

Partners

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starting and warming purposes, plus cheaper kerosene for running the machine.

New generations of tractors were coming off production lines almost as fast as individual firms were entering and leaving the industry. The Model 6-12 introduced in 1919 offered articulated steering and a bumpy ride for the driver who sat above the two-bottom plow.

Powered by the popular 4 cylinder Le Roi engine, the 6-12 was quickly joined by the 15-30, later re-rated to 18-30.

Re-rating horsepower based upon University of Nebraska tests was a fact of life among early tractor models. Some manufacturers consistently overrated their tractors. But Allis-Chalmers adhered to a strict policy of underrating its machines, preferring to allow lots of reserve behind the guaranteed power rating.

But the winds of change blowing in the industry called for slimming down tractors while boosting the power they offered farmers looking to get more work done with less labor and fuel.

In 1927, Harry C. Merritt, manager of the tractor department, and his crew stripped the old 20-35 down to its essentials. This snappy looking tractor could do more than its predecessor, yet it was nearly a half ton lighter and sold for a modest \$1,295.

Easier to handle and more comfortable to operate, the revamped 20-35 offered a motor that was fully sealed against dirt and grit with oil and gas filters as standard equipment. This model was also the last to bear green paint, because high quality and economical price were not enough to sell tractors. Merritt felt a way

was needed for farmers to identify A-C equipment from the competition's at a distance.

On a trip to California in 1929, he saw acres of blaze orange wild poppies whose brilliant color was visible for miles. Merritt brought back some of those poppies to Milwaukee and the A-C "Persian Orange" was born.

The purchase of the Advance Rumely Thresher Company and its United tractor line in 1932 paled in importance alongside Allis-Chalmers introduction of low pressure rubber air tires on the Model U tractor. First public demonstration of the air-tired tractor took place near Dodge City, Kansas, on Labor Day, 1932. This rubber-tired Model U had three plowing speeds: 2 1/3, 3 1/3 and 5 mph, but could motor down the highway at 15 mph.

The high performance capabilities of the rubber tired A-C tractors got a real boost when the firm hired professional drivers to race the machines. On June 18, 1933, a local driver named Frank Brisko wheeled a Model U tractor (specially equipped with high speed gears) around the West Allis State Fair track at the unheard of speed of 35.4 mph.

Throughout the summer similar races were advertised as attractions at many state fairs. The crowning demonstration came on September 17, 1933 when renowned auto racer Barney Oldfield drove an air-tired Model U around a Dallas, Texas, measured mile course at a blazing 64.28 mph. The first man to ever drive an auto more than 60 mph had pulled the same feat on an Allis-Chalmers tractor.

The Model WC was the first tractor to offer rubber tires as standard equipment. This tractor

Henry Myer and Warren Barnhart, owners of B.H.M. Farm Equipment, Inc. of Annville, were both farmers before they started their farm equipment business in 1967

Barnhart said he farmed with Allis Chalmers equipment when he was a farmer and chose to sell the Allis Chalmers line when he started in the farm equipment business.

mechanized the American farm and was considered to be in the same mold as the Model T Ford car.

By 1935 the rubber tires had caught on with farmers. While the Model A was introduced in 1936 for "wheatland" farmers, the Model B of 1937 was a one-row tractor that replaced the mule and horse on small farms. For \$495, a farmer had all the power needed to work his ground.

The 1940s saw Allis-Chalmers continue to introduce new features that helped farmers be more productive. WD, CA and WD-45 models sported the first power shifted rear wheels (an A-C invention), a two clutch power control that allowed the tractor to stop and the PTO to run continuously, plus a Traction Booster system (hydraulic draft control) that could transfer weight automatically to the rear wheels.

At the end of the 1950s the D Series, starting with the D14 and D17, offered more forward speeds along with the Power Director transmission, which permitted high and low shifting on-the-go. The D19 was the first turbocharged diesel put on the market, and the

I farmed with AC and that's why it was in me," he explained.

Serving Lebanon, Schuylkill, and Dauphin counties and parts of Lancaster county, B.H.M. has grown since its beginnings 17 years ago

The building was expanded twice, once shortly after Myer and Barnhart started the business and once again in 1980. Each extension measured 30 feet by 60 feet.

Working with a total of five employees, B.H.M. offers lawn and garden supplies, farm equipment, parts and service.

B.H.M. employees are Ellis Myers, parts; Eric Blauch, service manager; Calvin Hostetter, mechanic; Henry Myers, books; and Warren Barnhart, sales.

B.H.M. celebrated their open house on Feb. 24 this year.

D21 which appeared in 1963 was A-C's first over 100 hp tractor.

1964 marked the introduction of the revolutionary 190 and 190 XT models, which were followed by the 170 and 180. Advanced styling, excellent platform and control, along with fine field performance distinguished these tractors.

The big news of the Seventies was the new family 7030 and 7050 models followed quickly by the first tractor over 180 hp — the 7080. Soon there were five models from 106 to 181 hp in the lineup. The faithful 175 and 185 models stepped aside to make room for the 6060 and 6080 that added front-wheel drive to these leaders of their horsepower classes.

Perhaps the biggest breakthroughs in tractor engineering were saved for the 1980s with the development of the 8000 Series, including the 4W-305 and 4W-220 models.

This series offers the ultimate in performance, economy, ease of servicing and comfort for the operator. The Power Shift transmission provides the ability to change speeds under full power while keeping the engine running at rated RPM for most efficiency.

Front-wheel drive 8000 Series models provide the shortest turning radius in the industry at less than 14 feet. FWD and radial tires hold down slippage and let you get the best performance from your tractor.

A-C's down-to-earth servicing features for the Eighties provide ground level refueling and changing of oil, fuel and air filters. The hood comes off with two latches, and the self-cleaning cab air filters are located outside the cab.

Among the quietest cabs in the industry, the new Allis-Chalmers tractor cabs have two doors for entry and exit. The throttle is on the console, and the steps are enclosed for added safety. High visibility from the large glass area lets you see what's going on all around you.

While there is great pride in being able to look back over seventy years of engineering accomplishment, the goal of Allis-Chalmers will always be to serve the needs of the world's finest farmers — our Partners in Productivity.

B.H.M. started with AC

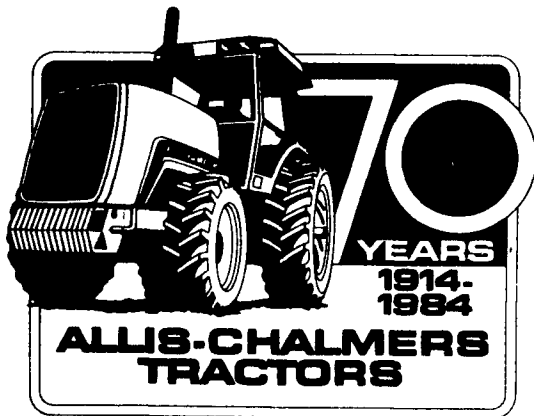
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