

Farmers Nominate Best & Worst Buys

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buy ever. It's hard to get feed in and impossible to get it out. The Goliath unloader that we used in it was also terrible. It broke and we had to winch it out of the silo with a Cat D8, which broke it to pieces. The bottom rings of the silo burned out. It cost a lot of money to fix."

David L. Stowers, Elwood, Ind.: David's impressed with a 30 by 54 by 14-ft. farm building that he had put up on his farm last year by **Blitz Buildings, Inc.** (Box 108, Huntingburg, Ind. 47542). "I purchased this barn over the phone. The office manager and I discussed my needs and the barn's purpose. I never met the manager or his crew. The site was prepared and within a week the barn was fully functional. Everything we talked about was noted and planned for. The building crew did a great job of cleaning up after themselves, even discarding cigarette butts. If I ever need another building I won't hesitate to call this company again."

Lowell Patterson, Eighty-Four, Penn.: "Lowell's impressed with **Kroil**, a penetrating lubricant (Kano Laboratories, Box H10098, Nashville, Tenn. 37222 ph 615 833-4101; Website: www.kanolabs.com). "I used it mixed with 30-weight non-detergent motor oil to repair a badly rusted 1982 Ford

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pickup. The pickup's kingpin began to seize a while ago which caused increased binding and made it hard to steer. The grease zerk wouldn't take grease. I couldn't justify the proper repairs so I was in a real fix.

"I sprayed Kroil into the yoke seams, jacked up the wheel, and worked the lubricant in by steering right and left with the engine running. I waited 15 minutes or so but there didn't seem to be any improvement so I went into the house. Two hours later, when I went back out and got in the pickup I noticed right away that it steered much easier. I had to repeat the treatment twice more over the next few days before the grease zerk began to take grease.

"I used this same procedure on an old **Ford F600** freight truck that belonged to a cousin. The truck was almost unsteerable, and he had to drive it from Pennsylvania to California. I applied Kroil to all the linkage and joints which solved the problem in short order. The company claims Kroil will creep into a joint as tight as one millionth of an inch. It sure helps on tight stuff.

"Our **Jonsereds** turbo chain saw is a best buy. The only repair it has needed was to the crank assembly. Otherwise this chain saw has performed superbly.

"My **Porter-Cable** circular saw and 1/2-in. heavy duty drill are both outstanding tools. I do a lot of home improvements so I can't tolerate poor performance in power tools.

"I want to warn readers to avoid power drills with **Rohti** German-made drill chucks - I can guarantee they will fail. These chucks are found mostly on 1/2-in. hammer drills sold by Milwaukee, Bosch, Dewalt, and Sears Craftsman. The problem is that the chuck weakens rapidly to the point where it's impossible to keep it tight for even a few

revolutions. If anyone has such a tool they should remove the chuck, send it back to the tool manufacturer, and ask for an American-made chuck. I did that for a Milwaukee drill and got a good chuck.

"I'm intrigued with **Hammerite** paint (MasterChem, Box 368, Barnhart, Mo. 63012 ph 800 325-3552). It might be the only paint that can be successfully painted directly over rust. It has powdered glass in it which makes it durable."

Rodney Barnes, Hemet, Calif.: "My **Mantis** rototiller is an excellent product. I've used it for 17 years. I had it tuned up about 10 years ago and again about two years ago. The tune-up cost less than \$60 and now it runs as good as new.

"My **Dodge** Caravan has well over 200,000 miles on it. It's powered by a 3.3 V-6 engine and has a 4-speed automatic transmission. It hasn't required much maintenance, and it often gets 30 mpg or more on the highway. I've used it to haul loads weighing up to 1,800 lbs., and it still handles and performs well."

Jim Singleton, Arcola, Sask.: "My 2000 **Deere** 446 round baler is my worst buy. It has problems ejecting bales out of the bale chamber. The problem is that the chamber was made too small. Some modifications were made at the dealership to stretch the chamber out, but it didn't help and straw still won't feed into the throat properly."

James C. Coates, Marshall, N.C.: "My 2000 **New Holland** 5610S tractor is my worst buy. After 20 hours the electric fuel pump shorted out. It was repaired, but now it uses twice as much fuel. It also wouldn't work properly in warm weather. The tractor had been sitting so long at the dealer that the clutch was stuck. They replaced the pressure plate and clutch but it still doesn't shift right. I've already put four quarts of oil into the engine even though it has only 50 hours of use. It also leaks hydraulic oil and power steering fluid underneath. The tires have a lot of dry cracks in them. They wanted \$8,000 to trade for a new smaller tractor. I'll never buy a New Holland product again."

Ken O. Turner, Mantee, Miss.: Ken nominates his 1999 **Deere** 7410 tractor equipped with a Deere 720 front-end loader as his "best buy". "This tractor has a Power Quad transmission which allows me to shift from forward to reverse without clutching. It works great for loader work, baling hay, and mowing brush in tight spaces, and other jobs. I only have to clutch when changing between ranges. Another plus is that it has a quiet cab with great visibility. The cab stays cool during summer and warm in winter.

