

dealer were very helpful. I traded it for a 1988 Ford F-150 4-WD equipped with a 302 cu. in. engine. It burned too much oil, but between the company and the dealer the problem was fixed. It's surprising what a dealer can do for you if they want."

Gale Carpenter, Union City, Mich.: "What can you buy American-made that's any good?", asks Gale, unhappy owner of several American-made pickups. "The rear differential on my 1988 Chevrolet 2500 4-WD went out three times in 10,000 miles and the brakes failed at 22,000 miles. I traded it for a 1989 Ford F-250 4-WD equipped with a 351 cu. in. gas engine which didn't run right from day one. At 22,000 miles the transfer case went out and the seals on the front differential started leaking. I wanted to trade it for a Dodge diesel, but I couldn't get delivery for six months so I traded for a 1990 Ford F-250 5-speed diesel. The synchronizers went out of fourth gear within 2,800 miles. My wife and daughter have both owned Toyota 4-WDs and ran them 100,000 miles without any problems. They both just bought new Toyota 4-WDs and the salesman told us that Toyota might come out with a full size pickup in two years. If it's as good as their small pickups it'll be 'see ya' for the big three auto makers. If it's true about the Japanese owning us, who do we have to blame?"

John Aasen, Whitehall, Wis.: John's "best buy" is his Steiner 420 4-WD lawn tractor equipped with a 60-in. mower, 60-in. blade, broom, and snow blower. "I use the blade to clean the second floor of my two-story broiler house. It cuts my cleaning time in half, and all attachments are quick-tach so I can change equipment in two minutes or less. I'm so pleased with the unit that I became a dealer."

On the "worst buy" side, "The rear drive wheel broke off on my 1990 Ford 7710 tractor, smashing the fender and part of the cab. The company fixed the wheel, but the fender and cab aren't part of the drive train so they aren't covered under warranty."

Larry Shepler, Reynoldsville, Penn.: "It operates smoothly and runs good, but is very clumsily built compared to the 1816 model it replaced," says Larry about his 1988 Case 1818 skid steer loader. "There's too much overhang on the back so I can't maneuver it in small places. It also needs a fuel gauge."

Larry's Hesston 1010 Hydra Swing mower-conditioner is another "worst buy". "The pivot tongue is the only good feature as it makes it easy to move the rig back and forth from field to repair shop. In one 1 3/4-acre field I once broke 11 knives and three guards. It knocked out the cutterbar heads on a regular basis and they cost \$70 each to replace. The conditioning rolls were there only to move hay off the cutterbar - they

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couldn't crimp a rotten potato. Finally, stress cracks and bad bearings made us trade it for a New Holland 489 haybine which has caused very little trouble."

On the positive side, "My 1986 White 2-

110 tractor runs smooth and is easy on fuel. Gear shifting is a little on the sticky side, but the powershift is smooth and easy to operate. The cab is very quiet and has better visibility than any other tractor I've ever driven. We like the cab so much that we're looking for one for our White 2-85 tractor."

Larry's 1989 Deere 430 round baler is another "best buy." "It's so easy to operate that the first bale I made with it looked as good as the last of the season. The monitor works great, but it's difficult to set bale size because there's no bale size indicator."

Jeff Wanous, Owatonna, Minn.: "It doesn't leave the field as smooth as the coil tine mulcher I had owned before," says Jeff about his "worst buy" 1988 Kent 24-ft. field cultivator equipped with a spike tooth mulcher. "The front row of the mulcher plugs up in heavy soybean stubble, leaving wads in the field."

"My best buy is my 1984 International 5088 tractor. It has excellent power, shifts smooth, and has handy hydraulic levers. It runs quiet and never uses more than 6 gallons of fuel per hour even when pulling a 24-ft. field cultivator."

"My 1989 Dodge Caravan is very comfortable and drives nice. The V-6 30-liter engine gets 26 mpg on the highway."

