

pickup. The 1999 model had about 72,000 miles when I bought it and now has about 124,000 miles."

**Mike Bost, Charlevoix, Mich.:** Mike's happy with his **Deere 345** riding mower equipped with a liquid-cooled Kawasaki engine. "The only part I've replaced is the ignition module."

On the negative side, he's disappointed with his **Cub Cadet** lawn tractor equipped with a Kohler Command 20 engine. "I've had to replace the electric clutch, head gasket, front main seal, and ignition coil, and the steering system leaves a lot to be desired. The cowlings are cracking everywhere and the tractor wanders around like a drunk."

**Alan Scott, Portage, Wis.:** "My worst buy is my 1998 **Ford F-250** pickup equipped with a Triton V-8 engine. Just after the 50,000-mile warranty expired, a spark plug blew out of the engine head. Upon close inspection I found there wasn't enough metal in the head for threads to hold the plug in place. The company refused to do anything to help. I checked on the internet and found I'm not the only one with this problem. In fact, it's quite common."

**K. Raiche, Enosburg Falls, Vt.:** "I like my **Udder Tech** waterproof bibs, jacket and hood (ph 952 461-2890; www.uddertechinc.com). I'm a subsistence farmer with a lot of 'messy wet' chores to do, and this suit is a great clothes saver. It's well-made, fits well, and has good closures and pockets. Worth every cent!"



**Gary Saatela, Forbes, Minn.:** Gary's happy with the 1996 **Ford F-150 4-WD** pickup he bought used equipped with a 302 cu. in., V-8 engine and automatic transmission. "I bought this pickup with about 112,000 miles, and now it has more than 346,000 miles with no major problems. I've replaced the starter, alternator, and fuel pump. It still uses only about a quart of oil every 2,000 miles. Not bad for a \$1,200 buy."

**William L. Burnett, Bryson City, N.C.:** He's disappointed with his **Massey Ferguson 2625L** loader tractor. "At first I used this tractor to fill in a ditch that I had dug the year before. It worked fine for that job which took about 20 hrs., and then I started using the tractor to do haying work. However, within 2 hrs. some fuses started blowing and the pto quit working, and then the engine wouldn't start. I took the tractor to a shop for repairs. After that, the engine started making a loud noise and the tractor had to go back to the shop to have the engine replaced. Six months later I got the repaired tractor back, but 4 months after that the rear lift broke in the field and the tractor was back in the shop again."

**David Ziegler, Manchester, Mo.:** "My 1997 **Ford F-150** extended cab pickup has almost 300,000 miles but is still going strong. It's ready for another 100,000 miles. No body rust. The rear axle seals have been replaced, as well as an intake manifold. Otherwise it has required only routine maintenance."

**Dimitri Schlotter, Mancos, Colo.:** Dimitri's impressed with the **Bucket Solutions** bucket-mounted forks she uses on her **Deere 45 hp** loader tractor (ph 866 992-2333; www.bucketolutions.com). The forks come with a C-clamp pad design that lays flat on the bucket and disperses the clamping pressure over the surface of the bucket.

"I've been able to move 3/4-ton big square bales with them. I've even used the forks to move an animal shed and a 6 by 8-ft. log garden shed. They work great - I couldn't do without them."

**Werner Meyer, Waterloo, Iowa:** "I first read about the **EasySet Mole Trap** in FARM SHOW. I've caught more moles with it than I can keep track of. Now I'm the neighborhood mole remover."

"My **Deere RX75** riding mower broke down all the time and was a real money pit. I finally sold it to someone for parts."

**Maurice Loftin, Lincoln, Ark.:** "My best buy is my own home-built, all-wheel-drive tractor. I built it from a 10-ton Rockwell rear axle and a 4 1/2-ton front axle and used scrap



metal to build the frame. It has air brakes and power steering and a 5-speed transmission with a 4-way 2-speed Brownie, which gives me 40 forward gears. I already had the wheels and got the cab from a salvage yard."

**Glen Fuller, St. Marys, Ont.:** "I'm well satisfied with my **Skunker** tube-type skunk trap that's designed to let you catch skunks alive without getting sprayed (ph 620 335-5252; www.theskunker.com). The trap can also be used to live-trap raccoons, cats, possums, squirrels and rats."

"I use a tall stick with a reflective bicycle marker on it to locate the trap, shining a spotlight on it from a distance. When the grass is low growing, I also hide another colored reflector behind the door. When the door closes, the reflector is exposed. Using the spotlight allows me to check it frequently. I make sure to anchor the trap to the ground with tent pins in order to keep the animal from jostling the trip lever prematurely. I've caught about a dozen skunks so far this way and have never been sprayed."

**Damian Lakatos, Johnstown, Penn.:** "I bought a pair of **Knapp** boots four years ago and they were the most comfortable farm boots I ever had. They were American-made, and the fit was perfect. However, after many gluings the boots finally gave out. At first I thought the company went out of business, but after searching for a while I came across **KB Footwear** (ph 888 445-6277; www.kbfootwear.com). The company is the original maker of Knapp shoes and boots. So, right off I ordered a pair. Knapp shoes are made in the U.S."

