

Farmers Nominate Best & Worst Pickups

isn't great on fuel economy. It gets 8 1/2 to 9 mpg pulling a trailer but only 12 1/2 to 13 mpg empty. I added a Brute bumper with drawbar hitch, which works well."

Matthew A. Schmitt, Hesperus, Colo.: "I like my 1980 Chevrolet C-20 extended cab pickup. It's dependable and has a lot of power, and the cab is roomy. My only complaint is that some of the brake bolts are metric, which I don't like."

R. Dean Sims, Quincy, Ill.: "My 1999 Chevrolet Silverado pickup is fuel efficient, rides nice, and has a good, tight cab. It also does a good job of handling a trailer. I bought a Reese 10,000-lb. hitch for it. My only complaint is that the speedometer-odometer gauge is so small it's very hard for me to see. I added chrome bed caps and extra chrome plates on the body."

Russell E. Hardy, Troy, Mo.: "It rides good and has plenty of power to handle a full load," says Russell, pleased with his 2000 Chevrolet F-350 pickup. "It does a good job pulling my livestock trailer. One problem with it is that the air conditioner is noisy. When it's set on high, I can't even hear the radio."

Art Graham, Brandon, Iowa: "My best buy is my 1999 Dodge 4-WD Quad Cab, shortbed pickup equipped with a 24-valve Cummins diesel engine and automatic transmission. It has more than 69,000 miles on it with no problems. It gets about 17 mpg. I've used it to pull two wagons with a gross weight of 56,000 lbs. six to eight miles into town, and it still had power to spare. It's factory equipped with Michelin tires which I really like. They've still got tread left at 69,000 miles."

Paul Puestow, Cedarburg, Wis.: Paul likes his 1999 Ford F-250 4-WD equipped with a gas engine and 5-speed transmission, but has nevertheless had some problems with it. "It has a lot of power and has no problem getting loads out of fields and onto the road. Also, the cab has a lot of room. However, I've had to take it back to the dealer four times for warranty and recall problems."

Warren Fick, Durant, Iowa: "I liked my 1994 Chevrolet S-10 extended cab pickup so well, I recently purchased a 2000 extended cab model that's equipped with three doors and all the 'toys'. It's a good truck at a reasonable price."

W.K. Rynsbarger, Grande Prairie,



Auto dump box holds 51 gal. of whatever you want to load into it.

Auto Dump Box Fits Receiver Hitch

"It's a handy accessory for any car or pickup," says Ervin Matzke, Rochester, Minn., about his auto dump box designed to fit into a 2-in. receiver hitch.

It holds 51 gallons of whatever you can load into it and empties completely when dumped. Lets you load rocks, logs or other heavy loads without having to lift into the bed of the pickup or trunk of a car. And it also works great for moving loads of dirt be-

Alberta: "I'm happy with my 1994 Dodge 1500 4-WD equipped with a 318 cu. in. engine. It handles well and the cab offers a good view. It has about 80,000 miles on it and all I've done is put in new spark plugs and a fan belt. My only complaint is that the tires are poor. I'm now on my third set. The first set lasted only about 25,000 miles before the tread started separating."

George Merkley, St. Anthony, Ind.: "My worst trucks ever were my 1971 Ford C-750 and 1973 Ford F-600 trucks. They spent more time in the shop than they did working."

Bob Grenzow, Sumas, Wash.: Bob has more than 120,000 hard miles on his "best buy" 1995 Dodge Ram 2500 4-WD with a Cummins diesel engine. When we haul loads, we're always at or above the maximum gross vehicle weight, yet this pickup always performs well. It's easy on fuel even though the pump has been set at to 280 hp plus." I recommend using the Pac Brake exhaust brake. My first set of brake pads and shoes lasted 98,000 miles even though we pull all our loads in mountain country. Even when pulling an 18,000-lb. load on 10 and 11 percent grades, the exhaust brake holds the rig at 20 mph without the driver ever having to touch the pedal brakes. I think exhaust brakes should be an option on all diesel-powered pickups."

Clair E. Long, Marshalltown, Iowa: "I

"This pickup is so comfortable my wife would rather ride in it than in our car."

enjoy driving my 1999 Ford F-150 extended cab, four-door pickup. It's so comfortable my wife would rather ride in it than in our car. I like having the four doors."

Darrell Tracy, Wyoming, Iowa: "I like my 1993 GM pickup equipped with a 350 cu. in. engine, automatic transmission, and 3:42 rear axle. It has more than 100,000 miles on it and has never been back to the dealer."

Calvin Schmidt, Gadshill, Ontario: "Our 1988 Ford F-450 Super Duty pickup equipped with a 7.3-liter diesel engine is my best buy. The first 150,000 miles or so I used



Box empties completely when dumped. No need to lift loads into pickup bed.

cause it's close to the ground. "It's a handy alternative to a wheelbarrow," says Matzke, noting that an optional kit lets you put wheels and a hitch on the dump box for towing behind an ATV or garden tractor. Sells for \$225.

