

# Fat Fenders Flyer

**April 2021**



**Badgerland F100's Truck Club  
Honoring Ford Trucks 1979 & Older**

**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) 513-4856                    [mikesfine56@gmail.com](mailto:mikesfine56@gmail.com)

**Vice President:**                Scott Jackson – 102 Front St., Box 412, Benson, IL 61516  
Phone (309) 657-8632                    [jacksons@mchsi.com](mailto:jacksons@mchsi.com)

**Secretary:**                    Barb McDermott – 20845 State Hwy 78, Blanchardville, WI 53516  
Phone (608) 778-6925                    [erbsmcdermott@yahoo.com](mailto:erbsmcdermott@yahoo.com)

**Treasurer:**                    Chris Connor – 2315 S. Syene Rd. Madison, WI 53711  
Phone (608) 513-4755                    [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)

#### **In this month's news**

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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. Get them to me 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)

A big thanks to all those of you that sent me articles for to let us know what you are working on. If you don't see yours right away rest assured that I have them & will include at least 1 in each newsletter. Right now I'm in the middle of installing a new 4 link suspension with coil over shocks. I ended up paying a pro welder to weld in all the basketry for the 4-link & coil over shock mounts, so I could be sure they would stay in place when I use the truck. My little 120v welder won't give me the penetration that I need for welding 1/4" steel to my axle. It turned out very nice and should ride great when I get the rest of what I need to get done.

Thanks

Chuck

## Next Meeting

**YES!!!!** We are finally going to have a meeting. We're hoping many of you have received vaccinations, feel a bit safer and are anxious to get your truck out! We will observe any regulations/requirements that are in place at the time of the meeting regarding the Covid-19 pandemic.

**Date:** Sunday, May 2, 2021

**Time:** Meet at noon to eat, meeting to start at approximately 1:00 pm

**Hosts:** Roger & Barb McDermott

**Location:** 20845 State Hwy 78, Blanchardville, WI 53516

**What to Bring:** Chairs, beverages, and a dish to pass (Main dish – meat/buns will be provided by the hosts)

**Contact:** Please let Barb McDermott know if you are planning on coming, and what you will bring for your dish to pass so food quantity can be estimated 608-778-6925 or [erbsmcdermott@yahoo.com](mailto:erbsmcdermott@yahoo.com).

## Winter Banquet/Elections, Club Business

We will be talking about these items at the meeting on May 2<sup>nd</sup>. We obviously did not have a Winter Banquet in March for the 2<sup>nd</sup> year in a row due to Covid-19. The annual trophies we vote on and give out in March will remain with the 2019 winners until the next Winter Banquet is held hopefully in March 2022.

We only received one nomination for officers for our annual election, and that was for the existing officers. All officers have agreed to continue handling their current duties at this time. This will be discussed at the meeting in May.

A couple of members had questions about dues because of the pandemic situation throughout 2020. The Treasurer/Membership Chair will report on expenses for last year and any necessary discussion about that can be had at that time.

## Dash to the Dells 31

The Show Co-Chairs and the Club Officers have had discussion on the show for this year. There will be a few changes due to the pandemic situation and because of the unknowns of what the situation will be in September. We will talk about this at the next meeting. The hotel contract is in place, and the show for the most part will continue as scheduled on September 17-18, 2021 at the Great Wolf Lodge. Flyers are being worked on at this time and will be getting mailed out in the next few weeks. If you can't make the meeting, there will be information about all this in the minutes to the May meeting in the next newsletter.

## Club Dues

If you are not a lifetime member and have not yet paid your dues for 2021, the club Treasurer/Membership Chair will be contacting you via email or mail. Due to us not having meetings or regular communication, we will waive any late charges for the \$20 dues if you wish to pay your dues now and remain a member. Dues can be mailed to: Chris Connor, 2315 S. Syene Rd. Madison, WI 53711

## Birthday List

### April

4/07 Nancy Kerznar
4/12 John D. Ohman
4/16 Mike Tolvstad
4/17 Cheryl Hollembeak
4/18 Dennis Wejrowski
4/20 Linda Lippert
4/20 Lisa Watkins
4/27 Linda Kulinski
4/28 Rick Pribbenow
4/29 Noah Youngbauer

### May

5/01 Cody Federer
5/11 Roger McDermott
5/14 Bob Haas
5/24 David Kerznar
5/24 Chris Lemke

### June

6/05 Jim Haas
6/12 Clint Federer
6/15 Maureen Witte
6/15 Craig Kragenbrink
6/16 Scott Jackson
6/17 Lloyd Federer
6/18 Megan Connor
6/20 Andrew Mysembourg
6/22 Patricia Haas
6/25 Theresa Sonn
6/26 Ros Pribbenow
6/28 Steven Dedo
6/29 Greg Schneider

