

# F at F enders F lyer

NOVEMBER 2014



Ford's Fall Colors

# 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 Phone (608) 274-6257 <a href="mailto:mikeconnor@charter.net">mikeconnor@charter.net</a>
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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](mailto:riknroz@charter.net)

## Club Meetings/Functions

**November 1** – The Bob & Jane Meyer garage in Waukesha, WI

**December** – No meeting

## Birthdays

### November

11/01 Katlin Nolden  
11/02 Leni Bitter  
11/10 Trevor Rush  
11/11 Mallory Favor  
11/15 Jan Guthrie  
11/16 Leslie "Buzz" Davis  
11/18 Buck Guthrie  
11/19 Dustyn Brown  
11/20 Jeremy McDermott  
11/20 Jason McDermott  
11/21 David McDermott  
11/22 Nola Jackson  
11/23 Molly Walker  
11/24 Lisa Linskens

### December

12/09 Scott Bokath  
12/12 Paul Hilgers  
12/14 Ken Williams  
12/14 Sonia Redmond  
12/15 Sean Walker  
12/21 Mike Connor  
12/21 Ruthanne Koeshall  
12/21 Molly Fedkenheuer  
12/24 Tom Redmond  
12/27 Ladena Livingston  
12/29 Greg Masters  
12/31 Andy Masters

## Car & Truck Shows/Swap Meets 2014

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

\*\*Shows are done for the 2014 season.

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)

## Coming Up

The Greater Milwaukee Area Indoor Winter Swap Meet on Sunday, February 22, 2015. There is 44,000 square feet of indoor swap area, \$6 general admission, free parking. Event is held at the Washington County Fairgrounds, 3000 County Highway PV (Pleasant Valley Road), West Bend, WI 53095 (corner of Highway 45 & County PV).

## Needed As Of January: Future Newsletter Editor

We need someone to be the future newsletter editor. It's time for some new twists, articles and ideas to keep our newsletter fresh and updated. If you feel you would be interested in doing this for your club members, please contact Rick Pribbenow as soon as possible.

## No Meeting In December

There is no meeting in December due to the Christmas Holiday and families and Christmas parties. Next meeting will be in January. See December newsletter for details.

# The November Meeting Minutes

## **Badgerland F-100's Truck Club**

The meeting was held on Saturday, November 1<sup>st</sup>, at the Bob and Jane Meyer residence in Waukesha. We met in Bob's nice new garage where he stores and maintains his 1955 F-100. The meeting was called to order by President Mike Connor at 11:34am. Present were ten members and 3 classic Ford trucks.

### **Vice President's Report:**

Rick expressed his thanks to everyone who participated and helped put on Dash 25. All agreed that it was an outstanding success. Even the rain on Friday during the cruise did not dampen the enthusiasm of the many participants.

Rick passed around newsletters from other clubs for review by our members.

### **Secretary's Report:**

Motion made by Jim Krueger to accept the minutes as written in the last newsletter. Seconded by Marlene Rogers. Motion passed.

### **Treasurers Report:**

Chris reported the balance for the club checking account. Most of the expenses associated with Dash 25 have been paid however, Great Wolf has not yet provided an invoice for the room used for registration so that bill is still outstanding. There were record sales for T shirts and sweat shirts. Additional expenses incurred for Dash 25 included \$400 for the DJ and the cost of the registration room. Also there were approximately 75 more people served for lunch than what was originally planned which cost another additional \$400. The deposit that was provided to the vendor for the boat ride that did not occur has been returned to the club.

No word has been received by sponsor Bruce Horkey if the winner of the grand prize, the complete bed and box from Bruce Horkey Wood and Parts, has claimed his prize. If this winner claims the prize then the club will owe \$1,000.00 towards that prize. The winner is responsible for any shipping costs.

### **New Members:**

Jim & Megan Haas and family from Reedsburg, WI with a green '53 F-100 described as an old school shop truck.

Kari & Mike Walker and family also from Reedsburg, WI with a yellow '69 F-100 Camper Special.

Jim Ubersox from Shullsburg, WI with a red and white '78 F-250.

Bob & Patricia Haas from Burlington, WI with a blue '52 F-1.

