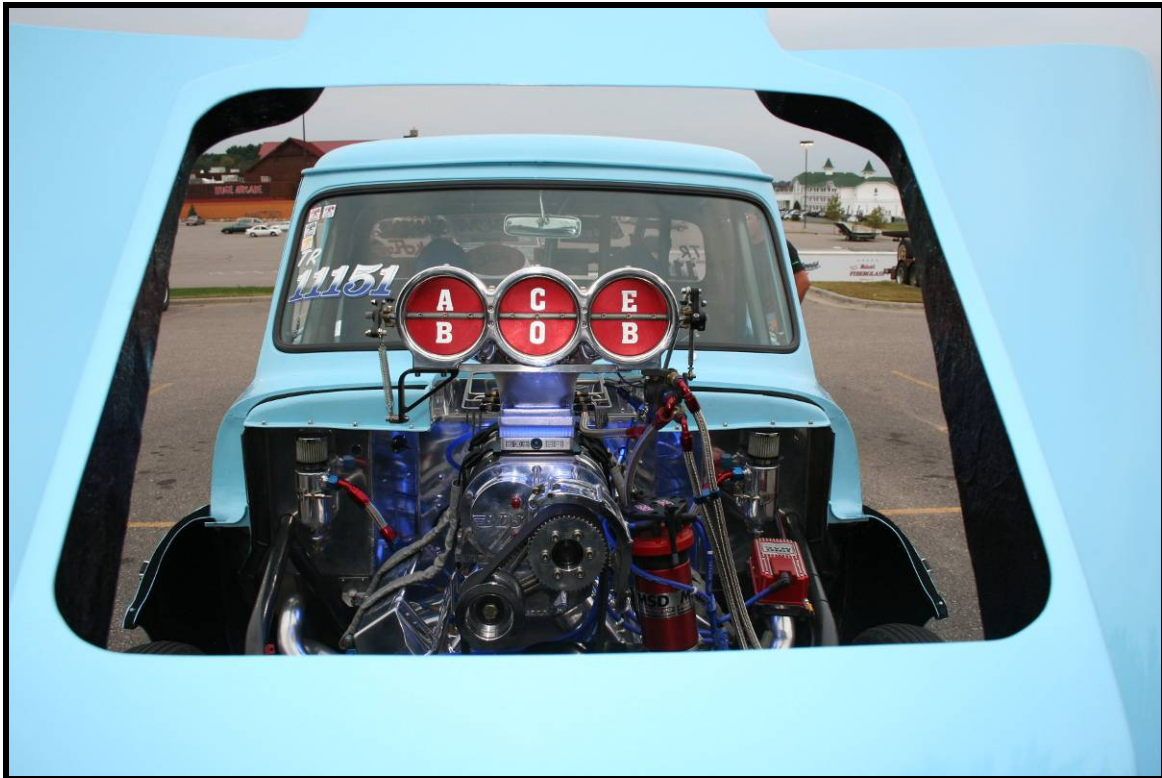


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SEPTEMBER/OCTOBER 2010



If you missed Dash 21, you missed this awesome alcohol blown 8 second '55 F-100.

Badgerland F100's Truck Club

Honoring trucks from 1948-1972

The Club Website is: www.badgerlandf100s.com

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In this month's newsletter:

Page 3	Club Meetings/Functions, Birthdays, Car Shows/Swap Meets, Next Meeting
Page 4	A Look Back At Dash to the Dells 21
Page 5	Dash 21 Award Winners
Page 6	Dash 21 Award Winners, Photos from Dash 21
Page 7	Photos from Dash 21
Page 8	Photos from Dash 21
Page 9	October's Mystery Cruise
Page 10	Photos from the Mystery Cruise
Page 11	New Members, In The Garage – Choosing A Carburetor
Page 12	In The Garage – Choosing A Carburetor
Page 13	In The Garage – Choosing A Carburetor
Page 14	In The Garage – Choosing A Carburetor
Page 15	In The Garage – Choosing A Carburetor, Notable Quotes, For Rent
Page 16	For Sale/Wanted
Page 17	Club Membership Application
Page 18	Smoken Pig Express & Bruce Horkey's Wood & Parts Ads
Page 19	Fatman Fabrications Ad
Page 20	Visibolts Ad

Send your article contributions, ideas, 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

Club Meetings/Functions

November 20 – Rick & Ros Pribbenow hosting at Mason's in Prairie du Sac, WI

Birthdays

November

11/01 Katlin Nolden
11/02 Leni Bitter
11/10 Trevor Rush
11/11 Mallory Favor
11/15 Jan Guthrie
11/18 Rachel Hilgers
11/18 Buck Guthrie
11/19 Dustyn Brown
11/20 Jeremy McDermott
11/20 Jason McDermott
11/21 David McDermott
11/22 Nola Jackson
11/24 Lisa Linskens

December

12/05 Joyce Krebsbach
12/09 Scott Bokath
12/12 Paul Hilgers
12/14 Ken Williams
12/21 Mike Connor
12/21 Ruthanne Koeshall
12/21 Molly Fedkenheuer
12/27 Ladena Livingston
12/29 Greg Masters
12/31 Andy Masters

Car & Truck Shows/Swap Meets

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

Information is being gathered for future dates in 2011 and will appear in the next issue.

