

Chapter 1 : Sorry, this content is not available in your region.

*God Drives a Pickup Truck [Buckner Fanning, Martha Fanning] on calendrierdelascience.com \*FREE\* shipping on qualifying offers. Short stories with a long meaning that tell of God's grace revealed in unexpected places and unlikely people.*

Trucks and teenagers can be a good mix. Size and weight are major factors in vehicle safety and buying a truck for your teen instantly gives you high marks in the safety department. Trucks allow drivers and passengers to sit higher than they would sit in a standard car and typically fare better in crashes. It also gives your teen a wider view of the road ahead to look for potential problems or danger. Size also plays a part in getting noticed on the road. By their sheer size alone, trucks may be much more noticeable cruising down the street than a compact hatchback or low-lying convertible. The Safest Trucks Not all pickups are created equal, and not all are equally safe. Trucks were rated according to their performance in a series of crash tests. These included frontal offset tests, side impact tests and roof strength tests. The IIHS also provided ratings for rear crash protection and head restraints. Ford F The Ford F crew cab models are one of the best picks for teens for several reasons. The truck rated high on IIHS crash tests across the board. Models made from to received the highest mark of good in frontal offset test results, although models made from to received a poor rating. Later model Ford F trucks made from to come with standard side airbags, resulting in good results on the side impact tests. The best roof strength test results were for models made after February , as were the best ratings for rear crash protection and head restraints. Honda Ridgeline Honda Ridgeline trucks are another vehicle designed to encase your teen in safety. The IIHS gave the truck the highest marks across the board for models, which is the only one that received a good rating in roof strength tests. Models built from to received good marks for frontal offset and side impact tests. Those made in and later come with standard side airbags. Ridgelines from and later that include power leather seats merited good marks for rear crash protection and head restraints. The RTL models made from and only received an overall marginal rating in the same category. Toyota Tundra Crew cab models of the Toyota Tundra may be another safe pick for your teenage driver. Models made from to were applauded with a good rating in the frontal offset tests. Those made from to also received good marks for side impact tests, based in part to the standard side airbags. Roof strength was also good for models made in and beyond. Rear crash protection and head restraint ratings were good for to Tundras with manual cloth seats. Those built from to ranked marginal and acceptable. Marginal ratings went to those with bucket seats with an adjustable lumbar area. Acceptable ratings were earned by those with bucket seats without an adjustable lumbar area. Used Buying your teen an old, used truck may seem to make sense, based on the chances of the driver dinging up the vehicle anyway. While that may be the cheapest choice, it is not always the safest choice. As evidenced by a few of the IIHS crash test results, older model trucks do not always have the same fortification as newer models. They may also lack some of the newer safety features, such as airbags, which have since become standard equipment. If you do go for a used truck, a comprehensive safety check is definitely in order. A number of safety tips below can give a quick overview of things to inspect before you hand a young driver the keys. Proper tire pressure is a must, as is making sure the tread depth is adequate for traction. New tires might be a good idea on a used truck. Insert a quarter into the groove of the tire that is most worn. Other musts to be included in your safety check are the taillights, blinker and windshield. Make sure all lights are functioning properly. Make sure the windshield is not pitted by dents or hampered by salt, both of which can impair visibility. Taking the truck to a service station for a safety check is very good idea when buying a used vehicle. The station should particularly check the brakes, steering and suspension. Always remember that regardless of high ratings on crash tests, no vehicle is safe unless all its parts are in working order.

### Chapter 2 : Truck Bed Accessories | Tool Boxes, Bed Liners, Racks & Rails

*God is less interested in what kind of pickup truck we drive; God is more interested in where we are heading and how we are treating each other on the journey. I drive a Ford. That doesn't mean I have to hate people who drive Chevy or Nissan or any other brand.*

