

BUYING TIPS YOU CAN USE

Randomly selected farmers “tell it like it is” in nominating their “best” and “worst” buys.

By: Mark Newhall
Editor

Bill Gergen
Senior Editor

Jim Deardorff, Chillicothe, Mo.: Deardorff is manufacturer of “Classic Blast”, an aluminum oxide and walnut shell mixture used for sandblasting in place of tradition media. He does a lot of restoration work on tractors and older cars. He recently called to tell us about a new product that he has been using to strip paint called “Removall”. It’s made in Canada by Napier Environmental (www.biowash.com; ph 800 663-9274). Deardorff also sells it (www.classicblast.com; ph 660 646-6355).

“I’ve always had trouble with extra thick, tough paints and this product works better than any other paint stripper I’ve ever tried. It will remove virtually any kind of paint. Removall is based on a hydrogen peroxide formulation which makes it environmentally safe with no disposal problems.

“I just spray this material on with an airless sprayer with a big nozzle tip, wait four to six hours, and then power wash it off. A medium-sized car or tractor usually takes about a gallon, which costs \$35. To strip paint off a tractor, I mask off the hydraulic hoses. Takes only about 20 min. to treat a tractor.

“In addition to stripping off paint, I also use it to clean paint out of paint sprayers. I

issue of FARM SHOW Bonetz Zeimetz of Mondovi, Wis., got my attention with his worst buy, a 2000 Ford F-150 pickup. I and two of my sons have similar vehicles with defective engines. My pickup has leaking head gaskets, and the engine in one of my son’s Ford Expedition blew two spark plugs.

“The problem isn’t exclusive to the engines manufactured in 1999 and 2000. It covers engines built all the way from 1997 to 2003.

“The warranty on my F-150 had just expired when I discovered the head gaskets were leaking. After talking to several Ford dealers I found that leaking head gaskets and blown spark plugs are a common problem with Ford engines. Also, Ford was well aware of the problem but kept installing the defective engines in their vehicles.

“In addition to Ford, I filed a complaint with the NHTSA, the FTC, the Center for Auto Safety, the Michigan Better Business Bureau, and the Utah Attorney General. After spending a year and a half without getting help I decided to just let the head gaskets leak. There are other trucks to buy.”

Louis J. Koccon, Jr., Woodstock, Va.: “My 2004 Chevrolet 2500 heavy duty pickup equipped with a Duramax diesel engine and Allison transmission is my best buy. It’s fuel efficient, has a great ride with all the creature comforts, and has plenty of power.”

Dave Nicholas, Martinsville, Ohio: “My 1987 Ford F-150 pickup has more than 207,000 miles on it and is my best buy. It’s powered by a 6-cyl., 300 cu. in. engine which has never required any major engine work except for the replacement of an oil pump. I bought it used about ten years ago with about 100,000 miles on it. I think Ford’s 6-cyl., 300 cu. in. engine is the best gas engine Ford has ever built, especially the fuel-injected models. I wouldn’t hesitate to make a long trip to California or anywhere else with it. My neighbor has a vehicle with one of these engines and it has more than 340,000 miles on it and has never had the head off.

“My 1999 Dodge Durango SUV equipped with a 318 cu. in. engine is a best buy. Hands down it’s the best mid-size SUV on the market. It has the same running gear as a full-size Dodge 1/2-ton pickup, bigger than any other 1/2-ton or full-size SUV or pickup except another Dodge. It has the same rear axle housing as my 1977 Dodge 3/4-ton pickup and 1984 Ram Charger.”

Norm Batson, Clay Springs, Arizona: Norm’s impressed with his 1994 Polaris 4-wheeler 400 2-WD ATV. “We’ve used this machine hard, both for play and for work. My grandsons use it almost every day. I put new rings on the pistons and installed new rear tires, but otherwise it has required only routine maintenance. The only problem is that it takes at least a week to get parts, and they’re quite expensive.”

On the “worst buy” side, he lists his 2000 Ace scroll saw. “The problem is that the blade keeps breaking, no matter what tension I set it at. I can’t cut any material thicker than 1/8 in., and even then the blade still breaks no matter how careful I am. The company says I don’t have the blade tension set right. I chalk it up to experience - no more Ace products for me.”

Donald Parker, Apple Springs, Texas: A Deere 6410 4-WD tractor equipped with a self-leveling front-end loader rates as Donald’s “best buy.” “I haven’t had one problem with this tractor. I’ve been using Deere tractors for well more than 50 years and have tried other brands, but in my opinion Deere tractors are the best.

“My Krone 283 10-ft. disc mower is my worst buy. This mower cost me more than \$3,000 in broken glass on the cab of my tractor. It wouldn’t cut with the cover in the low position. It did cut with the cover in the high position but then it would throw rocks. The

Farmers Nominate Best, Worst Buys

OPINION

Tell Us About Your “Best or Worst” Buy
Send your nominations to:
FARM SHOW, P.O. Box 1029,
Lakeville, Minn. 55044, or use
the survey form on our website at
www.FARMSHOW.com,
or E-mail your comments to:
Editor@FARMSHOW.com

just run a little through after I’m done spraying and it keeps nozzles free and clean. This is a great product.”

Chad Hall, West Virginia: Chad has a skid steer loader fitted with Eel Trax from Eel River Steel Works (ph 800-404-6978; www.skidtracks.com). The tracks fit over the



two wheels on either side of the loader. The tracks are held together by lengths of log chain which the company says gives them tremendous strength. “We like the web spacing and good combination of float and bite,” says Chad, who runs a concrete company that does concrete foundations, concrete repair, and other work. “We’re often dealing with mud and sloppy conditions. That’s where the Eel Trax pay off.”

Keith Fravel, Cresco, Iowa: “I bought a 20-lb. Mantis garden tiller a few years ago. At first it did a good job and started easy. But last spring it quit working, and I discovered the engine wasn’t producing a spark. This machine doesn’t have any points, just a coil next to the flywheel. I installed a new coil but it didn’t help. Then I checked the kill switch to see if I could find a short in the wire, with no luck. I got no help when I called the company. In fact, I can’t remember ever talking to someone who thought they knew so much but had so little common sense. I’ve been working on small engines all my life so I know what I’m doing.”

Ray Combe, Paradise, Utah: “In the last