### **Old Business:**

Mike thanked all who donated money towards the prizes given at Dash 25. There were enough donations towards the welder to cover the cost of the welder. Thanks to member Lisa Liskens for her help in making arrangements for the welder. Thanks to Randy Roelke for making and donating the TV stand and thanks to Bruce Horkey for his donation of the complete bed kit.

# The November Meeting Minutes

## **Old Business:**

Mike opened up discussion on Dash 25. He reported that registrations were above and beyond what was anticipated with a total registration of 117 and many of those were day of the show. There were just under 300 people that went through the lunch line. There were some concerns expressed regarding the pace of the lunch line but with use of a vendor for lunch, the vendor is required to serve (portion control).

The process of having a DJ give away the smaller door prizes seemed to work well as it did not overlap into the time used to present trophies. Overall there was only positive feedback on Dash 25.

There was further discussion on making available more styles of shirts and jackets with the club logo. The current vendor who prints our shirts, Leisure Threads would be willing to print logos on a variety of styles of shirts but we would have to provide him the shirts and or jackets to be printed on. Mike and Chris have looked into different brands of work shirts available at local retailers but have found them to be cost prohibitive. Chris encourages members to let her know if they come across a shirt or jacket that they would like printed with the club logo.

## **New Business:**

A discussion was held regarding using Great Wolf again for next year for Dash 26. Mike reported that to have all the arrangements in place on time for Dash 26, the contract would need to be signed sometime this coming January. Following discussion of the pros and cons of continued use of Great Wolf a motion was made by Bob Meyer to pursue a contract with Great Wolf for Dash 26. Seconded by Chuck Rogers. Motion passed.

## **Other Business:**

It was reported in the last newsletter (August) that the Show Me F100's club will no longer be sponsoring a show, however Mike reports that Show Me club member Jim Wagner is going to continue the tradition of the Branson show and will be organizing and hosting his own show with the help of other former Show Me members. This show will be held on the weekend of July 11<sup>th</sup>, 2015 in Branson, Missouri. This new show will be based on somewhat of the same format used by Badgerland F-100's with homemade trophies and a family atmosphere. For those interested in a possible trip to Branson estimated mileage is 660 one way.

Mike passed around a flyer on trouble shooting power brakes and a second flyer listing the upcoming national level shows for 2015.

## **January Meeting:**

No place or time set for the January meeting. The February meeting will be the Christmas party and the Winter Banquet will be in March. No facilities determined yet for those events.

## **Motion to Adjourn:**

At 12:45pm a motion to adjourn was made by Chris Connor, seconded by Bob Annen. All in favor.

After the meeting, we learned how to remove and replace wing vent window glass on a '53-'55 F-100 using Bob & Jane Meyer's '55 as the example. Went well, no broken glass, no scratched paint or bent metal. The Meyers were pretty happy with the results.



## Pictures From The November Meeting



Meeting time.



Here's Bob & Jane's '55 with a 429 and IFS.



Vent window glass removal/replacement time.



# Brake Tech

WHAT TO DO IF YOU CAN'T GET A PEDAL

**If you can't get a pedal PLEASE PERFORM THESE TESTS.**

## **THE MOST COMMON REASONS FOR A POOR BRAKE PEDAL:**

1. The bleeder screws on the calipers are not facing up.
2. The master cylinder was not bench bled or was not bled completely.
3. Defective rebuilt master cylinder with pitted cylinder bore or defective pressure seals.
4. Master cylinder bore size too small for the system volume requirements.
5. Use of a disc/drum master for a 4 wheel disc system.
6. Master cylinder lower than the calipers or wheel cylinders.
6. Lines or components near a heat source.
7. Lines that loop up higher than the master cylinder and then come back down will trap air.
8. Low drag metric calipers without the use of a quick take up master cylinder.
9. No residual valve to rear drum brakes.
10. Drum brake wheel cylinders too large.
11. Silicone brake fluid (it can tend to trap air and cause seals to swell).
12. Rear caliper parking brake / pistons not set properly with a rear disc system.
13. Rear calipers not being bled properly. Most brake problems with four wheel disc cars come from the rear.
14. Improper pedal adjustment with too much free play.
15. Old or inferior quality brake hoses.