Dennis Harlan, Terre Haute, Ind.: Dennis is disappointed with his 1986 Deere 4850 tractor equipped with mechanical front wheel drive. "This tractor has been somewhat of a lemon. At less than 6 months the engine blew up. We had to argue with Deere about getting it completely rebuilt. All they wanted to do was install a new intercooler and one new piston sleeve after the tractor sat in the dealer's shop for a week with antifreeze throughout the engine because they didn't have time to work on it. Before the engine blew up, it would overheat. It took the dealer two months to figure out that the slip clutch fan was bad. Also both 14.9 by 30 front tires had the wrong size tubes inside them which caused them to go flat. The front wheel drive wouldn't shut off. It took two weeks to fix. The engine doesn't seem to have any pulling power like our old International did even though after the warranty was over we had it turned up 10%. We also had several little things go wrong from lack of quality workmanship. The tractor needs more power and better quality control, but it is a pleasure to drive because of the 15-speed powershift and the comfortable cab."

Lorenzo Whitcomb, Essex Junction, Vt.: Lorenzo has had good luck with his 1989 Melroe Bobcat 743 skid steer loader. "I've used it more than 1,000 hours a year to load feed, clean barns and yards, and load manure plus do lots of odd jobs. We have seven buckets and scrapers that all use the quick tach which is very handy."

Laurence Armstrong, Edmore, Mich.: Laurence nominates a 1977 General Motors automatic "heavy half" pickup as his "best buy". "It has more than 220,000 miles without any engine work that I know of. We use it to pull a tandem gooseneck trailer to move machinery and fertilizer. All we've replaced is the water pump, windshield wiper, and speedometer."

"We also like our 4006 Deutz front wheel assist tractor equipped with a loader."

Norbert Hogbin, Joice, Iowa: "My 1988 Dodge Dynasty is both a best and worst buy. On the plus side, the performance of the V-6 Mitsubishi engine is excellent. Fuel economy is satisfactory at 22 to 26 mpg. Rides and handles very well. On the negative side, there's a problem with the fuel injection

system that causes extreme hesitation when starting out with a warm engine. The dealer says that's normal, but I don't believe it. At 30,000 miles the fuel pump failed. At 42,000 miles an oil seal failed causing loss of all the oil in about 10 miles. I've driven Chrysler products for many years and was always pleased with them, but the quality control has really fallen off."

Hershel Fisher, Bremen, Ind.: "My 1989 Ford Taurus handles great, is comfortable to drive, and gets good mileage."

David Meisenzahl, Honeoye Falls, N.Y.: David is happy with his 1989 IH-Case 7120 tractor, but says he "needs three hands to put the rear end dip stick in the hole. It also needs lights on top of the cab in back to shine on grain guides."

Jay Fitzgerald, Newton, Wis.: Jay says his 1986 Deere 4650 tractor "has plenty of power, good fuel economy, and is easy to operate."

Henry Soenneker, Bluffton, Minn.: Henry says his 1984 Deere 2550 tractor equipped with mechanical front wheel drive and a model 245 loader heads his "best buy" list. "It's very easy on fuel and with mechanical front wheel drive it'll outpull a 100 hp tractor, especially on wet fields. It makes a great loader tractor. It starts at -20° without heat or ether."

Billy Bynum, Cowan, Tenn.: "My 1982 International 3388 2 plus 2 tractor has good power and handles well. However, the repair record isn't so good. I've had to install a new clutch and repair the alternator and power steering pump."

Eric Dixon, Albany, Prince Edward Island: "I've had no problems with my 1987 Deere 2550 tractor."

Rex Allen, Pierson, Iowa: Rex has had problems with his 1989 General Motors 1/2-ton pickup. "It gets 25 mpg but has the worst paint job of any car or truck I've ever owned. There are spots where there's no paint over the primer. The inspectors must have been on lunch break when this one passed by."

"My 1989 Stihl "Wood Boss" 18-in. chain

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saw, model 024, never fails to start with one or two pulls. It's very well balanced and easy to operate."