Email Whatsapp Pickup truck culture in the United States is stronger than ever. Maybe they made more sense once upon a time when trucks were rude, crude, cheap and fun. But times have changed. Huge lifts Nothing can stop a pickup truck with a lifted suspension. Except when the axles and frame get hung up on snow. Or a 25mph corner. Or any sort of gradient that must be traversed sideways. Big wheels To be fair, this affects cars just as much as it does trucks. Big, heavy wheels suck horsepower like a parasite, but at least with cars people can opt for a low-profile tyre to maintain some measure of on-road performance albeit at the expense of ride quality. Aggressive off-road tyres For folks who often find themselves on dirt roads, trails, or just open countryside, a good off-road tyre is vital for traction. Notice I said good off-road tyre, not a massive cleated rubber monster that could claw the face off a stone statue. Such a setup is fine for a recreational-use off-road pickup, but every person I know that did this to their on-road daily-driver regretted it. Aside from the scary-high centre of gravity, knobby tyres are ridiculously noisy on pavement, and unlike a good exhaust system, tyre whine never, ever sounds good. Bed caps This one is tough for me to cover, partly because that red F used to be mine yes, I once thought the cap was cool but also because my dad still thinks caps are cool, including the one he just put on his brand new Chevy Silverado. Why limit your cargo-carrying capability? With a cap over the bed, forget about tossing the dirt bikes or snowmobiles in the back or hauling anything of moderate size. If you want enclosed cargo space, get a van. At least then you can have the option of extra seats in case you want to take everyone out to dinner. Caps on pickup trucks make as much sense as eating chocolate cake with a diet Coke to drink. Straight-pipe exhaust When American vehicles were choked with emissions, lopping off half the exhaust for better flow and an aggressive sound was rather commonplace, if slightly illegal. Often times, such backyard modifications reduce horsepower and fuel economy on modern pickups, and that aggressive V8 sound is more reminiscent of a s Cadillac with curb feelers and rust - lots of rust. Not impressing anyone there JimBob. Rolling Coal Believe it or not, there are many diesel pickup owners tweaking their trucks specifically to roll coal. Such modifications generally reduce fuel economy, create excess carbon in the valve train, and deliver soot straight into the engine oil. All to put on a little smoke show that nobody else finds amusing. Hey diesel owners - if you want to show other drivers how much smoke your truck can make, just spin the tyres like normal people. Your engine - and possibly some impressed bystanders - will thank you.

**Chapter 3 : Buckner Fanning (Author of God Drives a Pickup Truck)**

*Find helpful customer reviews and review ratings for God Drives a Pickup Truck at [calendrierdelascience.com](http://calendrierdelascience.com) Read honest and unbiased product reviews from our users.*

Email The unique burdens in each of our lives help us to rely upon the merits, mercy, and grace of the Holy Messiah. I have a dear friend who, in the early years of his marriage, was convinced he and his family needed a four-wheel-drive pickup truck. His wife was sure that he did not need but merely wanted the new vehicle. A playful conversation between this husband and wife initiated their consideration of the advantages and disadvantages of such a purchase. Shortly after taking possession of the new vehicle, my friend wanted to demonstrate the utility of the truck and validate his reasons for wanting to purchase it. So he decided he would cut and haul a supply of firewood for their home. It was in the autumn of the year, and snow already had fallen in the mountains where he intended to find wood. As he drove up the mountainside, the snow gradually became deeper and deeper. My friend recognized the slick road conditions presented a risk, but with great confidence in the new truck, he kept going. Sadly, my friend went too far along the snowy road. As he steered the truck off of the road at the place he had determined to cut wood, he got stuck. All four of the wheels on the new truck spun in the snow. He readily recognized that he did not know what to do to extricate himself from this dangerous situation. He was embarrassed and worried. He completely filled the back of the truck with the heavy load. And then my friend determined he would try driving out of the snow one more time. As he put the pickup into gear and applied power, he started to inch forward. Slowly the truck moved out of the snow and back onto the road. He finally was free to go home, a happy and humbled man. Our Individual Load I pray for the assistance of the Holy Ghost as I emphasize vital lessons that can be learned from this story about my friend, the truck, and the wood. It was the load. It was the load of wood that provided the traction necessary for him to get out of the snow, to get back on the road, and to move forward. It was the load that enabled him to return to his family and his home. Each of us also carries a load. Our individual load is comprised of demands and opportunities, obligations and privileges, afflictions and blessings, and options and constraints. Two guiding questions can be helpful as we periodically and prayerfully assess our load: Is the load I am carrying creating sufficient spiritual traction so I ultimately can return home to Heavenly Father? But bearing a load is a necessary and essential part of the plan of happiness. Because our individual load needs to generate spiritual traction, we should be careful to not haul around in our lives so many nice but unnecessary things that we are distracted and diverted from the things that truly matter most. A yoke is a wooden beam, normally used between a pair of oxen or other animals that enables them to pull together on a load. A yoke places animals side-by-side so they can move together in order to accomplish a task. In essence, the Savior is beckoning us to rely upon and pull together with Him, even though our best efforts are not equal to and cannot be compared with His. As we trust in and pull our load with Him during the journey of mortality, truly His yoke is easy and His burden is light. We are not and never need be alone. We can press forward in our daily lives with heavenly help. Consider the example in the Book of Mormon as Amulon persecuted Alma and his people. The voice of the Lord came to these disciples in their afflictions: Note the centrality of covenants to the promise of deliverance. Covenants received and honored with integrity and ordinances performed by proper priesthood authority are necessary to receive all of the blessings made available through the Atonement of Jesus Christ. Many of us may assume this scripture is suggesting that a burden suddenly and permanently will be taken away. The next verse, however, describes how the burden was eased. The challenges and difficulties were not immediately removed from the people. But Alma and his followers were strengthened, and their increased capacity made the burdens lighter. Not only does the Atonement of Jesus Christ overcome the effects of the Fall of Adam and make possible the remission of our individual sins and transgressions, but His Atonement also enables us to do good and become better in ways that stretch far beyond our mortal capacities. Most of us know that when we do things wrong and need help to overcome the effects of sin in our lives, the Savior has made it possible for us to become clean through His redeeming power. But do we also understand that the Atonement is for faithful men and women who are obedient, worthy, and conscientious and who are striving

