

# **F** at **F**enders **F**lyer

**September 2008**



Badgerland F100 Truck Club  
C/O Rick Pribbenow  
206 Maple Street  
Sauk City, WI 53583

# **Badgerland F100's Truck Club**

## **Honoring trucks from 1948-1972**

**The Club Website is:** [www.badgerlandf100s.com](http://www.badgerlandf100s.com)

### **Current Club Officers\***

|                          |   |
|--------------------------|---|
| <b>President*</b>        | Mike Connor – 2315 S. Syene Road, Madison, WI 53711<br>Phone (608) 274-6257 <a href="mailto:mikeconnor@charter.net">mikeconnor@charter.net</a>  |
| <b>Vice President*</b>   | Dave Farmer – 205 N. Marietta Street, Verona, WI 53593<br>Phone (608) 845-6014 <a href="mailto:fordee8@yahoo.com">fordee8@yahoo.com</a>         |
| <b>Secretary*</b>        | Rick Pribbenow – 206 Maple Street, Sauk City, WI 53583<br>Phone (608) 643-2544 <a href="mailto:riknroz@charter.net">riknroz@charter.net</a>     |
| <b>Treasurer*</b>        | Chris Connor – 2315 S. Syene Road, Madison, WI 53711<br>Phone (608) 274-6257 <a href="mailto:mikeconnor@charter.net">mikeconnor@charter.net</a> |
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Send your article contributions, for sale or want ads, car/truck show dates, birthdays or events to the newsletter editor:

Rick Pribbenow  
206 Maple Street  
Sauk City, WI 53583

Or email them to [riknroz@charter.net](mailto:riknroz@charter.net)

## Club Meetings

September    September 12<sup>th</sup> & 13<sup>th</sup> – No meeting – Dash to the Dells 19  
October        To be determined  
November     To be determined

## Car & Truck Shows/Swap Meets

Note: Please contact the Editor if you have show information you would like posted in the newsletter.

9/12 & 9/13    Badgerland F100's 19<sup>th</sup> Dash to the Dells & 5<sup>th</sup> Unofficial Panel Nationals –  
                    Wisconsin Dells, WI  
9/14            Beloit Car Show - Beloit, WI  
9/19-9/21     Goodguys @ Chicagoland Speedway - Joliet, IL  
9/27 & 9/28    Fall Jefferson Swap Meet & Car Show - Jefferson, WI  
10/12          Hunnert Car Pileup @ Morris, IL  
10/24-10/26   Goodguys @ Lowes Motor Speedway – Charlotte, NC

The following websites have more information and show locations:

[www.olderide.com/events/wisconsin.html](http://www.olderide.com/events/wisconsin.html)

[www.wisconsincollectorcar.com](http://www.wisconsincollectorcar.com)

[www.carshowguide.com](http://www.carshowguide.com)

## Birthdays

### September

Dakota Bokath 9/04  
Tonilynn Roberts 9/13  
Paul Zeien 9/14  
Bob Roberts 9/14  
Jennifer Gase 9/21

### October

Sean Connor 10/02  
Nan Wilking 10/07  
Bruce Wilking 10/24  
Mark Favor 10/27

# Dash 19 – Volunteers Still Needed

Please take a look at the time slots listed below and volunteer. 1 or 2 hours out of a whole weekend shouldn't be too much to ask of a fellow club member. Please call me at **608-274-6257** to fill a time slot. ----- Mike Connor

## Friday

### **Registration:**

9-11am Dave & Julie Farmer

11am-1pm \_\_\_\_\_ (need 2 volunteers)

Registration closed during the cruise

6-7pm \_\_\_\_\_ (need 2-3 volunteers)

(Last shift will also handle door prizes and T-shirt sales)

### **Door Prize Table:**

9-11am Rick & Ros Pribbenow

11am-1pm Bruce & Darla Bordner

### **T-Shirt Table:**

9-11am Ruthanne Koeshall

11am-1pm \_\_\_\_\_

### **Show Area Set-Up:**

6:00 Mike Connor, Dave Farmer, Ruthanne Koeshall, Wally Zeien

## Saturday

### **Registration at the Show Grounds:**

9-11am Keith Barth (1 person)

11-1pm \_\_\_\_\_ (1 person)

### **Door Prizes/T-shirt Sales:**

9-11am \_\_\_\_\_ (1 person)

11-1pm Linda Holly (1 person)

