

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

October 2009



Here's this month's latest scoop!

Badgerland F100's Truck Club

Honoring trucks from 1948-1972

The Club Website is: www.badgerlandf100s.com

Current Club Officers*

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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

November 21st – Jeff & Crystal Mundt, Prairie du Sac, WI (see page 9 for details).

December – No meeting-enjoy time with your families.

January – open

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
12/31 Dale Barrette

Car & Truck Shows/Swap Meets

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

No shows listed now. I should have a new updated list starting January 2010.

The following websites have more information and show locations:

www.olderide.com/events/wisconsin.html

www.carshowguide.com

www.carshowstoday.com

www.wisconsincollectorcar.com

www.carshownews.com

www.hubcapcafe.com



Editor's Oops

In the September issue, I referred to fellow club member Tim Lincoln (winner of the frame) as Tim Taylor – my error. My apologies to Tim Lincoln. In an email Tim Lincoln sent me he said, “Rick, I actually like Tim Taylor a lot better. Sounds like the “Tool Man” to me. LOL. Tim (Taylor) Lincoln”. Thanks for the great sense of humor Tim. Now, Tim Taylor as most of us may remember, was the character's name for comedian Tim Allen who had his own show, “Tool Time”. See photos below.



Tim Allen aka “Tim Taylor” – comedian



Tim Lincoln – club member

1/36 Scale Trucks Needed

Buck Guthrie, Badgerland F-100's member and owner of the Train Barn in Argyle, WI, would like each one of the members to make a replica of their truck for the train “cruise” display. Some members have already done this (see photo below) and it adds a real uniqueness to Buck's train display. The toys are in stores now for Christmas, see if you can find a truck like yours in 1/36 scale and fix it up for Buck to display. C'mon, it'll be fun!



From the Vice President

Dear Ford-aholics,

I find myself sitting in front of the computer not nearly as frustrated as I usually am. When the show was over I told myself I was going to catch up on all the stuff I let go while waiting for my hands to heal. Well it seems that my expectations were set too high once again... I have spent so much time working on our daily drivers that I have little interest to do any work on the trucks. I just put Stubby away on the best day I've seen since the show, all the while knowing that if I tempt fate I'll be driving in the snow like last year. The '61 is in my thoughts daily but I really need a break. Being the genius that I am, I thought I would collect member's feelings on the prospect of us accepting Tim Lincoln's generous donation and spend the next five years building a truck to give away. How hard could that be? I've heard some opinions for and against already, but need to hear some more. This would be a huge undertaking, and we need to make an informed decision. I will be staying neutral for the time being and collect opinions from **YOU** the members over the next couple of months. Feel free to e-mail me with your thoughts, or call me, or just talk to me when you see me. My goal is to find out what the **CLUB** wants to do.

Some things to think about are:

How far do we take it? Who will be in charge? Where will the work occur? How will we fund it? What are **YOU** as a member willing to do or donate if we decide to move forward?

The thought of making this happen is exciting and frightening all at the same time. I know that there are many people still burned out from just doing the frame. I'm not trying to scare anyone, but I want people to think seriously about what this would entail. Gaskets, glass, primer, bondo, welding, fitting, drinking (it can't be all work!); storing it, hauling it, I think you get the idea. Take some time to consider the concept and give me your take. I will compile the data to present to the club as a whole so we can make this decision together. In closing I'd like to point out that I didn't expect there to be this much work with the Vice Presidency but shall endeavor to persevere.

Dave Farmer, Vice President



October Meeting Minutes

The October meeting was hosted by Roger & Barb McDermott of Blanchardville, WI. Roger & Barb outdid themselves with the food (there was so much variety, I can't list it all). They prepared most everything we ate and it was delicious! We had 5 trucks and 18 adults and 3 kids in attendance. After our meeting, we visited Roger & Barb's new shop – nice. The day turned out cool but sunshiny – a good day for a cruise. Thanks Roger & Barb for hosting!

The meeting was called to order at 1:36pm.

Reports from Officers

Secretary – Rick said there were no minutes to read as there was no September meeting.

Treasurer/Membership – Chris informed us of the club's checkbook balance. She said that we have 7 new members who all signed up at the Dash.

Bob & June Rodriguez from Nisswa, Minnesota have a 1954 F100 panel they are still in the process of building. So far, it has a Volare front end, nine inch rear end and it's lowered. The rest is in progress. Welcome!