to become better and serve more faithfully? I wonder if we fail to fully acknowledge this strengthening aspect of the Atonement in our lives and mistakenly believe we must carry our load all alone—through sheer grit, willpower, and discipline and with our obviously limited capacities. It is one thing to know that Jesus Christ came to the earth to die for us. But we also need to appreciate that the Lord desires, through His Atonement and by the power of the Holy Ghost, to enliven us—not only to guide but also to strengthen and heal us. Thus, the Savior has suffered not just for our sins and iniquities—but also for our physical pains and anguish, our weaknesses and shortcomings, our fears and frustrations, our disappointments and discouragement, our regrets and remorse, our despair and desperation, the injustices and inequities we experience, and the emotional distresses that beset us. There is no physical pain, no spiritual wound, no anguish of soul or heartache, no infirmity or weakness you or I ever confront in mortality that the Savior did not experience first. And because of His infinite and eternal sacrifice see Alma He can reach out, touch, succor, heal, and strengthen us to be more than we could ever be and help us to do that which we could never do relying only upon our own power. Indeed, His yoke is easy and His burden is light. Many things about the Atonement we simply cannot comprehend with our mortal minds. But many aspects of the Atonement we can and need to understand. For my friend, the load of wood provided life-saving traction. The empty truck could not move through the snow, even equipped with four-wheel drive. A heavy load was necessary to produce traction. It was the load that provided the traction that enabled my friend to get unstuck, to get back on the road, to press forward, and to return to his family. I testify and promise the Savior will help us to bear up our burdens with ease see Mosiah As we are yoked with Him through sacred covenants and receive the enabling power of His Atonement in our lives, we increasingly will seek to understand and live according to His will. We also will pray for the strength to learn from, change, or accept our circumstances rather than praying relentlessly for God to change our circumstances according to our will. We will be blessed with spiritual traction. He lives and will cleanse, heal, guide, protect, and strengthen us. Of these things I joyfully testify in the sacred name of Jesus Christ, amen.