### **Drivers to Craft Fair: (Scott Jackson – chair)**

9am-3pm (Need at least 3 volunteers. Each volunteer only makes a couple of runs downtown. You can see the show in between runs)

### **Picnic Lunch:**

Direct people to lunch area Luanne Lambrecht

Take tickets at lunch area \_\_\_\_\_

### **Show Parking:**

8:30am-12pm Lee Lambrecht

### **Valve Cover Racing**

Setup: Wally Zeien

Run Game: \_\_\_\_\_

### **Hot Wheels Racing**

Run Game \_\_\_\_\_

# Dash to the Dells 19

## Trophy Makers Needed A.S.A.P.

Badgerland Members,

**We are still in serious need of trophies for this years show.** I have seen for years now, some of the trophies many of you have made in the past. I have also seen some of the neat projects you have made for your trucks and panels, or for other things around your house or garage. Many of us like to think the show always has plenty of trophies, this year so far is the exception. We have **1 week** to the show, and we only have **23** trophies. We have always been proud of the fact that our trophies are homemade by our members, and that we like to make as many people go home with something they can say they earned for their efforts on building their vehicles. I ask that each of you please put on your thinking hats, and come up with something you can put together in **1 week**. Please let me know what the idea is for your trophy, and whether you need a trophy tag for it, and if you would like to present it. Please remember that you will be required to pick the truck for your trophy, and give me the name and registration # for the vehicle of your choice. We all walk around and look at all of the vehicles, so this should be a simple task. Think of something you personally like to see when you look at them.

Some of you have already signed up to build 1 or 2 trophies already. If you don't have time to build another one, I understand. **But, if you haven't signed up to build one, please step up and be a club supporter and help us make this another great show.**

Thanks,

Wally

Here is a list of trophies already spoken for:

|                              |               |                     |                |
|------------------------------|---------------|---------------------|----------------|
| KID'S CHOICE                 | Wally Zeien   | BITCHIN' BARN DOORS | Mike Connor    |
| THAT'S COOL                  | Wally Zeien   | HARD LUCK           | Mike Connor    |
| CLUB PARTICIPATION           | Dave Farmer   | NICE CHOP           | Mike Connor    |
| FUN F-1                      | Dave Farmer   | NEAT ENGINEERING    | Mike Connor    |
| FAMILY AWARD                 | Dave Kerznar  | TRICK TAILGATE      | Chris Connor   |
| NON-FORD                     | Dave Kerznar  | 60th ANNIVERSARY    | Chris Connor   |
| COOLEST FLAMES               | John Ohman    | DASH TO DIE FOR     | Chris Connor   |
| SLICK 60's                   | Greg Masters  | 50th ANNIVERSARY    | Rick Pribbenow |
| 40 <sup>th</sup> ANNIVERSARY | Keith Barth   | COOLEST PANEL       | Rick Pribbenow |
| NICE DICE                    | Deanna Malin  | BEST UNFINISHED     | Rick Pribbenow |
| EYE CATCHER                  | Bruce Bordner | WOW                 | Dean Malin     |
| LOWEST RIDE                  | Rich Linskins |                     |                |
| Hot Wheels Trophies          | Rich Linskins |                     |                |
| Valve Cover Trophies         | Rich Linskins |                     |                |

Please contact Wally Zeien A.S.A.P. His phone number is **(262) 374-9661** and e-mail address is [wallyz79@yahoo.com](mailto:wallyz79@yahoo.com). If you don't volunteer to make a trophy, you might get a call and be asked to build one. Please don't make Wally call you. Volunteer today!

# Tech Corner

## Comparing Front Suspensions For An Ford F-100 Pickup

Which Setup is Right for Your Truck?

By Drew Hardin

The evolution of F-100 front suspension modifications goes something like this: First there was the dropped axle, where original equipment was heated and hammered into a new shape. Then came the front clip graft, where the front of the truck's chassis was cut away and replaced with a clip from a late-model car with independent front suspension (IFS). Then came the Mustang II and its IFS components, which could be easily cut out and dropped into the truck's existing frame. Variations on the Mustang II concept followed, and finally the fully custom systems were born.

All of these techniques are still viable, each with its own advantages and disadvantages. Which one is right for your truck? Take a look at our thumbnail descriptions of the different options and see if you can find a favorite.

