

Richard Wessman, Albert City, Iowa: "I can't believe the trouble I'm having getting a rebate from the company," says Richard, who bought a new Chevrolet car last year. "The first mistake I made was not taking the \$1,000 rebate off the top which meant I had to pay \$40 sales tax on it. I was told the rebate would arrive in two to four weeks, but I waited for it all summer. I told the dealer I was waiting. Finally I called the customer service number. I might just as well have gone outside and talked to a tree. They told me they'd check it out, but nothing happened. In December I had a lawyer call and check with customer service. He was told the check was in the mail. The lawyer billed me for \$45. I finally received a check for \$700, but I'm still waiting for my other \$300. The company says the check is in the computer. What does a computer do with a \$300 check? What a mess. I've lost my faith in Chevrolet."

Donald Beechler, Springfield, Ill.: "It drives like a combine full of grain and steers so hard I feel like I'm boxing," says Donald, unhappy owner of a 1990 Deere F-510 front-mount lawn mower. "The salesman told me it worked better and faster than any zero turning mower on the market and would turn around a 7-in. circle. If I drive real slow it might turn around an 18-in. circle, but if I

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drive fast it takes 4 ft. to turn and tears up the grass. I feel like my head is between my knees while I'm driving. I can mow only a couple of hours before I have to stop and rest. It takes me twice as long to mow my yard as it did before. To make matters worse it's hard to get on and off the machine. After using it for 11 hours I traded it in for a different brand."

George Mills, Port Byron, N.Y.: "I couldn't be happier with my 1990 Deere 2955 tractor equipped with 4-WD and Sound Gard cab. Operator convenience and comfort are super, and performance and fuel economy are excellent.

"My Deere 335 round baler will bale hay or silage of any moisture content. I double the windrows and bale at 5 to 6 mph to save time and leaves. Works great. My only complaint is that the Weasler pto on the baler is too heavy and awkward to hook up. Deere should reinvent the overriding clutch and put one on this machine.

"My Kuhn rotary rake gathers hay into windrows that dry faster than rolled windrows. It can separate and reform wet windrows and do it fast. It's certainly a great aid to making better quality hay.

"My Bestland loader-mounted rock picker (Viel Mfg. Co., P.O. Box 632, Billings, Mont.) works great for digging out big rocks. The tines scoop them up and the dirt falls through. I can carry and dump the rocks wherever I want.

"My Deere 1460 disc mower conditioner cuts and conditions hay as fast as I can drive and has fewer parts than a sicklebar mower. Getting hay on the ground fast is important here because drying time can be very limited. It's also fast and easy to hook up."

David Janssens, Surrey, B.C.: David nominates his 1990 Ford New Holland 575 baler as a "worst buy". "It's equipped with a 'revolutionary' new rotary feed system

that's supposed to direct hay into the baling chamber. However, hay tends to wrap around the rotor shafts. I've adjusted timing of the rotors by as much as 180 degrees and yet the problem persists. I've already replaced a rotor shaft and some bearings. A neighbor who owns the same baler has also replaced a rotor shaft as well as all six bearings."

On the other hand, David says his 1990 Ford TW-35 tractor is "a pleasure to drive. The hydraulics are very responsive and the mechanical front wheel drive provides plenty of lugging power. It has a quiet cab and smooth ride."

Gregory R. Nollette, Nenzel, Neb.: A 1990 Hotline nipple waterer heater rates as Gregory's "best buy". "It's inexpensive and lets hogs drink fresh water all year long. Keeps nipples working in 70 below wind chills and uses just 60 watts."

James Wissman, Marine City, Mich.: James's "best buy" is his 1990 Mirafount energy-free 3-hole cattle waterer as well as a 1989 4-hole waterer. "I installed the 4-hole model for my 90-cow dairy herd and the 3-hole model for my heifers. Both waterers have operated trouble-free with no freeze-ups."

Ray Berquist, Watford City, N.D.: Ray likes his 1989 Dodge 4-WD pickup. "I've owned several Dodge pickups before and put at least 100,000 miles on each before trading. I use them every day on the farm and in the oil field. I've never had trouble with the engine or transmissions in any of them.

"My worst buy is a set of 18,438 General tractor tires. The cords broke loose inside and to this day I've never been able to get an adjustment or money back from the company."

Marvin Gustafson, Dallas, S. Dak.: "My 1987 Deere 530 round baler is a pleasure to use. If you can drive a tractor you can use this baler. The only problem is that it takes too long to wrap the bale."

Dean Bell, Hendrum, Minn.: Dean is pleased with his 1990 Vaughn loader. "I had my previous one for 15 years and it has worked very well all those years. This one works fine, too."

He says **Connewango** milker inflations are a "worst buy". "You have to order a minimum of three sets and they never soften up. **Milk-Rite** inflations cost about half as much and have worked much better for us."

C. John Uphoff, Gridley, Ill.: He's unhappy with his Wick machine shed. "The sliding doors, track, and door guides were all junk and didn't work right from the start. Then the wind wrecked them. The company replaced them with new doors that were even lighter and didn't hang right. The second construction crew tried to solve the problem, but it's hard when you've got doors that are made from flimsy material. We're stuck!"

Robert Burdick, Shawnee Mission, Kan.: "It has great trash clearance and works well in my terrace channels. It doesn't pull real hard, either," reports Robert, pleased with his 1990 Wilrich 2500 24-ft. field cultivator.

Robert's "worst buy" is his 1989 White American 80 tractor. "Nothing real serious has gone wrong, but it leaks hydraulic fluid and the fuel tank is too small. The tractor is very fuel efficient, but long days require carrying fuel to the field. The dealer set the brakes too tight which causes them to grab real hard. They've been slow to correct the problem."