**Chapter 4 : Pickup truck - Wikipedia**

*Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.*

History[ edit ] A Ford Model T pickup In the early days of automobile manufacturing, vehicles were sold as a chassis only, and third parties added bodies on top. In , it was replaced by the Model A which had a closed-cab, safety-glass windshield, roll-up side windows and three-speed transmission. In , Chevrolet produced its first factory-assembled pickup. Pickups began to feature comfort items such as power options and air conditioning. Dodge followed with a crew cab in , [13] Ford in , and General Motors in CAFE led to the replacement of the station wagon by the minivan , the latter being in the truck category, which allowed it compliance with less-strict emissions standards. Eventually, this same idea led to the promotion of sport utility vehicles SUVs. The gas guzzler tax , which taxed fuel-inefficient cars while exempting pickup trucks, further distorted the market in favor of pickups. Subsequently, American manufacturers built their own compact pickups for the domestic market: The most-recent pickup truck on sale in Japan is Toyota Hilux. The Cummins diesel -equipped Ram is the only full-sized pickup truck available with a manual transmission. It has an ultra-low first-gear ratio for heavy hauling. Extended or super cab pickups add an extra space behind the main seat, sometimes including small seats. The first extended cab truck in the U. A crew cab, or double cab, seats five or six and has four full-sized, front-hinged doors. The first crew cab truck in the U. Cab-over or cab forward designs have the cab sitting above the front axle. An early cab-forward, drop-sided pickup was the Volkswagen Transporter , introduced in This configuration is more common among European and Japanese manufacturers than in North America, since the style allows a longer cargo area for the same overall length. The cargo bed can vary in size according to whether the vehicle is optimized for cargo utility or passenger comfort. Most have fixed side walls and a hinged tailgate. Cargo beds are normally found in two styles: A step-side bed has fenders which extend on the outside of the cargo area. A fleet-side bed has wheel-wells inside the bed. The first fleet-sided truck was the Chevrolet Cameo Carrier. Early trucks had wood-plank beds, which were replaced by steel by the s. Some European-style trucks use a drop-sided bed with a flat tray with hinged panels rising up on the sides and the rear. A pickup with four rear wheels instead of two is called a "dually", which is able to carry much more weight over the rear axle and is often used for carrying heavy loads, campers, or supporting fifth-wheel trailers. Honda Ridgeline sports utility truck Vehicles similar to the pickup include: Introduced in the United States in the s, compact pickups have a smaller footprint, and may have four-cylinder engines. Full-sized, or half ton: In the United States the best-selling type is the full-sized, or half-ton. Heavier-duty pickups are designated , or F, F , and so on. The terms half-ton and three-quarter-ton are remnants from a time when the number referred to the maximum cargo capacity by weight. A monster truck is a vehicle styled after pickup trucks, but with extremely large wheels and suspension. They are used for competition and popular sports entertainment , and in some cases they are featured alongside motocross races, mud bogging , tractor pulls and car-eating robots. Equipping pickup trucks with camper shells provides a small living space for camping. Slide-in truck campers , though, give a pickup truck the amenities of a small motorhome , but still allow the operator the option of removal and independent use of the vehicle. Changes are designed to produce visibly polluting sooty emissions and include the intentional removal of the particulate filter , as well as installing smoke switches and smoke stacks.

**Chapter 5 : Bear Up Their Burdens with Ease - By Elder David A. Bednar**

*God Drives a Pickup Truck by Buckner Fanning. Life Works Publishing. Used - Acceptable. Ships from Reno, NV. Former Library book. Shows definite wear, and perhaps considerable marking on inside. % Money Back Guarantee.*

I am an American writing for a foreign audience. This means references I make are foreign as well. Please stick with me, I need to give you a quick history lesson on early American Literature. Sometime in the early s, near Concord Massachusetts, this neckbeard named Henry David Thoreau grabs a notebook and walks out of his family home and goes to a cabin out by a pond and announces that he is going to rough it for a few years. People sang its praises because it respects the simple and hard-working life. He was never in danger of starving because his successful, clean-cut author-buddy Ralph Waldo Emerson sent him money so Thoreau could sneak into town, load up on groceries, and sneak back into his cabin. Americans were able to take Walden for what it represented, not by the dubious circumstances in its conception. So what does this have to do with pickup trucks? America is a contradiction of complex and simple lifestyles. A pickup truck is a drivable wheelbarrow. Yes, a very simple machine; a modern representation of the frontier life. Lo, it is forced to navigate an urban maze of steel and concrete. It is a warming ember of the virtuous country life operating within an oppressing and mechanised physical construct a city. Trucks remind us of open spaces. Pickup trucks have come a long way from the agricultural beasts of burden in the s. The truck became a symbol of rough and thrusting individualism when it was no longer needed by the common American head of a household. This began during the Green Revolution of the late s. Larger farms needed fewer workers which shut down smaller farms. Individual farming became recreational; a pastime. Pickup trucks are a representation of a farming tool instead of a legitimate farming tool. Lying between the earth and the heavens, it partakes of the color of both. Most trucks are split in half. They have a cab and a bed. Each part does two things and represented equally different concepts. A truck exists between Earth the ground which it moves in its bed and Heaven the self-aware and diving animals which reside in a windowed display case and ascends to win elections in Massachusetts, I. Trucks are not improved this way visually. Americans like visual cues to stay constant in their vehicles. Yes, cylinders deactivate and some camshafts sit above the head ooooh , but the outline of the truck and the silhouette it casts to the earth remains old-timey. Pickup trucks seat three people on a bench seat up front; they always have. Yes, crew cabs exist with four doors and seating for six. Yes, there are extended caps with jumpseats in the rear for adventurous youngsters. But, the front bench seats always remains a staple of American trucks, no matter what. This number three is divine. Yes, we are three. The God, the Father, and the Holy Spirit! Jesus, Mary, and Joseph. Chevy, Ford, and Chrysler. Honda, Toyota, and Nissan. Pee, poop, and sweat! Everything is three going forward. The wheeler brings our food and the municipal sewage sucker takes our brown away. What use is a pickup for uncalloused hands like mine? The feeling is key. On that natural high, you are ready to devour a forest. Work is our amusement. Trucks combine work and amusement. America sees the pickup truck as both a source of amusement as well as a tool for labour. If you remember nothing else from this article, remember this: What is the American Dream? The American dream is merging work and play into one task. When your work is also your play, you are living the American Dream. A pickup truck will move all the contents of your house one day and fly though the air the next.

