

with flotation tires, 50 gal. tank, 12-ft. boom and Briggs and Stratton motor. Also made a trailer for moving lawn mowers, hay and firewood."

"I'd like to see a differential replace the live axle for ease in turning," reports Ben Taguchi, Hacienda Heights, Cal. who has four **Hondas** — a 1983 250R, a 1984 200S, a 1983 Big Red and a 1984 Model 70. "We use the Big Red on the farm and the others for recreation. We have an ATC trailer that can haul all four units."

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"I think they're a good experience for younger kids. My son has learned a lot from ours," says James Reynolds, Garden City, Mo. who has a 1985 **Honda**. "The machine's not a problem at all. But the tires get punctured quite often. We just plug them. I really like the portable headlight. You can shine it anywhere."

Randy Gehring, Wheatley, Ark., has a 1982 **Honda** 200 and a 1980 **Honda** 110. "I like them. Plenty of power and low maintenance. Could have a twist throttle, though."

"My **Yamaha** 200 has lots of power to pull wagons and has a good gear range for on-road and off-road use. However, it could use a lower first gear," comments Larry Kriete, Hooper, Neb.

"One of the best investments I've ever made. Puts the horse to pasture permanently," says Steve Franck, Lincoln, Cal., pleased with his 1983 **Honda** Big Red. I made a 4 by 4-ft. trailer for it out of steel. Works great for hauling small items."

"I never owned a bicycle or motorcycle but I sure enjoy my 1984 **Honda** TRX 200 4-wheeler as I near the age of 70. I use it to check fields, and to haul debris and wood," says George M. Rogers, Buncombe, Ill., who adds that, "helmets are a must."

"We put a trailer on and use it to pick up rocks in fields, and trash along roadsides. It runs cheap, goes anywhere, and has little maintenance," reports David Lage, Lexington, Ill., pleased with his 1979 **Honda** 110. He rigged up an A-frame hitch to the bottom of the front fork for towing the rig.

"You can't beat a 3-wheeler. I have a Big Red **Honda** that I bought 2½ years ago. I haven't had any trouble with it. It never fails to start and is always ready to go. Still has the same tires," says Fred B. Cooper, Blossom, Tex., who advises getting an ATV with a reverse gear.

T.J. Giannoni, Wedron, Ill. has a **Heald** self-assembled ATV. "Could use more sturdy controls. Its 8-hp engine is plenty. Sure saves wear and tear on tractors."

"Any machine is only as safe as the operator," comments Arlo A. De-

wald, Tripp, S. Dak., who likes his **Honda** 200S. "I prefer a 3-wheeler over a 4-wheeler because it can be maneuvered better to chase livestock. Also, anyone can ride it whereas a 2-wheeler takes more skill. We use the **Honda** to spray weeds with a hand sprayer in our pastures. Would be nice to have a horn of some kind on the machine."

"Reverse would be nice but newer models have this. Suspension on the front end of smaller models should be like the bigger models," says Ronald Rondorf, Thief River Falls, Minn., who likes his 1981 **Yamaha** 125 Tri-Moto. "I've used it a lot and have had very little trouble other than a choke cable that stretched so it would run too rich while the engine warmed up. I did make a 2-wheel trailer for hauling bales of hay to the feedlot. Also works great for fencing."

"Buy one big enough to start with. My 1981 **Honda** 200 performs very well but I bought a **Honda** 110 before this one and it was no good. It's too small for anything," notes James P. Chandler, McKenzie, Tenn. "The thumb gas control needs to be improved. My wife can't hold it down long enough to get the cows up. Also needs a key for the switch."

"My **Honda** Big Red can go in mud where a 4-WD pickup can't. We like the 2-speed range and 5-speed transmission. Wouldn't want an engine any smaller than 200 cc though," says Marvin Nelson, Ludell, Kan., noting that "Honda tires are hard to fix right."

"Too much power above 300 cc can make these units very dangerous — especially the 3-wheelers because they're not easy to control at top speeds," points out Maynard L. Schriener, Hildreth, Neb. who likes his 1983 **Honda** Big Red. "They have durable engines but a better rear suspension could help the ride, and the oil drain plug could be easier to get at. Could also use puncture-proof tires. When we check cattle in the creek, small sticks seem to puncture tires easily. We put a Demco 5-gal. sprayer with a 12-volt pump on for spraying. We also use the Big Red to move augers and to rope cows. Electric start is a must, and an automatic clutch and high-low reverse transmission is nice."