"My 1987 **Dodge** Ram Charger equipped with a 318 cu. in. V-8 engine was one of my worst buys ever. It had electrical and brake problems from the beginning. The second day I had it, it stalled and the dealer had to send a tow truck to pick it up. This problem continued on and off for the next 10 years. We finally gave up when the dealer said it would cost \$1,500 to repair and wouldn't be guaranteed. The engine worked great and was very dependable. But no more Dodge pickups on my farm."

Dennis Davis, Spruce Pine, Ala.: "I like my 1990 **Chevrolet** Silverado long wheel base pickup equipped with a 350 cu. in. engine. It runs great. This pickup has more than 484,000 miles on it and still has the original engine. The engine has never had any kind of mechanical work done to it, other than to change spark plugs. I change the oil every



Grant Nelson bought and constructed this 30 by 80-ft. hoop-type building from Silver Stream Shelters. He put it up in about seven hours.

Minnesota Farmer Happy With Hoop Building

The steel framework is built like a tank," says Grant Nelson, Thief River Falls, Minn., who recently bought and constructed a 32 by 70-ft. hoop-type building from Silver Stream Shelters (Gretna, Manitoba - ph 877 547-4738; www.silverstreamshelters.com).

"Silver Stream also makes a popular building with wood hoops instead of steel, but I went with the steel because it was only \$1,000 more on an 80-ft. building. In all we spent only about \$4,200 for a building that we use to store bales, railroad ties and also my pickup. We would've had to spend four times as much or more for a metal-sided building.

"This building was a cinch to put up. It took us just seven hours, although I did have the

side posts put in before we started. One of the tricky parts was pulling up the canvas top. If I did it again I'd pull it over from the side with ropes rather than pull it on from one end.

"These buildings are cheap to put up and will last as long as any other building, except for the canvas which will have to be replaced someday. But that's probably cheaper than painting a similar size wood building.

"I was so pleased with this building after I put it up, that I became a dealer for the company."

Contact: Grant Nelson, 17349 110th St. N.W., Thief River Falls, Minn. 56701 (ph 218 964-5118; E-mail: grantnelson00@hotmail.com; Website: www.highlandcattle.com).

3,500 miles. It uses less than a half quart of oil between oil changes."

Ray Johnson, Trail City, S. Dak.: "My **Vermeer** baler is a best buy. This is my second one and both of them have worked great. A bearing goes out once in a while, but I haven't had any major problems with it."

Lloyd Hermanson, Outlook, Sask.: "It's the most trouble-free machine I've ever owned," says Lloyd about his 1976 **Deere** 4430 tractor. "The engine, transmission, and rear end have never been taken apart. It has more than 13,000 hours on it but still runs as good as the day I bought it."

Jack Compton, Plainview, Texas: "My 1992 **Ford** F-150 pickup is my best buy. I've read in different consumer magazines that I should avoid this model, but I'm well pleased with mine. It has more than 140,000 miles on it. My only expenses were to repair a switch on the automatic transmission, and to install new brake shoes and a new U-joint."

Nicholas L. Genovese, Bainbridge, N.Y.: A tire sealant called **SLIME** rates as Nicholas's "best buy" (Access Marketing, 800 Farroll Rd., Grover Beach, Calif. 93433; www.slimesealant.com). "After making just two passes with a new two-wheeled spreader in my horse pasture, both tires went flat. I discovered that thorns from numerous Hawthorn bushes had caused several punctures in each tire. Installing tubes wouldn't help because they would puncture as well. I installed SLIME in each tire and it worked perfectly. Once installed into the tire, SLIME remains a liquid, evenly coating the inside. When a puncture occurs, the escaping air forces SLIME into the hole where it creates a long-lasting, flexible plug. It's a permanent fix, unlike other latex aerosol products that are only temporary repairs. It

repairs punctures up to 1/4 in. in diameter.

"I finished going over several acres of Hawthorn-laced pasture without getting another flat tire or even losing any air pressure. I was so impressed that I also used the product on several tractor tires that had slow leaks. It stopped them from leaking as well."

Ron Kozoway, Ryley, Alberta: Ron's impressed with his 1999 **Deere** 9100 tractor. "It has a lot of power and a good hydraulic system. The gauges for the hydraulics, transmission, and antifreeze are very convenient. My only complaint is that the engine oil fill port is located so that unless you use a flexible spout on the funnel you can't pour oil without spilling it. Also, for some reason the rear-mounted Halogen lights attract dust whenever we pull implements across the field. The dust clings to the lights and reduces rear visibility by about 80 percent."

Brian C. Schroeder, Marengo, Ill.: Brian's happy with his 1988 **Dodge** Dakota pickup. "I bought it used in 1992 with about 42,000 miles on it. Now it has more than 314,000 miles on it but still has the original engine. I have nothing but good things to say about this pickup."

William D. Shirley, League City, Texas: "I like my 1952 **Ford** 8N tractor. I bought it used in 1996 and haven't had any problems with it. It's a pleasure to operate.

"My 1998 **Troy Bilt** trimmer/mower is my worst buy. I've had problems with it from day one. The string wouldn't stay on the head and the head wouldn't stay in one place. The cast aluminum case is corroding and I can't do anything about it. It's powered by a 6 hp Briggs & Stratton gas engine which is the only good thing about it."