

# F at F enders F lyer

NOVEMBER 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

**President:** Mike Connor – 2315 S. Syene Road, Madison, WI 53711  
Phone (608) 274-6257 [mikesfine56@gmail.com](mailto:mikesfine56@gmail.com)

**Vice President:** Mike Sonn - 4804 McKenna Road, Monona, WI 53716  
Home (608) 221-3524 [fatfenders@sbcglobal.net](mailto:fatfenders@sbcglobal.net)

**Secretary:** Jean Hilgers - 2411 Church Street, Cross Plains, WI 53528  
(608) 798-4331 [goeers88@gmail.com](mailto:goeers88@gmail.com)

**Treasurer:** Chris Connor – 2315 S. Syene Road, Madison, WI 53711  
Phone (608) 274-6257 [mikesfine56@gmail.com](mailto:mikesfine56@gmail.com)

**Newsletter Editor:** C.L.Rogers, Sr. 48 N. Madison St., Evansville, WI 53536  
Phone (608) 575-0426 [clrogers@charter.net](mailto:clrogers@charter.net)

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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:

## **OCTOBER MEETING:**

The 10/21/17 meeting at the home of Randy & Diane Roelke was called to order at 2:04 pm by Mike Connor, President. 16 members and 8 trucks present. 7 trucks went on the cruise before the meeting.

**Vice President's Report:** The Dash happened. We had over 95 trucks and about 15 various other makes and models. – Chris Connor added we had 124 total registered.

**Secretary's report:** Motion made by Dave Farmer to accept the August minutes as published, 2<sup>nd</sup> by Randy Roelke, motion passed.

**Treasurer's report:** Chris Connor gave the financial report.

**Membership Report:** Chris Connor reported new members:

Bill Schmidt from Shiocton, WI re-joined at the Dells with a '56 Ford

Jim Haas re-joined at the Dash from Reedsburg with a 1953 F-100

Kevin Brixen from Eau Claire also joined at the Dash with no truck listed.

Bruce Michalski from Stevens Point with a 1951 F-1 joined at Dash 28.

Membership of Club: About 75 families

## **Dash to Dells 28 2017 Discussion/Review:**

Chris Connor reported that financially, the Club came out ahead due to selling much of last year's merchandise. (Thanks Randy Roelke for your expert salesmanship). Between last year and this year's Dash, we have about broken even.

Mike Connor asked for feedback on the good and the bad of Dash 28. Under the good, everyone seemed to enjoy the cruise with 64 vehicles, there was 124 registrations, and people liked the blue T-shirts. Under the bad, we ran out of T-shirts (good & bad since we don't have any left to sell, but some people didn't get one). Trailer parking in the show took up needed space for show trucks. Also mentioned again was the junk sitting by the Great Wolf in the end of the parking lot, and some newer cars parked in the show.

DJ –Discussion followed on everyone's thoughts on the new DJ. Comments were that he seemed to do a good job, good attitude, good variety of music, couldn't be heard on far ends of show, but a little loud in the center, he was a bit more expensive than what originally thought, but seemed like most people liked him. It was suggested that we come up with some truck trivia for next year. If you have any thoughts or suggestions, please let one of the Club officers know. Randy was thanked for getting the DJ.

A question was raised about parking newer vehicles in a different area? There were mixed feelings about that, because people like to park by their friends. Some others didn't like a new vehicle parking by them. This would be hard to control. We decided not to take action on that item at this time.

More discussion continued about the clean-up of the end of the parking lot so that there is more room for trucks, Baggo and Kids' games. There were concerns raised about non-show vehicles and trailers parked there, that some of the stuff was a safety hazard, and that we were getting short on space. Someone selling a frame on a trailer took up a lot of space.

# Club Meetings/Functions Continued

It was suggested that we bring up the Great Wolf junk with the hotel when discussing a new contract for next year. We also need to enforce the trailer parking to be down below the show, and not allow non-registered vehicles in the show area.

Great Wolf – We had some great customer service from maintenance and banquets this year. Ryan was a great rep in banquets & events, Scott took care of the garbage and made sure it was changed, Jessica is our sales person and did great and continues to do so.

T-shirts – We had 100 T-shirts this year which is about 20 more than we had been getting, but we didn't buy sweatshirts because we had so many left from last year. Chris Connor mentioned it is hard to predict how the sales will go. Weather was warmer this year and they were a different color, plus there were no other types of shirts with the Dash 28 logo, which most likely generated more interest in the T-shirts. However, we did sell the majority of the old shirts because of this. Someone asked if we could get more t-shirts printed. Chris explained that we need to order 100 shirts to waive the screen charges, so to print just a few would be quite expensive.

