

Gale Halemeyer, Bethalto, Ill., says he's generally satisfied with his 1990 **Subaru** Legacy wagon. "It has 30,000 miles and has not been back to the dealer. The only service it's needed has been filters and oil. Has a good fit and finish and the 16-valve horizontal 4-cyl. engine takes the car to 60 mph in less than 10 sec. Service points are easy to reach. I'd probably buy another Legacy since the car is now made in this country."

"This 1992 **Chrysler** Town & Country van has lots of room, good visibility and easy entry. Gets 22 mpg. The 3.6L engine is short on power when passing and won't maintain speed on our Oklahoma hills, which are not that big. I'd probably buy another Chrysler van but I wish they'd boost their power the way Chevy did on their vans," says Ralph Ekhoft, Tulsa, Okla.

"Performance would be better with the 5.7L engine versus the lackluster 5.0 that we have," says Larry E. Garrett, Ft. Pierce, Fla., about his 1989 **Cadillac** Brougham. "We're generally satisfied, though. It's quiet and interior fit and finish is excellent with no rattles or squeaks. One improvement would be to increase the size of the rear sway bar to improve handling."

"It's a great car when it's working but we've had a lot of minor problems and a few major ones," says Bruce L. Schnurbusch, Jackson, Mo., about his 1987 **Ford** Taurus. By 60,000 miles it had various computer sensors, etc., go bad and when it happened it just died. No coasting at all. We also had failures of torque converter, three water pumps, fuel pump, and tie rod ends, just to name a few. The dealership where repairs were made was not the place I bought it so work was not too great. The car often required additional repairs because it was not put together after they had it. We discovered that the slogan 'Quality is Job One' doesn't include dealer repair shops. Also, resale value is next to nothing compared to new prices."

"Our 1989 **Oldsmobile** Cutlass Cierra is a good car for short drives and has given us no problems in over 30,000 but on long trips we still use our 1979 Olds diesel which has 140,000 miles on it. It rides better and is more economical. We have an excellent dealer we've dealt with for 40 some years," says Richard McClure, West Liberty, Ohio.

"I'm satisfied with our 1991 **Chevrolet** Caprice Classic except that the heater is not warm enough for the dead of winter," says Jonas Toews, Elma, Manitoba.

"It's a good car for a young family of four," says Peggy Orr, North Platte, Neb., about her 1991 **Dodge** Colt Vista. "Very versatile. Handy for groceries and hauling children. It's neat that all three rows of seats lean back. Great for trips. Gets good gas mileage. One complaint is that the air filter is hard to get to."

"We have over 238,000 miles on our 1979 **Oldsmobile** Delta 88 with a diesel engine so we're well satisfied. We replaced the original engine at 130,000 miles when the crankshaft broke. It gets better than 25 mpg and still rides and drives good," says James J. Ralls, Milburn, Neb.

"We're pleased with our 1989 **Mitsubishi**. My only suggestion would be to redesign the steering column to make it more convenient. It's in the way, now," says Charles Cook, Jayess, Miss.

"I'm very satisfied with my 1988 **Ford** Festiva. It gets 40 mpg and for a small car it's very roomy and comfortable on long rides. Has caused us no trouble. Was a great buy - we've gotten our money's worth out

of it. The only improvement I'd like to see is stronger bumpers," says Dale C. Horne, Heath Springs, S.C.

"Our 1991 **Buick** LeSabre gets good gas mileage, handles well and is comfortable. We're satisfied," says David R. Spicher, Belleville, Penn.

Russell Anderson, Duncanville, Ala., has had good luck with his 1990 **Mazda** MX6 turbo. "It's well-constructed. Excellent performance and trouble-free. It's comfortable and we've had great dealer service. My suggestions for improvement would be to make the radio and air conditioner console less cluttered and use larger buttons. It also needs a more powerful air conditioner. This system is slow to cool the car on hot Alabama summer days."

"We changed the rear springs on our 1984 **Ford** Crown Victoria over to Monroe Easy Rider coils for a firmer, smoother ride," says Raymond J. Ulrich, Hemlock, Mich., otherwise pleased with his "best buy" car. "It's good on the highway. We drive to Florida each year and like the way the Ford automatic transmission works in the mountains. We previously drove a Pontiac Bonneville for over 220,000 miles and never touched the 301 V-8 engine. Our Crown Victoria has just 100,000 miles on its V-8 302. We hope it lasts as long as the Pontiac."

"We get good gas mileage of 29 to 31 mpg on long trips and 25 mpg otherwise," says Laddie Stover, Marshall, Minn., about his 1988 **Oldsmobile** 98. "We have 65,000 miles on the original Michelin tires. One negative is that there's more wind noise at 60 mph than we had with our previous Olds 88. Also, this car has the same Delco radio we had in our previous Olds cars. We expected a better radio for the price we paid for the 98."

Marvin Kuehl, Gaylord, Minn., has had good luck with his 1991 **Ford** LTD club wagon. "Although this is not really a car, we use it like one. It's easy to get in and out of and there's plenty of room in it. This van is a little more expensive than a car but I wouldn't buy a car anymore since they're too high-priced and there's not enough room in most of them. After 9,000 miles with this vehicle, we haven't been back to the dealer. I can't think of anything I'd change."

"We're pleased with our 1990 **Dodge** Daytona. It's economical to run, has sporty styling, and the hatchback and folding rear seat let us carry lots of stuff," says Everett Russell, Mechanicsville, Iowa.