### Stock/Modified Stock

**Pro:** It's gotta stay there for a traditional buildup.

**Con:** It'll cost almost as much to upgrade as an IFS swap.

If you're building a traditional or retro rod, you may want to upgrade or modify the beam-axle/leaf-spring suspension that came with the truck. Keep in mind that what's under there has been there for nearly 50 years, so it may need some extensive work to make it road-worthy.

A typical stock suspension rebuild should include new kingpins and spindle bushings, a rebuilt drag link, and rebuilt drum brakes. Depending on the abuse your truck has suffered over the years, it may need new spindles and new leaf-spring packs. If you plan on driving your truck a lot, consider upgrading to disc brakes and swapping the old manual steering for a power system. If you do that, you'll need a new box, a new Pitman arm, and probably a new tie rod since, according to Bob Carlisle of Bob's F-100 Parts, "the original ones had only 1/8-inch tubing. You add power steering and a set of fat radial tires and I can almost guarantee you'll bend the original tie rod."

While you're at it, you may want to drop the axle. There aren't any aftermarket dropped axles for these [trucks](#), so if you're going to drop one, you're back to the blacksmithing tricks of heating and stretching the metal. It's safe to drop the axle between 2 and 3 inches that way, "but I've seen 4-inch axles bend," Carlisle said. Plan on spending about \$100 per inch for the drop.

By the time you've done all this work (or had it done), the cost will be about the same as some of the less expensive IFS kits. So unless you really need the old-school look, you may want to opt for one of the modern systems that offers better handling, more control over ride height, is more easily aligned, and so on.

### Front Clip Graft

**Pro:** It's inexpensive and parts are readily available.

**Con:** How's your welding?

The procedure is straightforward: You cut off the F-truck's frame forward of the firewall and replace it with the frame rails and front suspension from a donor car. The replacement pieces can come from a new-car dealer, but more often they are sourced from a salvage yard. (RB's Obsolete Automotive splits the difference; it sells a "Serious Hardware" front frame clip to which you add GM A- or G-body front suspension pieces.) Either way, you'll have a complete system, with control arms, springs, steering, and brakes. A Camaro clip has a track width that is almost identical to the F-100's, and it also has disc brakes with 11-inch rotors (versus the smaller rotors on Mustang IIs) so you won't have to upgrade the brakes.

# Tech Corner - continued

There are several downsides to a clip graft, however. One is the complexity of the graft itself. The cost of the clip may be only \$100 or so, but you'll need to have a lot of metalwork and welding experience to properly measure, cut, align, attach, and blend the frame parts—not to mention needing a lot of time to do the work. Remember, too, that while a junkyard clip may be cheap to purchase, you may be buying some pretty tired components that will need rebuilding. So factor that cost into the clip's cost and compare it with the new-in-the-box kit stuff.

Finally, check with your local Department of Motor Vehicles about any legal issues regarding building a truck with a cut frame. Laws vary from state to state; in California, for example, you are supposed to re-title a vehicle that has a cut frame with a salvage title.

## Mustang II Kits

**Pro:** It's inexpensive and easy to install, and there are lots of options.

**Con:** Is it stout enough for trucks?

Not every "Mustang II" kit uses actual Mustang II parts. The cheapest ones do; they consist of a weld-in crossmember and spring towers and require the builder to source all of the control arms, springs, shocks, spindles and other pieces. Then there are the complete "hub-to-hub" Mustang II kits that use all-new components based on the Mustang II geometry. Crossmember-only kits cost \$300 to \$450; complete Mustang II kits in basic form (meaning no fancy coilover shocks or tubular control arms) cost \$1,600 to \$1,800.

The Mustang II kits are the most common on the market, thanks to their adaptability and relatively low cost. Option choices are huge: stamped steel versus tubular control arms; coil springs versus coilovers versus air bags; standard 9 ¼-inch versus 11-inch disc brakes; manual versus power steering; plain versus polished or plated finishes; and so on.

A big advantage to a drop-in kit is that you are not cutting into the frame. Instead, you're strengthening the truck's original chassis by welding on a new crossmember and boxing the C-shaped frame rails around the suspension assembly. Body mount and core support points remain unchanged. You still need welding skills and the ability to precisely locate the crossmember within the chassis, but the challenge is far easier than it is with the clip.

Good as they are, we've heard a couple of knocks against Mustang II kits. One is that the upgrade to the big 11-inch GM brake pieces is almost a must, so you need to factor that option into the kit's purchase price. Some builders are also concerned about the size and strength of the Mustang II components. After all, a Mustang II (or a Pinto, another often-used source) weighs significantly less than an F-100, so its A-arms, spindles, and springs look delicate when compared to heavier-duty truck components. Check with your suspension house of choice to make sure that what you're buying is appropriate for the weight of your truck.

