



HOËVELD VETERAAN TREKKER EN ENJIN KLUB HIGHVELD VINTAGE TRACTOR AND ENGINE CLUB



www.savtec.co.za

Nuusbrief 02-2017



Komiteelede 2018

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Dors	<u>Koos Jooste/ Andries Roux/ Pieter Hansen/ Henk Bührmann/ Johan Richter/Chris Kool/Nico Prinsloo/Jan Lensley</u>
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Suidwes streek	Brian Ilseley
Suid streek	Hein van Niewenhuizen
Suidoos streek	Kobus Slabbert
Oos streek	Koos Naude
Noord streek	Paul Otto
Wes Streek	Dick Venter

Woord van die voorsitter

Terwyl keersfees alweer voor die deur staan, wil ek graag 'n oomblik vat en terug kyk na 2017.....

Inderdaad 'n baie bedrywige jaar! Van vergaderings, trekker rit, enjin dae, kuierdag, spanner dag, Nasionale Skou, ploeg dag, Cars in the Park, Mampoer -en Plaasfees tot werksdae en ons 25ste herdenking Feesaand

Ons 25ste herdenking jaar sal ons nie maklik vergeet nie!

Baie dankie aan alle lede wat daartoe bygedra het dat 2017 n suksesvolle herdenkingsjaar was.

Ons kan ook met groot opgewondenheid na die volgende 25 jaar uitsien!

Later in die nuusbrieff sal ook van die MOU asook die skuur en die nuwe Klubhuis berig word, maar ek kan nou al sê- watter mooi verjaarsdag geskenk is dit nie?

Volgende jaar sal ons skouer aan die wiel moet sit en die gebou omskep in ons Klubhuis!

Volgende jaar bied ons ook die EERC (Engen Engine Restoration Competition) finaal tydens on Plaasfees aan. Dit sal op 6 Oktober plaasvind.

Laastens wens ek almal n welverdiende ruskansie en 'n geseënde Kersfees toe waar ook al julle met familie of vriende sal wees. Ons sien julle vroeg in 2018 met 'n propvol program.

Veteraan groete,
Mark

Klub Sake

Ons heet volgende lede baie welkom en hoop hulle vind 'n tuiste onder die ou yster manne!

Barry Becker, ongelukkig nog geen foto nie



Jaco Bogaards



Jasper de Kock



Len du Toit



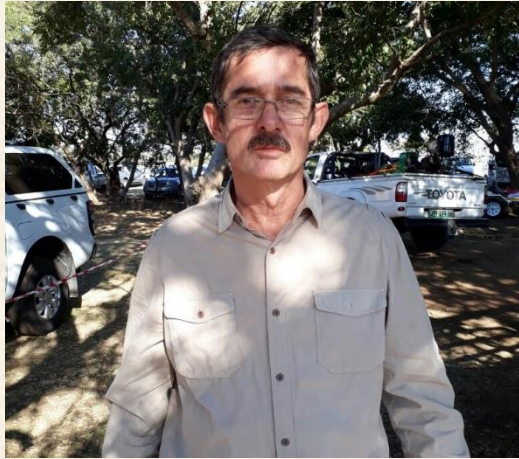
Luané Botes



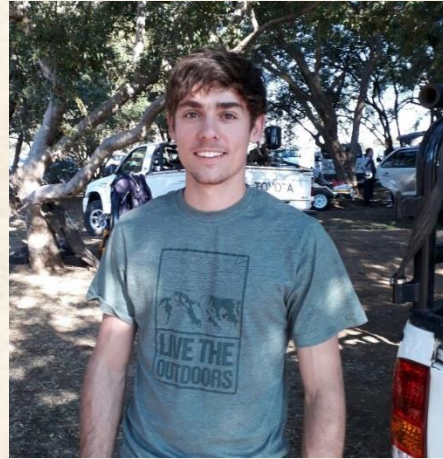
Jan Ras



Gert Marais



Cobus Mitchell



Dandr  Mitchell



Deon van Tonder



Jan van Niekerk

Te Koop/ Gesoek

Lede wat iets te koop het of soek, kan dit op die HVTEK whatsapp groep plaas. Dit kan ook op ons webtuiste gesit word:

www.savtec.co.za

Uitstaande ledegeld (soos op 01. 05. 2017):

2016

MIENIE	CHRIS
WELGEMOED	FRANCOIS

Betaal asseblief julle ledegelde- hierdie bydra is nodig dat die Klub kan funksioneer
Julle kan dit in die volgende Bank rekening in betaal:

ABSA Tjekrekening
 Tak kode 632005
 Rekening Nommer 4051 695 230
 Verwysing: lid se Naam en Van
 Bedrag- R150 per jaar

Indien betaling al gemaak is, stuur asseblief bewys van betaling aan hvtek.chairman@gmail.com of kontak gerus die Tesourier.