Mike Connor thanked everyone who helped with everything from set-up on Friday to clean up on Sunday. People stepped up to help when needed, and it was very much appreciated. Club Chairs were also thanked. Mike shared some thanks from a couple of show attendees that had mechanical issues. Several Club members jumped in to help these people get their trucks back on the road. Thank-you pictures were available at the meeting (in or out of frames) for door prize donations.

## **Old Business:**

There was a discussion again about interest in Club logo t-shirts and exactly what we would want on them beyond the Badgerland logo. To avoid set-up costs, minimum order is 100 shirts. Cost could be nearly \$1000, but entire cost would be recouped as shirts are sold. Suggestion was blue t-shirts with bigger Badgerland logo on the front. We will ask for feedback and interest in the next newsletter, so we can get going on this. This will also be discussed at upcoming meetings to gauge interest, and determine specifics with the shirts.

## **New Business:**

### **Dash 29 2018:**

Dash 29 is the 15<sup>th</sup> Unofficial Panel Nationals. Mike indicated that since this is the 15<sup>th</sup> Unofficial Panel Nationals, that he would like to recommend that we do something special for panel trucks. Perhaps we could have special parking or have a special photo of the panels together. It was also suggested that we might want to do something more special for awards for a panel.

**Great Wolf Contract for 2018:** Chris Connor indicated that she had given the hotel feedback after the show and asked for a proposed contract for 2018. The hotel is offering the same room rates, amenities, and gift card as we had this year, but they added additional rooms available in our room block. Instead of 160 room nights they have included 193 room nights. They previously required us to fill 80% of that or we had to make up the difference. After negotiating more with the hotel, Chris said they brought that sold room night point down to 66%, so that it in effect was the same requirements as before. They also have different room types in the block such as: Double Queen w/Sofa, Double Queen, Luxury King Suite, Family Suite with Fireplace, and a couple of handicap rooms. Obviously, there are only a limited amount of specialty rooms, but they are all still at the \$109.99 rate per night, or 3/night stay at \$103.99/night. Adding more rooms up front, will help with not running out as we get



## Club Meetings/Functions Continued

closer to the show. Several people suggested talking to the hotel about their junk in the parking lot in conjunction with negotiations. It was also mentioned that as a last resort we could offer to have a work day to help them move some of the stuff off the parking area before the show. Chris will talk to the hotel. Motion made by Dave Farmer to accept the Great Wolf contract, 2<sup>nd</sup> by Randy Roelke. Passed unanimously.

**Chairpersons for Dash 29** – Mike asked if there were any volunteers for Chairpersons for Dash 29. The following chairs were filled: Trophies - Rick Pribbenow, Registration - Theresa Sonn, Kid's games - Jean Hilgers. Randy Roelke also already volunteered to work selling T-shirts from 9-11 on Saturday!

### **Dash 30 in 2019:**

It was brought up that we might want to think about a **"giveaway"** for the 30<sup>th</sup> Dash to the Dells now, so we have plenty of time in advance. Mike asked for ideas. We discussed past giveaways and some of the time and cost involved in doing that. Those present were not interested in doing another frame or giving away a tool box. Someone brought up an engine giveaway, but discussion followed concerning people being very particular about what engine they want in their truck and that it is quite expensive to do an engine. So the consensus was that we didn't think that was a good idea either. Another suggestion was a bar with a grill on the front or a gas pump. After much discussion a suggestion was made by Randy Roelke to give the person who comes up with the idea we use for the 30<sup>th</sup> giveaway, a \$50 prize. After a short discussion, this motion was made by Rick Linskens and 2<sup>nd</sup> by Rick Pribbenow. Motion passed.

How to Submit idea for the giveaway: Please submit any ideas to any of the officers of the Club, Mike and Chris Connor ([mikesfine56@gmail.com](mailto:mikesfine56@gmail.com)); Mike Sonn ([fattenders@sbcglobal.net](mailto:fattenders@sbcglobal.net)) Jean Hilgers ([goeers88@gmail.com](mailto:goeers88@gmail.com)). This will also be discussed at each meeting going forward. Motion made by Dave Farmer to decide on the suggested idea at the March 2018 Winter Banquet. 2<sup>nd</sup> by Mike Sonn. Motion passed.

**Newsletter Ads:** Mike mentioned that recently a non-member wanted to place an ad in the newsletter and he had thought it was a \$15 cost to do so for 3 months. Chris had mentioned that we had discussed this at a prior meeting and she had thought it was less than that. We will provide the information on the "voted on" cost in the next newsletter. We will discuss this again at the next meeting to see if we want to change anything. It was mentioned that members should check their current ads and update them as necessary.

