for the fact that we seem to have overlooked the publishing of the 2006 figures in the *Journal* last year.

The Ferguson Club
Income and Expenditure account
for the year ended 31 December 2006

	Note	2006		2005	
		£	£	£	£
Merchandise Sales			2,833		4,127
Cost of sales					
Opening stock		4,351		4,736	
Purchases		3,416		4,594	
Closing stock	2	(4,250)		(4,351)	
			3,517		4,979
Gross (loss)/profit			(684)		(852)
Other Income					
Membership subscriptions	3	22,080		24,602	
Donations		17		87	
Advertising		-		558	
AGM expenses recovered		10,046		4,576	
Archive fees		-		10	
Hand book sales		55		155	
Bank deposit interest		362		329	
			32,560		30,317
			31,876		29,465
Expenses					
Club publications - Production costs		17,889		14,814	
· - postage		427		2,699	
· - Membership leaflets		-		85	
Costs of meeting - AGM supplements & meeting		11,311		4,542	
· - AGM printing		505		836	
· - Travel & expenses		1,916		1,697	
Insurance		941		851	
Printing, postage and stationery		1,241		924	
Advertising		123		47	
Rallies and trade stands		276		52	
Telephone and fax		5		21	
Computer costs		35		184	
Web site		386		825	
Club archives		5		126	
Legal and professional fees		240		-	
Accountancy		676		646	
Bank charges		544		259	
Bad debts		145		-	
Sundry expenses		-		54	
Depreciation on FF & Equipment		313		258	
			(36,978)		(28,920)
Net profit /(loss)			(5,102)		545

The Ferguson Club

**Balance sheet
as at 31 December 2006**

	Notes	2006		2005	
		£	£	£	£
Fixed assets					
Tangible assets	1		718		810
Current assets					
Stock	2	4,250		4,351	
Debtors		-		145	
Cash at bank and in hand		8,772		13,506	
		<u>13,022</u>		<u>18,002</u>	
Current liabilities					
Accruals		<u>696</u>		<u>666</u>	
Net current assets			<u>12,326</u>		<u>17,336</u>
Total assets less current liabilities			<u>13,044</u>		<u>18,146</u>
Capital account					
Brought forward at 1 January 2006			18,146		17,601
Profit / (Loss) for the year			<u>(5,102)</u>		<u>545</u>
			<u>13,044</u>		<u>18,146</u>

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

Treasurer : I C Richings

Date : 24 September 2007

**Scammell Spectacular. A weekend with Giants of Power
10th and 11th May 2008**

**Ackworth Steam & Historic Vehicle Show
19th and 20th July 2008**

Directions: Ackworth Water Tower. A1 and M62 – 3 miles, 1 mile from Pontefract, A628 Ackworth Road. Look for Ackworth Water Tower. West Yorkshire.
Info Line: 07816018291 or John Brook Tel: 01977 617327

A New Australian Ferguson Club Member

Stephen Sowray

On a recent visit to Australia I met new Club member Ken Melmeth and his wife Beryl who live in Lochinvar, New South Wales (NSW). I have been in contact with Ken for some time but this was the first time we had met. Ken now works in the booming Australian coal mining industry, but he grew up on the family dairy farm. To quote Ken, "you can take the boy out of the farm, but you cannot take the farm out of the boy". This is where Ken's interest in Ferguson tractors comes from. He has done a fantastic job of restoring a 1952 TEA which was in a very dilapidated state and now looks as if it has just been driven out of the showroom. His current project is restoring a 3 cylinder MF35 for Beryl.

The family farm was at Dungog in the Hunter Valley of NSW and Ken's wish is to trace and hopefully acquire his Dad's 1954 TEA, serial No.408993 and engine No.81209C.

If anyone can help, please get in touch with Ken by email at melmeth@westnet.com.au or through the Club.

Ken has a great enthusiasm for all things Ferguson and in 2006 he took his tractor to 'The Festival of the Flood' in Wentworth NSW, a round trip of about 1400 miles. This was to celebrate the 50th anniversary of the time in 1956 when the town of Wentworth was saved from flooding by Fergies with earth scoops building emergency flood defences around the town. It was as a result of this trip that we were put in touch with each other. A friend of mine who lives near West Wyalong saw Ken going through the town with the tractor on his truck and, knowing of my interest in Fergies, flagged him down to exchange addresses. Another event Ken has attended is the Bendemeer Fergie Muster in 2006. This event is held every 3



STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS

Ferguson Club members can now claim 15% discount on any order placed with The Old 20 Parts Company, just quote your Club membership number. See page 40 for details of The Old 20 Parts Company.



years and originates from the time when a local Fergie owner decided to have a 50th birthday party for his tractor and invited a few more Fergies along, and so it has

grown from there. I am happy to say that the Ferguson culture is thriving in Australia and a few of my farming friends still have a TEA in the shed.

In Memoriam

John Michael Todd

It is with sadness that I have to report the passing of John Michael Todd, known to his friends as Toddy.

John was a larger than life person in all senses; always a welcoming word of help, advice and friendship. He would attend countless shows and gatherings throughout the years and his knowledge of tractors and machinery was second to none – his comments on the passing parades were always informative and detailed. It is said that at a young age he was seconded by the man himself, Harry Ferguson, to demonstrate the TE20 at the first Royal Welsh Show held in Cardiff just after the war in the 1940s. The funeral service was attended by a very large gathering including many members of the Ferguson

Club. John was given his final ride on a vintage trailer towed by a restored John Deere tractor and followed by two MF35s, a Dexta and a restored Land Rover – a fitting tribute to a very nice man. John spent his life in or associated with farming and was a driving force in the local Glamorgan Iron Horse Vintage Club. He attended their meeting in January to give his support and comments as normal.

To his family and close friends we offer our most sincere condolences and to say Toddy will be missed around the shows and rallies in the year ahead. It was our pleasure and honour to have known him. One thing is for sure; if St Peter has any machinery to fix, he's got the right man for the job!

Basil George

Waltham Charter Fair

Alec Lord

Last September (2007) we had our 4th Waltham Fair at Waltham on the Wolds, Leicestershire.

The Charter Fair has just been revived after 70 years. It is now held on the 3rd weekend in September. £1,800 was raised for local village charities.

We had a parade twice a day of 76 vintage and classic cars, 29 vintage tractors (11 Fergusons) and 2 1942 Willys Jeeps. On the Sunday at 2.30pm we had a Harvest Festival service in the main ring.

My 1960 Massey-Ferguson 35 and my 1952 Ferguson TE20 pulled the trailers into

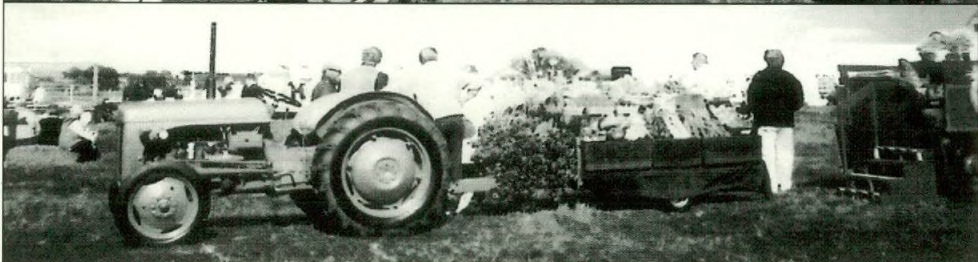
the ring for the service to be performed by the vicar preaching off one of the trailers.

Re: The Featherstone Mower

Journal No.57 page 7

On the farm I worked on from 1952 to 1962, we had a Featherstone Mower fitted on a 1952 TVO Nuffield. It was not a very good Mower, every time we hit a tuft of big grass it would break the shear pin. We ended up in the end by putting a bolt in it.

In the end we sold it for a new Massey-Harris Trailer Mower, a much better machine.



I.V.S. All Ireland Vintage Rally in Mayo

Michael Mooney

Michael Mooney here to tell you of a great event happening in the West of Ireland in July 2008. I am a member of The Ferguson Club for years now and own a 1947 Ferguson Continental and a 1949 Ferguson TVO plus some Ferguson implements. I am also a member of a local vintage club called The Western Vintage Tractor and Engine Club. I have been assistant secretary, Vice Chairman, Chairman, now serving as PRO. This club was formed in 1990 and has grown from strength to strength. We have about 70 members and meet nearly every Monday night. We organise tractor road runs for charitable organisations and hold a big vintage rally every year for charity. Last year we held our 16th vintage rally and we raised €20,000. In total we raised in excess of €30,000 for local charities in 2007.

Such was the success of our vintage rally

last year that our club has been invited by the Irish Vintage Society (I.V.S.) to host the All Ireland vintage rally. They have offered it to us on the grounds that we run a rally as it should be run in view to safety, organisation and professionalism and knowledgeable stewards.

We have many members who own Fergies and with this in mind I would see this as a great opportunity for The Ferguson Club to promote itself at our show and to invite all Ferguson Club members to our vintage show in Hollybrook, Hollymount, Co. Mayo on Sunday 6th July 2008 where you will be met with a very warm welcome. Hollybrook is only 6 miles from Claremorris on the Ballinrobe road. I can be contacted on 086 8112270. Looking forward to hearing from members and all interested parties.