Opbetaalde ledegeld 2017 (soos op 01. 10. 2017):

ALBERTS	BASIE	JORDAAN	HUMAN	PONSTEEN	JAUK
ALLEN	MICHAEL	KAYSER	WALTER	PONSTEEN	PETER
BASSON	ANDRIES	KERSLAKE	DICK	PRETORIUS	FRANS
BECKER	BARRY	KING	CLIVE	PRETORIUS	JOOST
BESTER	LOUIS	KOOL	CHRISTIAAN	PRINSLOO	HANS
BEYTELL	CHRISTO	KRAUSE	JOHAN	PRINSLOO	JAN
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BOTHA	PIETER	LENSLEY	JAN	ROBBERTS	RIGARDT
BOTHA	SAREL	LOOTS	MIKE	ROOS	THYS
BOTES	LUANÉ	LOOTS	RAY	ROUX	ANDRIES
BREYTENBACH	WYNAND	LOUW	DEON	SCHEEPERS	DOH
BRITS	DIRK	LOUW	KOOS	SLABBERT	HENTIE JHR
BÜHRMANN	HENK	LÖVE	TORSTEN	SLABBERT	KOBUS
CELLIERS	SAGRYS	LUBBE	PIETER	SMALL	HANU
CLOETE	BREYTEN	MALHERBE	GIDEON	SMIT	KOOS
COATES	WILLI	MARAIS	GERT	SMITH	PHILIP
COMBRINK	PIETER	MARX	BALLOT	STROH	NICO
CRAWFORD	CHARLIE	MEIRING	CHARLES	SWANEPOEL	HENNIE
DAGUTAT	ALLAN	MEYER	TOBIE	SWANEPOEL	JOHANN
DE CLERK	IVAN	MITCHELL	COBUS	VAN BILJON	GERT
DE KOCK	JASPER	MITCHELL	DANDRÉ	VAN DER MERWE	FRITZ
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DU TOIT	LEN	MOOLMAN	LOUIS	VAN DER WESTHUIZEN	GUSTAF
ENGELBRECHT	EDDIE	MOSTERT	PHILIP	VAN DER WESTHUIZEN	WESSIE
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FEE	JOHN	NAUDE	KOOS	VAN TONDER	DEON
FERREIRA	JAN	NEL	DANIE	VAN NIEKERK	JAN
FOURIE	GERRIT	NEL	DUTCHIE	VAN NIEUWENHUIZEN	HEIN
HANSEN	PIETER	NEL	GIEL	VAN TUUREN	RUDOLPH
HERTZOG	ALBERT	NEL	GILLIAM	VENTER	DICK
HOHLS	KARSTEN	NEL	PETRUS	VERMAAK	THEO
HOHLS	MARK	NOETH	NICK	VISAGIE	HANNES
ILSLEY	BRIAN	NYSSCHEN	JOHAN	VISSER	VISSIE
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JENKINSON	THOMAS	OCHSE	ANTON	VORSTER	FRANS
JOHNSON	FANIE	OPPERMAN	JAN	WAGENHAUSER	EDWARD
JOOSTE	KOOS	OTTO	PAUL	WEIR	ROBBIE
				WIBBELINK	GERT
				WILSON	GARTH
				WILSON	GART

HVTEK 25 jaar herdenking.

Verskeie inisiatiewe is hierdie jaar aangepak om iets eenmalig aan te bied vir die 25ste herdenking. Ons feesaand op 8 September was goed bygewoon en ons het die voereg gehad om 4 (van ons 5 oorblywende) stigterslede, vorige voorsitters en klublede welkom te heet. 'n Hartlike dank aan Louis Bester en sy span wat met die reëlings gehelp het. 'n hout trekker modelletjie is vervaardig en beskikbaar gestel vir die lede. Botteloopmakers en wyn met die HVTEK wapen en herdenking datums was ook beskikbaar vir lede (daar is nog beskikbaar!)