The following websites have more information and show locations:

www.olderide.com/events/wisconsin.html

www.wisconsincollectorcar.com

www.carshowguide.com

www.carshownews.com

www.carshowtoday.com

www.hubcapcafe.com

The Next Meeting

The next meeting will be hosted by Rick & Ros Pribbenow and is at 12pm/noon on Saturday, November 20th at Mason's Grill & Pub in Prairie du Sac, WI. Mason's has a variety of good food and full bar. We will meet in a semi-private dining area. Mason's is located on County Hwy PF between Hwy 60 and Hwy 12 in Prairie du Sac (close to same area as the Winter Banquet). Their address is 1920 Prairie Street (County PF), Prairie du Sac, WI 53578.

From Madison, take Hwy 12 west to County PF and turn right. Continue on County PF and Mason's is about a half mile east on the left side of the road.

From Janesville/Milwaukee area take I-90/94 north to Exit 119 (Lodi/Hwy 60 Exit). Turn right onto Hwy 60 west and travel about 16 miles to Prairie du Sac stopping at the end of the Wisconsin River Bridge. Continue straight ahead on Prairie Street (County PF) about a half mile west and Mason's will be on the right side of the road.

Should you get lost, call Rick at (608) 576-3891.

A Look Back At Dash to the Dells 21

Another Dash has come and gone, but not without noting some trials and tribulations mixed with a heck of a lot of fun during the two-day event. Thursday night brought on a new meaning for Rick Morris of Owosso, MI. His '54 panel broke down near the IL/WI state line. Rick Pribbenow was asked to fetch the panel, Rick, Pam, Pam's sister and brother-in-law that same night. On Friday, some of the guys checked out the panel and determined that due to the knock in the motor and metal in the oil pan and filter, it was not drivable. So, Rick & Pam rented a car and had fun with us anyway. Friday was overcast but nice for a 70+ mile cruise. Thanks to our cruise directors, Mike & Chris Connor, we wound up cruising through the countryside of Sauk County on both familiar and unfamiliar roads. Our first stop on the cruise took us to SKI-HI apple orchard where most of us bought and devoured fresh apple pie, apples, cheese curds and more. Then it was off to scenic Devils Lake State Park. It must be something to be fishing along the shore of Devils Lake and hear the rumble of 40, 50 or more old trucks coming through. Most people stopped and stared and gave most of the drivers a thumbs up! After winding through the park, we were on the main road to Merrimac, home of the United State's only running free ferry. We took over the landing and one load of 15 at a time, we crossed the Wisconsin River. We met at the county park on the other side and from there continued our cruise to rural Lodi/Okee area for a stop at Slack's Homemade Jams & Jellies high above Lake Wisconsin. There we bought jams, jellies and were given free samples to take home. From there, we went on some winding roads and passed through Prairie du Sac and then up over the scenic Baraboo Bluffs through Baraboo and back to Wisconsin Dells. What a fun cruise! Friday night was spent around a fire with food from Rick Linskens and bench racing into the wee hours.

On Saturday, people were awaked by our special guest, Bob Schultzy, when he fired up his 8 second, blown, alcohol fueled, '55 F-100 drag truck. He made a very quick trip across the open lower parking lot before finding his spot at the show. Boy, nothing sounds or smells better at 8am, than alcohol fuel – the air was thick and LOUD (only 1500 horsepower). AWESOME! During the day, he fired it up and cleaned it out for the crowd (it actually ran out of fuel at one point). The show was fun with many trucks from all over the Midwest. The lot was full of trucks and spectators alike. The adults and kids both enjoyed taking part in the traditional Hot Wheel races as well as valve cover racing. Our lunch was cooked by Rick Linskens with help from his wife Lisa and other family members and the club provided other food items to round out the meal. Lunch was very good. Thank you to all the volunteers helping prepare, serve and cleanup during lunch time. Door prize numbers were listed on a door and called out all during the show. If people didn't hear their name, they could check the board. Late afternoon brought on the awards (a winners list appears in this newsletter). We enjoyed a lot of laughs as each award was announced and received. We had many new award winners this year that brought their trucks for the first time to our show. This year, club member Tim Lincoln, (last year's winner of the custom frame) decided to have the club give the frame away again to a lucky winner. The winner, Buck Guthrie, was in shock as his name was announced. We expect to see a truck on it sometime soon as Buck was pretty excited about having a new project to work on. Saturday night was spent by the fire once again hanging out with friends and family. Food and snacks were prepared again by Rick Linskens.