### Chapter 6 : DJ dragged by pickup in OTR by driver who sped off, police say

*Auto Suggestions are available once you type at least 3 letters. Use up arrow (for mozilla firefox browser alt+up arrow) and down arrow (for mozilla firefox browser alt+down arrow) to review and enter to select.*

It provides a rugged flat work surface. With these glossy bed rails you get both unmatched style and functionality. The Blue Label series of tool boxes signifies commercial-grade metal construction. While overall designs and sizes are identical to other tool box series from Dee Zee, if your truck already has a drop-in or sprayed-in bed liner, gain the easy cleanup, padded surface and grippy texture of a BedRug polypropylene liner with a BedMat. Make loading and unloading your truck a cinch with this all-around efficient upgrade. Featuring a super durable construction, the Bed Slide is able to hold up to , lbs of cargo, depending on the type. Whether you need to haul lumber for your new house or a boat for a family outing, the Invis-A-Rack is the perfect solution for you. Thanks to its innovative design, you can easily Flip it inside and close the tailgate to keep tools and Add easy accessibility to the sides of your pickup bed or tool box with this wide step pad that mounts to either side of your vehicle frame. Supports pounds, and the grippy composite step pad Only CustomFlow Elite Series tailgates use the exclusive factory installed rotary latches. There are no brackets, fittings or hardware to install! The CustomFlow Elite Series tailgate Protection for your truck never looked so good when you install a set of polished stainless steel Side Rails by Dee Zee. Not only do these bars protect bed rail surfaces from damage, they also allow easy Set of two stainless steel bars that mount along the top of left and right bed rail surfaces<sup>1</sup>. Forget about crawling in and out of the back of your vehicle and make your life significantly easier with this ultimate add-on. The bed slides are offered in multiple options that differ in cargo capacity and This aluminum-tube assembly has a 5-sided design specifically shaped with a longer extension over the end of the tailgate to provide the most clearance for motorcycle wheels in These easy-to-fit bars give your truck maximum style and functionality per dollar spent. They mount in the stake pockets for most trucks. Construction from high grade aluminum Protect your cab from damage and keep it cool while adding style to your truck with this premium louvered rack from BackRack. Constructed from hot rolled pickled and oiled steel, the rack is finished This product is made of high-quality materials to serve you for years to come. Designed using state-of-the-art technology and with customers in mind, this product by TrailFX will last a The wrap-around design provides more coverage than With this headache rack from BackRack, you will make your truck stand out from the crowd and get added visibility and protection when braking thanks to the lights. The rack comes with two inserts Swag joints that are over 3 inches long create a tight solid fit of side pieces. Rear grab loops offer additional The Rear-Mount TrekStep from Bestop gives easy access to your truck bed, and works with the tailgate up or down. Spring loaded Side-Mount TrekStep tucks beneath side panel for ground clearance and hands free Original Cargo Gate is made from heavy-duty plastic, anodized aluminum, and stainless steel components. It adjusts and installs quick and easy. Cargo management solution Adjustable design.

