

# F at F enders F lyer

**JULY 2017**



**Badgerland F100's Truck Club**

**Honoring trucks from 1948-1972**

**The Club Website is:** [www.badgerlandf100s.com](http://www.badgerlandf100s.com)  
**Facebook Page under:** Badgerland F-100's Truck Club

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**From the Editor:**

The newsletter **needs your contributions** to make it interesting and informative for all our members. If you have a truck project, photos, or a "how to" article you would like to share, please send it the editor. Also, send for sale or want ads, car/truck show dates, birthdays or events to the newsletter editor. Try to get them to him before the 1st of the month so they will be in that month's newsletter.

Chuck Rogers, 48 N. Madison St., Evansville, WI 53536 or email them to [clrogers@charter.net](mailto:clrogers@charter.net)

## Club Meetings/Functions:

**There was no June meeting so there are no minutes.**

**July Meeting:** The next meeting will be on July 22, 2017 at Benson, Illinois, at the home of Scott & Nola Jackson.

Their address is:

102 Front St

Benson, IL 61516

Lunch and meeting to start at noon. Food will be provided. Bring your truck, chairs, drinks and a swimming suit if you want to enjoy their pool.

Save August 19th for the August meeting which will be held at Lake Joy Campground in Belmont, Wisconsin hosted by Roger & Barb McDermott. More info to follow in the next newsletter.

**August Meeting:** McDermott's will host on August 19th at Lake Joy Campground in Belmont, Wisconsin. More info to follow in the next newsletter.

**THE INDEPENDENT SYNDICATE** is the hub of the mid-west, bringing you only the best independent, traditional, hot-rod and cycle shows. Mark your calendar for all these great, pre-1965, traditionally-built-and-driven car and cycle shows.

FOR MORE GREAT SHOWS AND UP TO DATE INFO  
**INDEPENDENTSYNDICATE.COM**

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**VINTAGE TORQUE FEST** May 5-6 | Dubuque, IA | [vintagetorquefest.com](http://vintagetorquefest.com)  
**BEATERSVILLE** May 28 | Louisville, KY | [beatersville.com](http://beatersville.com)  
**THE SCRAP DRIVE** June 10 | Belvidere, IL | [thescrapdrive.com](http://thescrapdrive.com)  
**PISTON JAMMERS CC PANTY RAID** July 29 | Lambertville, MI | [pistonjammers.com](http://pistonjammers.com)  
**OSH KOSH SHAKEDOWN** Aug 11-13 | Osh Kosh, WI | [oshkoshshakedown.com](http://oshkoshshakedown.com)  
**RELIX RIOT PRESENTED BY RELIX CC** August 18-19 | Hickory Corners, MI | [gilmorecarmuseum.org](http://gilmorecarmuseum.org)  
**17<sup>TH</sup> ANNUAL CHEATERAMA PRESENTED BY CHEATERS CC** Aug 26 | Milwaukee, WI | [Facebook.com/CheatersCarClubMilwaukeeWI](https://www.facebook.com/CheatersCarClubMilwaukeeWI)  
**GREASERAMA PRESENTED BY LOS PUNK RODS** Sept. 2-3 | Tracy, MO | [greaserama.com](http://greaserama.com)  
**MISSISSIPPI MAYHEM** September 8-9 | West Salem, WI | [mississippimayhem.com](http://mississippimayhem.com)  
**IRON INVASION PRESENTED BY HELPING HANNAH'S HEART FOUNDATION** Oct 7 | Woodstock, IL | [ironinvasion.com](http://ironinvasion.com)  
**RETRO REWIND INDOOR TRADITIONAL CAR/CYCLE SHOW** Jan 6 | 2018 | Dubuque, IA | [RetroRewindDubuque.com](http://RetroRewindDubuque.com)



### Birthdays:

#### July

7/14 Don Witte  
7/14 Vanessa Blanchard  
7/14 Crystal Mundt  
7/19 Vickie Kmetz  
7/24 Dave Farmer

#### August

8/03 Floyd Johnson  
8/06 Linnae Meysembourg  
8/23 Julie Farmer  
8/30 Robert Last