## **HOW TO PROPERLY DIAGNOSE A BRAKE PROBLEM:**

If you have very poor brakes, a spongy pedal or no pedal at all you will have to do some diagnostics to determine where the problem is in your braking system. Is it in the master cylinder, the front brakes or the rear brakes? These tests assume that your system is properly installed and bled. Perform these simple tests to find where the problem is. Once you know where the problem is it will be much easier to fix.

1. Disconnect the brake lines from the master cylinder while leaving it on the vehicle.
2. Obtain solid tapered plugs for the master cylinder outlets with the correct thread pitch. These are available at any good automotive auto parts store. You may also use our supplied bleeder kit.
3. Plug the master cylinder outlets. Step on the pedal and hold pressure for about 30 seconds. If the pedal remains firm then the master cylinder is good. If the pedal sinks to the floor then the cylinder is bad.
4. If the master cylinder is fine, connect the line to the front brakes. If the pedal remains firm then the problem is not coming from the front brakes. If the pedal sinks to the floor or is excessively spongy then the problem is with the front brakes.
5. Connect the rear and if the pedal goes bad then the problem is in the rear.

You may also check whether your lack of a pedal comes from the front or the rear quickly this way. If you are sure the master cylinder is good, clamp off the front rubber hoses and try the pedal. If you get a good pedal then you know the problem is from the front calipers. Be very careful not to damage the hoses and try to protect them from damage by placing the hose between something smooth. There is a special tool sold in auto parts stores for this purpose. Try it on the rear if the front is fine.

**IF YOU HAVE A GOOD PEDAL BUT YOUR CAR WILL NOT STOP YOU MUST OBTAIN PRESSURE READINGS AT THE MASTER CYLINDER AND THE FRONT AND REAR WHEELS**

## **HOW TO OBTAIN A PRESSURE READING**

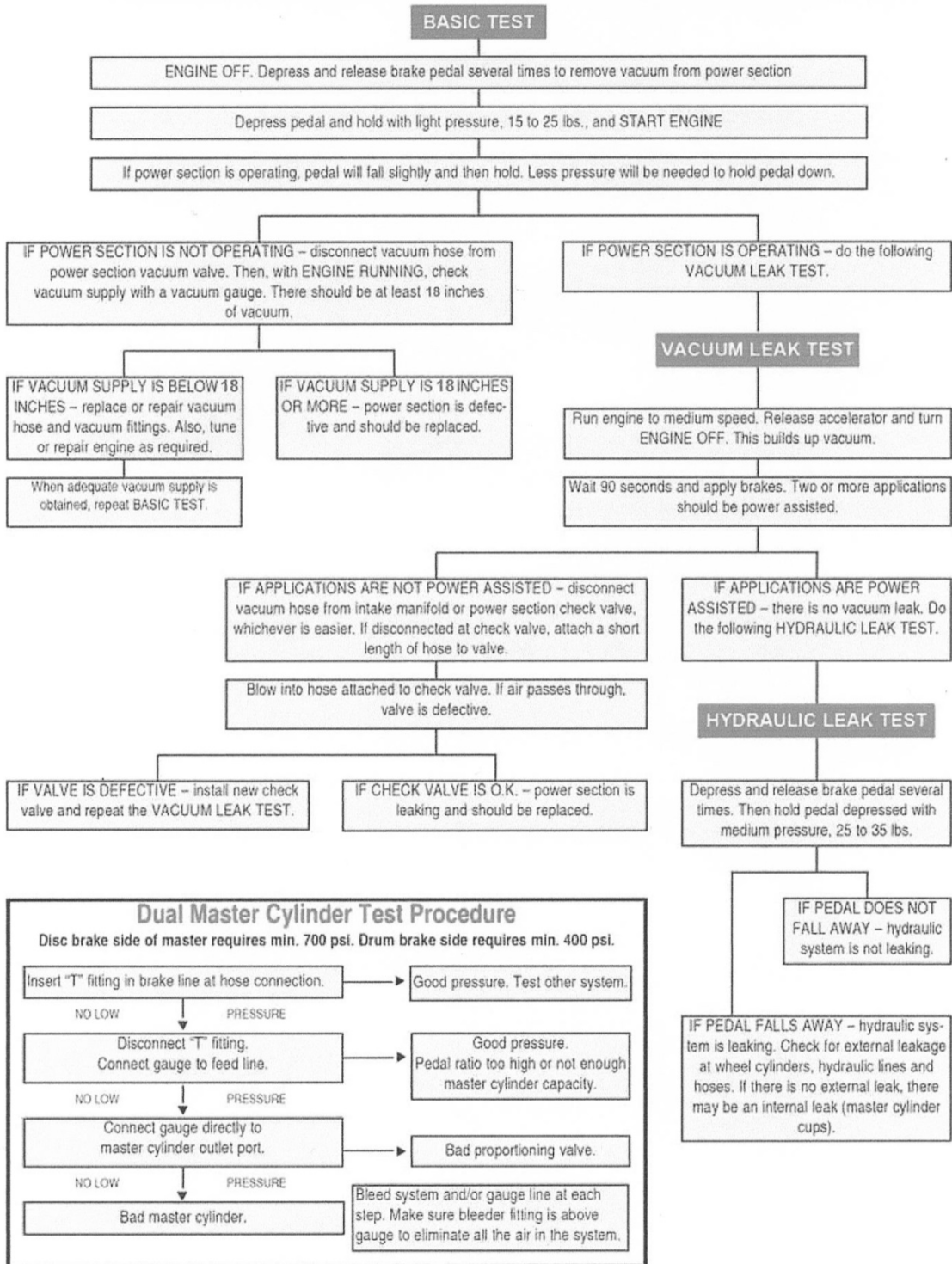
Take your vehicle to a good repair or brake specialty shop. Most good shops will have a pressure tester. Disc brakes minimum pressure: 800 psi. Drum brakes minimum pressure: 400 psi.