## Chapter 7 : 7 Reasons Why Americans Love The Pickup Truck

*Claude Butch Morgan (God Drives a Pickup Truck) Bobby Ritchie. Loading Unsubscribe from Bobby Ritchie? Cancel Unsubscribe. Working Subscribe Subscribed Unsubscribe*

Why do we lose so many young people when they are on the threshold of adulthood? A major new study out of the University of Texas, Austin, provides a few answers to this agonizing question, and some of them may be a bit surprising. A teenager driving a pickup truck is twice as likely to be involved in a serious accident as a teenager driving a sedan. A teenager with one young passenger is more likely to be involved in a major accident than a teenager with two or three teenage passengers. A teenager, or anyone else, for that matter, is more likely to be involved in a serious accident while driving to school during morning rush hour than any other time of the day. Play Runaway Truck Caught on Tape These are among the conclusions from a multi-year study of data collected by a Congressionally-mandated research project that sent safety experts to nearly 7, serious traffic accidents across the United States from through The primary purpose of the National Motor Vehicle Crash Causation Study was to see which technological innovations might help reduce the highway slaughter across the country. Huge Difference Between Year-Old and Year-Old Drivers But a team of researchers from the University of Texas refined the data to look specifically at injurious or fatal accidents involving drivers between the ages of 16 and 20, thus providing a penetrating look at why so many teenagers are involved in so many serious accidents. Aggressive driving, inexperience, a willingness to take chances, and of course alcohol, are deadly on the highway. However, the exhaustive study sheds new light on the subject. It indicates, for example, that there is a huge difference between a year-old and a year-old when it comes to safely operating a deadly machine. A driver in the younger group is percent more likely to drive aggressively than a senior citizen, which may not seem all that surprising. But a teenager just a couple of years older is only percent more likely to drive aggressively than a senior. Those conclusions are possible because of the nature of the national traffic study, conducted by the Department of Transportation. The data was collected by trained safety researchers who had a unique level of on-scene access to drivers, witnesses and officers following thousands of accidents. Rajesh Paleti and Naveen Eluru, also of the University of Texas, joined Bhat in an effort to see what the data collected during the national survey could reveal about teenage drivers. The data showed that the younger the driver, the greater the potential risk of injury or death. For drivers in their 20s, this falls to 7. So a little more experience, and little more maturity, makes a huge difference. The study also found that one teenage passenger in a car driven by a fellow teen poses a greater risk than two or three teenage passengers. That may seem counterintuitive, but the researchers offer this possible explanation: The Family Van Least Likely to Be in an Accident Bhat said that finding may force a reexamination of driving restrictions in various states that limit a teenager to just one other passenger in the vehicle. More passengers expose more persons to possible injuries, but limiting the number to one makes an accident more likely. Perhaps surprisingly, the study found that the type of vehicle driven by a teenager figures into the likelihood of a serious accident. Drivers of pickup trucks were twice as likely to be involved in a major accident as drivers of sedans, vans or SUVs. The family van is least likely to be in an accident, but the driver of an SUV is less likely to be severely injured than the driver in any other type of vehicle. The reason why a pickup truck is so deadly might best be left to psychologists, but Bhat suggests that a powerful pickup lends itself to aggressive driving, a major factor in traffic accidents. Morning rush hour turned out to be the most dangerous time for a teenager to be on the road. Bhat thinks that may be partly because younger people are more likely to be sleepy in the early morning hours than older folks, and if they are late to class, and have a powerful vehicle, maybe everybody else needs to move out of the way. Of course, these findings are general in nature, and will not apply equally to everybody. Still, the statistics speak for themselves.

## Chapter 8 : 6 Modding Mistakes Owners Make On Their Daily-Driven Pickup Trucks

*Buckner Fanning is the author of God Drives a Pickup Truck ( avg rating, 5 ratings, 0 reviews, published ).*

Chapter 9 : Hank Williams Jr. - Texas Women Lyrics | MetroLyrics

*But here we see a Chevrolet pickup, and upon first impression, it fits the bill for a classic workhorse. Patina'd body, flatbed, and two doors -- all a recipe for an exceptionally cool ride.*