#### September

9/07 Rick Yarger  
9/13 Tonilynn Roberts  
9/14 Paul Zeien  
9/14 Bob Roberts  
9/17 Lisa Yarger  
9/10 Kim Federer  
9/19 Jewel Tolvstad  
9/19 Mike Tolvstad  
9/30 Kim Slezak

# Dash To The Dells 28

## WE NEED YOUR HELP TO PUT ON ANOTHER GREAT SHOW!!!

**The show cannot happen without your help!!!!!!**

*Please call Mike or Chris Connor at 608-274-6257 to volunteer.*

### Volunteer Schedule

#### Registration Table (2 people each time slot)

9am-11am FRIDAY \_\_\_\_\_  
11am-1pm FRIDAY \_\_\_\_\_

9am-11am SATURDAY \_\_\_\_\_  
11am-1pm SATURDAY \_\_\_\_\_ )  
(Registration handles door prizes on Saturday)

#### Door Prize Table

9am-11am FRIDAY \_\_\_\_\_  
11am-1pm FRIDAY \_\_\_\_\_

#### T-Shirt Table

9am-11am FRIDAY \_\_\_\_\_  
11am-1pm FRIDAY \_\_\_\_\_  
9am-11am SATURDAY \_\_\_\_\_  
11am-12 pm SATURDAY \_\_\_\_\_  
12 pm-1pm SATURDAY \_\_\_\_\_  
1pm-2pm SATURDAY \_\_\_\_\_  
2pm-3pm SATURDAY Dennis Wejrowski

#### Valve Cover Racing

Setup/Teardown \_\_\_\_\_  
Run Races Chris Lemke/Megan Connor

#### Kids Games/Kids Hot Wheel Races

Jean Hilgers  
\_\_\_\_\_

#### Direct Parking/Check window stickers

Show parking SATURDAY morning 9-11am Dick Lemke 11-1pm \_\_\_\_\_ 1-3pm  
\_\_\_\_\_

#### Food – Saturday

Take Tickets \_\_\_\_\_

#### Saturday Clean-up After Show/ Load Trailer

\_\_\_\_\_ Mike & Chris Connor

#### Thursday Setup

Mike & Chris Connor  
\_\_\_\_\_  
\_\_\_\_\_

#### Friday Night Show setup

Mike Connor \_\_\_\_\_  
\_\_\_\_\_

#### Saturday Morning-Move Registration

8am-9am  
Mike & Chris Connor  
\_\_\_\_\_  
\_\_\_\_\_

#### Baggo Tournament

Wally Zeien  
\_\_\_\_\_



# What Are You Working On?

## Changing Rear Axles on a Ford 9" – Mike Sonn

Ever since my truck was “stubbed” over 20 years ago, one of the things that always bothered me about my truck, is the staggered bolt pattern between front and rear. As noted in my previous article with the Wilwood Disk Brake install, my front suspension is from a '79 Malibu, and has a 5x4.75" GM bolt pattern. The rear axle was from about a '64 F-100, so it still had the 5x5.5" Ford truck bolt pattern. Unfortunately, wheel options are limited for the size, so it was time to change. The Wilwood brake upgrade in front required new wheels to clear the calipers, so now the back must match!

The first order of business is to research what others are doing in a similar situation. That is, do I change the rear axles for a new bolt pattern, or drill axles and drums that I have. Google my friends, is your friend. After lots of online reading, and then searching out someone local that could re-drill them, I ran into dead ends. Apparently these days, people just send them off to Currie Enterprises, as the holes need to be indexed, and drilling without a proper setup, seemed cobbled at the least, and unsafe as a worst case scenario. Nobody locally wants the liability of re-drilling axles.