Rick & Lisa Yarger from Kewanee, Illinois have a 1966 F-100 4x4 pickup. It's a white low mile original. Rick also has many other Ford toys hidden in the garage. Welcome!

Ken & Linda Williams from Rock Springs, Wisconsin have a totally stock 1968 F-100 styleside pickup and are still working to make it nicer. If you saw it at the show, it's pretty nice already. Welcome!

Victor Sessoms & Kim Bowker from Lockport, Illinois have a red 1956 F-100 pickup with a license plate that reads "GARAGED". They also have 4 children, Raquel, Victor, Steve & Nick. Welcome!

Tim & Gail Lincoln from Windermere, Florida have a blue 1956 F-100 pickup. It is a 3 door crew cab. They also have 3 children, Nicole, Daniel & Jaclyn. Welcome!

Dennis Wejnowski from Manitowoc, Wisconsin has an orange 1957 F-100 panel truck. He wants to install a 302 Lincoln V8 and transmission as well as interior and an independent front end. Welcome!

Mike & Theresa Sonn have a light green 1956 F-100 pickup with darker green flames. It's Bowtie powered with a 4 speed transmission and GM front suspension. Very cool. Mike & Theresa are returning club members and they have 2 young adults, Ashley & Brandon. Welcome back!

Welcome all of you to the Badgerland F-100 family!

Vice President – Dave said there was nothing specific to report.

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

Continued on the next page.

October Meeting Minutes...continued

OLD BUSINESS

Dash to the Dells 20

Mike said there are 10 hats left to sell (\$15 each), 4 large sweatshirts and 4 small t-shirts. Wally was asked about trophies – he said we had a lot of them. Only one concern about the Long Distance trophy as that it is “miles driven” to the show. A suggestion by Julie Farmer was made for door prizes to be drawn throughout the show as the awards were too long this year. This is a very good idea. Participants can periodically check a board and claim their prize. Terry Van Housen couldn't make the show and we decided to return his registration fees. Mike said financially the show went well and we are not in debt for the show. It was stated that Sean Connor did a great job with the music and PA and hopes were that he would do this again. To the giveaway frames' list of help, Mike added Scott Jackson for his \$25 donation. Mike clarified for those who were questioning the frame give away that the qualifiers only needed to be registered and present to win at the time of the drawing. Mike then read an email from the winner of the frame, Tim Lincoln. Tim talked in his email about giving the frame back in 5 years to be given away again, but this time would have a '56 big window cab on it. Mike will find out from Tim all the details, but it sounds like there will need to be donations of other parts also and labor to be done on it in the next five years. Dave Farmer suggested that if we undertake such a project, we will need a clear vision, time line and basically have it well planned out. There were concerns for financial responsibilities, and who will be working on it. Are we ready for this kind of commitment? Mike stated it will need to be put to vote. We need to keep this in the newsletter right up to the Winter Banquet as it will not be decided until then. Barb McDermott asked if we could form some type of committee to follow it. We will be polling the club to see if this is feasible to do a project like this. Dave Farmer said any thoughts, questions, etc. can be asked or stated via email or if no email, you can write a letter of your concerns addressed to Dave Farmer. Mike asked about how the club photo album was coming and what the response for sending photos was. He asked Rick to have it ready by the Winter Banquet. Rick will be asking those members who have not yet provided photos to please hurry and do so. Mike asked for any other old business and Rick asked about the business cards. Chris said we need to get a good club logo to work from. She will work to find one to use.

Mike also noted that due to a mix up in dates, the porta potties for the Dash were half price.

Mike asked for any other old business, hearing none, it was on to the new business.

NEW BUSINESS

Will we have a Dash 21? Dave Farmer spoke about the show and said most people enjoyed our show. Chris spoke about the show and she told us the hotel wants us to come back again and let us bring in a food vendor. There would need to be details like a signed release of the hotel for liability reasons for the food vendor and the hotel will honor the same room rate as the last show had. Julie Farmer asked the members “do you want a show?” If so, what will you do? As in the past there has not been enough help and the same members put the show together and make it go. We need more members to get involved and the earlier the better. A suggestion was made for door prizes for early volunteers. A motion was then made by Chuck Blanchard to vote to have the show by a show of hands. This was seconded by Rick Linskens. It was a unanimous decision to have Dash 21 and continue the show. With that we had some volunteers like Jeff Mundt who will provide the wood for the fire. Barb suggested that we honor early volunteers with a door prize or a one night stay for advanced sign-up only.

