

Best And Worst Pickups

(Continued from preceding page)

"It has over 200,000 miles and has never caused any trouble. We've used it hard, too."

"If the same design and options were still offered, it would be my choice of a new pickup," says Gerald Austin of Fairbanks, Alaska, about the International 1300-C made in 1968 with either 2 or 4-wheel drive. "This pickup offered tremendous options, such as transmissions, axle ratios, springs, tires, and so forth. It could be set up to be anything from an economical errand pickup to a heavy-duty, go anywhere 'stuck tractor reliever'. IH made major changes, all for the worst in pickups after 1968."

Utah farmer Oliver Low, of Logan, says his "best ever" pickup was a 1965 Ford 6-cyl. ¾-ton with "position-traction. We used it to feed cattle in snow. None of the other pickups I've owned has matched this one."

Everett Rice of Skowegan, Maine nominates "any Dodge pickup with a slant six engine. It's one of the best, most reliable engines made in the U.S. or Canada."

"It has 168,000 miles and has never had a valve cover off."

Myron Popp of Utica, Kan. thinks the 1973 Ford with 360 V-8 was the best. "Dad has one with 168,000 miles that has never had a valve cover off and still doesn't use a bit of oil. The only negative thing about it is that it uses lots of gas."

Don Wortham of Lena, Ill., says his 1949 Studebaker Champion truck is still running. "It always got 20 miles per gallon and needed very little upkeep in 100,000 miles. I drove it regularly from 1949 to 1973. The truck has been reconditioned. The doors still shut tight and the paint is still good. A well made truck."

"It was used as a tractor most of its life and cost less than \$150 a year in maintenance," says C.W. McCutcheon of Florence, Ontario about his 1966 Dodge D100. "It lasted through 250,000 miles of abuse."

"My best pickup ever was my 1937 International D," says John V. Morgan, Jr., of Saltville, Va.

Larry Laukhuf of Haviland, Ohio says his best pickup was his 1969 Ford F250. "I put 123,000 hard miles on it. Put new brakes in at 93,000 miles and a clutch at 108,000. Never used oil and had no rust in 13 years."

"The best I ever had was a 1969 GMC with a 305 V-6 engine," says Robert Holley of Water Valley, Miss. "It was tough and strong. I bought it in 1972, drove it for over 100,000 miles and sold it in 1976 for only \$75 less than I paid for it."

Gene Reed of Palmer, Alaska liked

the 1946 Chevrolet ½-ton. "My uncle had one from 1950 through 1966 and it held up real well. We hauled full loads of gravel and grain, and put thousands of miles on it. It's probably still running."

"We drove a Willy's 1950 Jeep for 14 years. It never rusted out and you could go anywhere in it," says William Miller of DeMatte, Ind.

"We had a 1-ton Dodge built in 1941. It hauled heavy loads at good speed and lasted for 200,000 tough miles," says Charles Archibald of Gilette, Wyo.

"It's given me good service except for the auxiliary shift that often sticks in neutral, low or high," says Byron Lear of Bern, Kan. about his 4 WD 1978 Chevy.

"We get 40 to 45 mpg around the farm and about 50 on the road," says Delbert Walter of Custer, Mont., well-satisfied with his 1981 Volkswagen diesel. "It's really well built. We have 10,000 miles on it and the only trouble has been with the air conditioner. Otherwise, it handles as well as a car. The only thing it really needs is about 5 in. more clearance, as tends to bottom out easily."

What, in your opinion, is the worst farm pickup ever built?

"The 1973 Chevrolet 2500," says Stan McCulloch of Coulters, Alberta. "Mine has had two new engines and a transmission repair in less than 110,000 miles. It's uneconomical and unreliable. Poor steering."

G.S. Town of Vermette, Manitoba nominates his 1973 International Travelall. "The transmission went twice, the differential once and the carburetor gave endless trouble. The radiator split a few times because of the transmission cooler. I think."

"It's short on power, began burning oil at 26,000 miles, the transmission slips, the I-beam suspension bent four times in 60,000 miles, and it got 6 mpg," says Darrel Malenke of Hospers, Iowa, about his 1974 Chevy ½-ton.

Dennis Lynch of Sedley, Sask., didn't like his 1967 Jeep Gladiator. "The cab was small and poor. The truck had no rust resistance, had only a single wall cargo compartment, a chain type endgate, hubs that leaked, was hard on gas, the starter couldn't be removed without removing the exhaust manifold, and there was no wire protection on the rear tail lights."