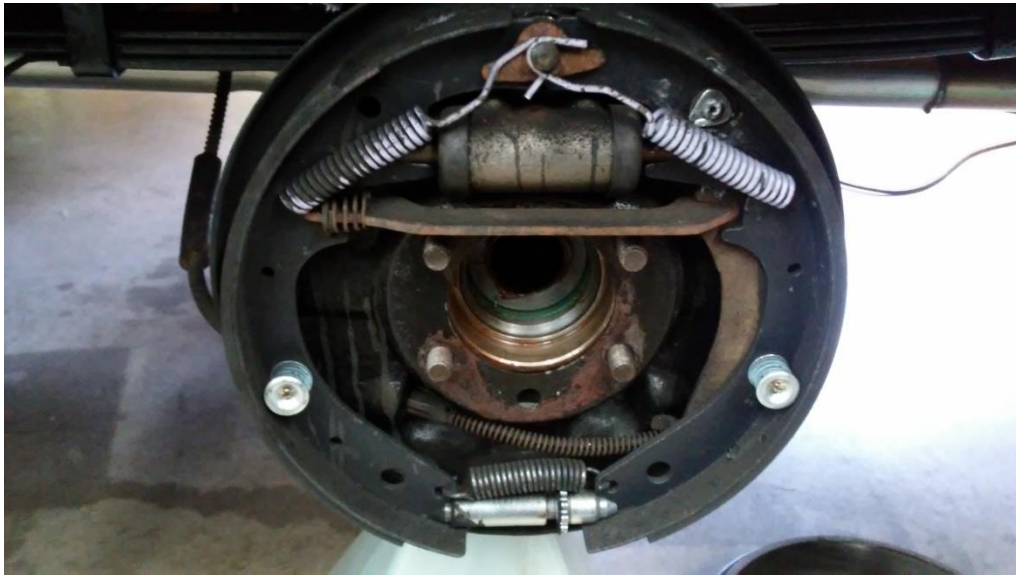
After some more internet reading and head scratching, it came down to two options. Drill what I have or order new. Since my 9" has access holes for the axle retainer plate bolts, drilling in the axle flange for a smaller bolt pattern, also meant paying for that hole to be plug welded before new hole could be drilled, and then re-drilling the access hole in a new location, once the stud holes were done. Considering the cost to alter my existing axles/drums, the hassle of shipping big, awkward, oily parts, plus having my truck on jack stands for weeks, I decided to go with new, Strange axles.

First step was to disassemble and remove the rear axles to get some measurements.

Here's where I started. Yes Virginia, THAT is a rear-end.



Once I had the brake drum off, I was able to remove the axle retainer plate, and pull the axles. Here you can see the four bolts that hold the axle plate.



The previously mentioned access hole is obvious below. The axle is rotated to allow removal of each of the four nuts from the bolts shown above, before the axle is pulled out from the housing.



At this point, I could gather the requested dimensions from the order form, by using this as a guide: <http://www.strangeengineering.net/forms/axle-order-form/> Next step, give the guys at Strange a call.

Unlike the TV shows, about a week later, this arrived. While I'd love to advertise and get these for free, I can assure you, they were not.



Two shiny axles, like the ones on the left, were inside. I ordered them drilled with access holes and the bearings pressed on. A comparison of diameters is shown. These axles have sealed bearings, so the axle seal in the housing is removed before the axles are installed.



I bet you're thinking, "Holy crap, the bearings are pressed on, and there is no retainer!" Not to worry...



The axle retainers look like this, and hold the axles in nicely:



Now you must be thinking, “He still has brake shoes on there, how the heck are the drums going to fit that new bolt pattern?”

Well folks, check out this neat drill guide I found at ***Rotten Leonard's Jalopy Shop***:





Basically, it's a hole indexer, designed to create either 5x4.5", or 5x4.75" bolt patterns, on an axle or brake drum currently drilled for 5x5.5". The smaller guide is the pilot hole and the larger guide is the stud size. The red capped guides are for the 5x4.5" pattern I didn't use.

First, I put one of my old axles in the bench vice, placed the drum, and then the drill guide on the studs, and secured with three lug nuts. The guide was oriented each time so the pilot guide tube, and then the stud guide tube, were aligned with the access hole on the axle. This way, I could drill straight through the drum face each time. Lots of oil was used to keep the bits cool and sharp. Here is the setup:



I had two drills setup, one with each size bit. I'd drill the pilot hole, remove the lug nuts, rotate the guide one stud hole, then drill the lug hole, and repeated this for each new stud hole. After each lug hole was drilled, I also rotated the drum one lug, so the new hole was always lined up with the access hole in the axle.