October Meeting Minutes...continued

Wally suggested t-shirts for volunteers with the possibility of a sponsor with the logo. Someone will check on price for event staff t-shirts. Suggestions were made to have volunteers sign-up for 2 hour blocks of time. Chris asked if we should pursue the Great Wolf for the next show – overwhelmingly YES. Are there any volunteers for the next show? Wally suggested that a photo person take pictures at Dash 21 of the trucks as they enter the show grounds. Chris commented on pursuing vendors for the show. Several vendors have been asked in the past couple of years, but none have committed.

Our Dash 21 Chairs

Show Chair & Cruise Chair – (Mike & Chris Connor)

Registration Chair – (Bill Watkins)

Door Prize Chair – (Chuck Blanchard)

Promotions Chair – (Mike will ask Trevor Rush)

Artwork Chair – (Dave Farmer)

Trophy Chair – (Wally Zeien) Call Wally at (262) 374-9661 or email him at: wallyz79@yahoo.com

Kids Games –

Adult Games –

A suggestion was made by Jeff Mundt to enter our club trucks into the Witwen 4th of July Parade (near Sauk City) to show off our trucks and promote the club. He said for a tiny community, the parade is a huge deal and draws people from all over. He said that after the parade there is a chicken BBQ. It was suggested that if we do this, we are in front of the horses/animals for obvious reasons. We would possibly go to Jeff's place afterward. Jeff will verify the actual date and time and report back.

Mike asked for any volunteers for our next meeting and Jeff Mundt volunteered. Our next meeting will be at his place on November 21 at noon

Mike asked if there was any more new business. Hearing none, Julie Farmer made a motion to adjourn and Barb McDermott seconded.

Meeting adjourned at 3:23pm.

Everyone headed outside for the shop tour, to look at trucks and of course to bench race.



October Meeting Photos



The Next Meeting is November 21st

The next meeting will be Saturday, November 21st at the home of Jeff & Crystal Mundt in Prairie du Sac, WI. Lunch will be at noon and the meeting at 1pm. Please bring a dish to pass, a chair and your favorite beverages. Jeff will be providing the main course. If you get lost call Jeff at (608) 963-4769.

Directions:

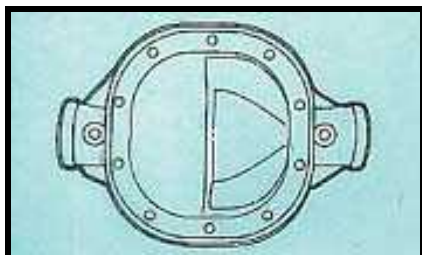
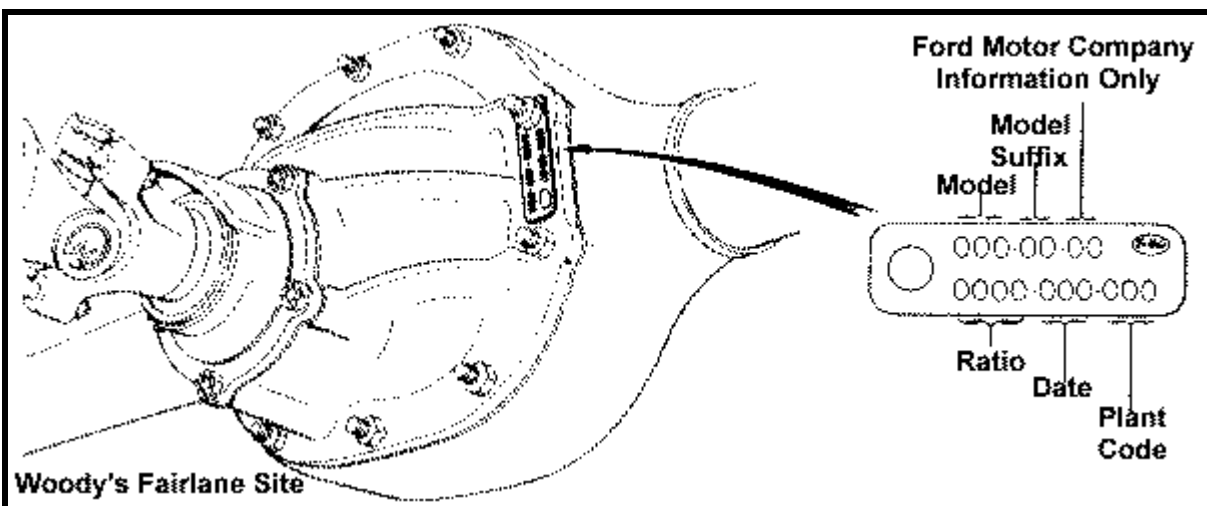
From Madison, take Hwy 12 WEST to Sauk City. Continue through Sauk City on Hwy 12 about 2.5 miles to the John Deere dealership and turn LEFT at the light onto Hwy PF. Continue WEST about 1 mile to Rahl Road and turn RIGHT on Rahl Road. Follow it all the way back until you come to a cul-de-sac. Jeff's driveway will be the first on the right (S9460). The shop is at the end of the driveway.

