

Massey-Ferguson introduces its mid-range conventional combine. It features high-inertia cylinder and 136-horsepower Perkins diesel engine.

Massey-Ferguson Announces Combine For Small-Acreage Farms

DES MOINES, IA — Massey-Ferguson, the western world's largest tractor manufacturer, announced the introduction of its new mid-range conventional M-F 5650 Combine.

"This combine continues the Massey-Ferguson tradition of performance, ease of maintenance, reliability, and cost-effectiveness," said Dale Brcka, Product Marketing Manager for combines. "This is the third new combine in our product line, and gives farmers a choice of models to meet their harvesting needs for small, medium, or large acreage farms."

The M-F 5650 delivers more clean grain for increased harvest profits in corn, soybeans, and small grains. Its size and price

make it the ideal choice for farmers looking for a mid-range conventional combine.

The clean, simple, rugged design of the M-F 5650 allows it to withstand the toughest field conditions. Servicing of the traction drive is easy, as it is self-tightening, resulting in less slippage, longer belt life and less down time.

The 136-horsepower Perkins turbo diesel engine performs up to the reputation of all Perkins engines. Its flat torque curve delivers the lugging power needed in heavy crop conditions, while it squeezes more work out of every gallon of fuel.

The machine's high-inertia cylinder generates up to three

times the threshing force of conventional pressed-steel cylinders to smooth out peak loads for more efficient combining and less grain damage. The variable, two-speed design lets the operator select the right speed for any crop condition plus cylinder speed can be adjusted on-the-go to match crop conditions as they change during the day. All of this adds up to increased machine capacity.

Operator comfort and convenience is built into the M-F 5650 Combine. The cab is air-conditioned, controls are within easy reach, and convenience items include tilt-steering, dual mirrors, hourmeter, ammeter, oil pressure gauge, engine temperature gauge, and cylinder tachometer.

Pioneer Targets End Users Of Corn

CHAMPAIGN, Ill. — Developing special corn hybrids for special uses is the goal of field research underway here at a new Pioneer Hi-Bred International, Inc. research station.

"The market is becoming more sophisticated. Buyers are interested in differentiated grains that are worth more to them in their operations than regular commodity corn. One example is high-oil corn for more energy in livestock feed," said Carrol Bolen, vice president and director of specialty plant products. "Pioneer's high-oil corn breeding program is taking the first steps to develop hybrids with this important characteristic."

Producing better high-oil corn

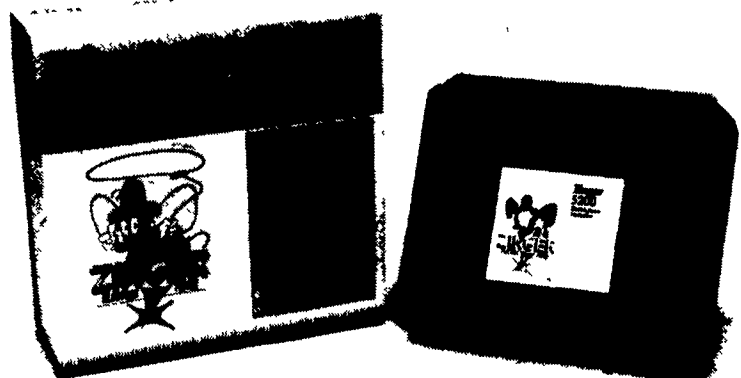
hybrids is just one part of the breeding program. This station will have the responsibility of evaluating grain quality of all Pioneer hybrids for the Corn Belt. Station Manager Dr. Peter Coaldrake is developing yellow food-grade corn for use in the food processing and dry-milling industries. Russell Fox, who is completing his Ph.D. studies at the University of Missouri, will join Coaldrake in late June to take over the high-oil corn and waxy corn breeding effort. Waxy corn is most often used to produce specialty starches for the wet-milling industry and as an animal feed.

The researchers also will test white corn hybrids in conjunction with Pioneer's existing program in

Windfall, Indiana and Union City, Tennessee. Pioneer has conducted white corn research since the early 1940s.

Pioneer established the station near Champaign late last summer. The first nursery plots and yield test plots are being planted this spring in and around Champaign County.

Pioneer, a world leader in the development, production and marketing of crop seeds, will offer more hybrid options to farmers who grow specialty corn. "We plan to have more Pioneer corn hybrids on the recommended lists being put out by grain processors. That way the farmers will have a choice," said Coaldrake.



The Zinger 5200 in one of four fence controller models. It can handle up to 75 miles of difficult fencing requirements. Operation is trouble free because the self-cleaning feature causes undergrowth to wilt on contact.