\*\*Info borrowed from Master Power Brakes website at [www.mpbrakes.com](http://www.mpbrakes.com)



# Brake Tech

## TROUBLE SHOOTING POWER BRAKES





## For Sale/Wanted

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

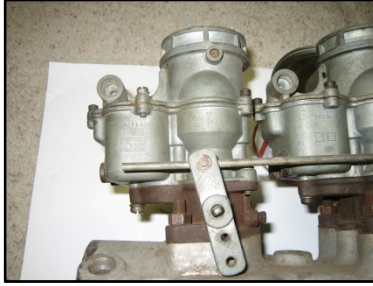
### Wanted

**Wanted:** 1955 F-800 running boards to finish a project. Call Rick Yarger @ (309) 853-6806 (IL)

**Wanted:** Ford Magnum wheel center caps. Call (608) 487-3696 (WI)

### For Sale

#### **For Sale:**



3X2 Edelbrock manifold with Ford scripted carbs for Y-Block motor. Asking \$600.00 or best offer. Call Ken @ (920) 655-2740 (cell) or email [kkim47@yahoo.com](mailto:kkim47@yahoo.com) (WI)

#### **For Sale:**

1968 Ford F100 3speed transmission, manual steering column & steering box.

Call Art @ (262) 652-7370 (WI)

#### **For Sale:**

Polished bed strips with hidden fasteners. Asking \$150.00. Call (217) 899-5667 (IL)

#### **For Sale:**

1956 F-100 one piece glass kit, brand new. Make a reasonable offer. Call (608) 387-9734 (WI)

#### **For Sale:**

1966 Ford F-100 long box, 352 V8, automatic, factory A/C, factory tool storage box, 105,000 miles. Call (920) 285-3470 (WI)

**For Sale:** Steering wheel in good condition for '56 F-100. No cracks, but some wear on finish.

\$25.00. Call Joe Marchiando @ (920) 287-4292 or [josephmarchiando@gmail.com](mailto:josephmarchiando@gmail.com) (WI)

**For Sale:** 1967-79 Ford truck parts, 360/390 FE parts, 2-460 engines.

Call Keith Barth @ (309) 231-3108 (IL)