(The minutes in the March Winter Banquet meeting in 2017 say the following: "We had some discussion on the ads placed in the newsletter by non-sponsor, non-members. Typically in the past, there was a small charge for ad space for those in these categories, but that kind of fell by the wayside. Following discussion, a motion was made by Julie Farmer that we charge non-sponsor, non-members \$5.00 for a half page or less ad and \$10.00 for a full page ad, and impose a three month limit, and the ad must be related or connected to trucks. Motion seconded by Mike Sonn. Motion Passed".)

**Newsletter Articles:** Mike thanked Mike Tolvstad for an interesting article in the last newsletter about his truck. Mike asked that we need to continue to get these kinds of articles and also asked for more member input for the newsletter, in the "What are you working on" section.

# Club Meetings/Functions Continued

## Future Meetings:

November: To be determined

December: Merry Christmas!

January: January 20 – The Roelke annual Valve Cover Race meeting - time TBD

February: Christmas party –Need a volunteer to organize. Contact Mike Connor if you can help.

March: Winter Banquet – Kalscheur Park, Pine Bluff either March 17, 24, 2018. Jean Hilgers is checking on dates.

April : TBD Suggestion was to go somewhere like last year's hot rod open house.

Motion to adjourn the meeting made by Dave Farmer and seconded by Theresa Sonn. Meeting was adjourned at 3:18PM. Many thanks to Randy and Diane Roelke for hosting and planning the amazing cruise (which when they said you needed a full tank of gas, they should have also said you needed good brakes!!) Also a big thank you to Dave and Julie Farmer for providing the awesome lasagna and pasta meal. - Submitted by Jean Hilgers

## Birthdays:

### 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

### January

1/03 Bill Schmidt  
1/06 Linda Williams  
1/07 Kim Schneider  
1/08 Bill Watkins  
1/09 Valerie Blanchard  
1/23 Ricky Livingston  
1/28 Barb McDermott  
1/30 Jim Titus  
1/31 Mark Pofahl

## November Meeting

The November meeting will be held on **Saturday, November 18, 2017** at the Toy Train Barn in Argyle, Wisconsin (owned by our members Buck & Jan Guthrie). The address is W9141 Hwy 81, Argyle, WI 53504. We will meet around 11am for food and a meeting, and then you can check out the awesome train layouts at the Train Barn. It is their annual Food Drive that day, so please support them by bringing non-perishable items to donate. Please also bring a dish to pass, drinks, and chairs.

# What Are You Working On?

By Mike Connor

Well where do I start? Quite a few years ago, I was told Megan had bought a '56 F250. In getting the project going, upon inspection, I found it was a little rougher than she had thought. This article is a bit about my involvement in helping her get this truck on the road.

First thing, Greg Masters sourced a 9" rearend and we were off. The housing was gutted, cleaned, ground smooth, welded a plate inside the bottom, drilled and threaded it for a drain plug. A four-bar mount was welded on, the backing plates were blasted, and we replaced all brake parts including the drums. New Axle bearings and seals were installed. That assembly was painted. We resealed the center section and installed it in the housing. I then made the four-bars out of chrome moly with chrome moly threaded inserts on the front, made on my lathe in the basement. We used urethane bushings with steel sleeves for the connection points. I made a set of front mounts out of 1/4" flat steel plates. They are hung on a 2" x 4" rectangular cross member fully welded in. It is set up for an Air Bag suspension. It has a Panhard bar keeping the rearend centered. Rick Pribbenow sold me the rear wheels 15 x 8- 5 on 5 1/2 now powder coated in gloss Black with stainless trim ring. Rear tires are BF Goodrich purchased from Bob Kulinski. Megan helped quite a bit with the grinding, taking the original truck apart, and some of the painting.

Somewhere in here Rick P. and I went to Illinois and I purchased a wrecked Illinois State Patrol Car. It hit a guard rail with the rear quarter panel and bent the frame. Dale Barrette, Chuck, Vanessa, and I spent a day in my driveway doing the TV show thing of stripping it down and throwing the removed parts across the driveway. Before we started I did a single spin burnout in my driveway that was so smoky we couldn't see the car or the neighbor's house. It was quite stinky, but awesome. The mark is still there. We pulled the motor and tranny and all the wiring and computer. Didn't know about Crown Vic front ends at that time. I could have saved a ton of work if I had known.



