

took care of the lack of power in long grass. The machine could turn shorter and the mower's rear discharge tends to windrow grass if it's too long."

"I replaced my old 1968 26-in. cut Comet with an electric start 1987 Snapper 28-in. cut. Before trading, I tried a Deutz-Allis Vanguard 36-in. cut and an Ariens 30-in. cut. They were both good machines but not for me. Today's manufacturers are introducing too many safety features. I don't like having to keep my foot on a special pedal to keep the cutting blade going, although it's better than having the engine stop as soon as you get off the seat like on the other two makes I tried," says Alpha Wiegrefe, Dorchester, Iowa.

Patricia Lind, Brahum, Minn., is pleased with her 8-hp. Snapper High-Vac with 28-in. cut. "Starts easy, maneuvers well, is easy on gas and has plenty of power for our relatively flat yard. I'd like to have higher settings for cutting long grass in uneven terrain. The manufacturer could also make it easier to change oil."

"I'm very satisfied with my 20-hp. Deere 400 lawn and garden tractor. I haven't had any problems with it in six years. I also have a snow blower and rototiller for it that I like," says Howard Iverson, Langdon, N. Dak.

"I like my 10-hp. 1977 MTD Dynamark with 42-in. cut. But, with no grease fittings on the blade shafts, the bearings only last about two years. I put new bearings in and then drilled and tapped housings for grease fittings," says Wallace Keller, Mt. Horeb, Wis.

Bob Pavcek, New Prague, Minn., is happy with a 1985 Deere 116. "We had a Deere 110 for 17 years before this one. They can stand up to our large, and sometimes rough, lawn. We had little trouble with the old mower so we replaced it with the 116. This one also works real well. We have a snow blower for the machine and can't believe the power it has. Really throws wet and heavy snow."

Donald Carlson, Pekin, Ill. has had problems with a Deere 111 11-hp. hydrostatic riding mower. "First it leaked oil. Then it would cut out and quit running. Rubber in the carburetor had sealed shut an adjusting jet. Then a starter wore out. In addition, it wouldn't mow level and the battery was bad. The positive side is that

my dealer has been real good about fixing everything."

"The 1983 International 782 Cub Cadet tractor is excellent. It's easy to operate, comfortable and has lots of power. But, it has a poor mower deck. It doesn't have enough suction power to lift grass for cutting and wet grass easily builds up between the cutting deck and the blades," says Les DeBuhr, Chokio, Minn.

"My 1983 RM 830 8-hp. Ariens riding lawn mower is very good but the Tecumseh engine is a joke. It's hard starting and I've had to replace the oil seals and work on the ignition several times. The manufacturer should only use Briggs & Stratton engines," says Art Mangels, Polson, Mont.

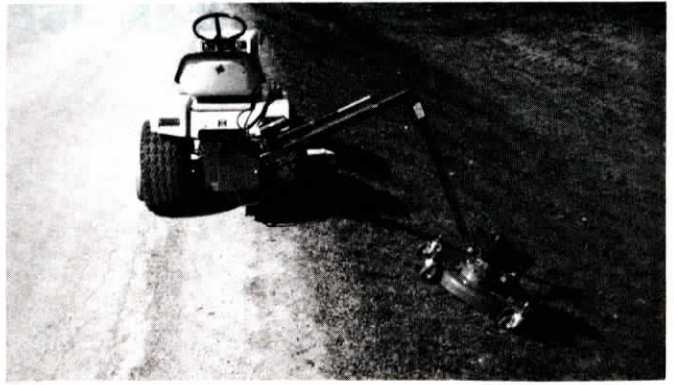
John Angelo, Colbert, Wash., really likes his 11-hp. 1986 Wards with 38-in. cut mower with rear bagger. "Does a great job whether its cutting or both cutting and bagging. Handles tall weeds easily"

"My 1983 Grasshopper 1620 with 42-in. deck is the most reliable and maneuverable machine we've ever had. However, the company should put the hydrostatic motors on the wheels to eliminate two roller chains on the final drive," says Daryl Schlessler, Arcadia, Wis.

Leonhard Weiss Jr., Oak Creek, Wis. isn't happy with a 10-hp. Sears rider with 36-in. deck. "It's difficult to get on and off and has an uncomfortable ride. The back of the deck should be free-floating."

"We like our 1984 782 International. It handles well and has plenty of power. We did have some starter problems but the dealer took care of them. The manufacturer should come up with some way to clean out the mower deck after mowing. We have to drive ours up on car ramps and dig the cut grass out after each mowing. International offered a power steering kit which we bought and installed. We also added oval-shaped wheels to the mower deck, which Deere uses instead of skid plates. They work fine," says Dale Graham, Milford, Ill.

Evans Gibbard, Ubyly, Mich., likes his 10-hp. Ford riding mower. "It's comfortable to ride and has given good performance for the past 10 years. They could make the hood with hinges rather than screws so you could get to the engine easier. They should also install gauges to tell you to add oil or fuel. We put new wheels on the deck



"This add-on boom mower works great for mowing ditches and steep hillsides," says Ed Dolezal, Toledo, Ohio. The add-on mower, which was featured in FARM SHOW a year ago (Vol. 10, No. 3), is now in commercial production, according to inventor Harold Lynch, Grundy Center, Iowa. The mower's equipped with a 4-hp., 2-cycle Tecumseh motor and a 21-in. deck. Reaches out a distance of 8 ft. or can be pulled alongside tractor to increase cutting swath on level ground. Lynch is looking for dealers. Contact: FARM SHOW Followup, Harold Lynch, Sal Mfg., Co., 104 Southview Dr., Grundy Center, Iowa 50638 (ph 319 824-3720).

since the old wheels had plastic rims and were no good."