FEESAAND KONSERTVERSLAG (verkort).

1. **Agtergrond:** Die 25ste bestaansjaar van HVTEK het die behoefte laat ontstaan om iets groots daarvan te maak. Die aanvanklike Feesaand was voorgestel waar stigterslede asook ander belanghebbendes saam sou kom. 'n Konsep program is opgestel wat uit die basiese idee en beplanning bestaan het.

Gedurende April 2017 het daar 'n vergadering plaasgevind tussen die skrywer en die Voorsitter van HVTEK. Voorstelle is op die tafel gesit en is 'n gewysigde program bespreek.

Intussen is daar gewerk aan die program en lede van HVTEK genader om deel te wees daarvan.

In Julie is daar weer vergader met die Voorsitter en is die beplanning en uitvoering aan die skrywer oorgelaat.

Op Vrydag 8 September is die Feesaand gehou en was daar ongeveer 150 aanwesiges teenwoordig.

2. **Bepanning:** Daar was sowat 22 vergaderings met rolspelers gehou . Dit sluit in vergaderings met kunstenaars , die seremoniemeester , hulpe , borge en lede wat sou optree asook ad hoc inoefeninge.

Die program was ontwikkel om die totale behoefte van die Feesaand te bevredig nl. Toeprake , vermaak , kunstenaars en erkenning aan lede. 'n Aansit ete was ook deel van die program.

Kaartjieverkope was aanvanklik baie traag en was daar toe 'n uitdaging aan al die lede gestel om dit aan te wakker. Die doelwit was 160 kaartjies. Die doel was bereik kort voor die Feesaand.

Borge is genader om kostes te dek. 'n Bedrag van R6,600-00 is deur twee borge voorsien. Daarmee is die volgende betaal: Twee kunstenaars , klanktoerusting , opmaak van die saal , raam van geskenk , verjaarsdagkoek , uitgawes vir klere van vermaaklede , décor , water vir kunstenaars en lede en diverse. Die totale uitgawes was R6,600-00.

3. **Program:** Die program was gefinaliseer en in detail bespreek met al die saakmakende rolspelers waaronder die seremoniemeester. Daar was gepoog om die program so op te stel om almal te akkommodeer. Die terugvoer van aanwesiges was dat dit hoofsaaklik in almal se smaak geval het. Verskeie HVTEK lede was genader om deel teneem aan items maar het mettertyd onttrek of verskonings gehad.

'n Kerngroep was egter verantwoordelik vir die vermaak , saal verfraaiing , foto's neem en hulp. Waar lede aanvanklik sou deel wees van die program maar onttrek het , het individue die gaping in die program gevul.

4. **Uitdagings:** Om alles te koördineer was 'n groot uitdaging. Die luukse van 'n kleedrepetisie was nie moontlik nie. Daar was hoofsaaklik gebruik gemaak van geskrewe instruksies en verduidelikings per e-pos of per foon. Twee besoeke aan die seremoniemeester was gedoen om die program in detail te bespreek.

Tydsreëlings , optredes , take , koördinerings- en uitvoering van opdragte was bevredigend uitgevoer.

Omdat die begroting baie klein was , moes daar baie suinig gewerk word maar is tog geslaag in die doel.

5. **Samevattend:** Die algemene gevoel was dat die Feesaand deur almal geniet was en kan dus as 'n sukses gesien word. Dus het HVTEK sy verjaarsdag met styl en sukses gevier.

Baie dankie vir die geleentheid.
Opsteller: L.J. Bester (HVTEK lid)







HVTEK skuur en Klubhuis

Vandat daar laas berig is in Nuusbrief 2/2016, het ons baie goeie vordering in die skuur gemaak.

Die WPLM toerusting is heeltetal verskuif, rakke vir plaasfees is gemaak, die mezzanine is intussen ook opgerig. Die trappe is ook installeer.

Verskeie skenkings is gemaak om die projek so ver te bring. 'n hartlike dank aan die lede vir hulle skenkings. Dit word opreg waardeer.

Verder kan berig word dat die *Memorandum of Understanding* (MOU) met WPLM geteken is!