All in all, it was another great show. Thank you to all the Show Chairpersons and volunteers of the Badgerland F-100s Truck Club and a special thank you to the "Country Gentlemen" (Wally's vocal group) for use of their sound system.

Dash 21 Award Winners

License To Thrill	JP & Rusty Wright - Black/Silver '57 Panel "3FINGERI"
Vintage Award	Mark & Janet Petrowski – Red '53 F-100 Flathead
Picture Worthy	Bob Schulty - Blue '55 F-100 Drag Truck
Best Pin-striping	Larry & Kathy Meyers - Burgundy w/gold metal flake '54
F-100 Award	Pat Peiffer - '53,'55, '56 F-100's
Timeless Traditional	Tim Zellmer - Red '48 F-1
Nice Dice	Haley Last - Blue '55 F-100 Custom
Kool Kut	Larry Southard - Black Chopped '56 F-100
Best Unfinished	Jeff Mundt - Brown '50 F-2
Eye Grabber	Tom Shaughnessy - Red '56 F-100
Coollest Flames	Rich Linskens - Purple - '52 F-1
Double Nickel	Walter & Carla Johnson - Blue '55 F-100
Enforcer	Curtis Herchenbach - Black '53 F-100 Rat Rod
Barn Doors	Andy Jones - Red '48 F-2 Panel
John Bitter Non Ford	Becca Carey - Black/Silver '68 Chevy C-10
Family Award	Pat Peiffer & Family
Long Distance (non-trailerred)	Bruce & Darla Bordner - Red '66 F-100
Sweet Sound	Dale Bergman - '55 F-100
In Process	Chuck Blanchard - '56 F-250
Hot Rod	Larry Brixen – Black '55 F-100
Most Cubes	Bob Schulty - Blue '55 F-100 Drag Truck
Club Participation	Twin Cities F-100's from Minnesota
Outstanding Bed	Jack & Tina Thomas - Red Stock '56 F-100
Coollest Panel	Greg Schneider - Cruiser Blue '56 Panel
Best Acorns	Dwayne Garwood - '39 Ford Wrecker
Cool Chrome	Howard Hultman - Blue '52 F-1
Cheese Plate	Rick & Ros Pribbenow - "ICATCHR" '56 Panel
Rat Rod Award	Ken Roelke - Cream Colored '48 Anglia
6 In A Row	Bruce & Darla Bordner - Red '66 F-100 Short Box
Most interesting Tailgate	Jerry Johnson - Red '56 F-100
Phantom Ford	Dean Malin - '56 Panel???
Most Colorful	Pat Peiffer - Purple/Yellow '55 F-100
Nice Flatty	Fred Melius - Green '53 F-100
Best Use of Colors	Bob Roberts - Orange '55 F-100 Tiger Truck
Ladies Choice	Don Witte - Black '66 F-100 Short Box
Youngest Trucker	Haley Last - Blue '55 F-100 Custom
Slick 60's	Chris Marshfield - Tan '66 F-100 Longbed Rat Rod
Most Outstanding 56	Dick & Dee Sherrard - Gray w/Gray Flames '56 F-100
Hard Luck	Michigan Rick Morris - White '54 Panel
Kids Choice	Dwayne Garwood - '39 Ford Wrecker
David Horne Memorial	Don Kirsch - Red '55 F-100
60th Anniversary	Dwayne Garwood - Yellow '50 F-1
Special Delivery	Wally Zeien - Black '55 F-250 Texaco Service Truck
Nick Peiffer Memorial Fit-N-Finish	Jack & Tina Thomas - Red Stock '56 F-100

Dash 21 Award Winners

Hot Wheels Kids	1) Haley Last 2) Rachel 3) Tonya
Hot Wheels Adults	1) Rick Pribbenow 2) Lisa Linskens 3) Keith Barth
Valve Cover Kids	1) Dylan 2) Tonya 3) Nick
Valve Cover Adults	1) Wally Zeien 2) Amber E (Eric Masters girlfriend) 3) Jim Horsch

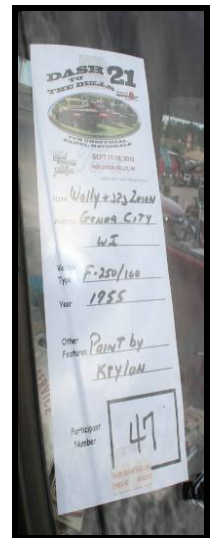
Participants Choice Awards:

Jack & Tina Thomas	Red '56 F-100
Tom Shaughnessy	Red '56 F-100
Howard Hultman	Blue '52 F-1
Larry Southard	Black Chopped '56 F-100
Bob Schulty	Blue '55 F-100 Drag Truck
Don Witte	Black '66 F-100
Larry Brixen	Black '55 F-100
Dave Farmer	Blue w/Flames '48 F-1

Photos from Dash 21



Photos from Dash 21



Photos from Dash 21



October's Mystery Cruise

On Saturday, October 23rd, a few club members went on a Mystery Cruise put together by Dean Malin and Wally Zeien. When club members asked for some fun things the club can do, club members like Dean and Wally stepped up to the plate and organized an event. All I can say is what a fun day! Rick Pribbenow started the day by driving his '72 short box and picked up Dave Farmer to ride along. We then traveled to Mike Connor's place to join up with him and Chris in their '56. Then, we were off to meet up with Trevor & Roberta Rush in Evansville with their '67. All of us then traveled southeast to Dean's place near Walworth. There we were greeted by Les & Sandy Berg and their '56, Ruthanne Koeshall and her friend Darlene Myers in Ruthanne's '63, along with Dean, Jo, Deanna & Matt Malin with Deanna's '61 and finally Wally Zeien with his '55. Dean & Jo had coffee and doughnuts for us and we went to the shop to check out Dean's '56 panel truck (which is coming along nicely). After some bench racing, the club treated us to hotdogs and various flavors of chips/munchies before loading up and leaving at 11:30 am for our "Mystery Cruise". We wound our trucks throughout the countryside in rural Walworth County to our first and spectacular stop, Yerkes Observatory. This place is 77 acres and is part of Chicago University's Department of Astronomy and Astrophysics and was established in 1897 on Lake Geneva in Williams Bay. Yerkes has 5 research telescopes, one of which is the largest refractor in the world. We read about its rich history and took some photos of the architecture and a group photo before our official tour started. Our tour guide, Mark, told us about the building and how it is shaped like a Roman cross. He also explained who built it, funded it and why it was placed there. Mark then showed us the telescope itself (it's huge). We all stood on a floating platform that moved up and down centered around the telescope. We watched as Mark operated the dome by moving it back and forth showing us how it aligns with the telescope for viewing. After a lengthy and informational tour, we went outside to our trucks and with permission, parked our trucks around the outside of the observatory for photos. How cool! Then we were off to the next portion of the "Mystery Cruise". After driving a short while, we stopped at J's Model A's, a car and boat restoration place with a great personal collection of cars, boats and more located outside Delavan. John, the owner let us pull off the car covers and look at the cars, showed us his restoration shops and finally a showroom filled with driver and restoration quality Model A's and trucks including some of the 40's and 50's for sale. Some of us peeked behind doors and curtains and marveled at the antiques stuffed in the corners. We enjoyed a beverage and then down the road twisting and turning going through downtown Lake Geneva and on to our final destination, Gus's Drive-In at East Troy. Every Saturday night, they have a "Cruise-In" from spring until late October and they just pack them in. Sometimes, they even need to use the high school athletic field across the street to get them all parked! It's a drive-in based on the 50's and they have really good food! I know some of us mentioned this will be a destination next year for sure. After a long and fun day, at dark most of us left for home. It was an excellent day!

Well, thanks Dean & Wally for making the last hurrah of the truck driving season a truly fun experience! We'll need to do some more of this next year.

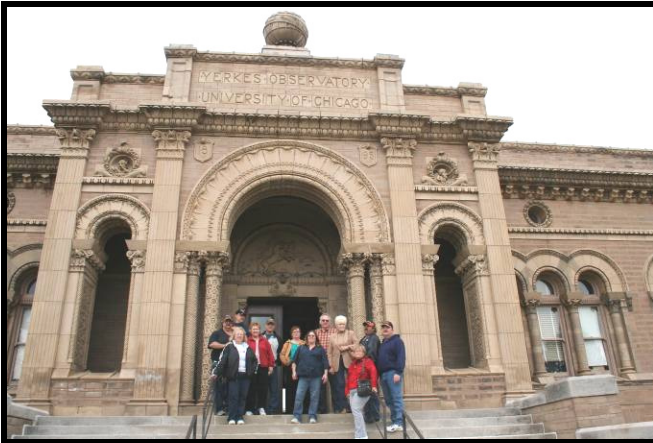
Photos from the Mystery Cruise



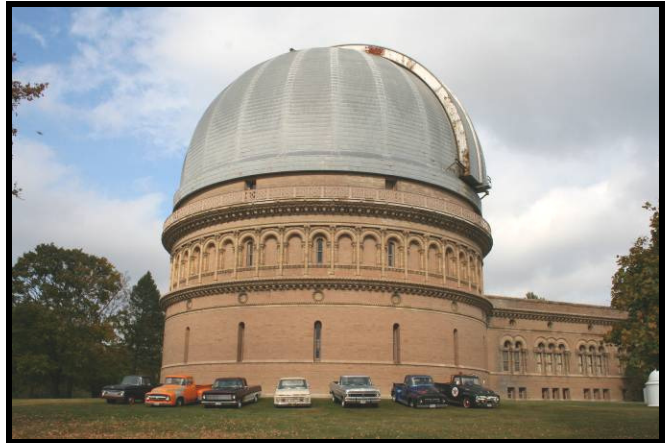
Inside Dean's shop before the cruise.