"It's a very rugged mower that hasn't caused any problems in three years," says David Dickhut, Fowler, Ill., pleased with his 1985 Deere 112 with 32-in. deck. "It has a 12-hp. Kawasaki industrial engine with a full pressure oil lube and a spin-on oil filter that keeps oil looking new, even at 100 hrs. It's too bad that America can't make an engine like this one. I wish Deere would put the hydraulic shift at a handier place. They could also make the deck easier to take off."

"My 1971 Case 108 with 32-in. deck is one tough mower. Two kids learned how to drive it. One never used the clutch to shift gears and the other one rode the brake. All I've had to do is put on a couple of belts and overhaul the engine once. I made a blade for it to push snow off ice for a skating pond and added a short piece to the hitch so I can use it to move grain augers," says Cecil Reimer, McKague, Sask.

Clarence Arndorfer, LeRoy, Minn., likes his 1986 model 185 Deere hydrostatic rider. "I've had no mechanical problems, yet. The Kawasaki engine with pressure lubrication performs very well. My only complaint is that the front tires puncture easily and are flat more than inflated. One modification I made is adding a rubber strap with a hook to hold the grass discharge chute up so the mower will spread clippings better without windrowing in heavy grass. However, this also removes the safety purpose of the deflector."

"My 8-hp 1980 Snapper with 30-in. cutting width does a nice job cutting and is quite easy to maintain. It's simple to drive and easy to get around with. Parts seem to be reasonably priced compared to other makes. It could use a larger, more durable engine for cutting tall grass and the shifting lever could be closer to the operator to ease shifting into reverse. Also, larger tires would be nice for mowing on rough ground around the farm," says Don Molenaar, Raymond, Minn.

Ken Gadd, Moose Jaw, Sask. is pleased with his 14-hp. International Cub Cadet 1450. "It's been completely trouble-free and in 450 hrs., has only needed the mower blades and belts replaced. I did make a blade weeder for it that I use between rototilling operations. Works well and is faster than tilling. I did have a front-mounted snow blower on but it didn't work

very well until I mounted in on the back. I now have more traction and can steer better. I also use it to blow wheat."

"We're well satisfied with our 1973 Allis Chalmers 410 Shuttle. Cutting height is very easy to set and the tractor is so simple, even a beginner has no trouble running it. However, turning radius could be tighter and the air filter should be larger for dusty conditions," says James Palmer Sr., Castalia, Iowa.

Virgil Chapman, Conesville, Iowa likes his 750 Deere with 5-ft. mid-mount deck. "Has lots of power for its small size and is well built. We've put nearly 500 hrs. on it with no problems at all. It does a good job unless grass is too tall, then it leaves strips. The gauge wheels on the deck should be built heavier and we wish the machine had an independent pto."

Brent Ocker, Corpus Christi, Tex., is pleased with his Kubota diesel G4200 with a RC 44G mower. "It's well built and we haven't had any problems, but the belly-mount mower could use a little more clearance for large bumps."

"I'm satisfied with my 16-hp Coast to Coast with 44-in. cut but I'd like to see a larger fuel tank and would like the machine to turn shorter. Would also like to be able to raise it higher so you wouldn't get stuck on humps," says Orlando Rukstad, Florence, S.Dak.

LaDon Grotjahn, Schaller, Iowa likes his 1982 Deere 116 with 38-in. cut. "The twin-cylinder engine is smooth running and quiet. The controls and styling are well-engineered. I did install an hours engine meter to help keep regular maintenance."

"I like the rear discharge because you can trim close on either side. And, the hydrostatic drive is fantastic," says Edwin Sherman, Coupeville, Wash., pleased with an 11-hp. 1985 Ford LT with 38-in. deck.

"I'm well satisfied with our 1986 Dixon 424 with 42-in. cut as it really reduces mowing time. But the manufacturer could put castor wheels on the deck to help the mower follow ground contour to avoid scalping," notes Loren Birnbaum, Lincoln, Ill.

"I have a 1986 Snapper 11-hp. riding mower. Satisfaction is fair. The belt transmission slips in low gear," says Harlan Nightengale, Fairview, Okl.

Homemade "Zero Turn" Hydrostatic Lawn Mower

"Each of the two back wheels are powered by a hydraulic pump and a third pump powers the 4-ft. mower deck," reports Ernie Parker, Bloomington, Minn., who built his own "zero-turn," hydrostatic lawn mower that lets him turn on a dime—just like commercial units—for easy, close-up mowing around trees and buildings.

He equipped the mower with a 10-hp. Kohler engine and mounted it over the rear wheels for better traction. The front wheel is equipped with a small shock absorber to provide a smoother ride.

The mower's controlled by a single t-handle that controls both speed and direction. Turning one handle starts the mower blade.

Parker notes that he likes having hydraulics to power the mower since it makes it easier to hook up, eliminates



the need for a clutch and requires less horsepower.

Contact: FARM SHOW Followup, Ernie Parker, 9010 Chicago Ave, Bloomington, Minn. 55420.