South Wales Area Representative

Basil George

All Wales and European Vintage Ploughing Championships will be held at Hindwell and Walton Court Farms Walton Presteigne Powys LD8 2HU on Friday 19 and Saturday 20 September 2008. They are expected to attract over 150 competitors in the 20 scheduled classes of tractor and horses. There will also be horticultural ploughing and hedging, as well as a vintage tractors and machinery show.

The Blessing of the Plough Service will be held at the Old Radnor Church on Friday, 19 September at 7.30pm, attended by the BUILT Male Voice Choir.

The Ferguson TE20 Ploughing Class has been sponsored again this year by Basil George & Co (yes, it's yours truly).

This year's championships are not far from Offa's Dyke, so members from England won't have too far to travel, and members from Scotland and Ireland are encouraged to come along and make it a great weekend.

Further details can be obtained from the Events Secretary, Mrs Lorna Ricketts on 01497847668.

New Zealand Discovery

In January Adam George-Weaver, a member of the Ferguson Club, and his friend Rob Chumley, who is a Ferguson user and is shortly to become a member, visited New Zealand.



They met up with a farmer by the name of Brian Leathwick near Waimate, South Island. Brian was very busy working on the harvest and his wife, Margaret, made them welcome and kindly showed them a couple of his tractors. One of the tractors was a Grey and Gold FE35 TVO (serial No.SGM 55433 – 1956) which was in show condition. There was also a TEA20 (No.479579 – 1955) painted up and in good running order.



Brian has contacted me by email and has told me that when his harvest is gathered in he will let me have some history on both tractors.

Also, while travelling in New Zealand they spotted a TE20 in a garden with a 'For Sale' sign on, but unfortunately it would not fit into their hand luggage to bring home!

Model Tractors

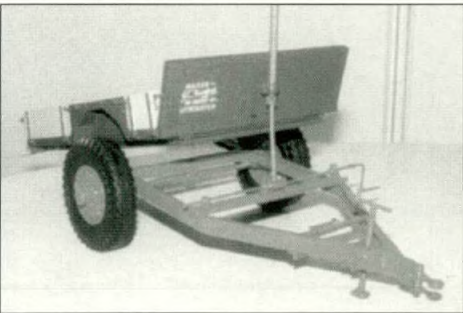
John Groves

This month's models are a bit limited on Fergusons. The only new one is the 135 with QD cab from Universal Hobbies 1/16th scale, very nice it is to.

The MF5480 from the same firm in 1/32nd scale is well worth the money at around £16, this can also be found in M-F dealer box.



A good companion for the grey Fergies is Universal Hobbies 1/16th first trailer made by JCB.



With such a dearth of new models being released over the coming year, it is hard to know which to include here. I have gone for the Landini Powermaster 220 again in 1/32nd scale at around £22.00. The other



two models from Universal Hobbies Country collection are the Hurlimann 1K10 -1930 with mid mounted mower in 1/43rd scale and the Lamborghini DL 30



crawler again in 1/43rd scale. These are priced at about £9.00 each, and come mounted on a plinth with plastic cover.

My thanks to Anne and Brian Holmes for the loan of these models to photograph, and they can be contacted on 01535 642184, mention the Club when making enquiries.

All Wales Ploughing & European Vintage Championships

19th & 20th September 2008

Hindwell & Walton Court Farms, Presteigne, Powys

Horse & Tractor Ploughing Craft Tent Vintage Tractors & Machinery Hedging & Fencing

For details tel: 01597 851197

FE35 Restoration

Jim Hall

FERGUSON AND MF BRAKES

Are your Ferguson or 35 brakes in good working order? Many of the older tractors suffer from poor brakes for a variety of reasons. The old drum brakes work very well when everything, including linings and drums, linkage etc are in reasonable order and correctly adjusted.

To facilitate re-lining or repairing we make the tractor safe with suitable axle stands. Now to remove the brake drums.

These are held on by two screws which may be tight and awkward to move. Try tapping around the screw head with a hammer or as a last resort try some heat. With the two screws removed, the brake drum can be removed but again after years of rust etc we may find it stuck fast. To help removal of the brake drum, two threaded holes are provided on the brake drum. (*see photo 1*). Screwing two bolts into these holes should pull off the brake drum. The holes are 7/16 UNC thread, the same as the hydraulic top cover bolts so we can borrow two top cover bolts.

With the brake drum removed we can inspect the general condition of the brake linings, return springs, brake drum etc. The brake linings are held on to the back plate by small springs on 35 models and by a nut and large flat washer on the grey Fergies. Before removing these it is better to remove the strong return springs first. To remove these

strong springs make a wire loop - welding wire is ideal. Connect loop to the end of the spring using a bar through the loop, lift the spring from its anchor (*see photo 2*). The small springs can now be removed and the brake shoes complete with adjuster etc removed. The linings should be dry and have a reasonable amount of actual lining left on them (min 3mm) at the thinnest point. If they are contaminated with oil, grease, slurry etc they will need replacing. Lining and rivet do-it-yourself kits are very reasonable on price but not at all easy to do. We find having your old shoes re-lined with a soft bonded lining gets the best results. Brake drums should be bright and smooth with no scours or grooves. Adjusters and moving parts need to be free and coated with copperslip grease before reassembly.

Assembly of the brake shoes is basically a reversal of the disassembly procedure. With the brake drum re-fitted it is time to adjust the brakes, this is accomplished by turning a star wheel, adjuster with a screwdriver (*see photo 3*) through the back plate. It is a good idea to have a practice of this procedure before fitting the brake drum. Adjust the brakes up as tight as possible and back off the adjuster until the drum just turns. Next, drive the tractor and use the brakes before finally adjusting again and balancing, making sure the wheels pull-up evenly.

JimBob Agriculture Ltd.

Ferguson and Massey Ferguson
Repairs and restoration a speciality

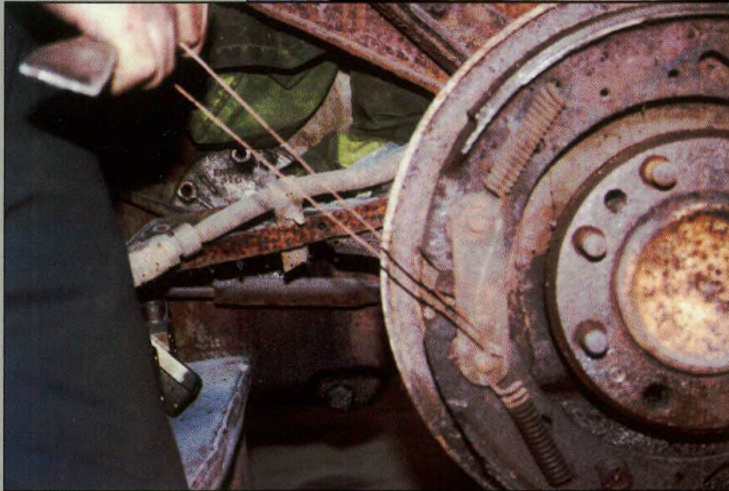
Vapormatic parts delivered to your door



Ring Jim on 01772 690196
For help and advice



(Photo 1)
*Removal of brake
drum.*



(Photo 2)
*Removing the return
spring*

(Photo 3)
Adjusting the brakes



MF Haymaking

Jim Hall

Jim and David Hall's 35x working hard in summer 2007. Haymaking, tedding and

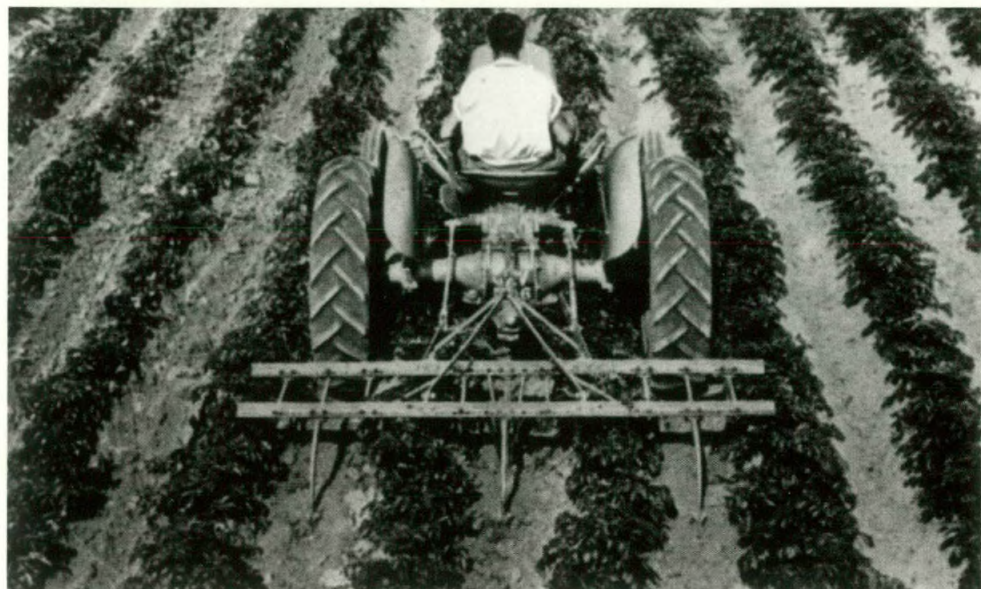
baling with a MF20 baler in some beautiful countryside near Lancaster.





