

MiM

MASTERPIECE
IN METAL



Time Warp

A Twin Turbo Terror

STORY BY CRAIG PERRONNE PHOTOS BY BOYD JAYNES

In our fast-paced world new is king; the newest parts, the newest vehicles and the newest technology all seem to dominate our minds. New buggies and trucks incorporating the latest and greatest hardware are constantly being introduced, shoving this point down our collective throats. If something is old, it's more than likely considered outdated, not worth building and well...just plain old.

Luckily there are a few individualists who gladly don't subscribe to this train of thought. Not settling for the latest vehicle to create their masterpiece, these unique souls can spot beauty in something decades old. They infuse current technology into things of an earlier vintage to produce a vehicle that's truly unique.

John Yeiser and his 1969 Ford F-100 prerunner are perfect examples of this. Instead of using the latest F-150, Yeiser sourced a 36-year-old specimen. Simply because the truck was older did not keep Yeiser and primary builder, Complete Fabrication, from treating the truck with lots of care and attention. From the trick twin-turbo big-block to the custom body, the reborn Blue Oval features plenty of distinctive features and a host of beautiful fabrication to make it worthy of the Masterpiece in Metal title.





ABOVE:

To properly cover the extra width of the new suspension, a beautiful new body shape was conceived by Dan Ellis at Form Design. The expertise of Prototype Concepts was then utilized to carefully construct the nose and bed from fiberglass. Benny's Autobody then painted it silver.

RIGHT:

Backing up the Ford can be a bit of a chore due to the spare BFG's placement, so Yeiser carefully installed a back up camera through the license plate. The image then feeds to a small monitor that is part of the review mirror making maneuvering in reverse a simple process.





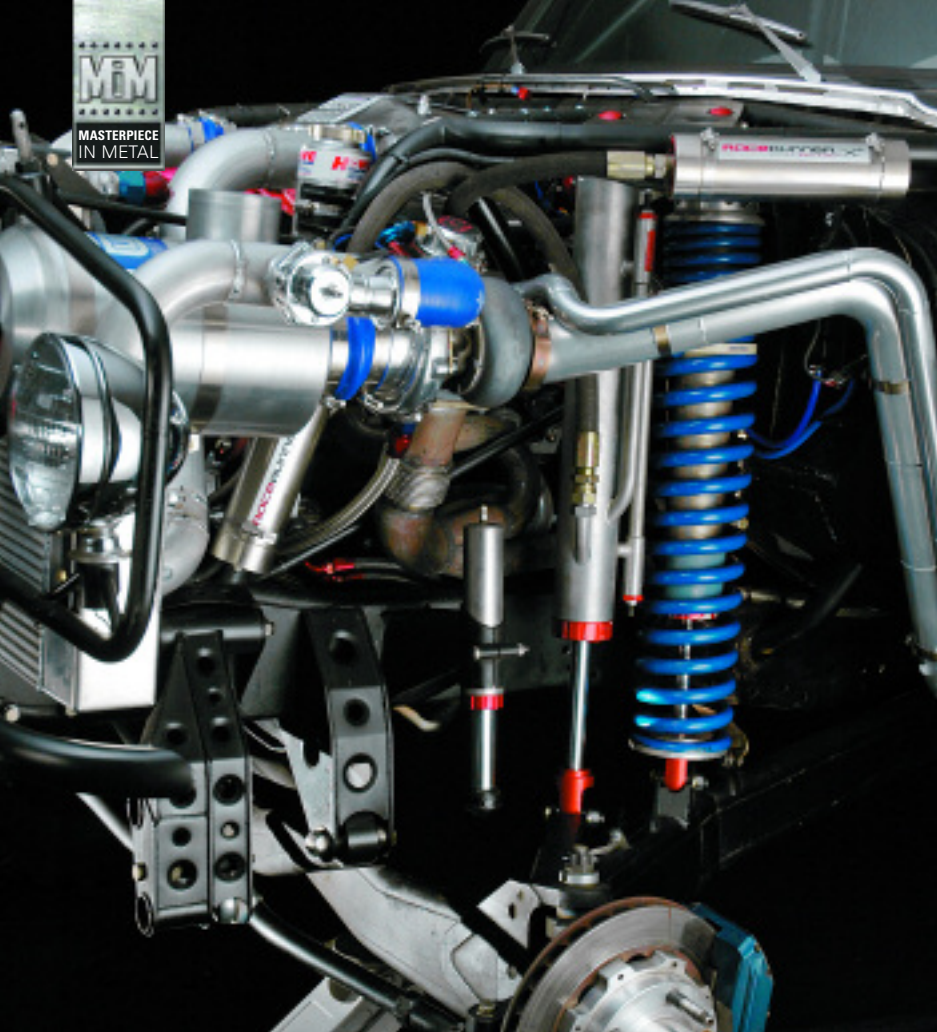
ABOVE:

One of the most interesting features of the Ford is its engine. Resting underneath the custom front clip is a Norm Sappenfield-built 460 Ford. The balanced and blueprinted big block V-8 consists of Trick Flow aluminum heads, JE forged pistons with floating wrist pins, Eagle H-beam rods, a Comp Cams hydraulic roller-tappet camshaft and a forged-steel crank. Helping produce major power are twin Turbonetics T-4 60-series turbochargers equipped with Turbonetics Evolution wastegates and Raptor bypass valves. The compressed charge then cools on its way through two Spearco intercoolers and ultimately feeds a Vortech enclosure that houses an 800-cfm Mighty Demon carburetor. Boost is adjustable, and on the dyno, the rowdy V-8 can produce anywhere from 750 to 1000 HP and 800 to 1000 lb-ft of torque.

LEFT:

The details are always what sets apart a true masterpiece. Instead of simply filling the door panels with aluminum sheet, Yeiser had Benny Gonzalez build these nice door panels. Original window cranks and door handles were utilized as well to keep with the retro theme.



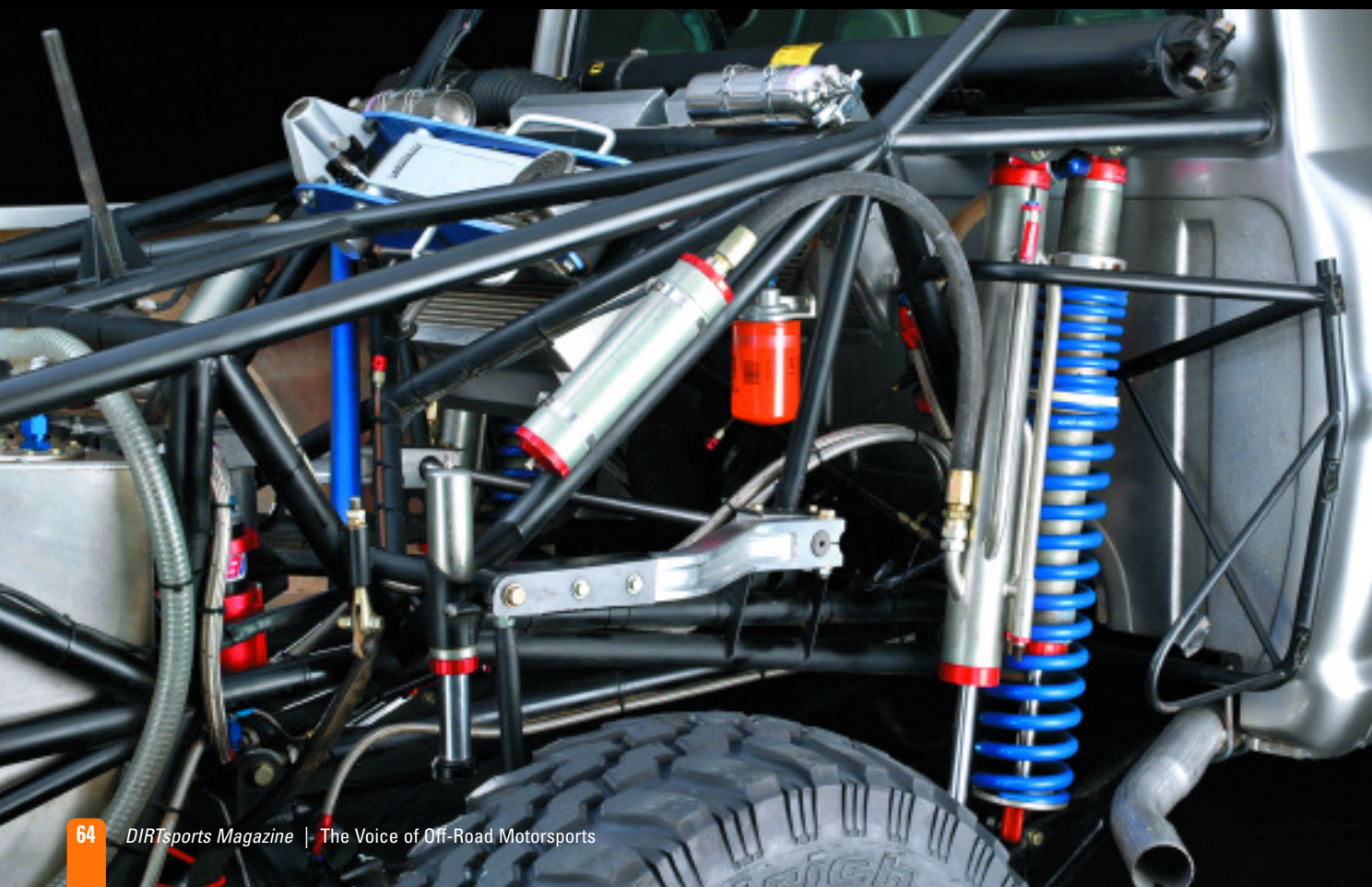


LEFT:

Complete Fabrication utilized Ford's I-Beam design, but built its own beams out of 4130 chromoly that utilize ball-joint spindles and CNC hubs. The setup cycles 26 inches of wheel travel and is controlled by 3-inch diameter Sway-A-Way coilovers and 3-inch diameter, 16-inch-stroke Sway-A-Way bypass shocks. CNC six-piston calipers are also visible along with the complicated-but-necessary-dual-pivot crosslink steering fabricated from 1 1/8-inch O.D. by 1/8-inch wall thickness chromoly tubing.

BELOW:

Providing 36 inches of wheel travel in the rear is a four-link suspension built by Complete Fabrication. One Sway-A-Way 3-inch-diameter coilover along with a Sway-A-Way 3-inch diameter, 18-inch stroke bypass shock is utilized per corner to control movement. A torsion bar sway bar, also from Sway-A-Way, reduces excessive roll. Barely visible is the Sandy Cone 40-spline full floater 9-inch rearend stuffed with 4.56:1 gears and a spool.





ABOVE:

Autometer gauges relay vital information from a custom-fabricated aluminum dashboard. MasterCraft seats and belts keep occupants safe and comfortable, while a Vintage Air system keeps the cab pressurized to keep dust out. A fire retardant system also further ensures occupant safety. Not visible in the photo is the rearview mirror that incorporates a back-up camera to make reverse maneuvers an easy task.

SPECIFICATIONS: JOHN YEISER'S 1969 FORD-100

POWERTRAIN	SUSPENSION	WHEELS/TIRES	GENERAL
ENGINE: 460 c.i. V-8 <hr/> BUILDER: Norm Sappenfield <hr/> HORSEPOWER: 750 to 1000, depending on boost <hr/> TORQUE: 800 to 1000 lb-ft, depending on boost <hr/> INDUCTION: Twin T-4 60 Turbonetics turbos, Mighty Demon 800-cfm carburetor <hr/> TRANSMISSION: C6 three-speed automatic	FRONT: Complete Fabrication 4130 chromoly I beams, ball-joint spindles, CNC hubs, cross-link steering; 26 inches travel <hr/> REAR: Complete Fabrication four link; 36 inches travel <hr/> FRONT SHOCKS: Two 3-inch-diameter Sway-A-Way coilovers, two Sway-A-Way 16-inch-stroke bypass shocks <hr/> FRONT SHOCKS: Two 3-inch-diameter Sway-A-Way coilovers, two Sway-A-Way 18-inch-stroke bypass shocks	WHEELS: Ultra 17x8-inch beadlock <hr/> TIRES: 35x12.50R17 BF Goodrich Baja T/A	CHASSIS: 1969 Ford F-100 <hr/> DIMENSIONS:: Wheelbase: 120 inches Overall Length: 210 inches Overall Width: 91 inches Overall Height: 78 inches Weight: 4,900 lbs.