

a six 16-bottom plow in 100 degree weather and had no trouble with the engine over heating. The engine is air-cooled and I enjoy operating this tractor. The dealer has given me good service but I wish he were closer. We're also pleased with our **International 1460 combine.**"

Kerry W. Dwyer, Northfield, Minn.: "My worst buy is a 1982 ½-ton 4-WD Silverado **Chevrolet** pickup with a 6.2 liter excuse for an engine," says Kerry. "The truck itself is not totally bad, only the power train. In 16 months of use and 37,000 miles, I have rebuilt the injector pump at 10,000 miles, replaced two sets of self-locking hubs, replaced two sets of front axles, replaced four of eight injectors at \$32 a piece and had a factory recall on the transmission. The front axle problems — both the inner and outer — were caused by the hubs. When only one hub engages, one axle stub spins in each direction. When the other catches, it twists yokes off where the inner and outer axle join. When the dealer did factory work on the transmission, he forgot to tighten the bell housing to the motor and I lost half the bolts on the highway. I have spent \$600 of my own money over and above warranty work to make this truck run, not counting labor. In addition, I am not able to get any better than a consistent 12 mpg. I've tried many service departments in this area and nobody can help. I paid top dollar for this unit — \$15,000 — and now the dealer will only allow me \$8,000 for it."

C.M. Lamascus, Jr., Schulerburg, Tex.: He lists his **Deere 215 disc harrow** with 22-in. cutaway discs as "best buy." "It goes easily through wet, heavy soil and trash presents no problem. It leaves the land level and, with a furrow filler kit, leaves no ridges."

Larry Downham, Galveston, Ind.: He's happy with his **Deere 7000 conservation Max Emerge planter.** "We put this planter through its paces in some of the roughest no-till conditions going and it performed like a real champ. We equipped it with deep placement fertilizer shoes that worked real well. The dealer was very helpful in getting it started and we had very little trouble all season."

Gerald E. Bane, Patoka, Ind.: "This has been the most dependable pickup I have ever owned. It's very easy on fuel and the only expense I've had is for regular maintenance. The whole family thinks it's fun and easy to drive," says Gerald about his "best buy" 4-WD **Chevrolet Luv** pickup.

He had trouble with his **International 4-row Cyclo corn planter.** "I had to put a new gauge for air pressure on the hopper every year and it had very uneven spacing. I ran it three years and traded. The only good thing was having just one hopper for seed."

Mark R. Larsen, Ringsted, Iowa: Mark's had good luck with his **Ag Chem** sprayer with a 500 gal. tank and 40-ft. boom. "We are well-satisfied with the sprayer. It's well-constructed and repairs are easy to do yourself. The factory is only 40 miles away. We'd buy another one."

Jim Dechant, Fairview, Alberta: His "best buy" is his **Deere 850 tractor** with a 40-in. rototiller, a Deere blade and gyromower. "The 22 hp. tractor is a perfect small acreage machine. Its diesel 3-cyl. engine uses ½ gal. per hour or less and is perfectly matched for tilling, mowing and blading. The tractor starts well in winter for snow removal and has given us no trouble. We intend to add to our line of John Deere implements for it."

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On the minus side, he's unhappy with the summer ventilation in his **Buick Skylark.** "While we are generally satisfied with our '80 Buick, it is impossible to stay cool in it in the summer. Even when it's not that hot out we still suffocate in the heat. Trips to our dealer have made the heater worse instead of better."

Gene Johnson, Iddesleigh, Alberta: "The past two years we have been stung with three bad purchases," says Gene about his "worst buys." "The first was a **Vacuator** air grain conveyor. It was far too slow and awkward. I would rather shovel than lug its heavy metal suction tubes around while the tractor screams away powering a machine that only competes with a 4-in auger for capacity. We were lucky to find a buyer."

"Our second worst experience was a new **Versatile 4400 self-propelled swather.** Designed obsolescence is the best way I can describe it. I had never seen a machine with just about everything wrong with it. Every hydraulic cylinder, seal and fitting leaked. The pulleys were made from aluminum. After a hundred hours, grooves had worked their way into the pulleys so that the belts slipped. For a few dollars more, Versatile could put cast pulleys on the machine as I did. I got so disgusted working all day on that swather so I could swath all night I finally sold it after only one season. I was so fed up with Versatile I traded off our Versatile sprayer as well."

"Our last worst buy is our new **4840 Massey Ferguson 4-WD tractor.** With only 1220 hours on it, right at the peak of seeding, the clutch broke down. It was gone for more than a month during our busiest rush season. I'd hate to see how slow they could get in the off season. We're disappointed because we're not a new customer. We've had three 4-WD Masseys, over 20 combines, and have at present six Massey tractors. At first they couldn't find a part to fix it, then they had trouble figuring out how it broke and how to fix it so it wouldn't happen again. They didn't have a tractor to loan us but offered to give us the name of a farmer who could rent us a tractor. Some deal. The war-

ranty on that tractor was nearly over by the time we got it started up again.