MF Haymaking





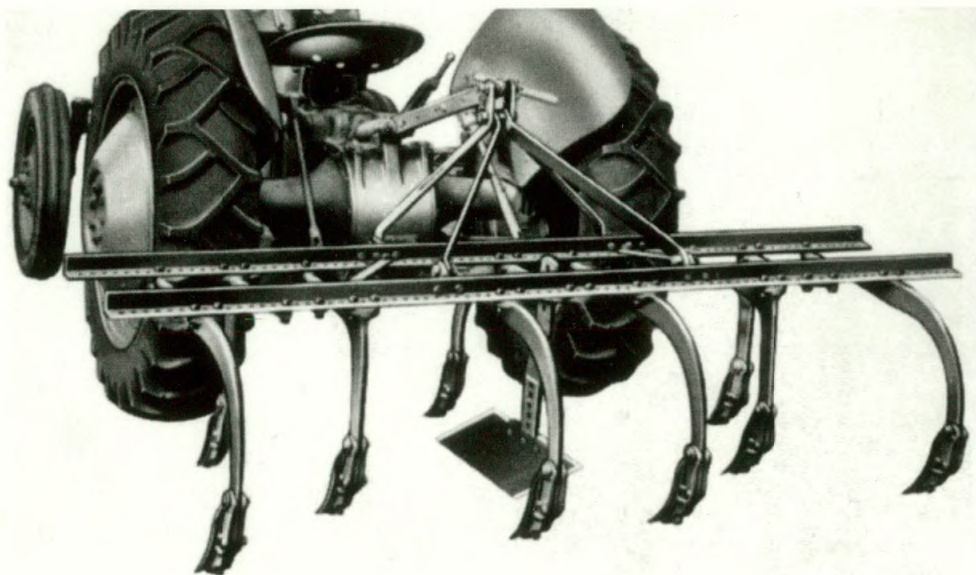
USES

Good clearance and easy spacing of tines makes this implement an ideal row-crop cultivator.

SPECIAL FEATURES

- Raised, lowered and depth adjusted by finger-tip control.
- Exclusive fin steers Cultivator to follow path of tractor front wheels, thus enabling the operator to look ahead with confidence during cultivation.
- The general design and high ground clearance of the implement enable cultivation to be continued to a stage of growth when the smothering effect of the crop will keep down the weeds.

Rigid Tine Cultivator



SPECIFICATION

Construction : Rigid tines, completely adjustable, manufactured from high grade steel. Reversible shovels mounted on tines. High carbon steel steorage fin maintains alignment of implement.

Mounting : Rear mounted by three-pointed linkage (one minute attachment operation).

Dimensions :

Overall width	84"
Weight	274 lbs.

Rigid Tine Cultivator



USES

Probably one of the most widely used implements of the Ferguson range of equipment.

Prepares seedbeds quickly and economically.

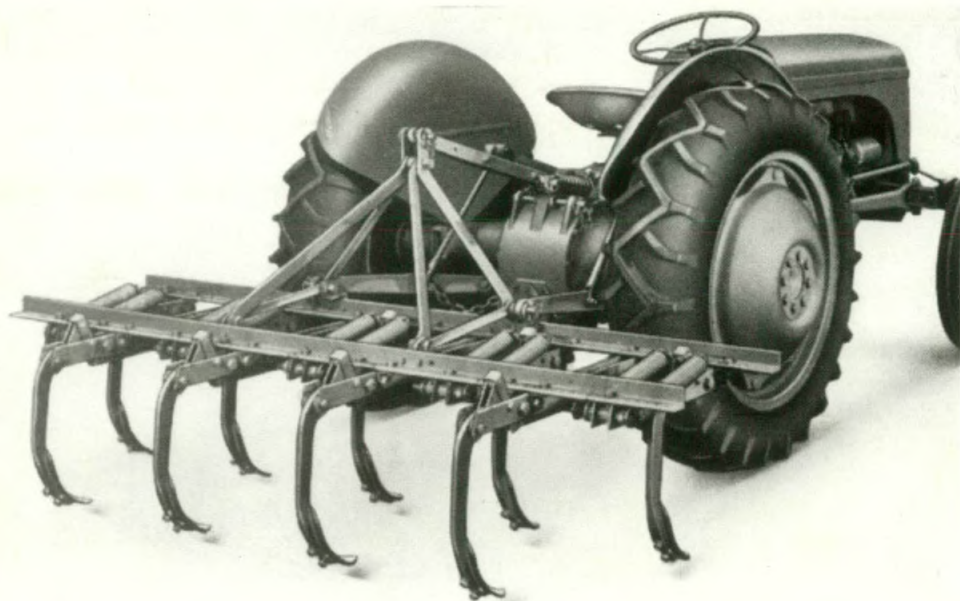
Loosens and aerates soil to a depth of 9".

Suitable for modern methods of sub-surface cultivation, eliminating the use of the plough.

SPECIAL FEATURES

- Raised, lowered and depth adjusted by finger tip control lever.
- Spring loaded tines ride over obstructions, enabling the implement to be used on stony ground.
- Adaptable to a wide range of soils and conditions.

Tiller



SPECIFICATION

Attachment : Rear-mounted to the three point linkage.

Construction : Very rugged construction of heat treated alloy steel angle bars. The implement has nine tines in two rows, five in the front row and four in the rear. Each tine has a spring release so that, as it encounters an obstruction, it swings about hardened steel pivots against the spring tension, passes over the obstruction and automatically resets itself. Reversible Shovels are light in weight and extremely hard wearing.

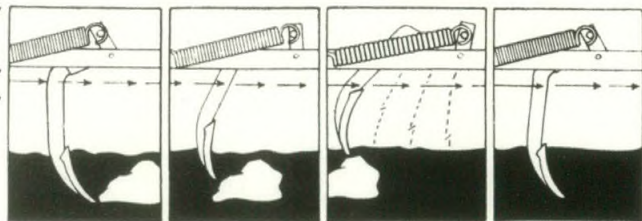
Adjustments : Tines adjusted laterally in 1" steps.

Spring Release : Two 2" x 10" coil springs on each tine.

Dimensions :

Overall width
84"

Weight approx.
390 lbs.



Tiller

Harvest time in Ireland

Peter Cassidy

One afternoon in late August with my wife Rosemary and son Richard we set out to visit our neighbour and long time fellow Club Member Edward Owens at his hillside farm two miles outside of Clones. When we arrived at his farmyard it was obvious he was not there as his array of tractors were absent and so we discovered him in his corn field saving the harvest with the help of some neighbours and friends.

He was using his AKTIV combine harvester drawn by a Nuffield 10/60 and collecting the sacks of grain with his faithful Ferguson 1952 TED tractor and trailer

When he had quarter of the crop combined he then proceeded to tackle up his 1940 Bisset Binder and his 1956 Ferguson TEF and in a short time he had the corn crop cut and tied and with the neighbours putting it in stooks and was ready to leave the field at

around seven o'clock happy in the knowledge that the first stage of saving the harvest was complete.





If the weather remains dry in about a week he will be able to put it in rucks (Mini Stacks) and later on in the Autumn he will thresh it with his Garvie Tresher a 1947 model which he purchased many years ago.

When we arrived back to the farm house he insisted on gathering some apples in the orchard for my wife to make tarts, we then

has some tea and scones and soon it was time to go home.

My son Richard had his camera with him and took some photos of the afternoons action, he called back a week later to see if Edward had done any more work in the corn field. Find enclosed some photos for your beautiful magazine which I enjoy reading.



Beitbridge to Cape Town On a TE20

Printed here are the diaries and pictures of Tony Psaila's epic journey from Beitbridge

to Cape Town, South Africa, on his TE20. Part 3 in the next issue.

Tony's Tractor Trek News



To all Tony's Tractor Trek Friends

15 April 2006

Here's the third update of Tony's enduring journey. He's more than half way to Cape Town! He's decided to change his itinerary for the last quarter of his journey. After Laingsburg, he'll continue on the N1 until Touws Rivier and then take the R318 turnoff to Montagu. I've enclosed the new itinerary for those of you following his route. He spent 3 relaxing nights together with wonderful meals and good company with Willie and his family in his magnificent old farmhouse on the outskirts of Bloemfontein. One of those days was spent with OLDBABY on display in the Mimosa Mall alongside the representatives of the S.African National Blood Service. Next day he'd made the front page of the Volksblad - which meant instant recognition on the road - with plenty of hooting and thumbs ups from passing motorists! He's also had a number of interviews with various radio stations.