In samevatting behels dit die volgende hoof elemente:

- 'n langtermyn verhouding met WPLM
- Bewaring van toerusting tot voordeel van besoekers en volgende generasies.
- Deelname aan vondsinsameling byeenkomste by WPLM.
- 'n Klubhuis en 'n skuur waar toerusting gestoor kan word.

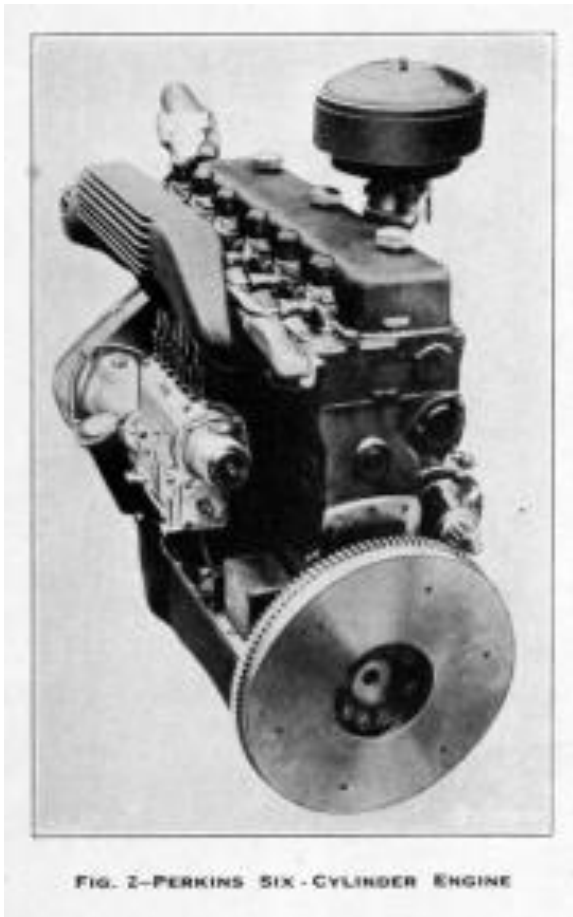




Perkins



R6 Diesel engine. Exhibit at the Dover Transport Museum.



1937

TO ALL ANCILLARY OPERATORS AND HAULAGE CONTRACTORS

A MESSAGE ABOUT "DIESELISATION"

THE PERKINS 'P6'

"ground-breaking" 6-cylinder lightweight high-speed Diesel Engine offers all the advantages of the maximum load Diesel for vehicles in the 30 M.P.H. class.

The numerous "P6" repair orders received recently show that important users throughout the country are conscious of these "Dieselisation" advantages.

A LIGHTWEIGHT HIGH-SPEED DIESEL ENGINE THAT IS 10 YEARS AHEAD OF ITS TIME.

STANDARD IN OR AVAILABLE WITH ALL MODELS OF 30 M.P.H. VEHICLES

Remember these points:

1. **FUEL ECONOMY**—giving over 50% more per gallon than the best petrol engine.
2. **MAINTENANCE** of the vehicle with the P6, plus as a Diesel, comparable with the petrol engine in operation and cost.
3. **CONSIDERABLE** increase in power and acceleration compared with the average petrol engine.
4. **COLD STARTING**.
5. **LIGHT WEIGHT**, compact and simple.
6. **Frictionless fuel control**.
7. **Developed** by Perkins Diesel Corporation of authority of real value throughout the world.

PERKINS DIESEL ENGINES

F. PERKINS LTD. PETERBOROUGH, ENGLAND

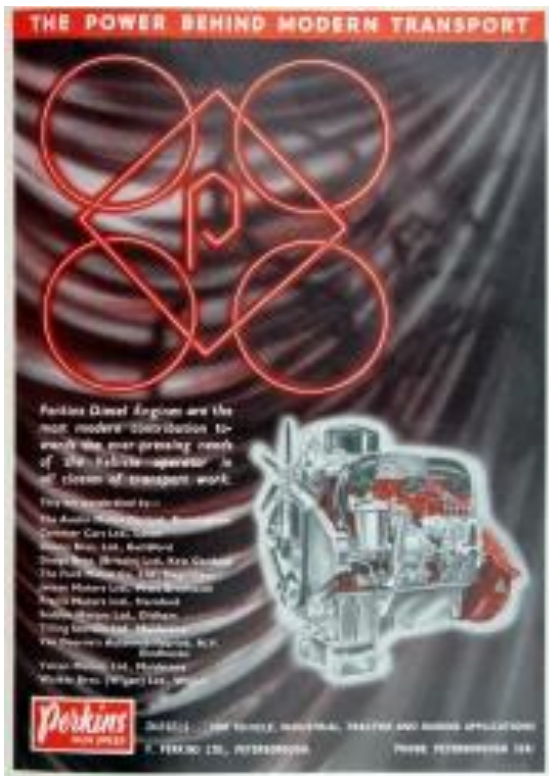
July 1938



January 1944



November 1946



April 1951



1955.