**Larry Bakke, Estelline, S. Dak.:** "I bought a 1962 **Deere 4010** tractor in 1984 at a farm sale for \$4,500 and used it as my main tractor for years. In 2008, I heard a noise in the engine that was caused by scouring of the no. 5 piston. My mechanic completely overhauled the engine at a cost of \$9,000. Sounds expensive, but when you add the \$9,000 and \$4,500 to get \$13,500 and then divide by the number of seasons I've used the tractor - 27 - it comes to a cost of \$500 per year. The engine still had the original main bearings in it."

"In 2007 I bought a used **Deere 4440** tractor. The dealer's parts man asked me what kind of tractor I had been using up until then and I said a 1962 4010. He said simply, 'tough act to follow'. Boy, was he right."



After years of frustration with his 2006 Bobcat S300 skid loader, Alvin Bose finally painted the machine's engine cover lemon yellow and parked it by a busy road.

## "Lemon" Bobcat Parked By The Road

"My 2006 Bobcat S300 skid loader has been an absolute nightmare. It had so many problems I've only been able to put less than 200 hrs. on it in 5 years. It cost me so much work I had to shut down my business," says Alvin Bose, Ord, Neb.

"The machine was delivered new on July 5, 2006. I had a full year's work booked when it arrived. However, the auxiliary hydraulic pumps failed on start-up. Joystick controls were erratic and required calibration daily. The engine lacked power, and would surge and then die when I cut the throttle. The air conditioner had to be charged twice a day if I wanted use it. By June 2007, the machine had been returned to two different dealers a total of seven times and mechanics came out twice."

"My dealer refused to accept the machine in trade yet insisted it met all their standards. As of this August, the only problem they even corrected was the fuel injection pump, and that took 11 months."

"Now the skid loader sits on my lot at the edge of town and is unusable. I painted the engine cover on back of the machine lemon yellow and erected a sign next to it to voice my displeasure. It sits next to a busy road, and a lot of people stop on the road to take photos. A Bobcat attorney threatened to sue me for damage to their reputation, but I think they were just trying to intimidate me."

"I'm 72 years old and started a pasture renovation and tree removal business 10

years ago to supplement my social security. I normally would buy a new skidsteer every 2 years."

"The 2006 model replaced my 2004 Bobcat, which I used day in and day out for two years with no problems. The 2006 model was built the last week of production before a South Korean company bought out Bobcat. A number of other farmers in my area have had problems with their machines since the ownership transfer."

"I didn't spend any money out of pocket for repair work, but I figure I spent about \$48,000 hauling the machine back and forth to repair shops and going to job sites up to 100 miles away, after I was told the machine was repaired. But once I got to the job site I would find the machine wouldn't work and I couldn't do the job."

"After 2 1/2 years I finally hired an attorney and filed a lawsuit, but it was dismissed. Finally, I refused to pick up the skid loader at the dealership so they hauled it to my place and dropped it off."

"I didn't have another \$50,000 to buy another machine while this one was down, so I had to go out of business. It wasn't as much the money I lost on the loader but that it took away my livelihood, my means of making more money. That's what hurts the most."

Contact: FARM SHOW Followup, Alvin Bose, 925 N. 22<sup>nd</sup> St., Ord, Neb. 68862 (ph 308 750-7297).

**David Kuchta, Ladysmith, Wis.:** "My 1967 **Ford 3000** tractor has more than 16,000 hrs. on it. My 1992 **Chevrolet 1/2-ton** pickup has more than 350,000 miles. Neither machine has ever had the engine, transmission, or rear end taken apart. They don't look very good any more, but they always start and work all day long."

"My worst buy is my **Berg Hydroman** horizontal manure pump. It replaced an Agramatic pump that had worked well for 23 years. However, where the pump hooks up to the underground pipe, and where the hopper bolts to the pump, the ram didn't fit tight enough in the housing. From the start, it allowed manure to leak back. It was taking longer and longer to pump everything out, and after 2 1/2 years the pump stopped altogether as it had become bent all out of shape."

"It was partly my fault; I should have checked it out better before I bought it. This pump was built way too light to pump manure the distance I'm pumping it. I called the factory but got no help. Then I pulled the pump out and the salesman referred me to a welding shop that works on manure systems."

They straightened out the bent pump and reinforced everything, but it took them 14 months. Then I got a big bill from them. I learned a very expensive lesson."

**Scott C. Tiber, Minnetonka, Minn.:** "My best buy was my 1977 **Ford F-150** pickup. I factory ordered it with 4-WD, standard cab, shortbed, two gas tanks, two batteries, a heavy-duty radiator and alternator, LS rear axle, 300 cu. in. straight 6-cyl. engine, and a 4-speed transmission. This pickup has a rugged simplicity that makes it superior to anything on the market today. I've driven it places where other trucks could never go. In the past I owned several other pre-1980 Fords, and they were all excellent."

**Neal Galloway, Lynch, Neb.:** Neal nominates his 2010 **Kaufman 24-ft.** gooseneck flatbed trailer as his "best buy". "I picked it up at the factory for \$2,000 less than what local dealers wanted and have used it to haul everything from tractors to a windmill tower. It really pulls good."

On the negative side, he lists **Diamond** fence pliers. "Diamond used to be a good brand but now their tools are made in China."

Continued on next page