

'Thoroughbred' tractors lead the field, finish first

COLLEGE PARK, Md. — For the past several decades the entire farm tractor industry has been moving in a well-defined product pattern.

What has evolved from the drawing boards of the tractor designers during this time is a sleek and trim, high-powered thoroughbred vehicle that weighs less and is able to farm faster, notes Gary L. Smith, Extension Agricultural Engineer at the University of Maryland.

These new tractors are definitely more efficient, more manageable, more productive and certainly more appropriate for the time," he claims.

Industry averages for performance of tractors have shown a dramatic decline in both the ballasted and unballasted weight. Since the early 1960's, the average ratio of ballasted tractor weight to PTO/HP has decreased from 160 pounds per PTO horsepower to an average of 115 pounds.

"Many people have failed to recognize this significant trend and its multiple implications," says Smith. "Though several tractor manufacturers have alluded to the high horsepower-to-weight tractor in the past, the concept has not been aggressively promoted."

This concept of higher horsepower-to-tractor weight means today's farmer can increase production by using what has been coined 'The Rapid Farming System'.

"If he purchases a tractor with 25 percent more horsepower than the one he is using, he can cover 20 percent more ground using the ground working tool he already owns, assuming conditions will let

him travel faster," states Smith. "A 100 hp tractor pulling your 20 ft. disk harrow at 4 mph could effectively cover 8 acres per hour; where 125 hp tractor pulling the same 20 ft. disk harrow at 5 mph will effectively cover 10 acres per hour."

The alternative to going faster using the same implement is, of course, to use the extra horsepower to pull a new, wider implement, adds Smith. But it is a mistake to assume that, in all cases, 25 percent more horsepower will necessarily let you increase the implement size by the same amount.

Drawbar horsepower is a function of speed as well as drawbar pounds pull. Therefore, you can transmit more drawbar horsepower at higher speeds, Smith explains.

"You will find that most problems of excessive wheel slippage occur when tractors are overhauled at the drawbar and required to go to lower travel speeds, 4 mph or less. By farming

at higher travel speeds with the proper sized implement, you lower draft forces and improve traction.

Smith suggests farmers always match implements so they can travel at 5 mph or faster. Ideally,

the implement is then sized correctly to the tractor.

There are, of course, some field conditions that will necessitate a slower than 5 mph speed.

"If you are disking diagonally to

the corn row, you should shift down and go slower. Certainly, if you select an implement too large for this operation, you will again be overloading and straining your tractor," Smith cautions.

Deputy Ag Secretary signs wheat agreement extension

WASHINGTON, D.C. — Deputy Secretary of Agriculture Richard E. Lyng signed protocols for extending the International Wheat Agreement of 1971, which was due to expire on June 30. The protocols will be submitted to the Senate for ratification.

The Wheat Trade Convention of 1971 and the Food Aid Convention of 1980 together comprise the International Wheat Agreement of 1971. The protocols for a two-year extension of the conventions were adopted in London on March 6, 1981.

This sixth extension of the Wheat Trade Convention, like the five previous extensions, maintains the framework for international cooperation in wheat trade matters. The extension will authorize the International Wheat Council to continue to collect, analyze and disseminate data on the international wheat situation, particularly regarding supply, demand, trade and prices.

Similarly, the first extension of the Food Aid Convention of 1980 maintains the parties' com-

mitments to provide minimum annual quantities—totaling 7.6 million metric tons annually—of food aid to developing countries. For the United States, this commitment amount to 4.47 million tons.

Present at the signing were representatives of the National Association of Wheat Growers, and U.S. Wheat Associates.

PUT OUT THAT MATCH

At Hamilton Bank, we still make house calls.

One of the biggest advantages Hamilton Bank can offer you is personal service — local contact through local offices.

We have 63 offices throughout Southcentral Pennsylvania farm areas. So there's one close to you.

You probably know your local Hamilton Bank manager. He's a neighbor, a friend. And when you need his help, he's willing to come to

you. If it's more convenient, he'll come out to your house, sit down, and work right along with you to take care of any problems or questions you may have.

He knows his business, he understands farming, and he's backed up by a seasoned Agn-Finance Department. So when you have a question about banking, just call your friend at Hamilton Bank. He still makes house calls.

**MORE
MORE**

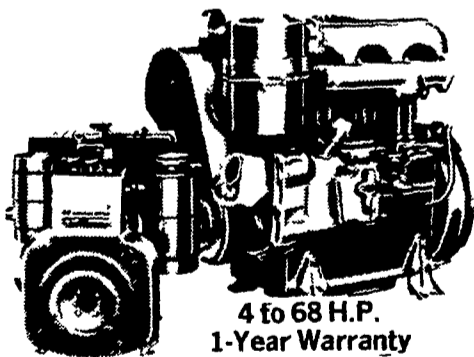
**HAMILTON
BANK**

David and Jane Hess discussing their farm records with John Moose, Assistant Director of Hamilton Bank's Agn-Finance Department. The Hess Family operates a 70 cow dairy farm on Second Lock Road, R D #6, Lancaster.



THINK DIESEL THINK LOMBARDINI

26 different models
designed to fit most
gasoline engine
applications



4 to 68 H.P.
1-Year Warranty

LOMBARDINI
The Powerhouse

The fastest growing line of small,
air-cooled diesels in America.

Authorized sales, service and
parts. Call today for a quotation.
Distributor

HOOVER DIESEL SERVICE
PH: 717-656-6133
2998 West Newport Rd.
Ronks, Pa. 17572
2½ miles East of Leola - Along 772
DEALER INQUIRIES INVITED