Fig. 1—Peavey 14000 class engine with Peavey lathe and Peavey variable pitch gear.

1955.

FOUR 99 — "40-78 mpg with 15 cwt van"

WAC FRANCHISE
 NAME _____
 ADDRESS _____
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... FOR VEHICLE, AGRICULTURAL, INDUSTRIAL AND MARINE APPLICATIONS

PEAVEY LTD., PETERBOROUGH, TEL: PETERBOROUGH 227

April 1959



F. Peavey, Ltd.
 Engine Block Machining Line

1959. Engine Block Machining Line.



1961.



1959. Six-cylinder 76 b.h.p. agricultural diesel engine

Perkins Engines of Queen Steet, Peterborough

1932 Frank Perkins set up a private company F. Perkins Ltd and bought the rights to the Invicta engine and started the company to continue its development at the disused Barford and Perkins works (which still belonged to his father). Charles Wallace Chapman was chief engineer. The two men were very different: Frank was the enterprising aggressive salesman; Charles was a shy, retiring genius. They were both convinced of the potential of diesel power and set about developing their first engine, the Vixen, from small premises and a workshop in the centre of Peterborough.

The first test run was made early on a Saturday evening in autumn 1932. The engine was started from cold by handle with the aid of combustion caps heated red hot in a coke stove and hurriedly fitted back into the combustion chamber. There were cheers as the engine fired and when it reached 4,000 rpm. It was swiftly switched off - there was no speed governor fitted. The Perkins engine was born.

1933 The engine was the basis for the Wolf series, used in Commer trucks.

The firm converted many trucks and vans from petrol to diesel.

1937 The remarkable P6 engine was designed with prototypes running 6 months after the original blueprints. The revolutionary P6 firmly established Perkins in the diesel market developing 83bhp at 2400 rpm.

c.1937 The company started to make a profit.

1938 The engine range included Wolf, Lynx, Leopard I and II engines in vehicle, industrial, marine and agricultural versions, with specifications to cover 650 different applications. Frank had already acquired land at Eastfield for expansion with his vision of becoming a world leader. Perkins had started its rapid growth path to provide the world's diesel power needs.

WWII the Air Ministry commissioned the company to provide engines for air-sea rescue launches, which constituted the bulk of the company's production during the war.

1944 Producing the Wolf (45 bhp at 2,500 rpm), Lynx (55 bhp and 2,400 rpm), Leopard I (60 bhp at 2,400 rpm), Leopard II (75 bhp at 2,400 rpm) and the new Aeroflow P series with the P4 (56 bhp at 2,600 rpm) and P6 (85 bhp at 2,600 rpm) models

1947 The company moved to a new factory at Eastfield, outside Peterborough.

1951 Company went public.

1950s Established plants and sales and service outlets in France, Spain, India, and Brazil

New engine, R6, was developed too quickly and not properly tested; customers were dissatisfied.

1959 Massey-Ferguson bought all the shares in Perkins, which continued to produce engines at Peterborough.

1961 Manufacturers of lightweight high-speed diesel engines for vehicles, tractors, industrial or marine purposes. 6,000 employees.

1963 Motor Show exhibitor. Showed Diesel engines types P4.203(C) and 4.99(C). Listed as F. Perkins Ltd of Peterborough

It later became part of LucasVarity Plc.

1998 Caterpillar purchased the Perkins Engines Company from LucasVarity in 1998 for US\$1.35 billion.

Worldwide one in five tractors is powered by a Perkins engine.