Day 12 took him on to Springfontein and even further to a deep and restful sleep alongside the Gariep Dam. Next day he pressed on through the windy Freestate, only to break down about 30kms outside of Colesburg. OLDBABY had given up! Until now, she'd only had a couple of fuel tap filter blockages which were easily cleaned along the road. This time her points had melted completely! A few phone calls later, the 12 Volt coil was couriered out to Tony. He replaced the coil and limped into Colesburg. Drienie and Evert from the local Vintage Tractor Club kindly took Tony in for the night. Evert and his son worked on OLDBABY with great care, bringing her back to life! Next day OLDBABY was roaring to go! Somewhere along the way, Tony pulled over for Drienie's delicious picnic she'd kindly prepared for his journey. All day OLDBABY didn't miss a beat and safely delivered Tony 140kms down the track, to the beautiful old town of Richmond. Here he found refuge in the hospital grounds where he made camp in his homely sandwichboard "tent".

Day 15, he set off for Three Sisters. The most glorious clear, autumn day. Crystal mountains popping up in the plains all around him. A HUGE surprise when Willie's son-in-law (The Willie who'd looked after him in Bloemfontein!), intercepted him at lunch time with a piping hot hamburger and chips!



When I last spoke with Tony today, he was exalting in the MAGNIFICENT Freestate landscape! Drinking in the sky and all the tranquility around him!

A big thankyou from Tony to ALL the wonderful people who have hosted him and taken such good care of him en route so far!

We'll soon let you know how the next leg goes.

'Til then

Tony's Tractor Trek News



To all Tony's Tractor Trek friends

20 April 2006

This is update No.4 of Tony's Beitbridge to Cape Town trek across our country. He has covered 1670 kms with just 650 kms to go! Over 12 travelling days, his average distance has been 140 kms/day and his average speed is 21 kms/hour! OLDBABY-ZN (his 1948 Ferguson) has been going great guns with only a few minor problems along the way!

On the 15th April, the crystal clearest autumn day, Tony set off from Richmond to cover the easy 106 kms to Three Sisters. OLDBABY's fanbelt snapped just 10 kms outside of town. A kind gentleman stopped and offered him a bicycle tube as a replacement. He managed a Kilometre on that. Then a very kind lady offered him her red stockings! He was able to ride a further Kilometre on those. Next he used some rope from the trailer and covered another 3kms. Lastly, the bandages from his 1st Aid Kit took him another 2 Kilometres closer. There was no option but to be towed the last 3 kilometres into town where he could buy a replacement!

He said the Karoo was like a magnet! Space and tranquility surrounded him and enticed Tony onward towards the southernmost tip of Africa. OLDBABY's faithful engine purred on and on. It was getting late and the evening light cast tall shadows across his path. It was awesome driving in the dark - just Tony and the warm nightwind and his trustworthy old tractor with her friendly headlights winding their way to Beaufort West! Late that night he flopped into bed for a well earned 4-night stopover with Waldo, his past taxidermy student who has opened his own Taxidermy Studio in this picturesque town.

After plenty of good food and hot baths and a comfy bed in Waldo's family's hotel, with some fishing and some taxidermy work to pass the time, Tony set off on day 19 - all wrapped up against the cold - for Oudtshoorn. He was spellbound by the magnificence of Meiringspoort and the surrounding scenery! By late afternoon, just outside of Oudtshoorn, he'd found himself a pleasant campsite in which to rest his weary head. Every now and again, Tony has been able to download mail. Thankyou to all of you who've kept in touch with him along the way.

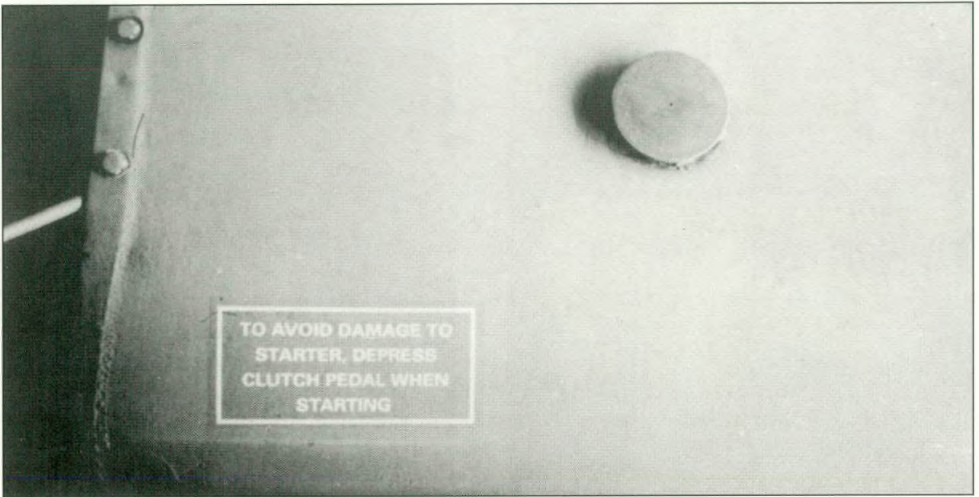
The Wes-Kaap Veteran Trekker- en Enjinklub has plenty in store for him in the next few days! We'll keep you updated in the next newsletter.

'Til then

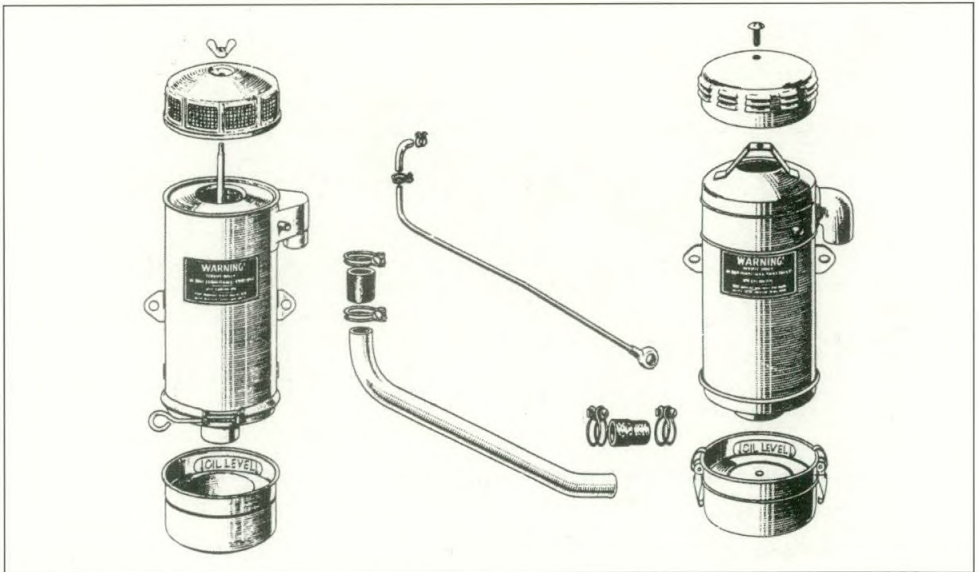
Ferguson Tractor Decals

Back in 1991, the Club saw a need to reproduce, to the exact style, the decals to go on the fuel tank and air cleaner for most of the TE20 range of tractors.

These still can be purchased from the Club. See details on page 38 of the Merchandise section for prices and how to order.



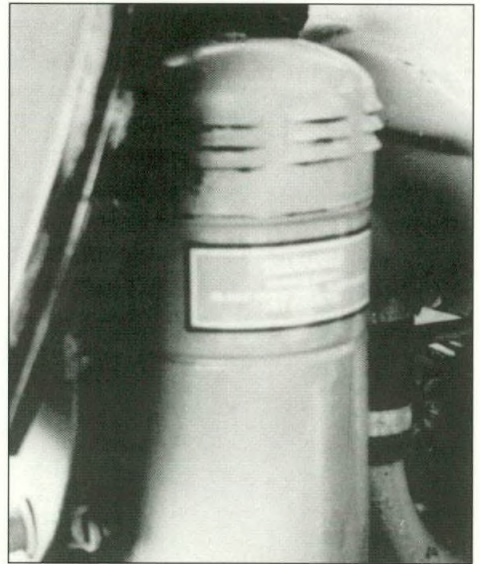
The new Ferguson Club fuel tank transfer fixed to a TED20 tank in the recommended position.