Leroy Roewe, Columbia, Mo.: Leroy's had good luck with his 1990 Kinze Series II

6-row 30-in. planter. "It's easy to set the population rate and to change seed cups when switching from one crop to another. It's accurate at any speed and has been trouble-free."

On the minus side, "My 1990 Case-IH 5130 Maxxum tractor uses too much fuel and oil. Because of excessive fuel use the cylinders 'washed' and the rings never seated properly. The neutral safety switch was defective from the day of delivery and the remote cylinder levers won't self-cancel. It now has more than 500 hours on it. I've notified the dealer and company about the defects, but no one has helped yet."

James McMillan, Phillipsburg, Mo.: "It's well designed and well-built. No trouble after 800 hours of use," says James about his 1990 Ford 7710 tractor.

James's Deere 212 lawn mower is a "worst buy". "The pretty green hood was expensive and it sure didn't make the mower work any better. It wouldn't cut level, even with a new deck. No mechanic could keep it running for the full five hours it took to mow my yard. I traded it in and bought an 8-year old Grasshopper that mows the same yard in 1 hour and 45 minutes without a bit of trouble. The Grasshopper is the ugliest lawn mower on the market, but the best for satisfaction and dependability."

Jess Burrier, Cynthia, Ky.: Jess is unhappy with his "worst buy" Shaver 12-in. post driver. "The frame was built too light for the hammer. The hydraulic tilt cylinder twisted the frame and had to be beefed up and welded. A nut fell off the piston inside the cylinder. All of this happened before I had driven 100 posts. The dealer knows of at least two other Shaver post drivers with the same problems. If the company had tested this driver first they'd have seen how poorly designed it was. It came with a one-year 100-post warranty. I had the driver a year before I drove any posts so the company doesn't see that there's any reason to honor the warranty. It's a pretty safe warranty because very few people will drive 100 posts during the first year of use. Each post ended up costing \$2 to drive. It would have been cheaper to have the posts custom driven, especially when you consider this driver has to be worked on every four hours of use."

Herbert Larson, Brockway, Mont.: "It has about 4,000 miles and has cost me almost a dollar a mile for repairs, not including license, insurance, gas and oil," says Herbert, unhappy with his "worst buy" 1989 Chevrolet C-70 pickup. "The pickup came with a long line of options and 'stickered"

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at \$37,000. I bought it with 300 miles on it. On the way home from the dealer, hydraulic brake fluid seeped under the floor mat. The company fixed the problem after numerous delays. Then the pickup wouldn't crank properly. The drive end of the starter shaft fell into the clutch housing while I was hauling a 5-ton load of fertilizer. The clutch, flywheel, and housing had to be replaced and the pickup was in the shop for several weeks. Two hundred miles later, a sensor warning light stayed on. A new sensor was installed. It cost 47 cents but I had to drive

150 miles to the shop. The labor charge cost the company \$50.

"At 2,000 miles, the driveline began vibrating. A local mechanic repositioned the driveshaft which helped, but it didn't solve the problem. He also discovered that the gasoline tank brackets were failing. I drove 240 miles to a another shop which found that the differential was polluted, possibly from filings. Six weeks later it was determined that new differential gears and bearings were needed. My share of the cost was about \$1,200. During this repair job, it was determined that a high-frequency whine, coming from the shift lever, indicated a problem in the transmission. Rather than remove and inspect the transmission, the shop people advised me to use the pickup until the transmission fails. It might run for thousands of miles or it could fail at any time. Although the pickup remains parked about 95% of the time, it now has developed an engine oil leak. And when I drive it on country roads, there's a bad structural rattle inside the cab. That 'Great GM Feeling' isn't so great.

"My best buy is my 1988 Mercury Grand Marquis car. It has 40,000 trouble-free miles and gets up to 27 mpg."

Arnold Ross, Webber, Kan.: Arnold says his "worst buy" is his Lennox high efficient liquid circulating furnace. "The burner unit rusted out two months after the 5-year warranty had expired. After lots of letters and phone calls I got some adjustment from the company. I'd never buy another new one."

On the positive side, "My 1988 Dodge 250 3/4-ton 4-WD pickup equipped with a 360 cu. in. engine is a best buy. I use it to pull my 8 by 16 grain trailer and 7 by 24 livestock trailer. It handles loads well and gets 7 mpg when pulling trailers and 12 mpg when empty. It's built with heavy springs to do heavy work.

"My Yamaha 4-WD 4-wheeler is also a best buy. I use it to check cattle, check the irrigation system, spray weeds, and pull trailers around my yard. It really saves a lot of steps around the farm. I don't know how I'd get along without it."

Irvin Shirk, Mertzstown, Penn.: Irvin likes his Surge Electro-Brain pipeline washer equipped with an automatic soap dispenser. "The dealer told us that many people had trouble with the original valves in the soap dispenser. The company provided new, improved valves which the dealer installed free of charge even though we didn't complain about our valves. No trouble with it after three years."

Doug White, Unity, Sask.: Doug doesn't like computer-operated electronic fuel injection systems, particularly the one on his 1984 Ford F-150 1/2-ton pickup equipped with a 300 cu. in. 6-cylinder engine and 4-speed transmission. "When I bought the pickup I didn't know the engine was fuel-injected. As soon as I got home I phoned my dealer and asked if I could remove the catalytic converter so I could burn regular gas. He told me it would run rough but to go ahead anyway. It got about 22 mpg. The 1981 Ford F-100 model I traded in had the same engine and got about 28 mpg. After about 40,000 miles the F-150 started to run rough. A Ford dealer told me to switch to unleaded gas which I did. The pickup ran better, but gas mileage dropped to about 15 mpg. By 60,000 miles it ran worse again so I replaced the fuel pump. It worked better

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