Karl J. Schiller, Pittsville, Wis., owns a 1990 **Pontiac** APV transport van. "It has 32,000 miles on it and the only problems we've had are with a bearing in the alternator and replacement of the vacuum control for the cruise control. Fuel economy is 21 to 23 mpg and construction is good but the plastic dash makes some noise. One improvement I would like to see is a larger engine with overdrive and more room at the rear to carry cargo and increase leg room for the far back seat."

"I bought a standard size spare tire to replace the small spare the car came with. Otherwise, I've been happy with it," says Donald Granger, Colo. Iowa, about his 1989 **Chevrolet** Caprice Classic.

"The windshield washer is set in the middle and doesn't get the driver's side when washing. Could also use more footroom for the driver and front seat passenger. Otherwise, we're pleased with our 1988 **GMC** Jimmy 4-WD Sierra Classic. "I'd buy the same vehicle again but with a 4.3L engine rather than the 2.8L," says



"I wanted a heavy-duty 4-WD car so I could get out in heavy rains and snow," says Larry Poss, whose pickup-car combo is powered by a 400 hp. 8-cyl. Corvette engine.

## 1970 CHEVELLE MOUNTED ON FRAME OF 1973 CHEVROLET 4-WD PICKUP

# Car Built Out Of A Pickup

You've never seen anything like this hybrid "car pickup" that has a 1970 Chevelle Super Sport 2-door car body mounted on the frame of a 1973 Chevrolet 4-WD 1/2-ton pickup.

Larry Poss, Elba, Neb., uses it as a performance car in local 4-WD pulling contests and also every day for off-road or casual driving. It's powered by a 400 hp, 8-cylinder Corvette engine and has a custom-built 400 turbo hydromatic transmission with a 2-stage torque converter removed from a Buick Wildcat. The "car pickup" rides on 12.00 TA radial tires.

"It's a real head turner and has fascinated everyone who's seen it. I put a lot of thought into it and made it look as much like a factory-built rig as possible," says Poss.

Poss paid \$1,200 for the 4-WD pickup which had been wrecked in a rollover. He removed the cab, bed, and engine and cut off the front subframe, which contained the original engine mounts, suspension system, and steering box. He attached the front of the pickup to the rear half of the Chevelle - everything from the car doors on back. Then he cut out the Chevelle's rear suspension system and replaced it with the pickup's suspension system in order to keep the merged car and pickup frames at the same height. He uses the pickup's original axles and transfer case to provide the 4-WD.

"I wanted a 4-WD car so I could get out whenever it rained or snowed," says Poss, who has won several trophies in 4-WD pulling contests. "It has the same stability as

a 1/2-ton pickup because all the steering and suspension system is off the pickup. It also has air conditioning, power steering, power brakes, a great sound system, and is double insulated so it's quiet, warm, and comfortable. I used 5 gal. of rustproof undercoating on the door panels. I built the frame so that if I wrecked the car body I could unbolt it and replace it with any 1968 to 1972 Chevelle body in half a day.

"The Buick Wildcat transmission didn't match up to the Corvette engine so I removed the transmission's internal parts, including the valve body and torque converter, and installed them in the Chevelle transmission. The 2-stage torque converter lets me use regular speeds for normal driving or higher rpm's for 4-WD pulls and off-road driving when I need more traction and power. I can switch from one stage to another by flipping a switch under the throttle pedal linkage."

The pickup transfer case has a 4:10 ratio on the front axle and a 4:11 ratio on the rear axle, with lockout hubs on front for positive traction. "The slightly mismatched gear ratio makes it more stable in mud," notes Poss, who lowered the transmission crossmember on the car frame a few inches to make room for the transfer case.

For more information, contact: FARM SHOW Followup, Larry Poss, Rt. 1, Box 64, Cotesfield, Neb. 68829 (ph 308 245-4325).

Wayne Clark, Bagley, Wis.

"Our 1989 **Cadillac** Fleetwood gets over 20 mpg and has 56,000 miles on it. Other than oil changes, total maintenance costs have been just \$200 - to replace two of the original tires," says John W. Davis, Coalgate, Okla.

"We've got 166,000 miles on our 1980 **Chevrolet** station wagon with few problems. I put a new alternator in years ago but, other than general maintenance, have had no other major problems. The engine is a little small at 4.4L for a station wagon but it still has more zip than those mini-vans have," says Jerry Murkowski, Athens, Wis.

"Our 1987 **Chrysler** Lebaron has only 33,000 miles on it and I've had to have the digital dash instrument module replaced. I've also had to have spark plug wires and distributor cap replaced. This car could be improved with a V-6 engine," says George Thacker, Summerfield, N.C.

Gordon Park, Pitt Meadows, B.C., says his 1991 **Dodge** Caravan SE mini-van has

lived up to expectations. "It's a best buy but could get better fuel economy. It has a V-6, 3 liter engine."

"It handles like a sports car and gets 40 mpg. No repairs in 37,000 miles," says Richard D. Atkinson, Albany, Wis., about his "best buy" 1990 **Chevrolet** Cavalier. "My 1986 **Pontiac** 6000 with 4-cyl. engine has 106,000 miles and still runs good. I put Amsoil in at 18,000 and have changed it 3 times since. It uses no oil between 5,000 mile filter changes. The only repair we've made is when the transmission leaked oil and needed repair. No other complaints."

J.B. Mangus, Renick, Mo., is not happy with his 1991 **Cadillac** Sedan de Ville. "It's too small for a 6-ft. person. Also, in 10,000 miles we've replaced struts, 2 injectors, and the wheel bearings. There's lots of road noise. It does get good mileage at about 25 mpg but I've had three new Cadillacs in the past three years and they get worse with each one."