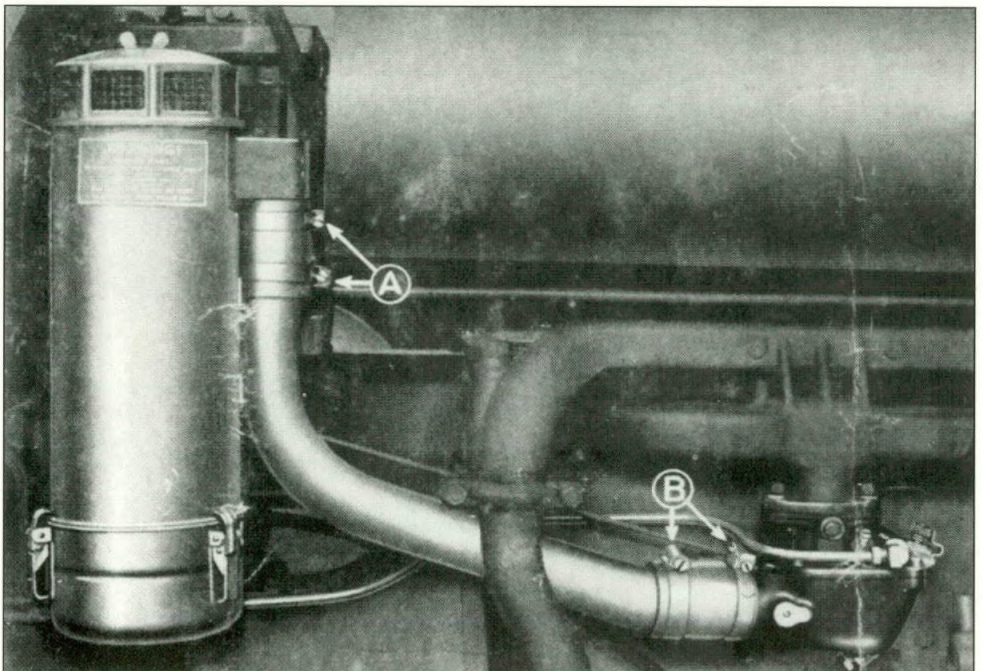
Ferguson oil bath air cleaners for TEA/TED etc. This illustration from the parts book shows the two types fitted. On the left is the AC Sphinx and on the right, the Burgess. Both types came in long or short versions. The diesel TEF air cleaner (illustrated on page 27) was of a more modern design.



The new Ferguson Club transfers showing their correct positions on the air cleaner and fuel tank. Note that this tank is the later diesel type with full cutaway corner.



The new air cleaner decal installed in the correct position for spark ignition TEA and TED types where the air enters the top of the cleaner.



The first type of air cleaner as installed on the TE tractor with Continental Z120 engine. Note the position and size of transfer.

The *Ferguson* System

Ferguson Tractor fitted with Bulldozer Blade.



Each winter the British Isles experiences the difficulties of snow and ice-covered roads.

Probably because these difficulties do not remain for a long time, very little has been done in the past to ensure that road communications are kept open and safe. This problem, whilst it remains, causes enormous dislocation of traffic and many authorities and newspapers have campaigned for better

snow clearance. The matter has been raised in both the House of Lords and the House of Commons as one of the utmost concern to the nation.

Most experts agree that the most satisfactory method of maintaining open highways is to use small units working often and quickly over a given stretch of road.

Ferguson Tractor used by West Riding of Yorkshire County Council towing a Gritter.



m solves the problem

The Ferguson Tractor equipped with Bulldozer Blade or Leveller Blade is ideally suited for this work. It is capable of a good road speed and is economical to operate. Many local authorities, including the West Riding of Yorkshire County Council and the Somerset County Council, use their fleets of Ferguson Tractors to clear snow bound roads, and for towing Gritters under icy conditions.



Ferguson Tractor and Earth Leveller keeping open a snow covered road.

A NATIONAL PLAN

As "The Observer's" article points out £3,000 a day was spent by the Kent County Council on snow clearance during the recent severe fall of snow. This could mean a possible expenditure of approx. £185,000 for the area of Gt. Britain in a day.

One suggestion made by a prominent Herefordshire land-owner, to remove this burden, is that farmers owning farms bordering roads affected by snow, should be supplied with levellers for attachment to their tractors. These could patrol a given

stretch of road, several times a day if necessary, to prevent snow blocks accumulating.

Some form of remuneration could be worked out that would encourage farmers to undertake this work, at a time when most work on the farm is at a standstill.

The cost of local authorities maintaining fleets of equipment, required for snow clearance only a few times a year, would be removed, and existing power would be employed!

Issued by **Massey-Harris-Ferguson** (SALES) LIMITED
COVENTRY, ENGLAND.

The Scottish Aviation Tractor Cabs

The following article has been reproduced from *The Ferguson Club Journal*, volume 7, No.2, 1994.

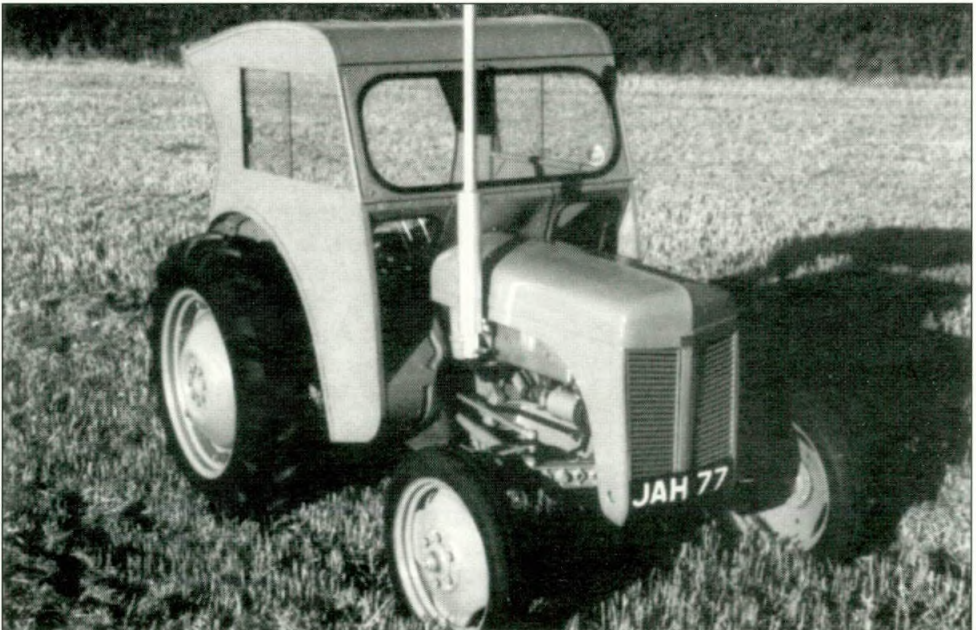
Victory in the Second World War led to a period of profound change for thousands of companies as each sought to adjust to the post war economy. Agriculture attracted many, even if only for a short term or interim period

The most successful of the interim projects for Scottish Aviation was also of an agricultural nature, and was the inspiration of Dick Ellison, one of the original Flying Instructors at 12 EFTS and by this time General manager, who was himself a small-holding farmer. This was the project to produce Scottish Aviation-designed tractor cabs, fabricated from aluminium alloy so that they would be sufficiently light-weight to be installed by the driver alone. As the Company's promotional brochure explained.

"It is appreciated that many farmers, who realise the advantages of tractor cabs under difficult weather conditions, prefer to drive a standard tractor without a cab during the better weather months, consequently, particular attention has been paid to making this cab easily removed. Spring clips require to be undone and the complete cab can be swung back and off in one minute. Remounting can be done in a similar fashion and in the same time".

The display of the Scottish Aviation tractor cab at the Ayr Show in April 1948 received an encouraging reception and suggested that there might be sufficient demand for production to be at a rate of fifty per day. The cab was extremely successful. It was manufactured for many different types of tractor and eventually it was even sold in a do-it-yourself kit form.

By the time the Company had exhibited

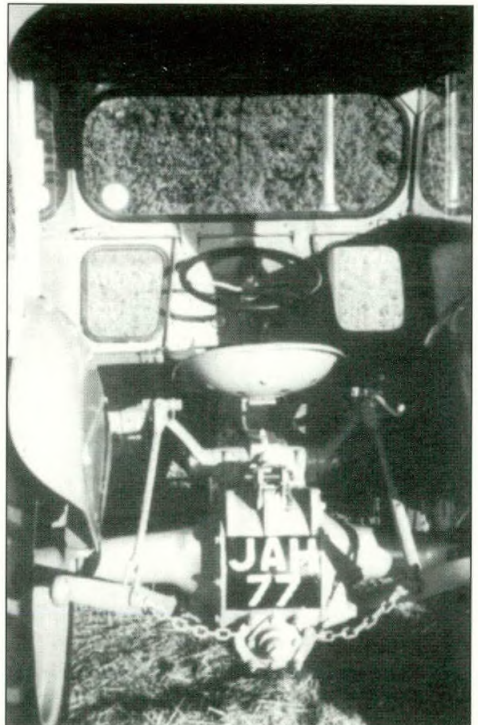
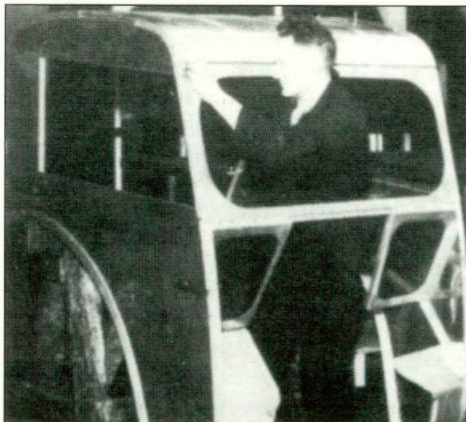


*Clean lines and sensible proportions are the hallmark of the Scottish Aviation cab for the Ferguson tractor. This particular example is fitted to a TED No.237609 owned and rebuilt by Ferguson Club member Robin Barker and Son Paul from Norfolk. **Robin Barker***



*Most cabs restricted visibility, some more than others. The Scottish Aviation is one of the better types with a wide windscreen and the important small lower windows allowing a reasonable view of the front wheels. **Robin Barker***

the cab at the Royal Show in July it had added roof trusses and farm gates to its range of agricultural products and had gone so far as to consider making its own combined harvester. The new product in which the Company resided its greatest hopes at this time was now, however, not a piece of agricultural equipment but it was associated with transport. It was the light alloy bus body.