## Volare IFS

**Pro:** It's as inexpensive as a Mustang II and easy to find in salvage yards.

**Con:** It requires frame notching.

This suspension upgrade is sort of a cross between a clip and an IFS kit, with a bias toward the kit aspect. The front suspension out of a Volare (or similar rear-wheel-drive Mopar of the era) can be cut away from the donor unibody as a self-contained unit and welded beneath the F-100's frame.

The suspension seems ideally suited for the F-100: Its track width is nearly identical to the F-100's; its low crossmember will accommodate just about any engine; it offers a 3-inch drop over the stock ride height (and the torsion-bar suspension can be cranked up or down to vary the height by another 2 to 3 inches); and the control arms, torsion bar, and shocks are beefy enough to handle the truck's weight. Plus, the Volare's 5-on-4½ wheel-lug pattern will match the pattern on a 9-inch rearend if you choose to use one. At Bob's F-100 Parts, Carlisle can set up a Volare front suspension on an F-100 frame for about \$1,600—around the same cost as a basic Mustang II hub-to-hub kit.

# Tech Corner - continued

Unlike the Mustang II installation, however, you do have to cut a chunk out of the bottom of the F-100's frame rail to mount the Volare suspension. It's not the same kind of radical % surgery as the clip graft, as you're not cutting through the rail, but the frame does get a good whack.

## Custom IFS

**Pro:** These are show-quality systems with high-end options.

**Con:** Get ready to write a big check.

At the top end of the F-100 suspension spectrum you can get pretty much whatever you want for your F-100. Companies like Heidt's, Kugel Komponenten, and Total Cost Involved build gorgeous systems with polished, chromed, billet, and stainless components. A custom hub-to-hub Superide II kit from Heidt's starts at \$2,400, but Gary Heidt told us the kits usually wind up in the \$3,000 range with all the right options. Kugel's and TCI's prices are almost exactly the same.

What you're getting for the extra money is really form, not function. "It enhances the value of the vehicle, (the perceived value of the vehicle), a bit more than what you pay for the components," Heidt told us. Functionally, you could set up a Mustang II kit with many of the same options to achieve similar ride height, spring rates, and braking ability. "They'd ride and handle about the same," said Heidt. But a show truck should have finely crafted parts with a jewel-like gleam. Save the stamped steel for your daily driver.

Another custom option is the Wide Ride suspension from No Limit Engineering. Instead of using Mustang II parts, the Wide Ride is based on beefy Camaro components, with big '70-'81 Camaro spindles on custom-fabricated A-arms to give the system a full 7 inches of travel (versus the Mustang II's 4 to 5 inches). The bigger spindle also allows the use of 11.9-inch Camaro brake rotors. The Wide Ride will drop an F-truck's ride height 4 inches. The No Limit Wide Ride IFS welds to the frame much like a Mustang II kit. Its price is about the same, too, starting at \$1,500 for a base kit and running to \$2,400 for a complete kit.

## The Big Decision

So in the end, how do you choose what's right for your truck? Choose just as you would for any other part of a street rod buildup. Consider your truck's theme—retro, high-tech, daily driver—in equal measure with your budget. Factor in your own abilities: Can you scrounge in junkyard? Are your welding skills up to the task? Talk to friends who have firsthand experience with these kinds of suspensions. Then pick the system that best matches your circumstances. The good news is they're all good, but one may be better—for you.

## Rick's Note:

Check with our friends at Fatman Fabrications for any IFS suspension parts, complete IFS kits or a complete new chassis. See their ad on the last page of this newsletter.



# August Meeting Minutes

The meeting was held August 10<sup>th</sup> at the home of Ruthanne Koeshall in Beloit, WI. We had 5 trucks, 1 Mustang and 9 adults in attendance. Thank you Ruthanne for hosting!

The meeting was called to order at 1:50pm.

## Reports from Officers

**Secretary** – Rick read the minutes from the July meeting.

**Treasurer/Membership** – Chris read the balance of the checkbook. No new members.

**Vice President** – Dave had no report.

**President** – Mike asked for any old business to be discussed.

## OLD BUSINESS

**Dash to the Dells 19:** Mike said the cruise route was being looked at to get finalized and that we would be cruising to Ski-Hi Apple Orchard first and then to the Dells Raceway Park for some fun! **WE WILL BE LEAVING ON THE CRUISE AT 1PM SHARP!** The Dash is still in need of volunteers to help out – see Mike Connor or give him a call at (608) 274-6257 to see how you can help make the show run smoother. Mike passed around a volunteer sign up sheet and will have Rick add it to the newsletter.

