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OCTOBER 2017



Badgerland F100's Truck Club

Honoring trucks from 1948-1972

The Club Website is:

www.badgerlandf100s.com

Facebook Page under:

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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

Club Meetings/Functions:

SEPTEMBER MEETING:

The next meeting is on Saturday, October 21, 2017 hosted by the Roelkes and the Farmers. We will be starting early as we are going on a cruise. Meet at the home of Diane & Randy Roelke at S 8222 Dale Rd, Loganville, WI 53943, which is north of Spring Green, WI. **Meet between 10-10:30 AM.** Make sure you have a full tank of gas! We will probably be in the "sticks"--- not to mention Randy is in the "sticks"! Call if you need directions, 608-544-3030.

After the cruise, Dave & Julie Farmer will be providing Lasagna, bread, and salad. Randy has plenty of chairs and tables so just bring yourself, your "ride", drinks, and anything else you want to add to the meal.

Sounds like a good time and we should see some color out there on the trees.

From the Prez:

Dash to the Dells 28 was a great success. Awesome weather for our cruise and show days! Great turnout with 124 Registrations! Chris and I want to thank all the club members who volunteered their time to chair a function of the show, volunteered to work for the various jobs that needed to be handled, or just plain helped pitch in wherever needed. This show couldn't go on without all of you. We continue to get many compliments and emails from folks after the show that this is one no one wants to miss. It's not just the awesome trucks that are there to see, the cruise, the games, the music, the trophies, the food, or the nighttime truck talk that makes this show so great, but continues to be the fun and friendly people, and the friendships that have been made over the years. People look forward to this every year. It's amazing to hear people attending for the first time say they have never been to a show like this before—it's so well organized and really, truly fun and they will surely be back!

We were also glad to see so many younger people continue to enjoy our hobby by bringing trucks or attending the show this year. They are our future!

While October means there isn't much time left to do some cruisin in the truck, it also means that you should definitely attend the next meeting to have some fun with us before it's too late. See you there.

Mike Connor

What Are You Working On?

Mike's 49' F1 Project - By Mike Tolvstad



My project started in 2015 when after 8 years of owning a 2008 Mustang convertible I decided that it was time to look for a retirement project to keep me occupied. I had done a number of upgrades to the Mustang over the years and really enjoyed working on the Mustang and taking it to car shows. I always enjoyed the old trucks that I saw at the shows and decided that a truck would be my next project.

In July 2015, I was doing my usual evening check of craigslist when I noticed that someone had posted a 49' F1 for sale in the Rhinelander area. I grabbed the phone and called the number shown and got a surprised reaction from the individual on the other end of the line. He commented that a friend had posted the ad for him not more than 15 minutes before my call. After a short conversation, I realized that Ken lived about 10 miles from me. I told Ken that I would be there right after work the next day.

The workday seemed to drag on forever and I was concerned that I would get there and Ken would tell me that he had sold it to someone else. When I pulled into his driveway I did not notice any fresh tire tracks in the sand and felt much more positive about my chances. I found Ken in his garage and introduced myself. Ken explained that he had pulled the truck out of the trees earlier that day and my heart sank. We have all seen the pictures of the vehicle with the tree growing through the floor boards and out the windows.

We drove down the two-rut road through the pines and there she was, lots of patina, no box floor and a couple of windows missing, she was beautiful. The flat head six was froze up tight but the frame was solid. The doors opened and closed with equal spacing around the doors. The seat was shot, there was a bullet hole in the back window and tin screwed to the floor boards, perfect. Did I mention that there was no title? After a short conversation, I agreed to pay his \$1,800 asking price and said I would be there the next evening to pick it up. In my defense, there were two late 30's Plymouth pickups sitting next to my 49' that weren't nearly as nice. The next night I was there right after work with a friend trailer and Ken pushed the truck onto the trailer with his tractor. The 49' was now mine, all mine.

Getting a Bonded Title

I have always been smart enough in the past to avoid a vehicle with no title so this was new territory for me. I went to the DMV website and learned what I needed to know about Bonded Titles.

The first thing was to recreate the history of ownership, so back to Ken's house for his part of the history. Ken explained that he had acquired the truck from a co-worker while cleaning up scrap metal her father had accumulated on a property she and her husband had purchased from her father. There was so much scrap

What Are You Working On? Continued

metal that it took a couple of days work to realize that there was a truck amongst all the other metal. Ken said that he had moved the truck to his property about 18 years earlier. Ken provided me with the name and address of his ex-coworker Gina.

I Introduced myself to Gina the following night and explained that I had purchased the truck from Ken. Gina was surprised as she thought that Ken had junked the truck long ago and that she and her husband had talked about restoring the truck prior to Ken “junking it out”. Once again, I had that sinking feeling in the pit of my stomach. The good news was that they were still deer hunting buddies with Ken and actually hunted on his property. Gina’s deer blind is about 100 yards from where the truck was parked all those years. Gina explained to me that the truck had belonged to one of her uncles and that they had moved the truck to her father’s property in 1976. She told me that the truck stopped running when they were and that is moving it and they had to tow it part of the way. They pushed it into the trees along with a lot of other farm equipment and there in sat until Ken found it over 20 years later.

