

# Fingal Vintage Society

## Newsletter

April 2010

### The Show

Preparations are under way again for this years show.

It has been decided to have a two day show this year so the dates are, 24<sup>th</sup> and 25<sup>th</sup> July 2010.

As with previous years the committee will need all members to take an active role in the weeks and months leading up to the show, and especially on the weekend, as there is a lot of organising to be done. Any one who has any suggestions, or are willing to volunteer, then please contact the committee.

This year we will be celebrating 40 years of Triumph Stag, 50 years of Bedford TK, 50 years of Fordson Super Major, also Ford and Fordson derivatives : County, Roadless, Muir Hill, Chaseside, Doe Triple D and Whitlock.

There will be a parade ring on site this year, so not just static displays for the public to view.

We also are pleased that the Ernest Doe Tractor Display Team with their "Dancing Doe's" will be making an appearance.

So lots to look forward to.

Once again the Exhibitors must be pre-booked and must provide copy of their insurance certificates. For any one arriving on the day of the show there will be a registration fee of €10.00.

### Important notice Road run

The Committee is organising a Tractor Road run on the 25<sup>th</sup> April. This will be approximately a 20 mile drive starting from Gormleys in Garristown. For information please contact Fran Scully.

### Events for May

We have enclosed with this newsletter a list of some events that are taking place in May. Please ensure that before travelling to these events you check to see that they are still taking place, as dates are subject to change, and of course the weather has a great bearing on whether events take place or not.



## Tractor Building

Some members of The Society have been meeting every Thursday in Edward Barratts, restoring a Ferguson 20 that was gifted to the club. The work is progressing nicely and hopefully the tractor will be finished in time for the Show. Once complete the tractor will be raffled amongst all the members who have taken place in the restoration work.



## The Members Monthly Meetings

The Members meet on a regular basis on the last Wednesday of the month in the Man O War Public House. The next meeting of the year will be on Wednesday 28<sup>th</sup> April.

## Transport Museum Road Run

Some members recently took part in a road run for cars and commercials which finished up at the National Transport Museum in Howth.

The Society was pleased to present to the Transport Museum a cheque for €1,000.00 in support of their cause.

## St Patricks Day

The Society was very well supported this year in the St Patricks Day Parades around Fingal. Vehicles were entered into the Rush, Lusk, Skerries and Balbriggan parades, a great turn out and thanks have been received by the Balbriggan Town Council for chauffeuring the Mayoress to the viewing podium by Thomas Kiernan in his 1939 Austin.



## History of Ernest Doe (continued from previous newsletter)

Ernest Doe Snr developed several machines, and this trend was carried on by Ernie, who together with Mr Taylor, manager at Strutt & Parker (Farms) LTD, developed the Taylor Doe Silage Harvester. This machine won the Burke Cup and a Silver Medal at the 1952 Royal Show held at Newton Abbot.

In the 1950s, the only high horsepower tractors on the market were American crawlers. These were expensive and not that readily available.

Mr George Pryor, one of the firm's customers, saw Ernie with the idea of joining two tractors together to develop 100hp! George had perfected a turntable link between the two power plants, but more development work was needed. Ernie recognised the merit in the idea and agreed to co-operate.

The result was what was initially called the Doe Dual Drive, which later became known as the Triple D. Production started in 1957 and the tractor was demonstrated and taken to shows in the UK and Europe. It won a Silver Medal at the 1960 Royal Show at Cambridge.

In all, 289 Triple Ds were sold between autumn 1958 and autumn 1964. Units were exported to Germany, Ireland, Nigeria, Russia, Sweden, Uruguay and the USA.

Replacement of the Fordson Super Major with the new 5000 in 1964 sent the company back to the drawing board and a more powerful, stronger and up to date tractor was born – the Doe 130. This easily outperformed the Triple D, but by the time the 150 was introduced there was increased competition from other manufacturers to produce high powered four wheel drive tractors, and so production ceased in 1968.

In 1956, after a long period of negotiations, the company decided to sign up exclusively to Ford as tractor dealers, a decision which was ratified again in 1957. At this time, Massey-Harris joined forces with Harry Ferguson and whilst Ernest Doe & Sons remained an exclusive tractor dealer with Ford, it meant having to forego selling Massey-Harris combines.

This gap was eventually filled by New Holland and in 1986, when Ford bought New Holland, this was a situation which worked in the favour of Ernest Doe & Sons.

Of course by 1990, Ford sold its agricultural business to Fiat, but again the company found that the new situation worked well. One of the main reasons for this is that Fiat is totally committed to the agricultural machinery business and is continually developing new machines.