Parked at Yerkes Observatory



Group photo on the back steps of Yerkes.



Our trucks around Yerkes Observatory dome.



Inside the restoration shop at J's Model A's.



Parked at Gus's Drive-In in East Troy.

New Members

We have 3 new members!

First, there are Mark & Vickie Kmetz and family of Farmington, MN. They have a Green 1955 F-100 pickup (the one that needed a radiator at last year's show). On their membership application it said "used to have an awesome ex-Connor radiator", but the new one sprung a leak and he kept the old one just in case. Welcome to the Badgerland F-100's Mark, Vickie and family.

Second, there is Larry Brixen of Eau Claire, WI. He has a black 1955 F-100 pickup with a 460 cubic inch motor, 4 speed top loader transmission and 9" rear end, IFS, dropped front and power disc brakes. Welcome to the Badgerland F-100's Larry.

Third, there are Robert & Gretchen Last along with Haley their granddaughter from Juneau, WI who have a blue 1953 F-100 pickup with a Volare sub, 351w, MFX automatic transmission, 9" rear end, diamond & button upholstery and described as a nice driver. Robert also has a few others for a total of 4 trucks which include 2 M-100's all given to their son and grandchildren for them to enjoy. Awesome! Welcome to the Badgerland F-100's Robert Gretchen & Haley.

In The Garage - Choosing A Carburetor

Fellow Members:

I was asked by Dave Farmer to give the members a formula for choosing the correct carburetor for your motor. I searched the internet and found the following article-it's a bit lengthy, but there's a lot of good information in it including the formula. Enjoy!

Choosing the right carburetor is critical for your engine combination. It's one of the most critical choices deciding the way your engine makes power and how easy it is to live with on a daily basis. So take your time to consider this carefully, and make sure you don't jump out and buy what you heard some guy recommend, or what you saw mounted on top of a race engine last weekend.

There are several factors to consider.

- The first is the physical layout, will it fit your engine?
- The second is the brand. For some parts the actual brand is almost irrelevant, because the physical part beneath the brand sticker is in fact the same, this goes for some ignition systems and for some camshafts. But when it comes to carburetors, the brands are quite different.
- The third and maybe most important choice is the size of the carburetor. This is without doubt the area where most people go overboard, with the best intentions (trying to be faster than the other guy is a good intention, right?), but with disappointing results. Fortunately there is a formula to calculate the needed size, so it should be straight forward.
- The fourth choice is when you've chosen the brand and size, some brands still give you further choices to make, depending on whether you want a daily driver with decent fuel economy or a weekend racer trailered to the track to race only.

All carburetors try to obtain the same thing, delivering the perfect volume and air/fuel ratio regardless of engine rpm, regardless of engine vacuum and regardless of external factors like temperature, atmospheric pressure (affected primarily by height above sea level) and humidity. Not a small task. And that task has to be performed sitting on an engine that shakes, that see g-forces when accelerating, cornering or braking, and that sometimes gets so hot there's risk of vapor lock etc. This has to be obtained to perfection regardless of whether you're idling a winter morning or flooring the pedal on the freeway. And it has to do all this and use as little fuel as possible. A lot of engineering and testing has gone into all the carburetors you can buy today.

Some words about Electronic Fuel Injection. On modern engines the carburetors have been replaced by computer controlled fuel injection. Why is that? It's not because fuel injection can do some magic that a carburetor can't, they both try to meter the fuel volume and air/fuel ratios as perfectly as they can, the laws of physics didn't change when fuel injection came along. But the advantage of fuel injection is an ability to meter the fuel volume and air/fuel ratio more precisely. Initially fuel injection systems had two major disadvantages seen from the enthusiast's point of view. Firstly it was very expensive, and secondly it was non adjustable unless you were almost a NASA engineer. Today it's still at least double the price of a good carburetor, but the good news is that modern fuel injection systems are fully adjustable if you have or can borrow a laptop. If you decide to go for that extra expense and get fuel injection instead of a carburetor, do read on anyway. The Tuning section of these pages deals primarily with how you adjust a carburetor, but all the information on what kind of fuel volume and air/fuel ratio the engine needs in any given situation, and the information on how to e.g. read your spark plugs and your vacuum gauge to decide on whether to go more rich or more lean, all that information applies regardless of whether you adjust your carburetor bent over the engine with a screwdriver or whether you sit in the driver's seat with a laptop connected to your fuel injection system.