**For Sale:** Holley 550 CFM carb for 1958-60 Edsel, needs manual choke, original - \$125.00 obo

Call Chuck Rogers @ (608) 575-0426 WI

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

## For Sale/Wanted...continued

### **For Sale:**

53-56 Panel Truck rear door sill  
53-56 Panel Truck wheel opening patch panels  
53-56 Panel Truck rear bumper brackets  
53-55 F-100 roof  
56 1/2 ton rear end  
Steel front bumper with brackets  
53-55 F-100 dash  
53-55 Defrost tubes  
53-55 Defrost deflector  
53 Vacuum wiper setup  
53-56 Radiator valance  
53-56 Door hinges  
53-56 Door inspection plate  
53-56 Running board brackets  
53-56 Frame front cab mounts  
53 3/4ton 8 lug rear end

Other misc. small stuff from parting out a 1953 panel truck and a 1953 pickup.  
Call Greg Schneider for prices and information @ (309) 231-3232 (IL)

**For Sale:** Miscellaneous engines and parts left over from a '56 F-100 project. I have 292's – (3) rebuilders, couple trannys, one 1955 car auto tranny and one 1960 truck 3 speed manual, one complete 460 with a C6 bolted to it, couple of 351W's for rebuilding, 302 heads, extra 460 heads and exhaust manifolds, rams horn exhaust manifolds, couple truck master parts catalogs, restored 1958 WI car plates with metal tags, couple sets of Ford truck wheels, one set chrome, and many boxes of other small parts. Call Bob Ward @ (414) 423-0069 (WI)

### **For Sale: 1953-72 Ford F100-350 Truck Parts:**

1953-56 F100-350 (1) Upper valance-\$25  
1956 F100-350 (2) fuel pumps (glass bowl)-\$20 each  
1956 F100-350 Fuel tank in like new condition-\$50  
1956 F100-350 Hood hinges-\$15 each and misc. small parts-ask  
1957-64 F100-350 Ford truck NOS 292 Y-block cam shaft – year unknown-\$50  
1961 F100-350 NOS grille in factory primer-\$175  
1961-63 F100-350 NOS Uni-body rear tail light lenses-\$75  
1965-66 F100-350 painted front bumper-\$50  
1968-72 F100-350 nice Sport Custom door panels complete with arm rests and door handles (green)-\$125, rear window glass-\$10, rear window chrome-\$75, heater box assembly with good heater core-\$75, and misc. small parts-ask. Many small NOS truck parts-just ask.

Call Rick Pribbenow @ (608) 576-3891 (WI)

## For Sale/Wanted...continued

**For Sale:** 1995 T-Bird donor car, 4.6V8, A/T, independent rear suspension, aluminum wheels, nice tires, runs great, drives but has front damage \$1,250.00. 1995 Chrysler LHS, really nice car w/bad 3.5 motor \$750.00. 1987 Dodge full size van, rebuilt transmission, 318 V8, nice tires \$800.00. Ford Y Block, 351C-runs but s/b rebuilt, 3.0 V6 from a Taurus, 317 Lincoln Y Block. (4) F150 Aluminum take off wheels, Bally World Cup Soccer game-coin op., AMI 200 selection juke box w/records, Harley Davidson tank and fenders plus wide front to fit 1982 FXRS or?-all new H.D. Call Bob Last @ (920) 386-4748 (WI)



**For Sale:** 1972 Ford F-100 Custom originally from Oklahoma. Odometer reads 66,300 which are actual miles (miles will be added as truck gets driven). Has had a body-on restoration. Body is rust free and was completely refinished, re-painted and rebuilt by previous owner. Paint has its share of blemishes and is not perfect but a real nice looker. It has a .30 over 460 Lincoln Mark IV motor (rebuilt with approximately 8K per former owner) backed by a C6 automatic transmission (also rebuilt with approximately 8K per former owner) and 9" Lincoln Mark IV rear end with 2:75 gears (great cruising gears). This F-100 has 4 wheel power disc brakes, power steering and add-on A/C that is nice and cold. Interior is all redone in nice custom red cloth, seat, door panels, headliner and carpet. It has been lowered professionally 5" in front with dropped beams and 5" in the rear with flipped axle on top of leaf springs with a C-notch professionally done in the frame. It also has aluminized dual exhaust w/smithy's along with brand new 15" American Racing Torque Thrust II polished wheels on brand new Cooper Cobra Radial GT tires, LED tail lights, third brake light, tinted windows, Grant steering wheel, door poppers, frenched power antenna, hidden hitch (behind license plate, Pioneer CD stereo and re-located fuel tank. Recently added were a new battery and new fuel pump. This truck is straight and clean and has driver quality paint and is ready to drive anywhere. Asking \$12,500 or B/O.