THE HENRY FORD FAMILY AND THE FORD AND FORDSON TRACTORS

A CHRONOLOGICAL HISTORY - AT A GLANCE

- 1847 John Ford, Henry's grandfather and family emigrate from Cork, Ireland.
- 1848 Settle at Dearborn near Detroit, Michigan in the United States.
- 1863 July 30, Henry Ford is born, to William and Mary Ford.
- 1879 Henry leaves home for Detroit, to start an apprenticeship.
- 1883 Henry returns to farm.
- 1888 In April Henry marries Clara Bryant.
- 1891 Henry returns to Detroit to work for Edison Illuminating Co.
- 1893 On 6 th November, only child Edison, is born to Henry and Clara
On Christmas eve, Henry's own built engine runs.
- 1896 On June 4, Henry's "Quadcycle" has its first run.
- 1899 A larger two-seater is running by July.
Detroit Automobile Company is founded 5 August.
- 1901 Detroit Automobile Company is disbanded.
- 1902 Ford and Malcomson motor factory founded late 1902.
- 1903 On 16 June, name changed to Ford Motor Company.
- 1905 Production outgrows first factory, moved to larger facilities.
The Fords return to their Dearborn farm.
- 1906 Henry and Joseph Calamb produce the "Automobile Plough".
- 1907 Henry asks Calamb to build new tractor, the first of many.

- 1908 Introduction of the famous Model T car.
Henry's engineers concentrate on prototype tractor based on Model T.
- 1909 Farkas joins engineering team, many prototypes based on Model T.
- 1911 Henry announces his proposed economical tractor.
- 1914 England enters World War I on 4 August.
- 1915 Henry Ford and Son Inc. is formed.
Farkas designs and builds the "Farkas Tractor", .
- 1916 Henry wants 50 Farkas's produced. First one completed November.
First of Model T car to Tractor conversion kits become available.
England begins to feel the effects of war such as food shortages.
Ministry of Munitions (MoM) begin search for tractor.
- 1917 Edsel Ford marries Eleanor Clay. On 1 November
Henry Ford and Son send two "Farkas Tractors" to MoM for evaluation.
MoM order 6000 tractors from Henry Ford and Son, built in United States using 4-cylinder Hercules engines.
First batch tractors built and shipped to England on 8 October.
Harry Ferguson designs plough for Model T car / Tractor conversion.
Henry Ford II, born to Edsel and Eleanor Ford on 4 September
- 1918 Fordson Model F, based on MoM tractor, produced 26 June.
Plans to build Fordsons in Ireland revived
Henry resigns as President of Henry Ford and Son, in favour of Edsel.
World War I ended on 11 November.
- 1919 Henry becomes sole owner of Ford Motor Company.
First Irish Fordson Model F completed at Cork 4 July
- 1920 Ford designs and manufactures its own tractor engine.
Fordson begins export of 26,000 tractors to Russia.
Red wheels now fitted to Fordson Model F.
- 1921 Industrial version of Fordson Model F is produced.
- 1922 Production of Fordson is stopped in Ireland.
- 1923 Ferguson Duplex Hitch, Floating-skid plough becomes available (Fordson)
- 1924 Fordson Model F, fenders become optional.
- 1926 Fordson Model F, toolbox fenders become optional.
- 1928 Fordson production discontinued in United States, transferred to Ireland.
- 1929 Irish Fordson reappears as the Fordson Model N, Colour remains grey.
- 1933 Production moved to Dagenham, Fordson Model N, now dark blue.
- 1935 Pneumatic Dunlop tyres available. Orange trim added to the dark blue.
- 1937 The Row-crop, the Fordson "All-Around" added. All tractors now Orange. 1938
Henry suffers a mild stroke aged 75, no lasting damage.
Harry Ferguson demonstrates "three-point-hitch" to Henry at Dearborn.
Results in "handshake Agreement" on 8 November. Ford- Ferguson tractor
Harry Ferguson returns to England,
- 1939 Fordson produces 3,000 Fordson Model N's in preparation for war.
End of January, Experimental Ford - Ferguson ready for testing
By June, production model of grey 9N (Ford – Ferguson) available.

