

Way Better than a Scout

BY JON BARRICKLOW, OREGON



Little did I know that when I married Rhonda in 1992 that no matter how bad I wanted one, she wasn't going to tolerate a Scout! Rhonda, whose trade is collision repair, paint and bodywork, said that if I wanted her to work on a classic it had to be an Early Bronco (smart woman).

My search for the perfect Bronco concluded in 1993, in a field west of Roseburg, Oregon with the carcass of a '67 that had berries growing up through what had been the floor. This was a sobering moment for Rhonda, as I had taken her comment about an Early Bronco as a commitment to customize one.

The subsequent years were full of false starts, design changes, and setbacks. The worst of which was rolling it over during a vain attempt at barrel racing, just 4

weeks after Rhonda had finished all the bodywork. Can you imagine? The pin-stripes were barely dry!

Rhonda and I made all of the modifications with the help of Ernie Smith, from Baxter's Auto parts, with the engine machining and Rich Miller, at Keizer Collision, for spraying the custom tri-coat.

We built this Bronco with recreation in mind, not as a racer or as a trailer queen. This '67 is driven routinely on hunting and fishing trips, and of course a few of the annual Bronco get-togethers in the Pacific Northwest. Trail runs include Moab, Naches, McGruder, and Rubicon. 🐾



the goods

- ENGINE:**
 351w warmed over nicely
 Holly 670 Truck Avenger (that works great)
 Jacobs's ignition system
 Edelbrock performer intake
 Crower Baja Beast camshaft
 Serpentine belt accessory drive
 Be Cool radiator w/aluminum shroud
 K & N
- RUNNING GEAR:**
 Brute Force clutch
 NP-435
 D-20 straight shift 3.15:1 w/stainless twin sticks
 Six States long travel C.V. Joint drive shafts
- FRONT END:**
 D-44 4:10 trussed
 Disk brakes
 Power-lock
 Moser axles
 Warn hubs
 Custom high clearance tie rods w/ 3/4" ball ends
 Power steering
- REAR END:**
 9" 4:10 trussed
 Disk brakes
 Detroit locker
 Moser 31 spline axles
- BODY:**
 Custom metal fender flares by Rhonda
 Dimont tri-coat white w/blue pearl paint
 Stainless steel fasteners
 K bar S hood w/custom stainless baffle
 Stainless door hinges from Wild Horses
- INTERIOR:**
 Auto-meter gauges (oil pressure, vacuum, fuel pressure, voltage, and temperature)
 Auto-meter Tach.
 Hinged, fold-down stainless dash (for ready access to wiring)
 Reclining seats from an LTD (re-covered with marine vinyl)
 Pioneer CD
 Cobra CB
 Garman GPS III+
 K & N fuel mixture gauge
 Urethane spray-in liner
 Custom aluminum tunnel cover / console
 Grant steering wheel
- SUSPENSION:**
 Wild horses 5.5" lift
 Rancho RS-9000 (2 in each corner)
 Custom log-travel radius arms
 Custom low-angle track bar
- TIRES & WHEELS:**
 15" American Racing Outlaws
 35" X 12.5 BFG Mud Terrain KM
- EXTRAS:**
 CO2 pressure tank
 Lever-lock hydraulic brake lock
 Hand throttle control on shifter
 Roll bar
 Stainless exhaust tubing
 A/C air compressor
 Stainless pre-runner style front bumper (that holds the compressed air)
 Stainless tubular swing-away rear bumper with fuel can and a tire hanger that is a spare spindle / hub assembly
 Stainless nerf bars