**Registration Chair** – (Dave & Julie Farmer) Dave said there are now 48 pre-registrations. C'mon members, let's get registered.

**Door Prize Chair** – (Rick & Ros Pribbenow) Rick said the door prizes are still coming in. Members should let Rick know of any door prizes they have collected so he can keep track of them.

**Promotions Chair** – (Roger McDermott) Roger provided a list of places he has promoted our show.

**Trophy Chair** – (Wally Zeien) Wally stated he had only 10 members sign up for making trophies so far. Wally will have volunteer list added to the newsletter. Wally said he still needs volunteers to step up and help with making trophies. Call Wally at (262) 374-9661 or email him at: [wallyz79@yahoo.com](mailto:wallyz79@yahoo.com)

**T-shirts/logos** – Dave said the show art was going to the printer and we will make the same amount of shirts as last year. We will try some colored shirts this year. A motion was made by Julie Zeien to have sweatshirts made in large and extra large sizes and about 18 of each one. Motion was seconded by Julie Farmer and all were in favor. Dave also added that 150 dash plaques were ordered and had a sample to pass around-nice!

**Kids Games** – (Julie Zeien) Julie is currently researching different kid's games with daughter Erin. Chris Connor will be emailing Julie with a list of everything in the kid's bin.

Mike stated that we need steel fence posts to hang our show banners on-currently we have none. A motion was made by Ros Pribbenow for the club to buy the steel fence posts needed. This was seconded by Dave Farmer. All were in favor.

Then a motion was made by Julie Farmer for the club to pay for the fuel it takes to get the Badgerland equipment trailer and accessories to the show. Seconded by Julie Zeien. All were in favor.

A motion was made by Dave Farmer to pay Sean Connor \$125.00 for all his hours of help on the show art. Motion was seconded by Julie Farmer. All were in favor.

# August Meeting Minutes...continued

Chris Connor was checking on price quotes for the club business cards. Some suggestions were made as to where to check like vista.com or Staples, etc. She will get back to us on this.

Mike asked if there was any other old business to discuss – hearing none, he moved on to new business. Mike then asked if there was any new business.

## **NEW BUSINESS**

Chris Connor said that for the new members, there were only a small amount of club window decals left and asked if more could be ordered. Dave Farmer will look into having some more made.

Reminder – Dash 19 is fast approaching – September 12, 13.

October and November meetings are still to be determined. Some suggested a progressive cruise tour again and visit a few places.

Chris Connor made a motion to adjourn at 2:55pm and was seconded by Julie Farmer. All were in favor.

Dave Farmer then knighted Ruthanne as “King of the Month”.



**Reminder:**

**GET YOUR HOTEL RESERVATIONS IN FOR DASH 19!**

**REGISTER FOR THE SHOW!**

**VOLUNTEER FOR DASH 19!**

**VOLUNTEER TO MAKE TROPHIES!**

**ALSO:** Get your photos with you and your trucks to Rick Pribbenow by either mail or email.



## Club Photos – August meeting...





## Club Photos – Meals on Wheels...

On Thursday, August 7<sup>th</sup>, Dave Farmer and Rick Pribbenow participated in the Meals on Wheels program in Madison, WI sponsored by Home Health United. Home Health United representatives asked classic car people to volunteer their time and vehicles for one day to deliver meals to West-side Madison's elderly and shut-ins. We had a great time and met some very nice collector car people in the process. There were cars from the 1920's to the present and the sponsors were dressed in the period of some of the automobiles.



## Photos – Goodguys Greatlakes Nationals in Madison...





## Photos – Cheaters Car Show in Milwaukee...





# In the Garage

Fellow members:

Meet Greg and Kim Schneider. They are lifetime club members from Roanoke, IL. Greg and Kim have 3 daughters which keep them very busy. Kim also has her own hair salon located right at home in a newly renovated space off of the main house and garage area. Greg is currently working on his next project, a 1956 F100 panel truck. He has adapted the panel to a Chevrolet truck frame equipped with a 350 V8 and automatic transmission. Though it won't be drivable for this year's Dash to the Dells 19, he assures me it will be ready sometime before Dash to the Dells 20. Greg has put a lot of work into this panel already by fitting the body over the frame, extending frame rails, making body mounts and customizing parts as he goes-just like the sleek Cadillac taillights. I know it will be just as nice as the last few builds he completed. Keep up the good work Greg. We can't wait to see it done!