"Our only recent bright spot is our **Wilger Jumbo 800 field sprayer.** The newly designed boom shock absorber wheels let the boom travel as smooth as can be. Better than tandem walking beams. It is a joy to operate but a bit overpriced."

Jack Bycraft, Denfield, Ont.: He leased **Allis Chalmers 6060 tractor** is both his best and worst buy. "It's smooth-handling and agile with 60 hp. We use it for planting and row crop cultivating (8 rows.) It has good field speed and lots of power to pull and windrow with 4-row edible bean equipment. However, the tractor's road speed is inadequate. The pto coupler requires engine shutdown, which is a nuisance. King pins and steering knuckles are simply not strong enough. We can't maintain front wheel alignment. We thought the problem was an overload situation when the loader was mounted but when the loader was removed, the realigned tractor went seriously out of whack again after two days of drawing corn wagons to our dryer. I now check and reset the alignment after every encounter with bumps before I venture onto paved roads. The AC dealer is of no assistance in repairing or replacing the bent steering parts. It is proving to be a tremendous nuisance that the dealer chooses to ignore."

Louie McCarthy, Iowa Park, Texas: He names his new **DX 120 Deutz 4-WD tractor** as "best buy." "My older **D100 Deutz 4-WD** was 10 years old before it needed a major overhaul and that was partly my fault. It now has approximately 9,000 hrs. on it. I don't have a dealer within 200 miles but it's simple to work on. I am also pleased with the new **DX120.** Fuel consumption on both tractors is ½ less than others I have owned. Never any cooling problems."

George Cramer, Kanorado, Kan.: "The joker that designed the transmission on this truck should have to drive it sometime," says George, unhappy with his 1979 **F150 Ford** pickup with 4-speed overdrive. "The overdrive consists of a light duty car transmission and a 2.75 rear axle ratio. The truck has so little rear axle torque that it will not even move itself in soft ground."

Milton Sterling, Westlock, Alberta: He's disappointed in granular **Avadex** for wild oats control. "We have applied granular Avadex for the past three springs with disastrous results. Dry conditions may have been responsible one year but not every year. We'll never use granular Avadex again."

On the positive side, he likes his **Owatonna swather.** "This swather is fully hydraulic and has excellent controls. Using only a steering wheel — there's no levers — one can turn corners without missing any grain. It's truly a pleasure to use. After two years, we've had no repairs."

Elmer Murray, Atwood, Ill.: Elmer lists his two 22-in. **Sears Craftsman** self-propelled lawn mowers as "worst buys". "The self-propelled unit on both mowers is very poorly made. The front wheels are always

loose. The height adjustment will not stay in place. As for service, you have to find the nearest Sears service center and they charge you just to give an estimate."

Clarence Davenport, Callaway, Neb.: "My all time best buy is a 1982-**Volkswagen LX 5-speed diesel** pickup with air conditioning. In two years and 35,000 miles, I haven't spent a penny for repairs. It gets 40 to 50 miles per gallon and the oil stays on the full mark. It starts below zero without ether, has no grease zerks, and the only maintenance is changing the oil and filter. Seats give perfect lower back support, visibility is excellent and it rides, drives and corners beautifully.

On the negative side, "Two new 1977 **ME65 Chevrolet** twin screw trucks bought for low mileage farm use were disappointing," says Clarence. "One came from the factory with the rear tandems out of alignment with the front end. Both 5-speed transmissions were very difficult to shift into second and the power steering is weak. The Bostrom hydraulic suspension seats rattled and squawked until shimmed with metal strips. The clutch linkage came apart twice, once in hilly country with a load, when tiny cotter pins wore out. Blown seals in our brake system immobilized the truck on two occasions. Cab ventilating fans have no off switch and run whenever the ignition switch is on."

Andrew Kember, Sarnia, Ont.: "Our nightmare began four years ago when we bought an **Allis Chalmers N-6 combine,**" says Andrew. "What a lemon! That machine was built to break down. Why they came to sell us on it, it was the new wonder rotary combine with capacity, simplicity, ease of handling, and so on. That was absolutely false advertising. In three

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years we only had two days without breakdowns. I could have had my crops off faster with my old Gleaner M. The front conveyor wrapped bean stubble on the back drive, the front conveyor adjust always broke and would knock the chain off and plug up. The stone trap is located a ½ day journey up into the middle of the combine and needs special wrenches to adjust and get foreign material out. The steering puts you in the ditch at over 12 mph. The engine uses 10 to 12 gal. per hour. The throttle lever should have a 3-in. hydraulic ram on it for speed adjustments. The unloading auger fell off six times. Cheap and light material was used for construction throughout this machine. Even the dealership gave up on this junker because not even the best mechanics could keep it running.

"Allis Chalmers owes every owner

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