Contact: FARM SHOW Followup, Ervin Matzke, Box 7225, Rochester, Minn. 55903 (ph 800 369-0482).



To make the most of his 3-pt. hitch, Kendle designed and built this boom.

3-Pt. Hitch For Pickups

Turn a pickup into a real workhorse around your place with Tom Kendle's 3-pt hitch.

Kendle first designed his 3-pt hitch to take advantage of the pulling/pushing power of the Hummer, a civilian version of the U.S. Army's HumVee. He has since adapted the hitch to pickup trucks, tractors and even a garden tractor.

"I have a 1978 Ford F-250 equipped with 3-pt hitches on both ends," says Kendle. "I even put one unit on a cart that worked with a team of ponies. I carried a 700-lb. bale bigger than a team of Halfingers and even ran a Bush Hog on it."

Kendle's garden tractor unit is mounted on an 8 hp Deere with a solid frame. He reduced the kit down to a Category 0 size and could still carry an 8-ft. railroad tie around with it.

To make the most of his hitch, Kendle has designed and built a bulldozer blade as well as a boom, both of which mount on any unit. A pto unit is also available for mounting on the hitch.

The medium duty 3-pt hitch sells for \$1,385 ready to be mounted on the Hummer. Brackets for other vehicles are extra. A hy-

draulic assembly is available for \$545. The 16 hp pto unit costs \$5,743, the boom runs \$60, and the bulldozer blade \$1,080. Eventually, Kendle plans to sell garden tractor 3-pt units for about \$600.

If you want to see before you buy, Kendle offers a video of his equipment for \$14.95 plus \$3.00 for shipping. He also has a booklet of pictures of his units in use. Contact: FARM SHOW Followup, Tom Kendle, 26179 May St., Edwardsburg, Mich. (ph 616 663-8997).

it with a service body so it was fully loaded every mile. It was then semi-retired to pulling a gooseneck trailer with a 38,000 lb. gross weight. I used the trailer to haul old tractors, forklifts, and a backhoe. The pickup now has more than 200,000 miles on it with only routine maintenance. The original engine was replaced with a used engine at about 200,000 miles."

Doug Zimmerman, Vancouver, Wash.: "Our 1972 Datsun keeps going strong even though it was totalled in an accident in 1996. We now use it in the field to pick vegetables that we market fresh. We removed the doors which makes it really easy to get in and out of. It's far cheaper than buying a new Deere Gator. In fact, it's so handy we bought another old Datsun for the same purpose. We may replace the rear tires with 14-in. tractor tires for better traction on wet ground."

Floyd D. Blizard, Brodhead, Wis.: "I like my 1990 Ford F-150, which I bought used seven years ago with 88,000 miles on it. It just turned over 100,000 miles last week. It doesn't use any oil and has required no major repairs."

Wilson Worrell, West Point, Ill.: Wilson likes his 1987 Dodge Ram. "I've owned several Dodge pickups over the years and they've all been trouble-free and rugged."

James R. Briggs, Medway, Ma.: James likes his 1990 Ford F-250 4-WD. "I use it to haul hay (70 plus bales), shavings, and livestock. It can easily tow a 16-ft. trailer that's loaded with two tractors. The only problem I've had is with the hydraulic slave cylinder on the clutch."

Raymond Dorn, Beatrice, Neb.: "I like



A bulldozer blade and a pto unit are also available for mounting on the hitch.

1999 GM extended cab, 3-door pickup equipped with a 5.3-liter engine. It gets 18 to 20 mpg. I wouldn't mind having a fourth door on my next model."

Del Hemmingsen, Erskine, Minn.: Del's impressed with his 1975 Dodge D-100 4-WD pickup. "I'm an auctioneer so I need a dependable pickup. I also use it on our farm to pull livestock trailers, gravity wagons, and hay racks. The only problem I had was when the fuel selector got stuck and shut both fuel tanks off. We fixed it and haven't had any problems since then. It gets only about 10 mpg which is disappointing."

David R. Smith, Monmouth, Ill.: David is disappointed with his 1997 Ford equipped with a turbocharged diesel engine. "It gets only about 5 mpg which is less than the diesel-powered pickup I had been using before. The seats are no good and it rides rough. The 4-WD quit working, and the limited slip rear end quit twice. All these problems happened within the first 20,000 miles. I think the company should offer a 1/2-ton pickup equipped with a 4-cyl. diesel engine."

Sam Walter, Fairbury, Ill.: "It rides like a car and drives like one, too," says Sam, pleased with his 1999 Ford F-350 Super Duty chassis, extended cab pickup. "It's easy to service and the cab has a lot of room. One problem is that if I roll down the window after it rains or after I wash the pickup, water runs down onto the window and door lock switches. We installed a Chelsea pto on the pickup's automatic transmission in order to operate the hydraulics on our Stellar shuttle

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