Call Rick Pribbenow @ (608) 576-3891 (WI)

**\*\*Please remember to do business with the vendors who support the Badgerland F-100 Truck Club year after year.**

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Badgerland F100's Truck Club and "Dash to the Dells 25 & 11<sup>th</sup> Unofficial Panel Nationals"



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Upgrade 1951 Truck to a polished A-arms, power 6A-1 shocks, manual rack, new springs, new shocks, and big brake kit. Trade in NO comparable cost!



**Stage 4**

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- 1941-44 Studebaker Trucks
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- 1935-37 Chevy/GMC Trucks
- 1925-35 Ford Trucks
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Weld-in cross member kit drops the front 4"-8" without ground clearance issues and narrows the front track by 3" for wider tires. Hub-to-hub kit includes our polished stainless a-arms, manual rack & pinion steering, new springs, shocks, and a big-disk front brake kit. For 1957-70 Ford trucks.

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Thread size x length

available:

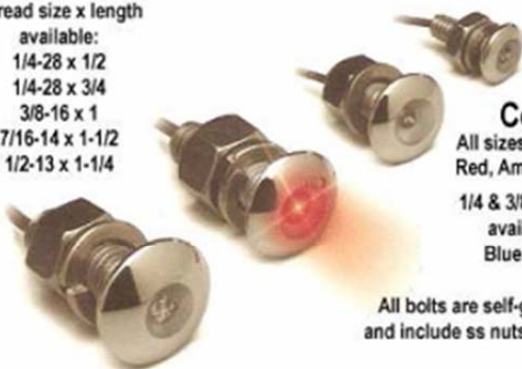
1/4-28 x 1/2

1/4-28 x 3/4

3/8-16 x 1

7/16-14 x 1-1/2

1/2-13 x 1-1/4



**Colors**

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1/4 & 3/8 sizes also  
available in:  
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All bolts are self-grounding  
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Universal bolts (without carriage)  
available in 1/2 x 1-1/4"

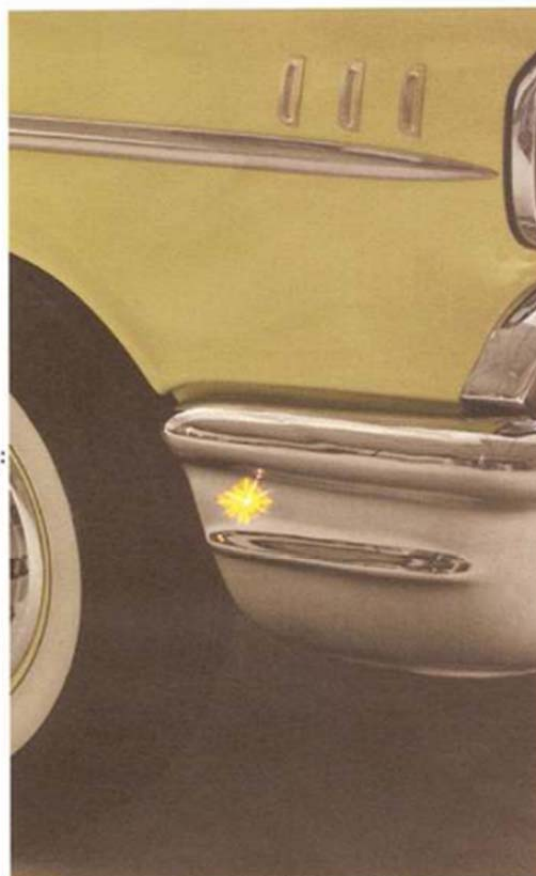
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