From the EAST & SOUTH (eastern Wisconsin and Illinois) take Interstate 39/90/94 to exit #119 (Lodi – Hwy 60 exit WEST). Turn right onto Hwy 60 and head WEST to Lodi (about 4 miles). Go through Lodi following Hwy 60 WEST (about 12 miles) to Prairie Du Sac. At the stop sign on the Wisconsin River Bridge, continue going straight (WEST) on Prairie Street (Hwy PF) to Hwy 12. Continue WEST about 1 mile to Rahl Road and turn RIGHT on Rahl Road. Follow it all the way back until you come to a cul-de-sac. Jeff's driveway will be the first on the right (S9460). The shop is at the end of the driveway.

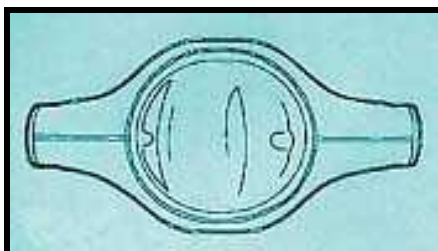
In The Garage

I found the following information on the internet about 9 inch rear ends. This may come in handy for those of you searching for the right one or decoding the tag.

Identifying Ford 8" & 9" Rear Axle Codes



8.8 inch Ford rear end



9 inch Ford rear end (8 inch is similar in looks only)



9 inch - 28 spline axle
Note the concave oval area
in the center of the axle flange.
Early 28 spline axles are tapered.



9 inch - 31 spline axle
Counter sunk holes in the center
indicate a 31 spline axle.
31 spline axles are uniform in diameter.

Note: All 8 inch units use 28 spline axles.

In The Garage...continued

9 Inch Rear End Widths

YEAR/MODEL	(flange to flange)
1966-77 Bronco	46"
1958-60 T-Bird	50"
1957-59 Ford/Edsel	52"
1963-69 Falcon	52"
1963-69 Comet	52"
1963-65 Fairlane	52"
1965-66 Mustang	52"
1967-70 Mustang/Cougar	54"
1966-69 Fairlane/Cyclone	52" & 54"
1970-71 Torino/Cyclone	56"
1971-73 Mustang/Cougar	54"
1960-64 Full size Ford/Mercury	54" & 56"
1961-67 T-Bird	56"
1957-72 F-100 pickup	57"
1973-90 F-100/F-150 pickup	58 $\frac{3}{4}$ "
1970's Lincoln Town Car	60"
1977-81 Lincoln Versailles	58 $\frac{1}{2}$ "

Tip - For direct bolt in on 1953-56 F-100's using the 1957-72 9 inch but wanting the smaller Ford 5 X 4.5 bolt pattern do this:

Use two driver's side axles, both side backing plates and drums from 72-79 Torino, Ranchero, LTD II or 77-79 T-bird or Cougar in the truck axle housing (found on ford-trucks.com). They say this works and it's the least expensive way.

As 9" rear ends are generally a 3" O.D. on the housing where they attach to the springs whereas the 53-56 housings are 2 $\frac{1}{2}$ ", a new set of U-bolts, etc. will be needed. Kits can be purchased from many different street rod supply vendors.

I hope any part of this information helps you with your project.