"Chevrolet's 1973 2-ton was a joke. It got only 6 miles to the gallon and was too tinny for farm work," says Charles Hawley of Goodrich, N. Dak.

"International's 1946 ½-ton was a result of shoddy workmanship. It was a disaster," says Curtis Richard, Sila, Colo.

"You never knew if you would make it back, even on a five mile trip," says William Harlow Hass, of

Pickup Recall Campaigns

One little known source we've found for keeping posted on possible problems with late model pickups is a U.S. Department of Transportation publication, entitled: "Safety Related Recall Campaigns For Motor Vehicles." Manufacturers are required by law to report defects to the government.

Recall campaigns often affect only a fraction of the trucks of a certain model. However, they do point up things to look for and questions to ask to avoid "lemons".

Here are examples of recall campaigns, as published by the government, in 1981:

1979-80 — Chevrolet C & K 20-30 and GMC C & K 20-30. Possibility that certain vehicles, equipped with vacuum power disc/drum brakes, may develop fatigue cracks in brake vacuum booster housing causing a vacuum leak and reduced brake effectiveness. After prolonged use, cracks may develop enough to cause booster to separate from vehicle, and braking ability would be lost. Correct by inspecting and installing support brace. If cracks are present, replace brake booster. 320,677 pickups recalled.

1981 — Ford F-350, E-350. Possibility that certain vehicles may be equipped with wheels

that were not welded (wheel rim to disc) during assembly. Without these welds, rim would be retained to disc by a press fit only. Under these conditions, wheel rim and tire assembly could separate from vehicle without warning, resulting in possibility of lost control and a vehicle crash. Correct by inspecting and, if necessary, replacing wheels not having identification codes. 450 vehicles recalled.

1981 Volkswagen pickup. Possibility that on certain vehicles the left and right outer tire rods ends may contain a crack, resulting from improper machine setup. Over an extended period of time, the tie rod could loosen and eventually the outer shell could separate from its ball socket. This would result in possible loss of steering control. Correct by inspecting and replacing tie rod ends. 4,800 pickups recalled.

For a copy of the latest list of recalls for pickups, trucks, cars and other motor vehicles, send \$2.25 for "Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires", to: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 (ph 202 783-3238).

Outlook, Mont. about his "worst buy" 1974 Mazda ¼-ton with rotary engine. "The engine would quit for the strangest reasons. Fuel filter, pump fuses and on and on."

"The worst pickup is any truck with a Ford 360 motor," states LeRoy Olson of Nanjemoy, Maryland. "The motor can't get over 70,000 to 80,000 miles without replacement and the Ford service people admit it. Ford should recall all 360 engines."

"The dealer thought it was big joke but I didn't. For me it was last GMC I'll ever buy," says Carroll Marzolf of Preston, Minn., unhappy with his 1979 GMC "25". "Everything that could possibly go wrong, did. The water pump quit, the engine used oil, you couldn't keep water in the radiator, the transmission went out twice and the headbolts weren't drilled deep enough to tighten so they bottomed out. It was a real lemon."

Says Lee Stewart, Rupert, Idaho: "I bought a GMC ½-ton in 1974 and could not keep it running. The dealer couldn't and wouldn't fix it. I traded with 8,000 miles, at a loss, for a 1975 Dodge ¾-ton."

"My 1955 Ford had three motors, two transmissions and one rear end in 35,000 miles," reports Richard

Adams of Winnebago, Minn.

Ivan Zimmer of Stanfor, Mont., nominates his 1969 GMC ¾-ton Sierra 4WD as a worst buy. "I have trouble putting it in and out of 4WD. The motor generally stalls out when you need it the most."

"The last 10 years of International pickups were the worst ever. I sure understand why they quit making them," says Lloyd Martens of Chadron, Neb.

"My 1976 Chevrolet 4WD with 400 motor ran terribly," says Herbert Espensen, of West Branch, Iowa. "Had no power, wouldn't idle, the transmission went out after 45,000 miles and the body was rusting out after only two years of use. Several neighbors also had '76 models and seemed to be having the same kind of troubles we had."

Don Booth, of Leoville, Sask., doesn't like his 1980 Ford. "The frame is weak, it has tinny fenders and too much plastic for a working truck. Also, we had a lot of electrical problems at first."