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promptly answers all my questions. When I broke the transmitter, the company sent me not one but two replacements free of charge.”

Mark Hajek, Marion, Kansas: Mark’s disappointed with his 2004 **Ford F-350** 1-ton diesel pickup. “The turbocharger had to be replaced at about 13,000 miles and again at about 18,000 miles. Both repairs were covered under warranty. The turbochargers on this model are notorious for locking up. Now I have to decide whether to keep this pickup or trade it in once the warranty expires.”

Jim Couch, Chatsworth, Ontario: Jim’s the satisfied owner of a 2002 **Kawasaki Mule 2510 4-WD** equipped with a diesel engine.

“The turbocharger had to be replaced at about 13,000 miles and again at 18,000 miles.”

“It always starts right up and is fuel efficient. I use it every day to haul supplies such as chain saws and fencing materials. The dump box hauls up to 1,600 lbs. I also use this machine to pull a 16-ft. chain harrow through pastures, and to tow a trailer-mounted round bale feeder loaded with five 600-lb. round bales with no problems. In my opinion this is the best machine ever made.”

Tommy Scoggins, Rock Hill, S.C.: “My 2002 **New Holland TN65** tractor has never been back to the dealer and is my best buy. My two brothers also own a TN65. They’re excellent, dependable tractors.

“I bought a pack of chain saw files designed to fit into a drill from **Northern Tool**, and it’s my worst buy. The files disintegrated before I could get the chain sharp. This company has gone to buying a lot of products from China, and as a result the quality has dropped tremendously.”

Emil Kalvoda, Mandan, N. Dak.: “My 2003 **Ford Focus** 4-door sedan handles good and has more than 40,000 trouble-free miles on it. It’s fuel efficient.”

Chris Koehler, Illinois City, Ill.: “My **Generac** power washer equipped with a Briggs & Stratton 3 1/2 hp engine is my worst buy. I used it twice and then it wouldn’t start. The carburetor is made from plastic and has no adjustments. I had to replace the gasket between the gas tank and the carburetor every time I used this machine. The dealer told me to quit using ethanol and instead to just use premium gas. He said alcohol in the ethanol would ruin the gasket. I wish I had bought an electric-powered washer instead.”

Murray Mazerolle, Upper Kingslear, New Brunswick: “My best buy is my 1976 **Case 450** bulldozer which I bought used a few years ago. All I’ve done is to repair the rollers and chains. I’d recommend this bulldozer to anyone.”

Henry Brooks, Rochester, Wash.: “I bought my 1973 **Deere 400** garden tractor used in 1975 and have only had to change one fuel pump and one tire in all that time. I use a 60-in. mower with it and also a rototiller. It does a better job of rototilling than any other garden tractor I’ve used.”

Gabe Torcotte, Father, Alberta: Gabe likes his 2002 **Suzuki Vinson 500** ATV. “I installed a set of Maxxis Muddzilla tires on it - 28 by 10 by 12 tires up front and 28 by 12 by 12 on back. Boy, does this ATV go through the mud now. It has plenty of power. I also installed a dyno jet kit on it. We never have any problems.”

Robert Byrnes, Oakland, Neb.: “My

Onan 6kw DJE diesel generator is my best buy. This unit was purchased to power our off-grid farm and runs on 100 percent farm-produced biodiesel. It’s built like a tank, and the indirect injection system is perfect for consuming the biodiesel fuel that I make on the farm. I’ve only had to replace two rubber hoses.”

Nathan Smart, Brunswick, Vt.: “My 2004 **Case 40XT** skid steer loader is my best buy. I bought it slightly used last summer with 30 hours on it. It’s a simple, reliable, well-built machine. I’ve put about 400 hours on it with no problems. I use it every day to feed my dairy herd and also to do countless other chores around our farm. This machine has saved a lot of wear and tear on my loader tractor. I don’t know how I got by without it.”

Jeremy Gerow, Cameron, N.Y.: Jeremy nominates his 1994 **Dodge 2-WD** pickup equipped with a diesel engine and 5-speed transmission as his “best buy”. It has about 330,000 miles on it. “This pickup runs fuel to equipment in the field and pulls trailers, including a Deere 440 log skidder. The 4 1/2 tons of brick that make up our fireplace were hauled in a single load on this pickup.

“The pickup’s bumper has hit so many deer, fences, and tractor tires that I can push the bumper in and out by hand. Two cars have been totaled hitting this pickup, and the bed was replaced after a 1-ton cement block converted it into a flatbed. A hired man drove a skid loader into one side of the pickup, the door is held shut with a bungee cord, the heater doesn’t work, the passenger door no longer opens from the outside, there’s a drill bit for a light switch, the fuel tank is half off, and the pickup has been straight-piped for years with no muffler.

“However, to this day this pickup will start no matter how cold it is. We’ve used the vehicle’s electrical system to jump start everything from tractors to Mack trucks. The transmission hasn’t been touched and the clutch is original.

“To look at this pickup with the suspension system shot and a dent on every inch of the body, you’d never guess that if you were going 70 mph at the bottom of a hill you’d still be going 70 mph at the top. When this pickup was new, it got 24 mpg. It still gets 23 1/2 mpg.”

Ray Carson, Valley View, Texas: “My worst buy was a new **Arctic Cat 500** ATV. The first day I drove it two miles to check my cows and the exhaust nearly blistered my left leg. I solved the problem by adding a homemade aluminum shield.

“The ATV worked good for five months and about 400 miles, and then the spark plugs began to foul up every 25 to 30 miles. I took the ATV back to the dealer and asked them to fix this problem and also to fix the automatic choke, because it was becoming hard to start. The dealer replaced the spark plugs and charged me \$37.50, and said that was all he could do because the warranty didn’t cover anything.