Physical Layout:

In the performance world of American V-8s, carburetors are 2-bore or 4-bore. Unless you are restricted by class rules, always take a 4-bore. And if you want to buy a new carburetor for your engine and that engine has a 2-bore manifold, don't buy a carburetor. Wait, save up the money to buy a manifold and carburetor with 4-bore layout. So, the main decision is mostly whether you have a spread bore or a square bore manifold to attach the carburetor to. There are other layouts, like Ford's Autolite, but nobody seems to build aftermarket parts for that layout in any volume.

Some words about adapters. You might think adapters can save you some money, they help you in some situations, so you can avoid buying both a carburetor and a manifold, right? Well, maybe. But adapters do what you'd call "compensating" instead of "correcting" the issue. Or to use a more popular phrase, it's a band aid solution. The engineers spend a lot of time and money optimizing the air flow on the products they sell, always assuming that there are no adapters involved. So when you add an adapter you never get the power you were intended to get. The engine will of course work and produce power, but you're missing out on some potential. And that's the aim of these pages, to ensure you get full potential of your investment and time. So again: don't buy an adapter, save up and buy both a manifold and a carburetor.

Brand:

We're looking for a carburetor that'll give us the performance and drivability we want, and not use too much fuel. No brand out there is better than all the other brands on everything. Some brands give power, some provide good fuel economy, some provide long trouble- and adjustment free service, some provide almost indefinite number of adjustment possibilities. And finally, some provide a brand name that most people like to be associated with. After all, if the real fast guys have x-brand sticker on their cars, why should we settle for less?

First let's discuss some of the factory carburetors. Brands like the Rochester Quadrajets don't have much prestige attached to it these days. But they are excellent carburetors in many ways. We guess we've all at some point in time driven GM cars with a Rochester, and never had to worry about what was going on under the air cleaner. They just keep on working and don't need much adjustment. They provide excellent fuel economy, and almost (if well tuned) the same performance as any performance carburetor. A strong claim? Many drag racers have used Quadrajets with success. But the Quadrajets have some things working against it also. It's not a known performance brand name; have you ever seen a Rochester sticker on a race car? It doesn't look too sexy either, being tall and round. And while the two previous reasons are somewhat psychological, the real drawback is that the Quadrajets are not that easy to modify and tune. Changing primary jets on the Quadrajets between races is not an easy task. On the other hand, richening the secondary metering can be done in 10 seconds, because it can be done without taking the carburetor apart.

Quadrajets also have an excellent bore configuration, with small primary and large secondary bores, good for economy and performance. And another clever design detail is the power system, where it has a gradual amount of extra fuel added as opposed to e.g. a Holley where the power system (power valve) is more an on/off thing, good for all out performance but not for part throttle economy.

Now on to Performance Carburetors. One brand name pops up immediately: Holley. Holley is without doubt the most used and most winning performance carburetor out there. Some are sold under the Holley name, but some specialist shops like Willy's and Quick Fuel take Holley carburetors and make them even better. Other brands include the Edelbrock Performer and Thunder Series, which has a very good design. It's fully adjustable like a Holley, it has metering rods that can be changed with little disassembly and it has a leak free design. Edelbrock claims that their carburetors are more ready to use out of the box than a Holley: That might be true, but should be irrelevant to readers of these pages, because we're not satisfied with out-of-the-box performance, we want to tune it to perfection, right? Lastly, if you like a like shine, the Edelbrock carburetor looks like chrome with its EnduraShine finish.

So which is the best? Nobody can really say, but each has their own preference. You can't go totally wrong buying a Holley, because they're so widely used. Everybody knows about them, most of your friends will have parts lying around, when you need a new power valve on a Sunday. And you can buy very nice tuner-kits that contain all you need. So if you want to make life easy for yourself, buy a Holley. It's like starting with a small-block Chevy, parts are a plenty and cheap. But if you're the kind of person who takes a personal pleasure in going against the trend, if you try to build power with a Ford Cleveland just because everybody else is building small-block Chevys, why not see if you can get a competitive advantage by buying something else?

Our personal experience has primarily been with Quadrajets and Holleys. We've raced several cars with Rochesters, they were quite heavily modified with kits from places like The Carburetor Shop, and we're probably some of the few people that can take the top of a Quadrajets with our eyes closed. Our fully stock 68 Camaro has the original Quadrajets and that'll never change. That said, in the later years we've used Holleys whenever we want to go faster. Mostly because we understand them, and we have many jets, power valves etc. on the shelf. Holleys have their problems though, and for years we've wondered why their R&D department didn't fix it. They could have made tons of money if they updated to a better carburetor and if it was not fully compatible with the parts of the old design, people would have to buy new parts for it. Holley never did that, and went bankrupt.