Light On

J E Bradshaw

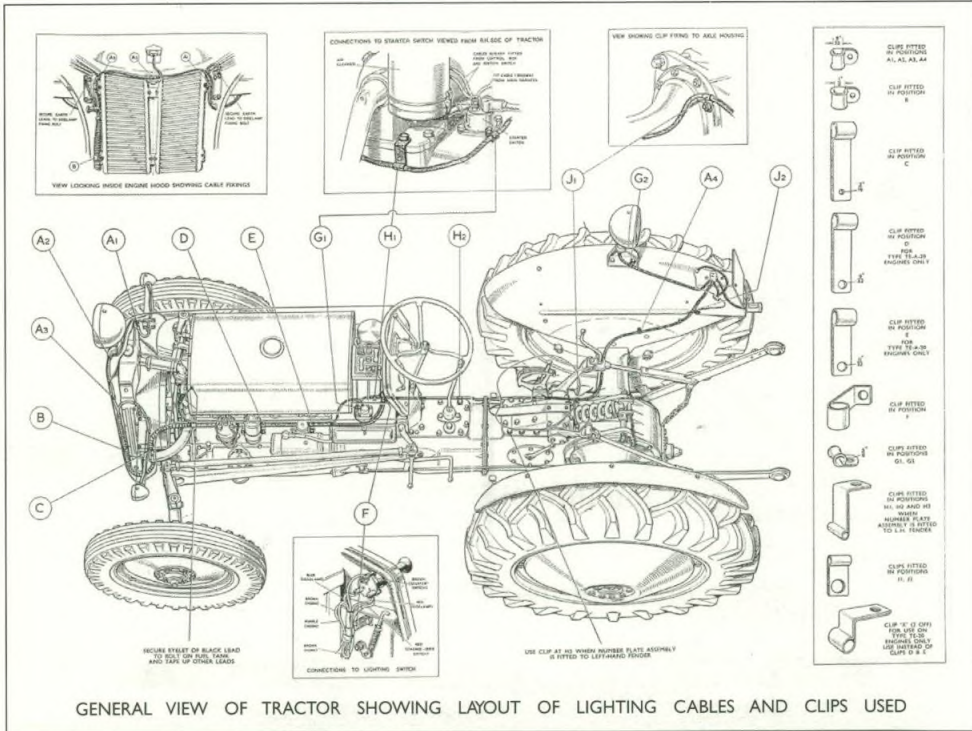
The following article has been reproduced from *The Ferguson Club Journal*, volume 7. No.2, 1994, including extra illustrations and diagrams

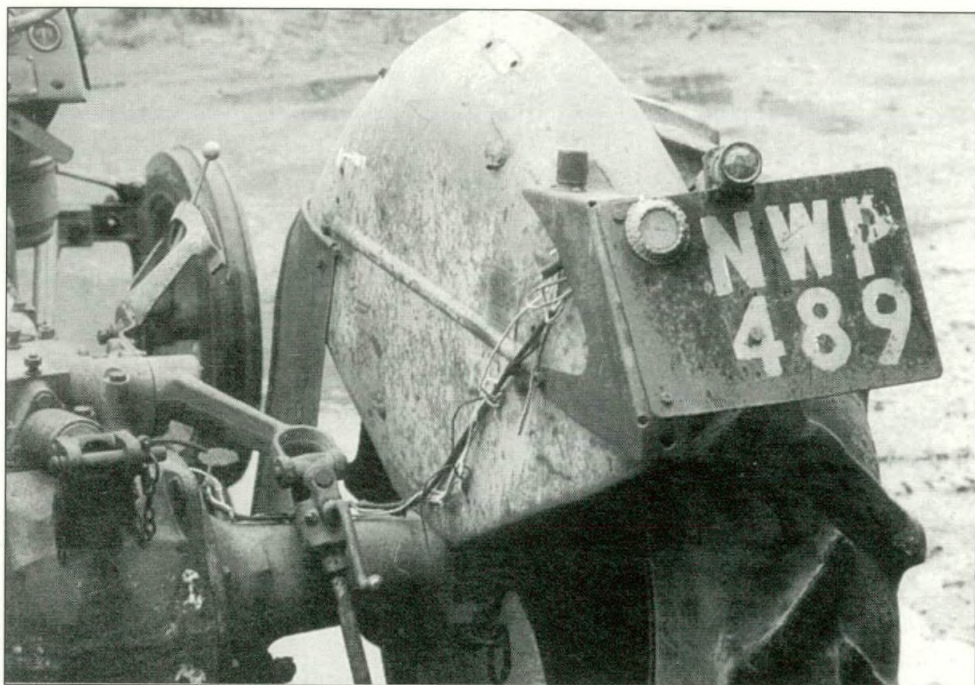
Readers will recall that my last piece on lighting for the TE20s explained the new lighting regulations introduced by the Ministry of transport on 1st October 1952. This insisted on two headlamps and two rear lamp, rather than one of each, and Lucas had introduced a new Lighting Set for the TE20 to suit the new regulations.

Meanwhile it was still possible to convert the original TE20 lighting set, and the accompanying photographs, of David Bury's very original 1952 TEF20, shows how it was done. On the right wing, the rear lamp was mounted above the number plate, on a small extension bracket, with

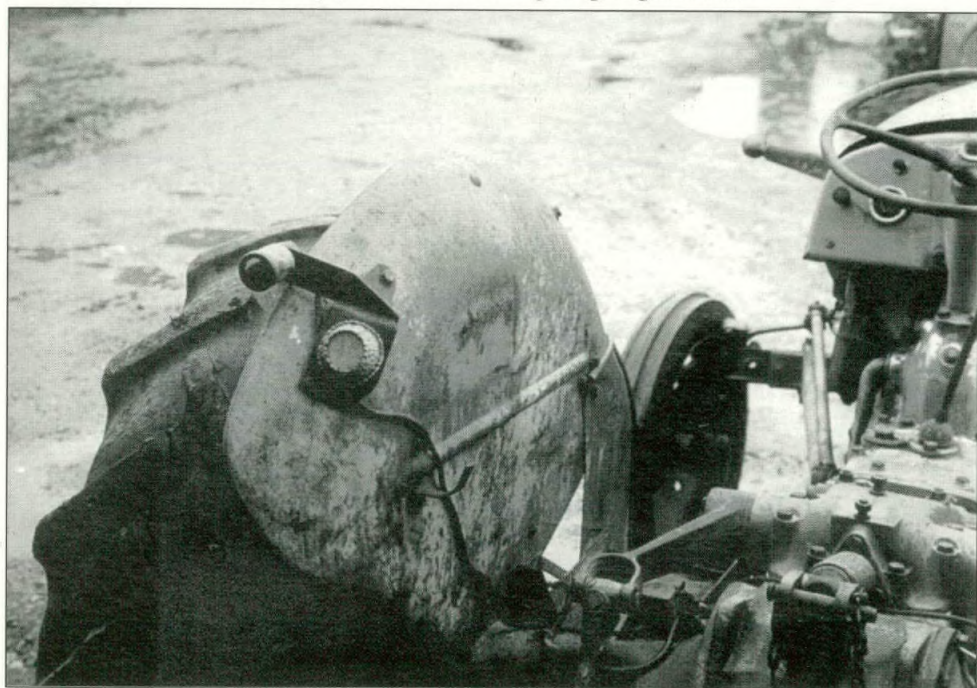
the clear sector shining down, much better for keeping out the rain. On the left wing is a neat bracket carrying an identical rear lamp and a reflector.