Zinger Offers Low-Cost Fence Controllers

KANSAS CITY, MO — The new Zinger™ Fence Controllers use the latest, low-impedance technology coupled with a built-in "electronic brain." Electronic sensors measure the load on the fence and automatically adjust the output.

Zinger products are designed and built to be reliable and trouble-free. They are still priced lower than other new-generation controllers. Zinger offers a choice of four models and backs each unit with a full two-year warranty.

The Zinger 1200 is suited for light fencing requirements where undergrowth is not a problem. This unit delivers a short, sharp shock as an effective deterrent for all short-haired animals. The 1200 economically controls up to 25 miles of light fencing for horses, cows, hogs, etc.

The Zinger 2400 delivers a powerful shock and retains a high pulsed current even in difficult fencing applications. The Zinger 2400 controls up to 50 miles of fence through moderate undergrowth. It can be used in all terrains for horses, cows and hogs, and is suitable for short stretches of sheep fencing.

For use on long stretches of

fence, the self-cleaning Zinger 5200 can handle difficult livestock or wildlife fencing requirements. The 5200 effectively charges up to 75 miles of fence. Grass that grows up against the wire wilts on contact. The strong pulsed voltage stays at maximum level, yet is safe for livestock and humans.

The Zinger 1500B uses a regular 12-volt car battery to handle fencing needs where no 110v current is available. This model is rated for up to 25 miles of fence with deterrent voltage adequate for all types of animals. It may also be used with sheep where lower fence wire is more likely to come in contact with grass. As with the other Zinger controllers listed, the 1500B adjusts the power flow for maximum results. A separate AUTO power setting extends battery life up to 60 days under ideal conditions, and a built-in warning light provides ample notice of low battery charge.

The Zinger controllers are enclosed in dark green, ALL-WEATHER cases. Each is equipped with highly visible indicator lights to show whether the unit is receiving power, and when the unit is feeding pulsed shocks to the fence.

Ford 9N Tractor Celebrates 50 Years



Martin Denlinger Jr., right, and his son, Kenneth, regularly use their 50-year-old Ford 9N on the family farm operation. Ken's sons, Todd, 3, and Nathan, 5, eagerly anticipate their time to help farm with the family 9N, too. The tractor was purchased new in 1939 by Martin Denlinger Sr., now deceased. The Denlinger farm is located in Lancaster County.

NEW HOLLAND (Lancaster) — In the hierarchy of mankind's labor-saving devices, the farm tractor reigns supreme. And the Ford 9N, introduced by Henry Ford 50 years ago, has to be considered one of the brightest jewels in the royal crown.

"It's no exaggeration to say that, with the 9N tractor, Ford gave the world a new, immeasurably better way of farming," notes Ford New Holland Chairman Robert F. Moglia. "It provided farmers with more versatility and maneuverability than ever seen in a tractor." The key to the 9N's superiority was its 3-point hitch, a revolutionary new means of connecting the tractor to plows and other field implements.

With the 3-point hitch, the implement weight and draft were transferred to the tractor wheels. This provided better tire traction, which previously was accomplished by adding weights to the tractor. Those weights, of course, increased tractor fuel consump-

tion and made the tractor harder to maneuver. With the 3-point hitch transfer system, the 9N could do the work of tractors nearly twice its weight.

Hydraulic fingertip control of implement depth in the soil also added to improved performance and made tractor driving much easier. Farm wives and youths quickly became expert drivers. Safety was improved, too, because of the 3-point hitch system. When an obstruction was encountered by the implement or plow, wheel traction was momentarily interrupted so the tractor would not rear up or tip as it might easily do with a pull-type hitch arrangement.

The 9N had a 3-speed transmission and enough power to handle a 2-bottom plow in most soils. With the plow mounted, the tractor was a maneuverable, compact machine that didn't need wide headlands for turning. Even small fields could be farmed very efficiently.

When introducing the 9N, Henry Ford said, "Now we have tackled power farming from a new angle... We have been able to do this by the application of a principle developed by Mr. H. G. Ferguson of Ireland, with whom I've been in touch for a number of years. His system will not only revolutionize agriculture, but will put his name alongside those of Edison, Bell and the Wrights..."

"The 23-horsepower 9N quickly proved that it was as reliable as maneuverable," Moglia says. "It quickly became America's favorite chore-time tractor when it wasn't busy in the fields." Contractors and cities and towns bought them for off-the-farm work. Loaders and backhoes were invented for the tractors for industrial use.

"The 9N established the reliability reputation that Ford tractors still enjoy today. Many of the 9Ns are still working after 50 years," Moglia observes.