Donor Car



Moving on we boxed the frame all the way back to the rear suspension crossmember. This made the frame extremely heavy, even by my standards (Thanks Greg Masters). So I proceeded to holesaw 16 4 1/4" holes in the boxing plates. This lightened up the frame by over 15 lbs. We welded flat stock bars inside the frame for all needed mounting holes to remove the need to have nuts installed on mounted accessories – all drilled and threaded to correct size. I manufactured my own Mustang II front suspension mounts. This was measured for correct location and welded in place. Most of the

frame work to this point took place all in Megan's one car garage in Fox Lake about an hour from my house. Rick Pribbenow to the rescue. We loaded up the frame on his trailer. Then moved the cherry picker with the engine up a plywood ramp. We got the motor on top of the rear of the frame for transport to my house. The truck now resides in my driveway. So it was time to install the motor mounts and I needed the cab on the frame. With the help of a neighbor I used his Bobcat ToolCat (think 4-wheeler with front forklift attachment). He stopped down and ran the controls while I muscled it into alignment. Picked up the Motor and Tranny on the cherry picker donated many years ago by Jeff Mundt. Tried to put it in the frame but the firewall of the cab was in the way, because the oil pan needed to clear the front crossmember. Sean showed up just in time to mark and cut the firewall out. The engine and tranny fit right in where I wanted it. It was fairly easy to install the motor mounts after I located mounts off a Lincoln Mark V in Minnesota, like I used on my panel. The original Crown Vic Mounts were very large and ugly. The Lincoln/T-bird mounts use a single bolt front to back. I took the Crown Vic tranny mount and bent it up in a 30 ton press to get the shape I needed, then cut off the excess. It took many trips to the press and lots of fitting with Sean on the ends. I fabbed up a new Stainless battery tray for the truck out of some scrap I had in the shop. I also cut a wood spacer for in the battery tray. I purchased the front brakes off a guy in Pennsylvania that was on Facebook. I had purchased the 2" dropped spindles from Bruce Bordner. I spent 3 hours grinding the sharp edges and flash off the spindles before painting them. The upper and lower A-Arms were sourced through Fatman Fabrications via a Dash to the Dells Gift Certificate that Megan won. I purchased the rack through NAPA. The tie rod ends are special through Fatman as is the rack extension. After many hours of working on the truck this summer, leading up to Dash 28, I got sick and couldn't get the front brakes on the front spindles prior to the show. A call in for help was made, and Jeff Oliver came over with Brett and Megan to the house after Chris and I had left for the show to set up at the Dells. He installed the rotors and front wheels, so the truck could make it to its second Dash to the Dells. Megan had to go find bearing retainer washers, nuts and lock retainers. She found them at a local parts store while wearing a mail order auto parts shirt. Got some dirty looks from the counter guys. Thanks a ton Jeff. The truck made it to Dash 28 in September! Rick donated the front wheels to me from a parts request in the Fat Fenders Flyer. Bob Kulinski also sold me the front BF Goodrich tires. The wheels were blasted and powder coated gloss black with stainless trim rings.