When the FE35 was introduced in October 1956 another new Lucas lighting set accompanied it. This was a comprehensive set of parts, with two handed headlamps and a ploughing lamp, all from the BH 1145 range, in grey and with a pilot (side lamp) fitted. The lenses had the tractor motif and the ploughing lamp had its own switch concealed in a ribbed rubber cover. The rear lamps were a motorcycle fitting, Model 564, with a clear sector for illuminating the number plate, mounted on the right wing. The light switch was a new type, 16SA, with a large knurled knob in black plastic. It had four positions - off, pilot (side), dipped head





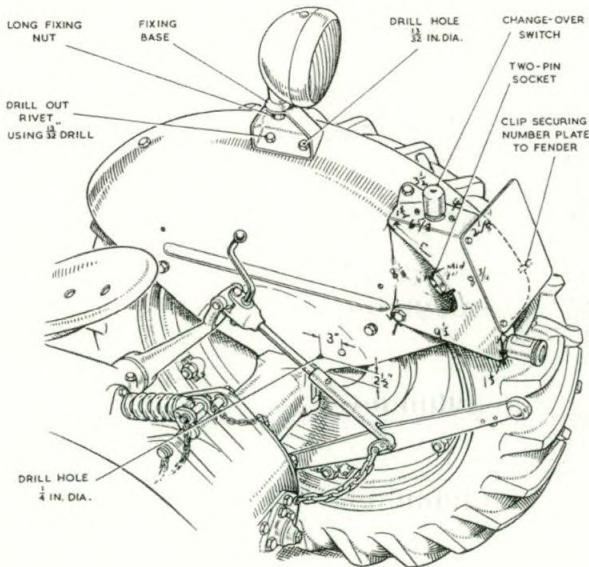
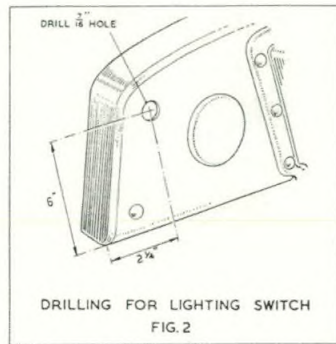
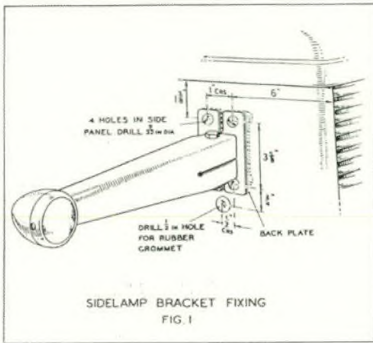
The right and left wings of David Bury's TEF20, showing the lamp bracket modifications to comply with the 1952 Lighting Regulations.



and full head. The new Lighting Set, 056140E, included the head lamp brackets and all wiring parts and clips to finish the job. A cheaper set, 056148A, had no ploughing lamp, but was otherwise identical.

The headlamp in this set, and in the 1952 set for TE20s, is itself interesting. It was designed by Butler before the war, and was sold with Butler or Atlantic badges on the top of the shell. I also have an example with a Vauxhall badge. The lamp was used

on many light and medium military vehicles throughout the war, and the military production is stamped B-H-WD on the shell and rim. After the war Butler continued to supply the lamp, in a number of forms and with several alternative lenses available. When Lucas took over Butler the Lucas equivalent, a very similar lamp called L-H-O, was dropped and the Butler lamp continued in production as Lucas BH 1145. It was fitted to most 1950s British tractors, including MF, Ford, International and David Brown.



MOUNTING OF REAR FLOODLIGHT AND NUMBER PLATE ASSEMBLY



Another fine tractor, an MF65 with full Lucas lighting set.



A Butler lamp on a 1940s military truck, probably Bedford QL.

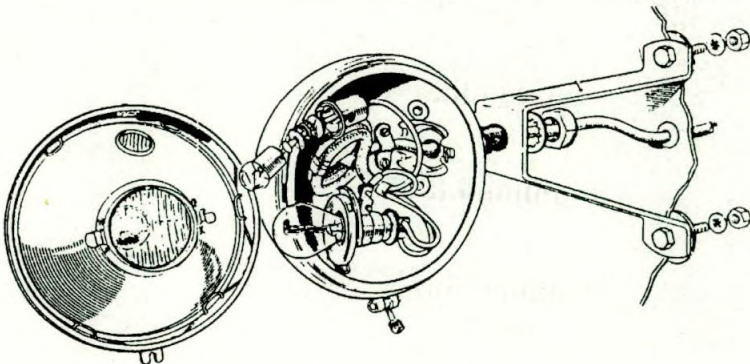
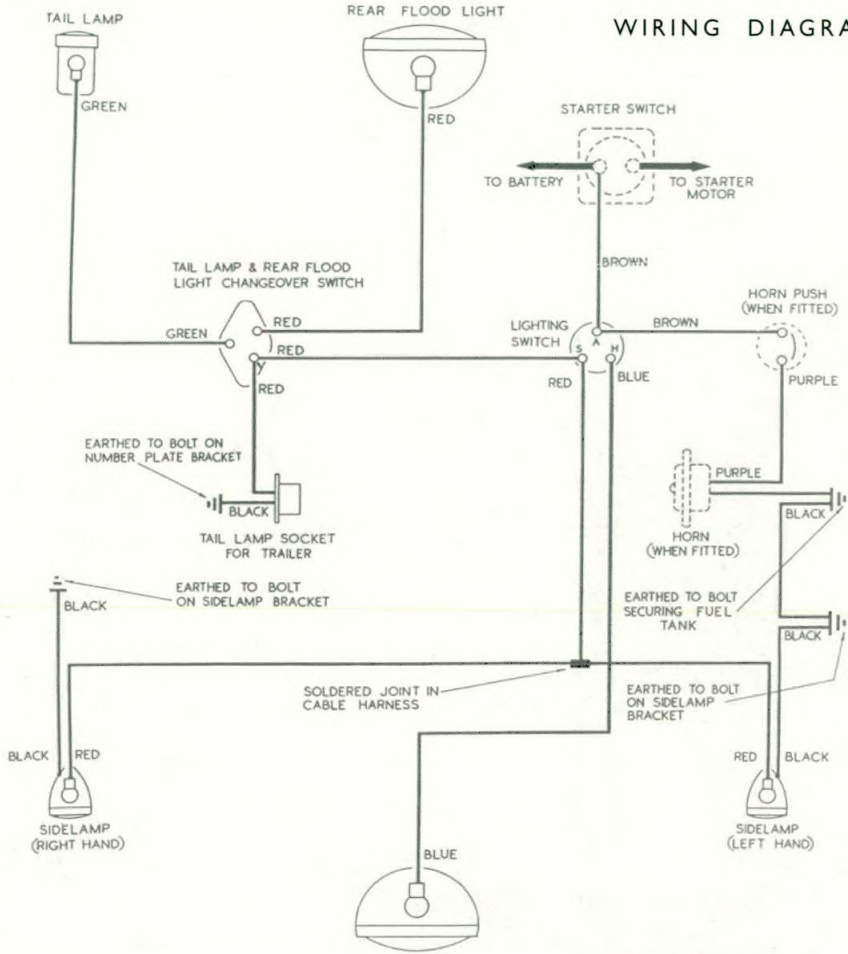
This lighting set also fitted the MF65, as Illustrated, and of course could be retro-fitted to the TE20 range.

In the early 1960s the rear lamp specification was changed and a Butler side/rear lamp introduced. This lamp, mounted on top of each rear wing, was a simple steel cylinder with a clear lens to the front and a red to the rear. This lamp was also available in several forms, and was very commonly used on tractors including DB and Ford Dexta.

Most of these lamps and parts to service them are still available, largely thanks to their use by the military.

The MF35/65 tractors were the last to have separate, optional lighting and from the MF135/165 family onwards used enclosed sealed-beam lamps within a styled bonnet design. What a contrast with the simple, optional-extra set for the TE20 range!