Ron Sylte, Williston, N. Dak.: Ron likes his Alkota 1,000 psi portable pressure washer. "The hot, cold, or steam option lets me clean any type of dirt, grease. The hot water cuts grease and oil quickly. I use cold water to wash our cars and trucks to avoid removing the wax."

Rolf Reissman, Dakota, Minn.: Rolf is the satisfied owner of a Woods Mow 'N Machine. "This mower is built for commercial use. It has 18 hp, 52-in. mower deck out front, and zero radius turn with Bobcat-type controls. The pto drives the belts and three blades. Works good for trimming around trees. I equipped it with optional equipment including a weight transfer kit, fluid wheel weights, wide rear caster wheels, and a 13 cu. ft. gravity dump grass catcher which I don't use much because the mower spreads grass well."

Jerry Newton, Anderson, Alabama: Jerry likes his 1977 International 1086 tractor. "It has plenty of power, is easy on

fuel, and has had very few repairs. It's a real pleasure to drive."

On the "worst buy" side is an 8-ft. Rhino rear-mounted scraper blade. "The dealer had to order the blade and it took three months to get it here. When it came it was so scratched up that it looked more like a used blade than a new one. I asked the dealer if he could get some touch-up paint. He said he couldn't. I saw a Rhino representative at a farm show so I told him about my problem. He said I'd have to buy a whole case of paint just to get one can. This will be my last piece of Rhino equipment."

Earl Ehlers, Lahoma, Okla.: A 1984 Deere 430 hydrostatic drive lawn and garden tractor equipped with a 60-in. deck heads Earl's "worst buy" list. "The 3-cylinder diesel sometimes ran on only one cylinder. The steering would quit when the tractor was working hard on a hot day, and the mower blades wore out in less than 100 hours."

Tom Jackson, Ardrossan, Alberta: "It's been a very costly truck over the first 65,000 miles," says Tom about his 1983 Chevrolet 6.2-liter diesel pickup equipped with a 4-speed overdrive automatic transmission. "The engine heads cracked between the valves. I was told it was the manufacturer's fault, but they wouldn't do anything. The head gaskets leaked and the overdrive automatic failed. I was told that was a manufacturer's flaw, too, but no warranty coverage."

"My 1987 Deere 4850 tractor equipped with mechanical front wheel drive has a very versatile pto and is a great pulling tractor. I use it to pull a 40-ft. deep tillage cultivator. It does the same job as large 4-WD tractors on lighter draft jobs, but requires 30% less fuel. The 15-speed powershift transmission is the nicest transmission I've ever operated."

"Another best buy is the air foil chaffer on my 1986 Deere 8820 combine. It increased capacity by 15 to 20% and works very good in crops with heavy chaff loads."

Clarence Jackelen, Glenwood City, Minn.: "My sons and I farm 620 acres and feed about 250 head of cattle. Our prime concern is to put up quality hay. The way to produce quality hay is to cut it at the right time and bale it when it's still in the tough stage so we can save all the leaves. The only way we've found to do it is with the Zimmie automatic stacker that pulls behind your baler. (Zimmerman Welding, Rt. 5, Box 38, New Richmond, Wis. 54017 ph 715 246-4890). Anyone who can run a tractor and baler can use this machine. It's trouble-free, with little to go wrong, and one man can operate it. Many times you can bale after sundown when it's impossible to bale any other way and you can bale with this machine as fast as you can cut it. In about 10 days the hay has gone through the sweat and then you can haul it into the barn when you have time. You never have to worry about protein being destroyed by heat or about the barn burning from overheated hay."

William Staley, De Ruyter, N.Y.: "My MiraFont energy-free livestock fountain works even better than the manufacturer claims. I'm a dealer for it and have over 30 happy users."

Pat Slaney, Lone Rock, Wis.: "My 1984 Ford Ranger pickup equipped with a 4-cylinder engine and 5-speed transmission is a best buy. It has 250,000 miles but still has the original engine. All I've replaced are the

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