

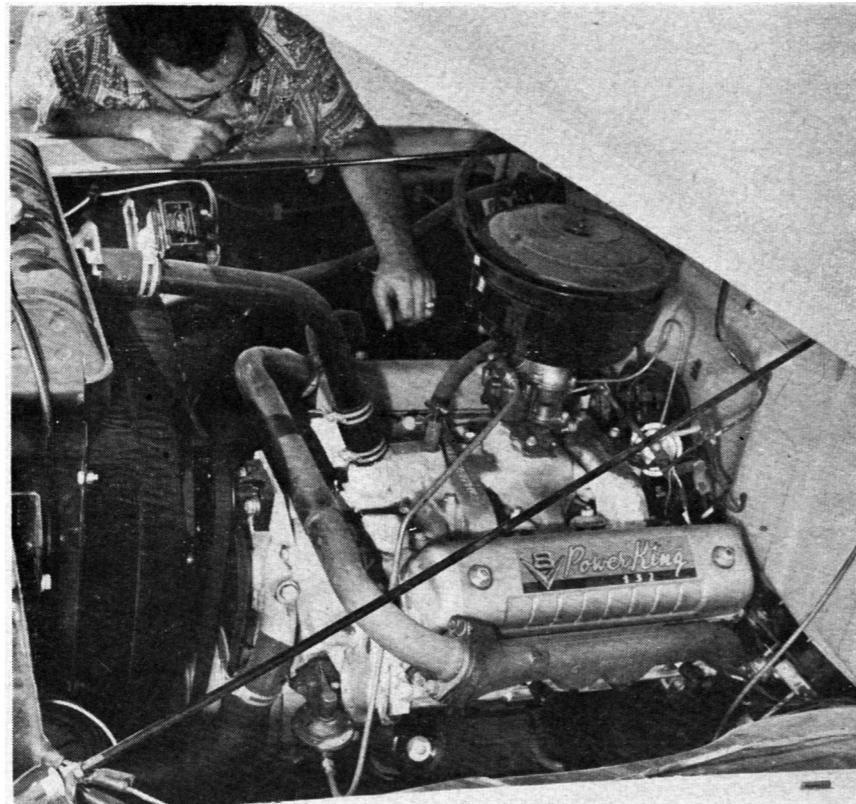
ROAD TEST

FORD'S F-100 PICKUP

"It drives like a truck" now means it's comfortable, handles well, is economical to own and operate and has fair performance. What more could anyone ask?



STYLING of the Ford F-100 series of pickup trucks is not the most advanced in the field, but it is up-to-date, clean and neat. The vehicle tested had the custom cab (see opposite page), plus Fordomatic transmission and the 132-hp V-8 engine. The truck is a highly functional machine and its exterior design is aimed at ruggedness and efficiency. However, since the purpose of this report is to evaluate the arrangement as suited to personal utility use, rather than in its commercial aspects, most comparisons are made with features of normal passenger cars. For instance, running boards have disappeared from non-commercial machinery, so the drivers found it took some adjustment in habits not to take the long step from the floorboards directly to the ground. Panels are almost devoid of gimmicks but wrap-around windshield is missing.

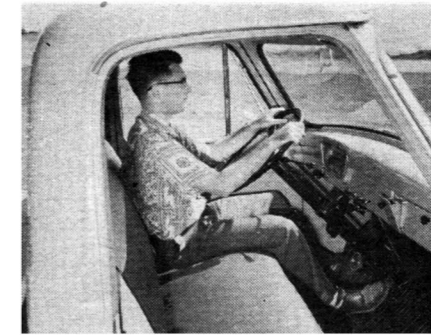
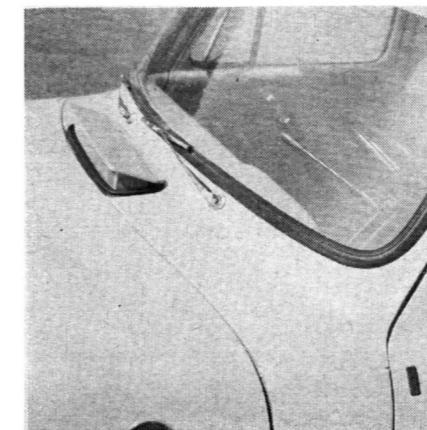


PERFORMANCE of the F-100 pickup, in terms of acceleration, seems to be very good when driving in ordinary traffic without actual figures being recorded by test instruments. On the road with a fifth wheel, however, the difference between the utility vehicle and a Ford passenger car is more marked. Actual times were: 0-30 mph in 4.9 seconds, 0-45 mph in 9.8 and 0-60 mph in 18.5. Fuel consumption, using a flow meter, was 17.5 mpg at a steady 30 mph, 16 mpg at 45 mph and 13.3 mpg at 60 mph. Top speed registered was an actual 78 mph. Speedometer errors correspond to Ford passenger car speedometers: actual 27 mph at indicated 30 and 54 mph at indicated 60. All speeds and mileage figures obviously are influenced by (1) high frontal area and less streamlining, in contrast to a passenger vehicle; (2) a power train designed for heavy duty work. Engine is the 239-cubic inch V-8 which, with 7.5-to-1 compression, delivers 132 hp at 4200 rpm and 215 lbs.-ft. of torque at 1800-2200 rpm. The net horsepower rating (without engine accessories) is 113.5 hp at 3600 rpm. The rear axle ratio with Fordomatic is 3.92-to-1. What all this amounts to is fine performance at low speeds and on steep grades, which is precisely what the vehicle was designed for in performing heavy duty work.



UTILITY is the big word. The F-100 has a 45-cubic foot pickup box, with 20-inch high side panels that have slanting flanges. Four stake pockets permit mounting of uprights for more vertical load space. The half-ton pickup also is suited for any one of the many camping rigs for hunters and sportsmen.

VENTILATION is of utmost importance in any truck since it is a work vehicle and cab occupants enjoy the cooling breaks between loading and lifting. Retention of the cowl vent is a good feature and side louvers, which can be fitted with an accessory, provide more fresh air. Wind noise is high with windows open.



HANDLING is easy and fairly sure, especially if an extra five pounds of air is put into the six-ply tires (normal pressure 27 lbs.), which does not seem to impair riding qualities. Something that takes a while to get used to is the more horizontal angle of the steering wheel. However, the high seating position and excellent forward visibility makes road travel a pleasure. Not so good is the wide panel between the rear window and door which obstructs perfect driver's vision when turning or backing. It should be noted that an adequate sidemounted rear view mirror would remove most of the inconvenience encountered with this panel.

INTERIOR of the Ford test pickup was exceptionally good. The custom cab has a wide foam rubber seat that three persons can occupy without crowding. Again, a difference from the passenger line was noted in the brake pedal, which is not of the suspended type. Seat adjustment has considerable fore and aft travel, while plastic seat upholstery is colorful and obviously easy to clean. Overhead is an acoustic lining backed by one inch of glass wool, which is an aid in reducing noise. Behind the seat back is a fairly spacious area which can handle tire tools and extra gear. An arm rest was installed only on the door of the driver's side.