## From Rick's Kitchen

By Rick Linskens

### MILLION DOLLAR RAVIOLI CASSEROLE

#### Ingredients

1 lb Italian sausage  
1 (28-oz) jar spaghetti sauce  
1 cup cottage cheese  
1 (8-oz) package cream cheese softened  
¼ cup sour cream  
2 tbsp parsley  
½ tsp garlic powder  
⅓ cup grated parmesan cheese  
1 (25-oz) package frozen cheese ravioli  
2 cups mozzarella cheese

#### Instructions

Preheat oven to 350°F. Spray a 9x13x2-inch pan with cooking spray. Set aside.  
In a large skillet brown Italian sausage. Drain fat from skillet. Stir in spaghetti sauce and set aside.  
In a large bowl, combine cottage cheese, softened cream cheese, sour cream, parmesan cheese, parsley and garlic powder. Add ravioli. Toss to coat.  
Spread ravioli in the bottom of the prepared baking pan.  
Pour meat sauce over ravioli and top with mozzarella cheese.  
Bake uncovered for 45 minutes. Allow to cool for 10-15 minutes before serving.

# What Are You Working On?

By Jake Hart



## Jake's 1959 F-100 – Part 2 .....Continued

And down the rabbit hole I went.....

I was headed back North to Wisconsin with my new truck in tow. The whole time thinking, "what I was going to do to it?" The options were mindboggling to say the least!

When I got home, I unloaded the truck only to have my neighbor come around the corner and exclaim "I didn't know you were in the scrapping business too!" (Friendly jabs coming from a Chevy guy).

After a good night's sleep, I headed to the garage to see where my base was and what kind of bones I was working with. The truck looked good from the outside and the inside was fairly clean with what I would come to find out later as a few sought after goodies. There was also the ugliness of rusted out cab corners and front cab supports, nothing that couldn't be fixed.

The truck was a 1959 F-100 Custom Cab Short bed, Small back window. It had a 292 Y-Block V-8 (What the heck's a Y-block, Hahaha). It started and idled great but burning some oil and lack of power you could tell it was in need of a rebuild. I wanted to shake it out for a while and see what it had left. A good tune up, plugs, wires, coil, points, oil change and see if it had some life left in her. Now for that sticky gas pedal, it needed some lube -- a couple unplanned burnouts leaving the driveway.....straight pipes screaming....Whoops! I was having fun, more on the Y-block later.

With more research I found out what kind of options I all had with the Custom Cab. I had the stainless front windshield trim, AM radio and antenna, electric windshield washer foot pump and Custom Cab horn ring. Not too bad of a start, I'd say! After looking into the other Ford options, I scored a Magic Air heater box and controls.

At first, I wanted to keep the truck stock with a little touch of hotrod. I bought a dropped axle and other steering components from Nostalgia Sid's to properly lower the truck. When I got it, the axle was flipped on top of the leaf springs and the tie rod was rubbing on the oil pan. Solution---.put grease on it so it slides over the oil pan better ---YIKES!! No way! That was coming out as well as the old worn-out hardware, bearing and brakes, a must when buying an old vehicle. If you plan on driving it make sure you have good, functioning brakes. That was all swapped out and now it sat with a cool rake. It just had the original steel wheels, so it needed a little style. Lynn Barr, thru a member of the Badgerland F-100 club was selling a full set of chrome rims and tires. The price was right and I happened to be in his area. Score! With a new stance and rims it was starting to look right.

I drove it for the next two years to shake the bugs out and really decide where I wanted to go with the build. I went to Dash to the Dells and met some great people who had the knowledge and insight about



these trucks. Gary Mahloch and Blaine Maus being two of them that really stuck out. They have become good friends of mine. They shared their builds with me and taught me a lot! I also ventured down to Tennessee for the F-100 Supernationals and met "Those Guys" Truck Club... lol (good times). That was the start of a big jumping point to see our years of trucks (57-60) and the various calibers of builds. Wow to say the least, now I had even more ideas!

Back home and back to the drawing board. I wanted the classic truck look with the modern touches of drivability and safety. The straight axle is cool but when driving with modern traffic it has its downfalls.

Resto-Mod it was to be.