- World War II, declared on 3 September.
Fordson Model N's now painted dark green.
- 1940 Henry II Ford marries Anne Mc Donnell
- 1941 The United States enters war on 11 December.
The austerity version of the 9N, the 2N is introduced.
Henry suffers second stroke, with more effects.
- 1943 Edsel Ford dies on 26 May, aged 49.
Henry resumes Presidency of the Ford Motor Company. He is now 80.
Henry Ford II is released from United States Navy in August .
Harry Ferguson's bigger tractor the 4P is rejected by Ford management
- 1945 End of World War II, in Europe on 8 May and Japan 2 September.
The start of production of the Fordson E27N on 19 March.
Henry resigns as President, he was now aged 82 and frail.
Henry Ford II becomes President in his 28th year.
- 1946 Henry Ford II, announces new plans, "Handshake Agreement" ends June.
- 1947 Henry dies on 7 April, at age 83, three months before his 84 birthday
A new tractor the 8N, with no mention of Ferguson becomes available July
- 1948 In January, Harry Ferguson sues Ford Motor Company for \$350 Million. .
The Fordson E27N with a Perkins P6 diesel engine is announced.
E27N diesels are exported to the United States, as the "Fordson Major".
- 1950 Ford-Funk V-8 Conversion kits become available
- 1951 The all new Fordson "New Major" rolls off production line 29 September
- 1952 Harry Ferguson receives \$9,25 Million in settlement from Ford.
- 1953 Ford Motor Company goes public, and shares available for first time
50th Anniversary of Ford Motor Company. Ford NAA "Golden Jubilee".
- 1955 Fords new thinking introduced, with new range of tractors announced.
Fords 600 and 800, and later Fords 700 and 900 introduced.
- 1957 Fordson "Dexta" made its debut.
Fords 601, 701 "Workmaster" & Fords 801, 901 "Powermaster" introduced.
- 1958 Fordson "Power Major" replaced the "New Major".
- 1959 Ford 501 "Workmaster" "Off-set" became available.
- 1960 Fordson "Super Major" replaced the "Power Major".
Henry Ford II becomes Chairman and CEO of the Ford Motor Company
- 1961 British Fordson and United States Ford Tractor operations merged.
The Thousand Series was introduced.
United States built the Ford 6000 and was the first of the Thousand Series.
- 1962 The Fordson "Super Dexta" made its appearance.
"Super Dexta" exported to the United States as the Ford 2000 Diesel.
"Super Major" exported to the United States as the Ford 5000 Diesel.
- 1963 Ford 6000 was returned to the market after being withdrawn.
Ford 2000 replaced the "Workmaster", the Ford 501, 601 and 701.
Ford 4000 replaced the "Powermaster", the Ford 801 and 901.
- 1964 British factory moved from Dagenham to Basildon, England.
Ford Motor Company re-organised with the "World Tractor" concept.

- Fordson name was dropped after being used for 47 years.
Henry Ford II divorces Anne McDonnell
- 1965 Henry Ford II declares that Ford's goal was world leadership.
Fords 2000, 3000, 4000, 5000 and Commander 6000 released.
Henry Ford II marries Maria Christina Vettore
- 1968 Styling and other changes to the Fords 2000, 3000,4000 and 5000.
Ford 8000 the first Ford to be produced over 100 hp.
- 1969 Ford 9000 produced by turbocharging the Ford 8000 to produce 130 hp
- 1970 Ford 7000, the first British turbocharging of a tractor using the Ford 5000.
- 1973 Agreement was reached with Ishikawajima-Shibauro for compact tractors.
Ford 1000 was the first tractor built under this agreement.
Ford "Six Hundred Series" was announced.
Fords 8600 and 9600, replaced the Fords 8000 and 9000.
- 1976 Fords 2600 and 3600, replaced the Fords 2000 and 3000.
Fords .6600 and 7600, replaced the Fords 5000 and 7000.
Ford 4600 was a restyled Ford 4000..
Ford 5600 was a new model.
Ford 4100 was a new model.
- 1977 Row-crop versions of Fords 6600 and 7600, became Fords 6700 and 7700
Fords 8700 and 9700 replaced the Fords 8600 and 9600.
Ford 1600 replaced the Ford 1000.
Agreement reached with Steiger Tractor Inc. to build large, heavy tractors.
Fords FW-20, FW-30, FW-40 and FW-60, were built under this agreement.
- 1979 The Ford "Hundred Series" announced, built by Shibaura.
The first being the Fords 1100, 1200, 1300, 1500, 1700 and 1900.
The Ford "TW Series" built in the United States was announced.
The Fords TW-10, TW-20 and TW-30, replaced the Fords 8700 and 9700.
- 1980 Henry Ford II divorced Maria Vettore and married Kathleen DuRoss
- 1982 All the compact tractors, including the Shibauras, received modifications.
Fords 5610, 6610, and 6710, replaced the Fords 5600, 6600 and 6700.
Fords 7610 and 7710, replaced Fords 7600 and 7700.
Fords 2610 and 3610, replaced Fords 2600 and 3600.
Ford 4610 replaced Ford 4600.
Ford 2310 was a new model.
Ford 4100 was a new model.
- 1983 The "Ten Series" tractors built by Shibaura, were restyled.
These were the Fords 1110, 1210, 1310, 1510, 1710 and 1910,
The Fords TW-5, TW-15, TW-25 and TW-35 were added to the TW Series.
- 1984 Fords 2810, 2910 and 3910, replaced Fords 2310, 2610 and 3610,
Fords TW-10, TW-20 and TW-30 were dropped from the TW Series.
- 1985 The Ford 2110 built by Shibaura was added to the Ford line.
Steiger was acquired by Case I-H, ending the agreement with Ford.
Ford bought New Holland, and was renamed Ford – New Holland.
- 1986 Improvements to existing Ford line, identified by Roman II on side of hood.
Ford 8210 was added to the line.