As always, your club members are a great source for information, locating parts or a helping hand. Call one sometime or arrange for a work party. You'll be glad you did!

See you down the road!

Rick Pribbenow

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## Parts Wanted

Need 1954 F100 front fenders, running boards and a seat. Call Floyd Johnson at (608) 654-5990

## Miscellaneous For Sale

2000# engine hoist (not a fold up unit) - \$100.00, and X-type motorcycle lift (only used twice) - \$45.00. Call John & Jolene Ohman at (815) 867-0643

4 vintage gas pumps

#1 **Bennett model # 788 (1956)**, this is a commercial pump, no meter, rare and unusual pump. They were used at truck stops or trucking companies that did not need to know how many gallons were delivered.

#2 **Gilbarco Model # 96 (1936)**, it is about 6 foot tall. A little surface rust no major dents or rust.

#3 **AO Smith model # L-1 (1946)**, this pump has had all the pump stuff removed from the inside. The computer is still in it. This is the most art deco pump I have. It would make a great pump for the man cave.

#4 **Bennett model #3136 (1960-1970s)**, this is like the one we all used to buy gas from. Good condition.

Call for more info, Dean Malin (262) 275-8397 between 6-9 pm weekdays or any time on the weekend.



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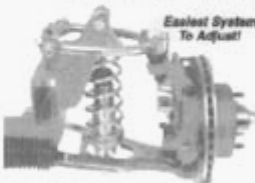
A big "Thank You" to Bruce Horkey for his continued support of the

Badgerland F100s Truck Club and "Dash to the Dells 18 & 4<sup>th</sup> Unofficial Panel Nationals"



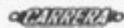
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Stage III

Stage IV

Stage V

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Stage III Coil Over Spring or Shock Wave Plate

Stage IV AirRide Plate

Now, Every Fat Man Hub-To-Hub Suspension And Complete Chassis Includes These Polished Control Arms, All Stainless Steel Bolts And Plated Cross Shafts At No Additional Cost.

## Bolt-In '60-'87 Chevy

Get a 4" to 6" drop without ground clearance problems common with lowered stock suspension! Narrows track by 2" for better tire clearance. Kits include unique Fat Man Mustang II crossmember and our tubular upper control arms. Uses stock Mustang II lower A-arms or our optional custom tubular arms.



Bolt In Kit \$829

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'60-'82 Chevy/GMC  
'83-'72 Chevy/GMC  
'73-'87 Chevy/GMC

Tubular Lower A-arms \$280

## Subframe Tubular Arms

Give your GM subframed truck that nice "tucked in" look with our unique tubular A-arms. Available in narrowed or stock widths for '67-'81 Camaro, '64-'77 Chevelle, and '66-'79 Nova subframes. Set of four with ball joints and bushings just \$749.

Narrowed or Stock!



We also have 2-inch dropped spindles for the these cars and subframes:

'64-'67 Chevy - From \$240  
'68-'84 Chevy - From \$340  
'62-'79 Nova - From \$240  
'64-'87 Chevelle - From \$220  
'67-'81 Camaro - From \$340  
Volvo/Corolla - From \$430

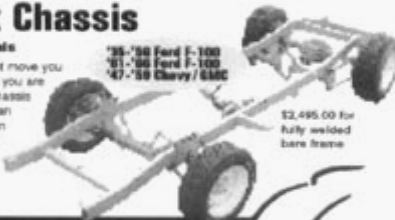
These spindles require use of disk brakes - And we can provide them!

## Complete New Truck Chassis

Jig Built For Precision Fit - All New Materials

If your old classic truck has been "a little over used", the best move you can make is slipping an all new Fat Man chassis under it. If you are piecing together a hot rod truck, a complete Fat Man IFS chassis will make the process faster and more enjoyable. We can supply a nice "roller" chassis starting at \$5395 depending on equipment and accessories.

'35-'50 Ford F-100  
'61-'86 Ford F-100  
'47-'59 Chevy/GMC



\$2,495.00 for fully welded bare frame

704-545-0369

Mon-Thurs 9am-5pm EST Fri-Sat 12 noon

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