Today vendors like Summit Racing have their own carburetor. It looks like the carburetor that Holley should have built but never did. More adjustable where it matters, easier to adjust e.g. fuel level, better venturis etc.. And it shares many Holley parts. We've so far bought two of these Summit carbs, both worked extremely well out of the box. Especially throttle response and drivability was the best we've ever felt from a carburetor right out of the box, without a single adjustment.

It looks good as well and is cheap, so if it comes in the size and vacuum/mechanical configuration that you need, you might want to try it.

Size:

We all know size matters. But as opposed to many things in life, here bigger is definitely not better. The most common error we've seen on street cars and a few race cars is too big a carburetor. But if the engine is an air pump, why not get the biggest carburetor, to avoid having a restriction there? Without getting too technical, big bores mean less velocity and less acceleration of air/fuel mixture. That may be a little difficult to accept, one would think that the less restriction, the more velocity and acceleration. Though it's not exactly the same principle, think of garden hose where the water is flowing at a certain rate. If you then squeeze the end of the hose, then you can get it to spray much further. At the top end of the rpm band, too small a carburetor will be a restriction and limit power. Small but adequate and non-restrictive passages builds air/fuel speed and thereby throttle response. Too small a carburetor may lose some power in the high rpm band, but will work excellent in the 0-5000 rpm band. But while too big a carburetor will work well in the 5-7000 rpm range, it'll be sluggish everywhere else, and especially the throttle response will suffer. Do you want a car like that?

So what's the ideal size? Fortunately there is a simple formula. But with such a formula available and accepted by everybody, how come so many people still buy the wrong size carburetor? Unfortunately the result of the formula is usually much lower than what self claimed experts tell you. So if your friends or competition runs 750 or 850 cfm carburetors, do you dare buying a 600 cfm? More must be better, right? No. This, like camshaft duration, is an area where you'll be thankful that you trusted the formula and not the hype. The formula works. If the thermometer shows 30 degrees and your friend tells you it feels more like 40 degrees to him, which do you trust?

The formula is:

$$\frac{\text{Engine size} \times \text{Engine rpm} \times \text{Engine VE}}{3456}$$

-Engine size is in cubic inches (cid). This is the easy one.

-Engine rpm is the max rpm that the carburetor should be able to support. Don't go overboard on this one. You may wish to run a 7500 rpm screamer, but unless you strengthen the engine internals like crank, rods and pistons to be able to withstand it, you'll only try it once. And honestly, when we accelerate full throttle, do we wait until max rpm to shift into next gear? Rarely, because it doesn't make the car faster, and most of us have so much money and time invested in that engine we want to keep it alive. So if you add up the total amount of time your engine has been above 5500 rpm, it'll be a few seconds only.

-Engine VE is Volumetric Efficiency, a number telling how effective an air pump the engine is. It takes a dyno to measure your engine's Volumetric Efficiency, but here are some ground rules. For stock smog engines VE would be around 0.8, for a well built performance engine it would be around 0.9. An engine with forced induction could be just above 1.0.

Example: A well tuned 350 cid engine that will see max 6000 rpm would need the following size carburetor:

$$\frac{350 \times 6000 \times 0.9}{3456}$$

equal to 547 cfm(!) So a Holley 600 would be a great and fully adequate choice. Still many engines have 750 cfm or 850 cfm carburetors on them, enabling them to theoretically go into rpms that they never do.

So it's a waste of money buying the big carburetor. But even worse, the oversized carburetor makes the car less fun to drive below 5000 rpm because the carburetor is ruining drivability and throttle response.

Type:

Besides the Physical Layout, Brand and Size we've just looked at, if you end up choosing an Edelbrock or a Holley carburetor, you need to choose the right series.

Edelbrock has the Performer Series and Thunder Series. We'd go with the Thunder Series simply because the secondary air valve can be easily adjusted, a feature the Performer Series doesn't have. And if you buy an Edelbrock, remember to buy the Calibration Kit, you're going to need it.

On Holleys the important choice is whether to go with vacuum secondaries or a double pumper. The difference is that on the vacuum secondary carburetor the second stage only opens based on demand from the engine. This is obtained by using springs to keep the secondaries closed until the engine demands more flow. But the double pumper opens the secondaries via a direct link to the throttle, and has an extra accelerator pump to allow that to happen without creating a bog. No doubt that the double pumper is the most expensive and uses the most gas. And maybe looks most exotic? But a well tuned vacuum secondary carburetor will often work just as well. Rarely does an engine really need a double pumper, but of course they do make tuning the secondaries less critical. But again, a well tuned vacuum secondaries carburetor will perform as well as a double pumper and use a lot less gas. If you buy a Holley, remember to buy tuning kits as well: Jets, Power Valves, Accelerator Pump, and Secondary Springs etc. And unless you enjoy spending 30 minutes scraping off old gasket material, buy reusable gaskets.