"I wouldn't want to farm without one. It'll go over soft ground and not make a mark in the field. Can carry a person anyplace he or she wants to go," reports Elliott Neeham, Ilderton, Ont., who owns a 1983 **Suzuki** 185 Quadrunner. "It's reliable and easy to maintain. I would like electric start but it wasn't available when I bought mine. We use our ATV to carry sap pails to put on trees and to bring in pails when the season's over. I made wooden boxes to fit the front and back racks so I can carry chainsaws, gas cans, and axes."

"Our 1982 **Honda** ATC 185S is very useful for hauling feed and picking rocks," reports Andy Probst, Beaver Dam, Wis.

"They're handy but not worth the risk of injury. They're very dangerous for youngsters because they ride recklessly," points out Doyle Hortin, Alb-



ATV "Safety Guards" Help Prevent Injuries

New 'Safety Guards' for ATV's help prevent 3-wheeler roll-over, act as a brush guard, and protect feet and legs from slipping behind the foot rest peg and getting run over by the back tire," says L.M. Abiedinger, Arena, N. Dak., who, along with George Pehl, designed the guard after two children in their area were injured when their feet slipped off the foot rest and were run over by the tire.

The guard, about the same width as the machine, also fits 4-wheelers and keeps brush from popping up and hitting the rider, gear shift or brake.

Abiedinger notes that it helps prevent against tip-overs and provides better balance. It also acts to protect the crankcase

from rocks, yet only reduces ground clearance about ¼-in. The mesh construction keeps mud and snow from building up.

Safety Guard installs with three U-clamps to the main frame on 3-wheelers and with four clamps on 4-wheelers. Guards are available for **Honda** ATV's. Models for 3-wheelers sell for \$65, \$60 for the 250 4-wheeler and \$55 for the Model 125 4-wheeler. Custom-built guards for other ATV makes available upon request.

For more information, contact: FARM SHOW Followup, Arena Welding & Mfg., L.M. Abiedinger, Arena, N. Dak. 58412 (ph 701 943-2666).

ion, Ill., owner of a **Yamaha** 250. "I'm satisfied but tires failed prematurely. Could use less power and better brakes."

"The 4-wheel models with 2-wheel drive, differential, electric start and 4-wheel independent suspension have a tremendous potential for future adaptations to farm jobs. Currently, **Kawasaki** has the only model so equipped," reports George Isley, Cedar Falls, Iowa, who owns a 125 **Suzuki** that he's pleased with. "We use it for spot spraying, crop checking and flagging for aerial spraying. We modified a Solo sprayer to mount on the rear."

Newall Mills, Fallon, Nev., owns three **Hondas** — a 1983 Big Red, a 1932 "185" and a 1983 "125". "They always start the first time. They're faster, less expensive and go more places than a pickup. We bought a 2 by 3-ft. trailer for feeding calves and transporting new calves from the maternity area to the calf pens. ATV's get a bad name because some people turn small children loose with them, or they take unnecessary chances."

"It would be nice to have a self-adjusting timing chain but everything is built well and practical on my 1984 **Honda** Big Red," says Robert Groneberg, Herman, Minn. "I use it for picking rocks, moving trailers and machinery, hauling fuel and many other errands. I built a rock hauling trailer and a wooden box for the luggage rack to hold rocks and tools."

"Any ATV is just as safe as the operator but maybe they could be made safer with some kind of roll bar," points out Francis Hansen, Vermillion, S. Dak., who's happy with his 1983 **Honda** 185.

"I think a 4-wheeler would be better on the farm because they're more stable and can straddle two rows where a 3-wheeler can't," says Dale Walker, Webberville, Mich., who owns a **Honda** Big Red. "It's been through the wars and has held up well. We use it to spread clover seed with a refabricated 6-volt clover seeder. They did the right thing with the later Big Red models by putting in shaft drive and reverse."

Ronald Jorgenson, Ward, S. Dak., owns a 1984 **Honda** 125. "Has lots of vibration in the engine. The manifold bolts loosened and broke off. The dealer repaired it at my expense but flatly refused to honor any warranty on this new machine."

"The hauler is small enough so you can take it almost anywhere in a pickup and big enough so that you can haul a good load — such as hay or fencing materials — that you can't put on a 3-wheeler. We're really pleased with this purchase," says Albert Villard, Craig, Col. about the family's **Heald** Hauler Kit ATV.

"A pushbutton kill switch and a more accessible oil-fill spout would be nice," notes Paul Dannen, Sheffield, Iowa who likes his 1983 **Honda** ATC 110.