So, with the history, pictures of the truck and an insurance bond for \$4,250 I sent my request for a title to DMV. I received a bonded title form DMV about two months later.

The planning stage

I knew I wanted a driver. Something that I could take on a trip without worrying about whether the truck would start and run safely. I spoke with a friend that works in an engine shop and his advice was to ditch the flat head six and three on the tree and replace it with a newer engine and transmission. I found a 4.0 V6 and a 5 speed auto out of a 2007 Mustang on Craigslist. I also got the wiring harness, fuse box and brain boxes out of the Mustang.

The next decision was the frame. I looked at the cost of a Mustang II front end, rear end, brake system, fuel tank and other costs and determined that the old frame was not the best way for me to go. I believe that Rick Pribbenow was the person that mentioned to me that there were after-market frames available. I was hoping to find someone that was modifying Ranger frames so I could stay true to Ford but, everything I found was a new fabrication or a modified S10 frame. In the end, I purchased a modified S10 frame from EZ Chassis.

Probably the best advice I have received was from Mike Connor’s at last year’s Dash to the Dells. I was talking about what I was thinking of doing with the truck and he asked me if I was going to restore it to original and I said no I wanted a driver. Mike then pointed out that I was building a hot rod and there are no rules, do whatever you want. You can’t believe how easy that comment has made my decisions on my truck build.

My build progress

I retired last September and started working on the truck. I have removed the body and I am working on repairs to the small body panels. I can’t believe how many dents there are in an old farm truck with less than 30,000 miles. The cab is at the body shop getting new cab corners and door bottoms. I hope to get it back sometime in September. I have ordered fiberglass fenders as the old fenders would have cost more to repair than new fenders.

I have installed the engine and transmission in the new frame and I had a drive shaft made to hook up to the Explorer rear end that came with the frame. The engine mounts were a real pain. I ordered mounts that should have fit the engine perfectly. They were not even close so I made a plate the fit the engine and welded

What Are You Working On? Continued

the mount to that. The frame side wasn't any easier as I had to modify the mount from the S10 4.3 liter to my mount.

Things that I have learned

I have learned that the welding skills I had 45 years ago no longer exist. How much I remember from my father who was a Ford mechanic. How many of his old tools that I still have work just fine. And how much gratification I get out of working on a project like this.

Birthdays:

October

10/12 Audrey Maloch
10/19 Marlene Rogers
10/21 Charles L. Rogers, Sr.
10/24 Bruce Wilking
10/27 Mark Favor

10/28 Mark Kmetz

November

11/02 Leni Bitter
11/15 Jan Guthrie
11/18 Buck Guthrie
11/22 Nola Jackson
11/24 Lisa Linskens
11/27 Deborah
Kragenbrink

December

12/03 Bob Kulinski
12/12 Leah Lemke
12/12 Paul Hilgers
12/14 Ken Williams
12/14 Sonia Redmond

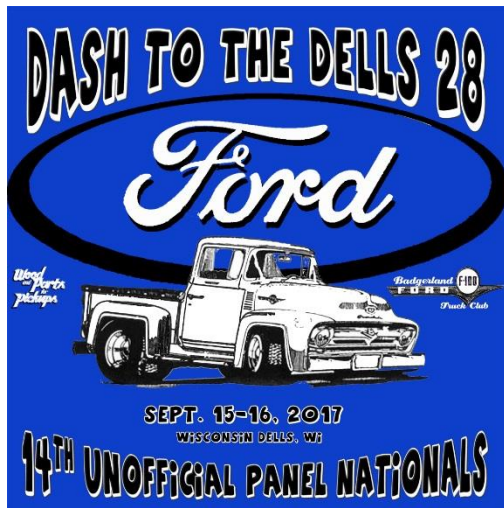
12/21 Mike Connor
12/21 Mike Fisher
12/21 Ruthanne Fisher
12/24 Tom Redmond
12/27 Ladena Livingston
12/29 Greg Masters

New Members:

Welcome new members Kevin & Lisa Brockman from Somonauk, IL and joined Sep. 1, 2017. They have a 1960 F-100 Styleside that they call "Lil Red" that has been in more than 30 states. They also have a 1966 F-100 Custom cab and a 1959 F-100 4x4. Kevin is working on the '59 right now.



Dash to the Dells 28 Highlights:







For Sale/Wanted:

For Sale:

TIRES and WHEELS FOR SALE



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/Wanted Continued:

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.

chrismke96@gmail.com

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: 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)

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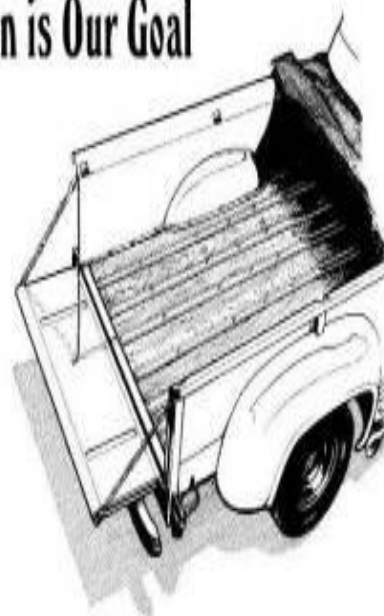
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- 1928-59 Ford Trucks
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