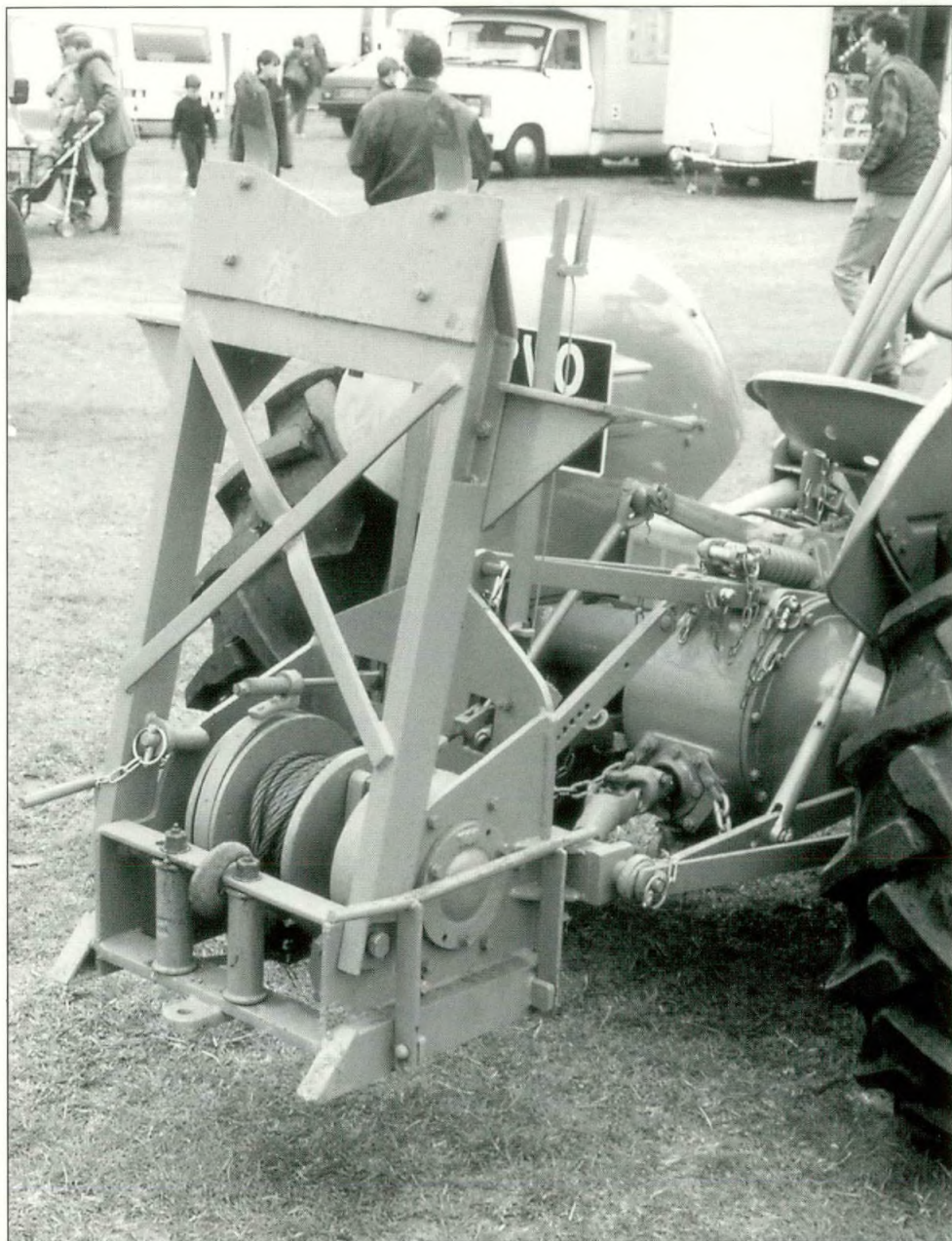
WIRING DIAGRAM



Headlamp shown dismantled with the surplus cable coiled inside the lamp body.

Pulling Power

Photograph by Arnold Staples



The Ferguson winch with tip-down sprag for restraining the tractor when winching and fold down parking stands at the side.



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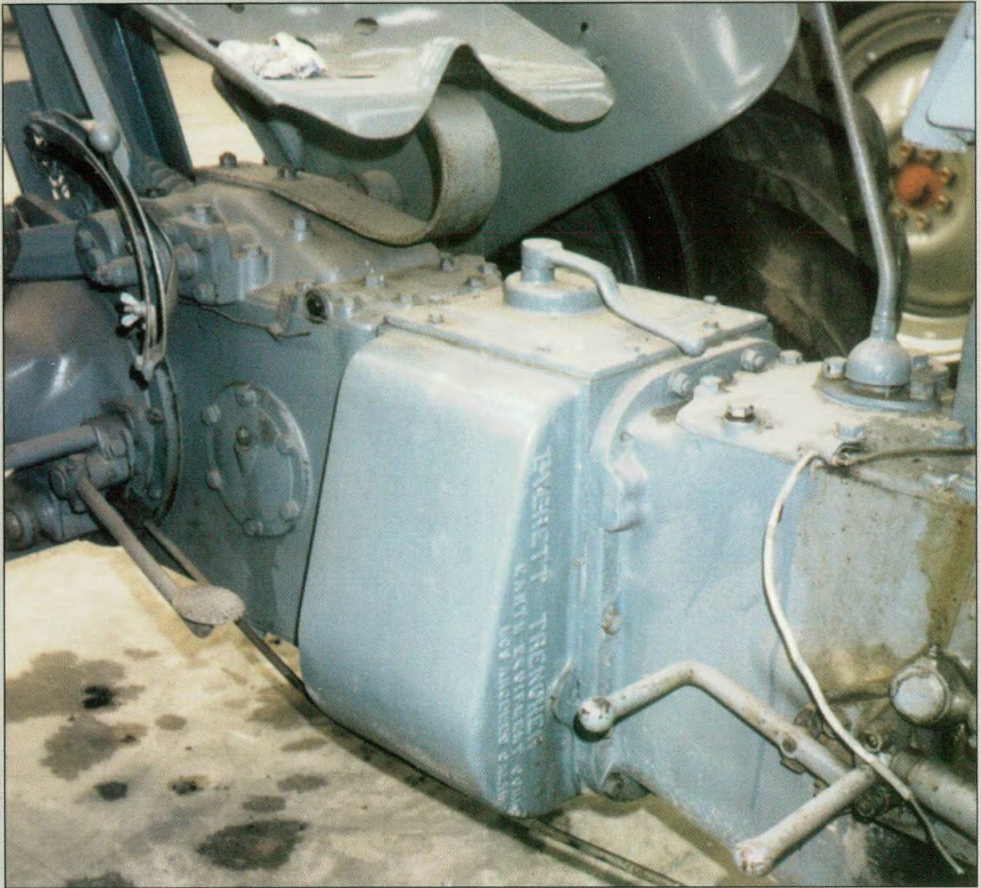
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Paul Rackham Collection
Photograph by Lawrence Jamieson



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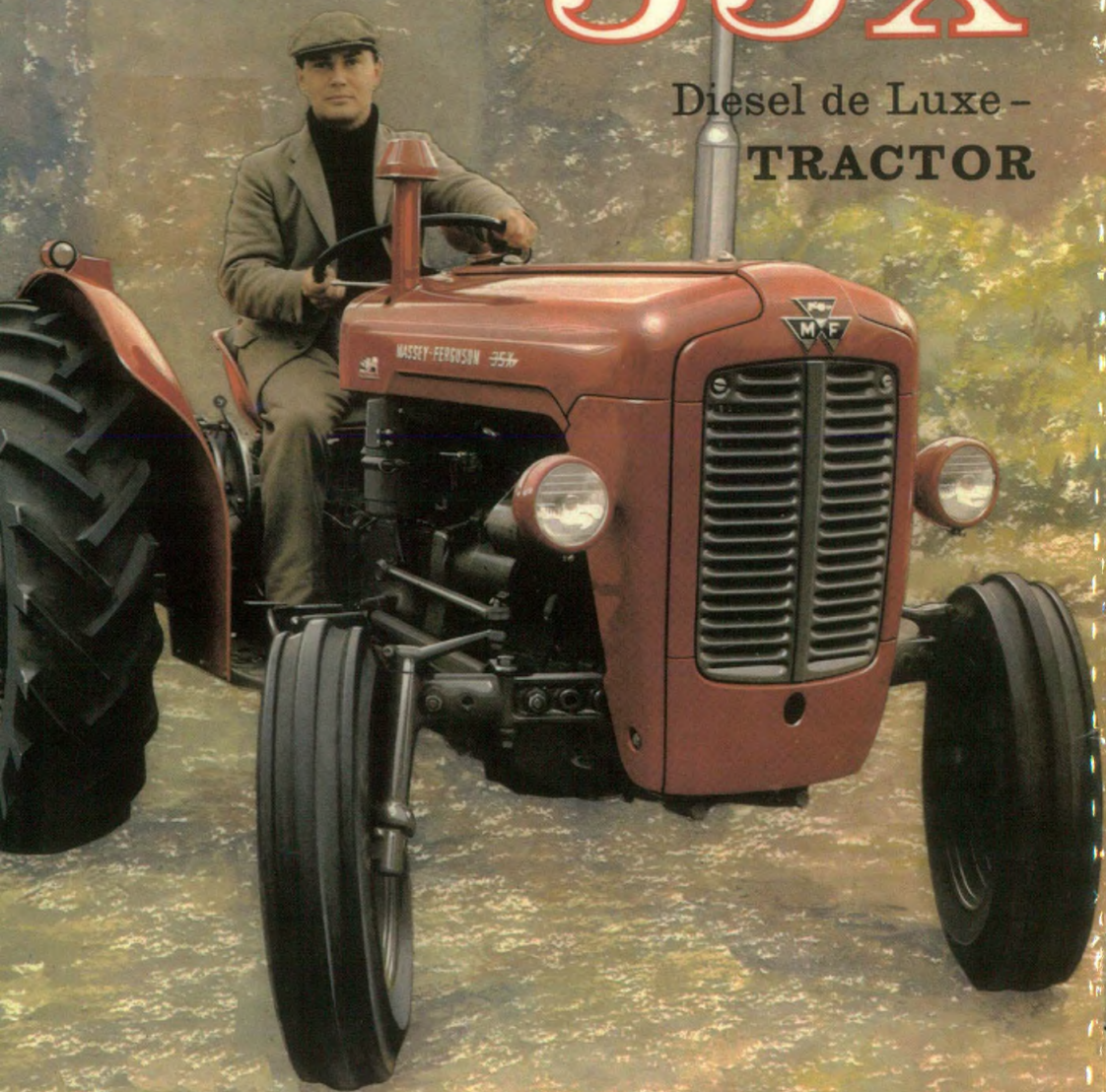


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