As always, 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

Transmission Tip submitted by Greg Masters

LWORKINGTIPS

ell@cruzio.com



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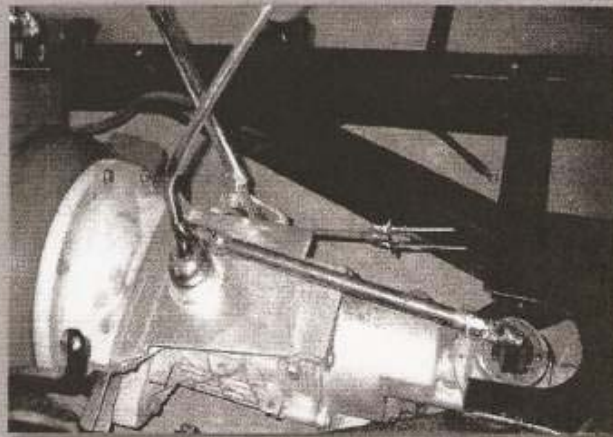
Robert Riffel
Vilmington, NC

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ie unreliable.

In response to your request for interesting tools and fixtures, I would like to submit this idea. The location of the shift tower on the early T5 transmissions is so far to the rear that the shift lever would wind up in the middle of the front seat cushion in an early car, such as my 1930 Model A. As you can see, I cut the top off an old Ford three-speed shift tower and welded it to a plate. I used 1/2-inch U-joints front and back with a shaft connecting the two. Actually, you could use tight-fitting clevises and pins, which would attach to blades welded to the shift levers.

Interestingly, I came up with this idea while I was working as a mechanic on the Kenworth cabover production line back in 1949. At that time, the main transmission was connected to the shift tower by a set of three or four clevises. Before I left, I told my idea to one of the engineers who would come around to see how we had solved problems that arise in production. He

inches would require 2,038 pounds of force at the master cylinder pushrod. Using a common pedal ratio of 6:1, the driver would need to exert 339 pounds



Here is a clever idea for a shifter, submitted by one of our readers.

laughed, and said it wouldn't work.

I was drafted into the Army back in 1950, and after I was discharged, I found out that somehow my "bad idea" found its way to the production line and was used for many years. I wonder if the engineer got a fat bonus for that idea!

Jim Watson
Snohomish, WA

Jim, that is a great idea, thanks for sharing it with our readers. I also like the way you incorporated a mount for the hand brake lever with the same bracket. Maybe your engineer pal could benefit from that idea, too.

calculates to a safety factor of nine times the requirement. That's pretty good, certainly enough to account for leverage produced by the offset

For Sale/Wanted

Wanted

Need 1953 F-100 Hood in nice condition. Contact Mark Petrowsky at (414) 281-1656 or (414) 238-8071 (WI)

Need rear doors for a '55 F-100 panel in good condition. Contact Mike Eckel at mike@autoaftermarketconcepts.com

Need good grille for a 1955 F series. Call Wally @ (815) 474-6356

For Sale

1964 Ford truck radiator for sale – \$25.00. Call Ruthanne at (608) 921-1838 (WI)

1954 292 motor and 4 speed transmission - \$200.00, cab w/title (can be repaired) - \$200.00, 1956 F800 title and ID plate – make an offer. Call Floyd Johnson at (608) 654-5990 (WI)

1956 F-250 Dana 60 rear end and radiator for V8-stick motor. Call Chuck Blanchard @ (608) 513-6510 (WI)



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

(4) White wagon wheels with caps and lug nuts 5 X 5.5 bolt pattern - \$100.00/obo. Also 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)

1955 F-100 pickup. Call Chad Marks @ (920) 207-9370 (WI)

1956 F-100 big back window cab, chassis and running gear. Cab completely restored/all complete. Call Dan McDonald @ (608) 963-0090 (WI)

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

1956 F-100 Parts – call for list. Call Jerry Johnson @ (608) 526-4542 (WI)

1965 Ford pickup doors & hood, 1935-36 Ford 1 ton front fenders, (2) 1935-36 Ford rear panel doors/no glass. Call Ray @ (608) 565-2943 (WI)

1955 F-350 w/8' flatbed - \$800.00. Call John @ (608) 354-2835 (WI)

1956 F-350 dually w/hoist, rusty but complete w/title - \$500.00/obo. Call Bob Buchman @ (920) 779-6498 (WI)

(5) Chrome spoke wheels with tires, caps and lug nuts – 5 X 5.5 truck bolt pattern. (2) wheels are 15 X 10 with P275-60R-15 Cooper Cobra tires and (3) are 15 X 7 with Goodyear GT+4 P225-70R-15 tires. All are very good tread. Asking \$325.00/obo. Call Rick Pribbenow @ (608) 643-2544 (WI)

Cleaning shed. Must sell 1956 parts: Short box fender-right rear, no dents or rips or rust holes - \$100.00. Front E brake cable, new - \$20.00. Make an offer on the following: Head light trim rings and buckets, blower motor, spare dash. Miscellaneous parts. Please call Mark @ (920) 629-6960 (WI)

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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"Thank You" to Bruce Horkey for his continued support of the
Badgerland F100s Truck Club and "Dash to the Dells 20 & 6th Unofficial Panel Nationals"



You get the trick look of polished A-arms and eliminate the need for strut rods. Compare this package with brands which cost hundreds more. Proven quality now made better. Still just \$1695!



