

The Kempner POWER WAGON Museum's

1967 W-100 114" wheelbase Utiline Pickup

My collectible MOPAR vehicles have always been powered by the old reliable, flathead, in-line, six-cylinder motors. This did not mean I had no interest in the faster, more powerful MOPAR products. I simply did not feel "the NEED FOR SPEED" off road.

This was not always true. I have several trophies won in off-road motorcycle competition. Along with the trophies I won - and the many I did not win - I learned that going fast over rocks and through trees can hurt. I also learned that old age means "trail rash" does not heal as fast as it used to.

All that changed when I gave into the temptation to drive my 2005 Power Wagon with the electric **lockers doing their thing and enjoying the "HEMI" experience. There is something special about four "rooster tails".**

Still, I kept these impulses under control and worked hard to conduct myself with some amount of dignity. That is until my recent acquisition of a 1967 W100.

Exterior



The gauges, windshield wipers, turn signals, heater, AM radio, dome light, and all the exterior lights work. All the glass is good and the door glass moves smoothly. There's no AC. The original black and white seat upholstery is in very good condition.





Left front fender damage.



The left side of the bumper is damaged and has Bondo???? on it. AAA sent a photo showing that it is the correct bumper and cable guide assembly.

There is an operating handle that engages the gears separate from the PTO control handle in the cab. It's just to the left in the picture sticking out from where the chain hook is secured. Many LU-2 winches I have seen are missing that handle. This one has the handle and it works.

Can you believe the parking light / turn signal lenses?



It appears to have the correct, original PTO driven LU-2 winch. The PTO is engaged by a cable from a "T" handle on the dashboard.



The bed sides and front are nearly perfect. The bed wood is bad but Mark delivered the replacement parts for free. There is no tailgate, but I learned some time ago to never pass up any old truck parts. In fact, I am still trying to convince Kathy that I only bought the W100 so I could use the tailgate I already had.

Interior



The cab floors have rusted out where the old jute padding stayed wet. This is very typical.



The left front body mount will have to be replaced.



Right cab mount is in front of this hole. It might be saved, but the cab will require reinforcement where it mounts. The bottoms of the doors, often rusted, are excellent in this truck.

Engine Views



The engine is a 383 cubic inch, V8, that puts out 258 hp @ 4400 rpm, and 375 lb ft of torque at 2800 rpm. It has a 2 barrel carburetor, 9.2 : 1 compression ratio, and runs on regular gas. It started right up and sounded great.

How about this!



Here's the owner's manual in its original plastic envelope. The Warn hubs were installed by the dealer when the truck was delivered. Here's the original Warn owners manual. There's a warning sticker on the dash that instructs the driver to engage the front hubs before using low range. It must have something to do with the power in the 383.

I have not been able to read the tags on the rear axle. My reference says the final drive ratio with the 383 was 3.54 : 1. It also lists a 4.11:1 or a 4.88:1 "not available with 383 V8." It's not clear if the 4.11:1 is available with the 383 V8. An anti-slip differential was available with the 4.11:1 ratio. Finding out the details of the rear axle will be an adventure.

Even though the W-100 is rated as a "half-ton", the wheels are eight bolt. Standard tires were 6.50 x 16 6-ply. 7.00 x 16 6-ply were optional.

The transmission is a 3 speed, heavy duty A745 with shift lever on the steering column.

This truck has under 75,000 miles.



Just drove it up onto my new trailer and I'm ready to bring it home. Seller, Dan Johnson standing by.





Some other views of the '67 on my new trailer.



Dan, pretending to grieve at letting this truck go. Just wait, Dan!





Just arrived at the Kempner POWER WAGON Museum



Safe and secure at the 67's new home



Getting acquainted

**M-37 behind, 1930 Ford Model A and WC-52 at the left front, and 2005
POWER WAGON in front**

Next Step - Getting My W100 Back on the Road

**I spent several years gathering replacement parts I might need to
put my W100 back on the roads and trails. Celebrating my 71st**

birthday made me think of Clint Eastwood as "Dirty Harry" and the newly famous line, "A man has to know his limitations." I accepted the wisdom of those words and assessed my limitations.

There are many things I have never done. If we haven't done something, we are better off if we have the help and advice of someone who has. Having all the service manuals makes job possible. Having someone around who knows what they are doing because they have done it before helps to avoid damaging parts and eliminates long delays. Very few of us are okay with having a project that is never going to get finished.

I realized I could not give my W100 the care and attention needed for a first class rebuild, so I looked for someone who could. Many of you know Sam Goin. He has done some impressive truck builds. Many of you have seen his M37, "Jethro", "Jethro" was a family hauler that was capable of doing amazing things. Sam has also built an excellent W300 with the Cummins 6BT. So I asked Sam to do his magic on my truck.

Here are some photos of the work in progress.



























