After doing a lot of research I decided on a No-Limit Engineering Wide Ride front cross member kit which has A-arms, dual adjustable coil over shocks, torsion bar and power steering rack. I also went with their Fat-bar 4 link setup with dual adjustable coil over shocks. I stopped by their shop the next time I was in Tennessee to pick all my parts up. Talk about a kid in a candy store. They build suspension parts for vehicles that get driven hard, exactly what I want for my truck. When discussing my build with Rob, the owner, and what my plans were, he showed me a chassis stiffener kit they had. I'm glad I bought that now. It turned the original chassis of the '59 from a wet noodle to a solid unit with virtually no flex. No frame flex equals more power put to the ground.

Due to me still learning I bought a lot of my parts versus fabricating on my own. I greatly admire the guys who can build all their own pieces and one day I hope I can attain that level of skill. However, this still gave me the opportunity to install the kits which was a lot of measurements and welding not just bolt in and go.

I had the parts; I had the space..... "Nurse, scalpel" and under the knife it went.....

To be continued...

## What Are You Working On?

**What am I Working on Now?**

**by Bob Kulinski**

One of these years I'll be done with making changes to my truck. My wife Linda thinks I should have been done several years ago. Still, there seems to be something that isn't quite the way I imagined it over 50 years ago when I owned my first Ford pickup. It was a 1953 farm truck which was kind of rough but it was mine. I was a teenager and living at home and didn't have any space to work on the truck other than my parents drive way.

After I installed a 1955 Ford 292 V8 I started to work on my vision for the truck. I worked on the truck as I could and still use it as my daily driver. Unfortunately, I had to sell the truck in 1968 when I shipped off to active duty in the Navy.



Fast forward to the spring of 1994 when I bought my current truck. I still wanted to have a truck that would meet what I had in mind years previously. The following photo was taken in my drive way in 2002. The blue trim was added sometime after I made by first Dash to the Dells (2000) when the lower trim was grey and there wasn't any blue on the hood.



One of the recent items I worked on was the head light doors. The head lights came from a 1965 Ford Fairlane I found in a bone yard in Sullivan back before the turn of the century. I took everything associated with the headlights from the mounting brackets to the chrome trim. I used the flat trim pieces to help locate the openings in the new trim plates I made to fit the truck's opening. It was hard to locate the round openings around the head lights but it didn't turn out too badly.





During the winter of 2019-20 I changed the look of the trim to have obround openings with the head lights recessed into the opening. This is more of what I had in mind all those years ago. However, I'm still not happy with the way the headlight trim looks. I'm thinking of increasing the width of the obround opening around the headlights. Something to do during this winter.

With all the work I've done on the truck over the years, I never got around to "finish paint" the hood and front fenders. These parts have been coated with Painters Touch rattle can paint since 2000. Well, that's been rectified.

The last week of September I had the hood and front fenders painted with a Base Coat/Clear Coat paint and they look great! But, the hood looks a little naked without the blue wedge on the hood. To get some color back onto the truck I'm thinking of using a vinyl wrap for the hood. We'll see what the truck looks like in the spring.



## Upcoming F-100 Events

May 13-15, 2021: 4<sup>th</sup> Annual Grand National F-100 Show, Leconte Center, Pigeon Forge, TN

June 11-12, 2021: 40<sup>th</sup> Midwest F-100 Nationals, City Park, Clear Lake IA

July 16-17, 2021: Ozark Mountain Run, Spinning Wheel Inn, Branson, MO



## For Sale / Wanted

**For Sale:** Y-Block intake ECG-9425-H 7B S. 2 Barrel intake with carburetor. From a 1955 T-Bird. Ready to install.

- Holley 60 centri-vac carburetor. ECR-9510-A List 1125. from early 1950's Ford. Rebuilt still in the box.
  - Rochester 4 barrel carburetor. 7024040 F4/01. From a 1964 Buick 445 Wildcat engine. Needs to be rebuilt.
  - 3 pair of 1953 - 1955 pickup air deflectors (behind grill) from AZ. Surface rust only.
- Looking for a rust free pair of 1953 - 1955 F100 doors. Willing to trade with the above parts!  
Contact Bill Watkins @ 608-214-8663 and leave a message.

**For Sale:** 1967-79 Ford truck parts, 360/390 FE parts, 2-460 engines. Call Keith Barth at 309-231-3108.

**Wanted:** Looking for a set/pair of factory Ford tow hooks. Usually found on bigger trucks 53-56 models. No after-market or non-Ford hooks please. Kylehanek@yahoo.com. 608-931-3053. Please leave message as don't hear very well. Thank you.

**For Sale:** 73-87 Mopar brake pads \$5, Pair of '56 hood hinges \$60, Transgo AODE shift kit \$50, '56 F100 Choke cable w/bezel \$10. See pics below. Make me an offer.  
Megan Connor 608-513-1211.



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