When I was done, it looked like this:



After degreasing the drum, I test fitted as shown. Then I painted the drums/holes to prevent rust and installed them.



And I am completely blown away with how these new wheels look, now that there is a lug pattern to match! The tires were just mounted and still needed to be cleaned of the mounting goo, but it's a winner in my book. Just maybe rear disks are next...



Stay thirsty my friends, and never stop improving your truck!



## Pictures of Shows, Etc :



Midwest F-100 Nationals – Clear Lake, IA



Quaker Steak & Lube Cruise Night



Back to the 50's Car Show - St. Paul, MN



Ozark Mountain F-100 Run – Branson, MO



At the Winter Banquet, Bruce Bordner 's truck was voted the Truck of the Year. As he lives in Indiana, he doesn't often make it to this event. Since the trophy itself was too big to haul along to Branson, MO, where Mike and Chris Connor met up with him, they gave him a nice picture of the trophy to hang on to instead. Congrats, Bruce!



## For Sale/Wanted:

**For Sale:** 1956 F100 parts - I have a polished stainless front bumper, new, never used. Paid \$400 from MID-FIFTY asking \$300. Hood - needs work (ask), in primer \$100. [chrislemke96@gmail.com](mailto:chrislemke96@gmail.com)

**For Sale:**

### TIRES and WHEELS FOR SALE



2 – P215/75R15 BF Goodrich T/A 8/32" tread, no cracks, no plugs, mounted on 8" x 15" Diamond Wheel 10 hole steel wheel - black. Wheel fits 5 x 4.75" bolt circle and has 4" back space with 3.25" center hole. Comes with generic chrome metal center cap. Asking \$75/OBO for pair.

2 – P235/55R17 Continental Touring Contact AS 7/32" tread, no cracks, no plugs, mounted on 8" x 17" Cragar Soft 8 (hole) steel wheel - silver. Rims are two years old. Wheel fits 5 x 5.0" bolt circle and has 4" back space with 3.125" center hole. Comes with Cragar chrome metal center cap. Asking \$125/OBO for pair. Photos are available. If interested, call Bob Kulinski at 262-542-6823

**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:** 1967-79 Ford truck parts, 360/390 FE parts, 2-460 engines.  
Call Keith Barth @ (309) 231-3108 (IL)

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

## For Sale/Wanted continued:

**For Sale:** 1965 Mustang 2bbl manifold w/carb, Mustang 3 speed transmission, rebuilt 327 w/Dart heads, rebuilt Chevy 350, used 350, custom oak running boards & 2 NOS inner fenders for 1953-1956 F-100, 1964 Olds Starfire (all or parts), rebuilt Olds 350, Olds 305 V8 w/transmission, 1968 Nova subframe and 10 bolt rear ends (posi & open). 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)

### 1953 Ford F-100 ½ Ton

Pick-Up Truck. Many original mechanical components including original Flathead V8 engine (239 cubic inch V8, Factory 96 hp), 3-speed manual, dual side mirrors, signal lights, 3.92 rear differential gear ratio, 16" wheels, chrome trim rings, two tone upholstery (reupholstered). Odometer reading is 8,630 miles (no verification). Rust-free body and chassis. Sea foam green. Asking \$23,000. Was a show truck for past 9 years. Contact Al at (262) 782-0219, New Berlin, WI.



## Wanted:

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

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

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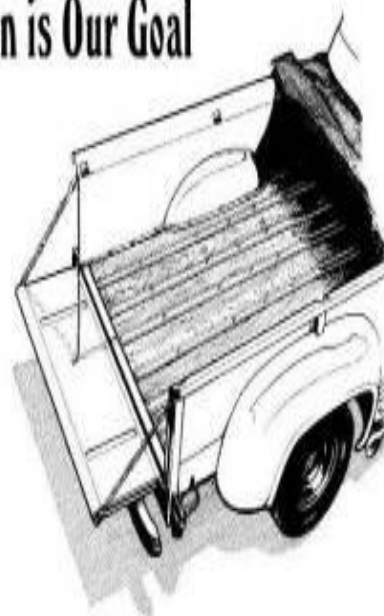
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