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3 Fat Man Catalog



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Stage III

Stage IV

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Stage II Coil Spring Plate (Exclusive Fat Man Brothers Spring Seat!)

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 Kits Available For:
 '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:

'66-'87 Chevy - From \$250
 '68-'84 Chevy - From \$250
 '62-'79 Nova - From \$250
 '64-'87 Chevelle - From \$250
 '67-'81 Camaro - From \$250
 Volano/Corolla - From \$250

These spindles require use of disc 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 on 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.



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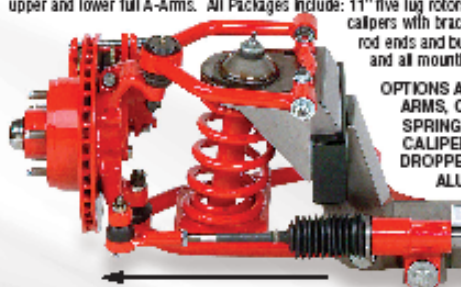


HEIDTS MUSTANG II SUSPENSION PACKAGES

AVAILABLE FOR: '35-'41 FORD PICK-UP, '48-'56 FORD PICK-UP & '37-'59 CHEV. PICK-UP

Mustang II Suspension Packages are available in Deluxe and Economy versions, and both are available with or without crossmembers. Deluxe packages include plain tubular upper and lower full A-Arms, while Economy packages include our new formed steel budget upper and lower full A-Arms. All Packages include: 11" five lug rotors, bearings and seals, springs, stock spindles, GM calipers with brackets and pads, manual rack and pinion with tie rod ends and bushings, rubber spring cushions, spindle nut kit, and all mounting hardware.

OPTIONS AVAILABLE: POLISHED STAINLESS ARMS, CHROME COIL-OVER SHOCKS & SPRINGS, BIG BRAKE KITS, POLISHED CALIPERS, POWER RACK & PINION, 2" DROPPED STEEL SPINDLES, POLISHED ALUMINUM HUBS, AND MORE.



DELUXE PACKAGE WITH CROSSMEMBER



ECONOMY PACKAGE WITH CROSSMEMBER

As Low As
\$1,769

HEIDTS SUPERIDE II™

AVAILABLE FOR: '35-'41 FORD PICK-UP, '53-'56 FORD PICK-UP & '47-'59 CHEV. PICK-UP

- Billet coil-overs with chrome springs are tops in ride, tunability and looks. Shock rebound is fully adjustable.

Standard kits come with GM calipers. Optional Polished Billet Calipers give the front suspension great looks as well as great stopping.

As Low As
\$2,699



OPTIONS AVAILABLE: POLISHED STAINLESS ARMS, POLISHED COIL-OVER SHOCKS, POLISHED BILLET CALIPERS, POWER RACK & PINION, POLISHED STAINLESS BALL JOINT CAPS, BRAIDED STAINLESS BRAKE LINES, AND PLAIN OR CHROME SWAY BAR AND MORE.

MUSTANG II IFS CROSSMEMBERS

NOTHING TO CUT JUST WELD!

Crossmembers Available for:
'35-'41 & '48-'56 Ford Pick-Up,
'37-'59 Chev. Pick-Up

Full 7 Gauge Steel
Same As Deluxe

\$449

Fully Ground Deluxe
Kits As Low As

\$499

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- Built-in Anti-Dive is all fitted to your frame...No Grinding Required! Nothing to measure or trim...It's All Done!

- Vertical Inner Uprights. This is the strongest design available, with twice the weld area. This will keep your frame from twisting!

REAR 4-LINK KITS

Plain 4-Link Kit **\$439**

Polished 4-Link Kit **\$729**

Plain 4-Link Kit

with over 5

year old rod

\$963

Polished

4-Link Kit

with over 5

year old rod

\$1,423

AVAILABLE FOR:

'53-'56 FORD F-100

'47-'59 CHEV. PICK-UP

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