

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

by Harold Johnson
Editor

Mark Newhall
Associate Editor

Farmers Nominate Best, Worst Buys

Gene P. Williams, Sioux Falls, S. Dak.: "I'm ready to chalk it all up to experience," says Gene after what he says was "a costly experience with a new grain cleaner from Grain King Corporation. It took weeks to get a cleaner delivered after I first ordered and paid for it last summer. After I had contacted the Better Business Bureau, and the state attorney general's office, they finally delivered a cleaner. To my surprise, instead of delivering the 2,500 bu. per hour, \$3,200 machine I had ordered, they substituted a 5,000 bu. per hour unit that sells for \$5,000. That looked good but the cleaner doesn't do the job.

"The problem is that it lets too much corn go through with the heavier material. I lose about 1 to 1½ bu. per every 150 bu. of grain. Even at that rate, I can only run the machine at about 750 bu. per hour. Also, they told me they had screens for wheat and oats, but they apparently don't. The nice thing about the design is that it would never wear out. I think

found it worth just half what I'd paid.

"Besides contacting dealers, I've called Mercedes' regional headquarters in Chicago, written to Germany and contacted government safety officials in Washington. I understand problems can be expected with any machine, but I feel Mercedes should back up their product. They say they have a limited warranty and they do," Joe concludes.

"On the plus side, I have an 850 Versatile tractor that runs great, and a Behlen dryer that does a nice job for us," he adds.

Charles Buckland, Carey, Ohio: "I've had Massey Ferguson combines since 1965 and they have never been down more than a few hours, even when the transmission went out of a new 550. They fixed it in the field in six hours," reports Charles, happy with Massey combines. "Our IH 1586 is also a good buy. No major problems."

He's had problems, however, with his Massey Ferguson 1135 tractor. "I had it overhauled at 1,000 hrs. Have replaced the bearings in the rear end twice, the turbo charger three times, the torque converter twice, and the clutch twice. It never had the power it was supposed to have. Service was good but the tractor was not what we expected."

David Nelson, Evansville, Minn.: "I don't have a car so I use this pickup as my transportation and workhorse," says David, pleased with his 1978 F250 3/4-ton Ford. "It has a 300 cu. in., 6-cyl. engine and a four-speed transmission. I had overload springs installed by the dealer. Mileage and performance are excellent.

"The dealer is not just a fast talker looking for a quick sale. When you walk into his place six months later, he knows you."

Earl Penner, Kola, Manitoba: "My worst buy recently was a 39-ft. Bush Hog Interceptor chisel plow. The trip system has had to be redesigned about six times. We've had the entire machine rewelded and are still finding new cracks all the time. Maybe if you didn't have a single rock in your fields you would be alright but isn't that what trip systems are designed for?"

Paul Rauh, New Weston, Ohio: "We can't get it to cut level," says Paul about his 2300 Allis Chalmers 16-ft. disk harrow. "The dealer came out to adjust it, but couldn't do any good. He sent for a field serviceman who spent a full day in the field and was unable to help. We ordered a new frame but that did no good."

Paul's happy, though, with his New Holland L775 skid steer loader. "It performs great. It's a heavier machine and won't tip as easy as competitive models. No trouble learning to operate it. It's simple to drive."

Russell Hunink, Clymer, N.Y.: "It's possible to kill a few flies with it but you have to drown them with it. Very ineffective," says Russell, disappointed with "Whitmire Flys-Off dairy aerosol insecticide."

On the plus side, Russell has three nominations for "best buy". The first is his WIC 30 bu., battery-operated

they could fix the cleaning problem but the company doesn't respond. I'd like to get my money back and look for another cleaner."

Joe Vaessen, Sublette, Ill.: "This is supposed to be the best car on the market but I think you could make a better deal at a junkyard," says Joe, upset with his 1978 Mercedes diesel which he says has been "plagued with problems from the beginning. At about 9,000 miles, it began ping-pong and knocking. It sounded like a gas engine running on cheap gas. The dealer and company blamed it on poor fuel. After several wasted days with the factory mechanic and several repair bills, the car ran the same.

"The dealer finally admitted that it might need a new injection pump which the warranty wouldn't cover. I ended up buying a new engine.

"At 18,000 miles the tires started to come apart. Mercedes said they were high-speed tires and weren't designed to last any longer than that. Several voltage regulators burned out, along with a lot of headlights. The air conditioner didn't work until an update kit was installed. Door locks went bad and the windows scratched themselves when raised and lowered. The windshield wipers worked so poorly we had to go to K-Mart to find some that worked. After six months, I tried to trade the car for another new Mercedes and