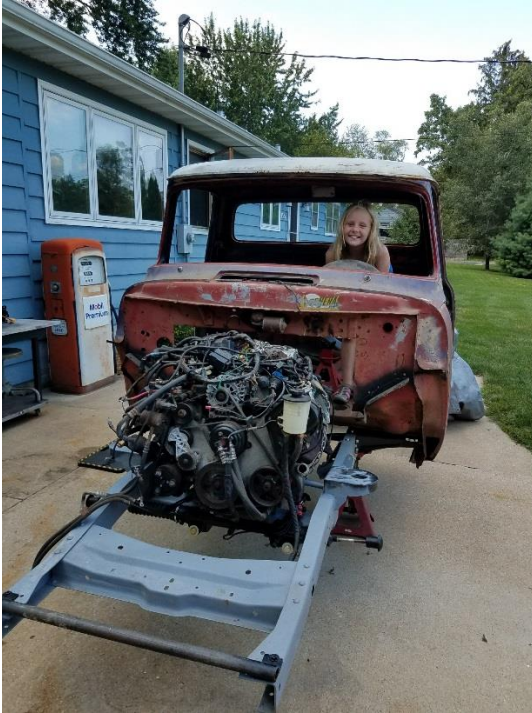




After the Dash, I asked my alignment guy to stop over to check the front, as the wheels didn't look straight. That was when things went downhill! He said the caster was off by 2 degrees or about  $\frac{1}{2}$  inch out on the top. I checked with the club front end professor Randy Roelke, and found out my lower crossmember was  $\frac{1}{2}$ " too narrow where the lower a-arms pivot. DUH! Time for a Re-do. So I cut off the lower crossmember from the frame. Cut off the rear support extensions, cut open the ends, blew out the drilled spacers welded inside the crossmember with a plasma cutter, and took the hollow crossmember out to Randy Roelke's shop. He did a beautiful job welding my screwup holes closed. I started over on the measurements. I took 1" round stock and drilled out the center to  $\frac{5}{8}$ " for the interior spacers again. I triple measured and then drilled the through holes, located and welded in the spacers, welded the ends shut, and welded the extensions back on the crossmember. I remarked the mounting centers from center punch marks I had put on the frame and crossmember. I set the frame back at the approximate finished ride height and leveled the frame across. Then I put the crossmember back on the alignment marks on the frame. I checked level across and front to back. Checked everything again and tacked it in place. Randy is coming over to weld it in for good. I am a lousy overhead welder. I also found out I wrote down incorrect measurements for the top mounting hats for the upper a-arms. Both too wide (A-Arms wouldn't bolt flat on top of mount) and too long (Ball joints hit). So those were also cut apart and corrected ( $\frac{1}{2}$ " too long,  $\frac{1}{4}$ " too wide). The upper ball joints barely cleared the mounts with no adjustment available. Randy will be welding the supports back on those for me. Also the 2" drop spindles were too low so I bought a stock pair from Randy that I am prepping for paint prior to reassembly fitting for the new and improved front suspension. The next thing is welding in a driveshaft safety loop through the rearend front mounting crossmember. I will then try to locate the air tank and then it is off to powder coating the frame. I hope to get the cab patch panels and firewall repaired this winter, so it can have the cab installed and move forward from there. This article was a condensed version as there are many parts acquired from many sources that were not mentioned. But as you can see, many truck club members helped me with advice, parts, and help with the project this far. Megan appreciates all of this a lot!

There are stories related to this truck that I still haven't really been told about involving cabs, and doors, and road trips by members (Rick P.) before I was involved. But I'm not sure I want to know. This truck has been a lot of knuckle busting, sometimes frustrating, but also a source of accomplishment, sometimes fun, not to mention involving massive amounts of liquid beverages with friends. It has also been therapeutic for me since my

forced retirement a little over a year ago. The goal to get it to Dash 28 had given me something to really work towards and help me stay active. I sure would like my grandkids to ride in this truck before they are grown. So the project continues! I try to work on this when I'm not working on Sean's car, or garage, or kitchen, or sump pump, or house or between mowing my or Megan's yard.



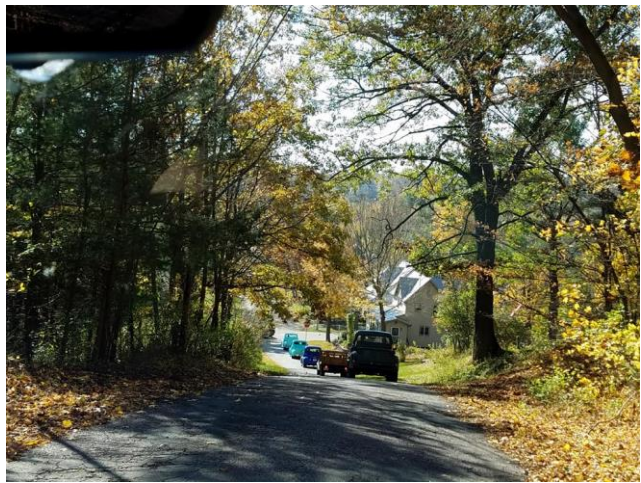
## Club T-Shirts:

The club is looking into getting Badgerland T-shirts with the bigger club logo screenprinted across the front of the shirt, possibly in royal blue. We would like to know what interest the membership has in getting these before we would place an order. Please email Chris Connor at [mikesfine56@gmail.com](mailto:mikesfine56@gmail.com) and give her an idea of how many shirts you would buy and what sizes. There will be a cost for these, possibly in the \$10 range, but not finalized yet. If enough members want shirts, we will place an order.

## Pictures from October Meeting/Cruise







Unique bar pit stop on the cruise that also sold guns besides liquor!







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



## For Sale/Wanted Continued:

**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)

**For Sale:** 1960 Ford F100 Panel Delivery (the last year) with a rebuilt 312 Y-block from a 1958 Mercury that was done following the 12 step Hot Rod Magazine article (\$5000 cost). Tremec T-5 transmission, front disc brakes, four row copper tube radiator, and also have boxes of parts. Have the truck manuals and FORD truck parts books. 11,000 miles since rebuild. \$7500 drives it home!! Truck is in Central Wisconsin. Contact Bob Ward via email: [f100bobw@hotmail.com](mailto:f100bobw@hotmail.com)

## Wanted:

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

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