- 1987 Ford 2120 replaced the Ford 2110.
 Ford 6710 was dropped from the line.
 Ford 5900, a “no-frills” model replaced the Ford 5600.
 Ford “Twenty Series” compact tractors built by Shibaura announced.
 These were the Fords 1120, 1220, 1320, 1520, 1720 and 1920.
 Ford – New Holland bought the Versatile Tractor Co.
 Henry Ford II dies, aged 70
- 1988 The first Versatile built for Ford was the Ford 276 Bi-directional.
 Ford Versatiles 846, 876, 936, 946, 976 and 1156 appeared soon after.
- 1990 The Bi-directional was restyled and re-numbered the Ford 9030.
 The power was increased for the Ford 8210
 The Ford 7810 was added to the line.
 Ford “Thirty Series” was announced.
 Fords 3230, 3430, 3930 & 4630 replaced Fords 2810, 2910.3910 & 4610.
 Ford “Thirty Series”, Six-cylinder replacements.
 Fords 8530, 8630,8730 & 8830 replaced TW-5, TW-15, TW-25 & TW-35.
- 1991 Ford – New Holland sold to Fiat – Agri.
- 1992 Ford 1620 built by Shibaura was added to the line.
 Fiat built three-cylinder tractors, Fords 3830, 4030 and 4230.
 Ford “Thirty-Series” Four-Cylinder tractors.
 Ford 5030 was new for 1992, Ford powered.
 Fords 4230, 4430 and 5530 were Fiat built.
 Ford “Forty Series”, “Powerstar Series”, built at Basildon.
 Ford “Forty Series”, Four-Cylinder.
 Fords 5640, 6640 and 7740, replaced Fords 5610, 6610, 7610 and 7710.
 Ford “Forty Series”, Six-Cylinder.
 Fords 7840, 8240 and 8340 replaced Fords 7810, 8210 and 8530.
- 1993 Fords 1715 and 3415 were built by Shibaura.
 The “Eighty Series”, Ford – New Holland restyled Versatile range.
 Ford – New Holland 9280, 9480, 9680 and 9880.
- 1993 The “Genesis Seventy Series”
 Fords 8670, 8770, 8870 and 8970.
- 1994 The “Ten Special Series”
 Fords 5610, 6610, 7610 and 7810.
 Ford 1215 built by Shibaura.
 Ford 7530 built by Ford

Many of the Ford and Ford-New Holland models would be continued to be manufactured by New Holland. Their name and the familiar blue and black colours would remain for awhile. New Holland had assumed and strengthened the market leadership that had been held by Ford, and remained its dominant role within Europe

Ford and Fordson may have gone after 80 years in the tractor industry, but its famous blue/white or later blue/black tractors, not to mention Europe’s largest tractor factory at Basildon, England, lives on under the name of New Holland.



Henry Ford 1906

*I have walked many a weary mile behind a plough and know all the drudgery of it
What a waste it is for a human being to spend hours and days behind a slow moving team of
horses*

*To make farming what it ought to be,
the most pleasant and profitable profession in the world.*

I want to lift the burden of farming from flesh and blood and place it on steel and motor.