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

See you down the road!

Rick Pribbenow

Notable Quotes

"If deer took over the U.S., not even headlights could stop them".

- unknown

"Unless you treat failure as part of the journey, you're never going to get anywhere". – Tom Selleck

For Rent (vehicle storage)

I currently have 2 spaces available in a nice clean newer shed with cement floor. Rent is \$45.00/month short term and \$30.00/month long term.

For more info, call Ruthanne Koeshall @ (608) 921-1838 (WI)

For Sale/Wanted

(Please notify the editor when your item is sold/found so your ad can be removed.)

For Sale

1955 F-100 steering box, 3 speed column shift and steering wheel. Has some play but good core-will need to be rebuilt - \$50.00. Call Victor Sessoms @ (815) 715-0411 (IL)

1955 F-100 pickup, Oklahoma truck, super clean but missing front fenders and running boards - \$2,900/obo. Call Rick Pribbenow @ (608) 643-2544 (WI)

1953-1955 F-100 rolling frame (blasted/painted gray) set up for BB Ford motor (motor mount and trans mounts are bolt-ins) w/8" Ford rear axle and dual exhaust - \$650.00/obo. Call Rick Pribbenow @ (608) 643-2544 (WI)

1963 F-100 short box pickup, CA truck, frame is C-notched in rear w/bags, front disc brake upgrade on straight axle, metal work is done, no motor/trans, needs finishing. Has many new extra parts - negotiable. Call Dwight @ (608) 963-7949 (WI)

1976 Ford truck hood & dash, good condition - \$50.00. Call (309) 897-8227 (IL)

Blue Magnum 500 wheels, rear 10" wide/3" backspace with Dunlop P295-50R-15's, front 8" wide/stock backspace with Dunlop P245-60R-14's - \$350.00. Call Dave Farmer @ (608) 333-7869



Floyd Johnson has these cool mailbox toppers and key holders. For Badgerland F-100 club members, they are only \$15.95 each (normal retail is \$24.95 & up). Currently he has the 48-52 F1 pickups, 53-56 F100 pickups and panels and the Ford unibody design. See Floyd Johnson or call Floyd at (608) 654-5990 to place your order. They come in 3 finishes, gray hammered, copper hammered and black. Floyd also has some motorcycle ones too.

1965 F-350 dually, 6 cylinder, 4 speed, TN truck - \$750.00/obo. Call Scott Jackson @ (309) 657-8632 (IL)

(4) Keystone Classic wheels 5 X 5.5 bolt pattern w/spinners and lug nuts - \$100.00. Call Scott Jackson @ (309) 657-8632 (IL)

1955 F-100 panel truck from NV, complete, no rust. Call Tim Lincoln @ (407) 761-3202 (FL)

1953-1956 Hood Tilt Kits - \$250.00 each. Call Greg Schneider @ (309) 231-3232 (IL)

BADGERLAND F-100'S TRUCK CLUB

APPLICATION FOR MEMBERSHIP

Date _____ Amount Enclosed _____
Name _____ Birthdays (Year Optional) _____
Spouse _____
Child(ren) _____
Address _____
City _____ State _____ Zip Code _____
Home Phone _____ (include area code) E-mail: _____
Cell Phone _____

Would you like to receive your newsletter electronically? YES _____ NO _____

Truck Information

Year _____ Model/Style _____ Color(s) _____
Plate Number _____ State Registered _____

Please describe your truck, condition, points of pride or any special modifications you have made or are planning for the future. Please enclose a photograph of you with your truck for the club scrapbook to help everyone recognize each other at meetings and other club functions. Thank you.

Please bring this application to our next meeting or if you are unable to attend, please mail to our membership chairperson listed on the sheet enclosed in this mailing. If you have any further questions or comments, feel free to contact any of the officers of the club (also listed on sheet enclosed).



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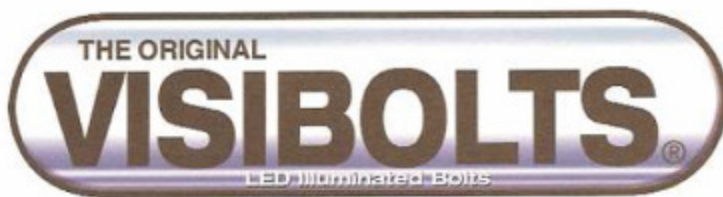
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**"Thank You" to Bruce Horkey for his continued support of the
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Thread size x length

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7/16-14 x 1-1/2

1/2-13 x 1-1/4



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