“The machine continued to go through spark plugs every 25 miles and was also hard to start and ran rough. My dealer wouldn’t help, so I took the ATV to a Kubota dealer with a reputation for excellent service. Their mechanic went through the machine and checked everything. He found that fuel was getting into the crankcase, but he couldn’t tell me why. I drove it only another 30 miles before it fouled up and quit. I drained the oil and found there was already a half pint of gas in the oil. I went back to my dealer who furnished another carburetor under warranty. But the new carburetor didn’t help, either, and gas continued to foul the spark plugs and get into the oil.

She Loves Her Hand-Pumped Milker

A new hand-pumped milker is making life easier for people who milk goats and sheep. The hand-held, trigger operated pump has a flange that fits snugly over the teat. A few pulls of the trigger creates a vacuum in the attached bottle.

When an 87-year-old goat breeder near West Valley, New York saw a photo of the milker in **FARM SHOW** last year, she wanted to try it. “My hands are getting weaker and weaker,” says Dorothy Shaw. She was worried that she’d have to give up her goats, afraid she could no longer milk them - until she discovered the **Udderly EZ** milker.

“I was a physical therapist for many years, specializing in polio patients, and I picked up the virus somewhere along the way. It’s something called polio rebound,” she says. She lost part of the use of her thumbs, and has a lot of disability in both hands.

“The milker revolutionized my life. I use it every day, twice a day, on two goats. I get a half gallon per milking, twice a day, from each goat,” she says.

“With this pump it doesn’t take much squeezing; I squeeze the trigger maybe 5 times to create the necessary vacuum and then sit there and watch the milk flow. When the flow slows down to almost nothing, I squeeze it again,” she says.

With this device she hopes to be able to continue milking her goats for a long time. “If my hands get real weak, I can use two hands.”

The milker is easy on the udder, and the



Hand-held, trigger operated pump has a flange that fits snugly over goat’s teat.

goats like it because milking is so comfortable and quick. “I have a mischievous, cantankerous goat that doesn’t like being milked and doesn’t like to be up on the milking stand even though she’s fed up there. With this device, she doesn’t even know she’s being milked!”

Dorothy Shaw thinks a lot of goat breeders will want to have one of these milkers once they find out about it. “And the people who milk sheep will also want it, because sheep are much harder to milk than goats.

“Other types of milkers for a sheep or goat dairy cost about \$4,000. I paid less than \$200 for this **Udderly EZ** milker,” she says.

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“Finally I had enough and traded the machine in. It cost me \$300 per month to own this ATV for 14 months. I had owned two Kawasakis over the past 18 years and they were never in the shop, so I traded for a new **Kawasaki 650** Brute Force model. I’m disappointed in it, too. It was in the shop twice during the first three weeks that I owned it. The dealer did his best to get it to run right, and the warranty has covered everything. They finally have it running good at high speeds now, but at low speeds the engine still coughs and smokes. I hope this machine isn’t another lemon. At least I have a dealer that tries and a warranty that pays off.”

John Tkachyk, Legal, Alberta: After dealing with **Millennium Modular Homes Ltd.** near Legal, Alberta, John warns other prospective home buyers to stay away from this company.

“My experience with **Millennium** was absolutely terrible. My wife and I gave them almost \$100,000, and the modular home they delivered was a real let down. It’s very sad - and maddening - that the purchase of our new home from them is my worst buy ever,” he explains.

“We purchased a 1,498 sq. ft. home in October, 2001 and problems began the day it was delivered. It might have helped if I had gone and watched them everyday as they built it, to make sure they didn’t cut any corners. However, it was during haying and harvest season, and I was busy in the fields, so I put my trust in these people who I thought were supposed to be experts.”

Once in possession of the home, Tkachyk discovered a long list of flaws and more than 25 examples of what he says is defective workmanship. He says there were also a number of features he had paid for that were not installed, or defective. In addition, the company refused to provide him with a wiring diagram, and it took four months before they supplied a “New Home Warranty Book.”

After much difficulty getting the company to resolve the problems, Tkachyk had inde-

pendent contractors provide him with estimates to replace or repair the unsatisfactory areas. The total of the estimates was close to \$9,000. However, **Millennium** would not agree to that figure.

“We were waiting for them to correct everything before moving into the home, but they were uncooperative and giving us the run-around. By May 1 of the following year, we couldn’t wait any longer, and moved in. We ended up dealing with a provincial court mediator, and in the end, very reluctantly settled for only about 20 percent of the real value of what the repairs cost us,” he says. “By that time, the whole experience had taken its toll on us. Because of the stress, my wife said she had enough and didn’t want to spend any more time fighting our case, so that’s why we settled.”

Charles W. McDonald, Inwood, W. Va.: “My 2002 **Deere** GT235 riding mower equipped with an 18 hp, 2-cyl. Briggs & Stratton engine is my worst buy. When it was only two months old the engine started smoking and missing. I cleaned the air filter and spark plugs, but within an hour the same problem happened again. I called the dealer, who transported the unit to his shop for repairs. When I picked it up later, I was told the air filter was dirty and had caused the spark plugs to fail. The company wouldn’t honor the warranty and charged me \$75 plus parts. I called the company’s customer relations department but got no help. In three seasons of use, I’ve had to replace two spark plugs and an air filter about once a month during the mowing season. Now I have a 1-gal. can full of used spark plugs, and it costs me \$20 to \$25 each time they’re replaced.

“This is a good, tough tractor, but the engine is a big disappointment. I got no help from the dealer or the company and the engine problem still exists. I bought another brand last year and now use the **Deere** very sparingly.”

Ken Jacobsen, Elkhorn, Wis.: Ken nominates **Color Back Paint Renewer** as his “best