

This year's featured vehicle is Bo DeBoeuf's 1969 Ford F100

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March 17, 2021  
A SPECIAL SUPPLEMENT

## Father, son rebuild same 1969 Ford truck

BY ROXIE MURPHY  
REPUBLICAN STAFF WRITER  
rmurphy@wardpub.com

In the late 1980s, Charlie DeBoeuf was 14-years-old, the youngest of 10 siblings, and upset that his brother, Matt, was getting a vehicle when he turned 16.

“My brother was a year-and-a-half older than me,” Charlie began, adding that Matt died three years ago. “I was talking to mom about him getting a vehicle and his driver’s license and she told me ‘build something.’ Go find a truck that I wanted and build it.”

See **DeBoeuf ‘69**, Page 3B



**BO DEBOEUF** sits in his '69 F100 at the old Owensville Light and Power Building.

PHOTO BY ROXIE MURPHY

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## DeBoeuf '69 • from page 2B

It just so happened that the DeBoeuf parents had purchased several vehicles from Fred Webber Automotive back in the 1980s to use for parts trucks.

"We purchased, I don't know, 50-some old trucks from there and they got pulled down to the farm (down Canaan Road) and left out there," Charlie said. "The farm was full of old vehicles."

Charlie headed down to the fields.

"So I go find this truck, I like it — and this is where it's funny," he said. "I get a battery and an old stereo and that is the first thing I get working in it before it even has an engine. I put the radio and stuff in it so I could listen to it while I was working on it."

The Fred Webber green 1969 Ford F100 originally came with a six-cylinder automatic. He and his brother Matt looked for a different motor.

"We looked around and found a 360 engine, which is a V8, for it, and a four-speed transmission and put them together," Charlie said. "Before I was even 16-years-old, I drove it around on Highway CC. We probably went through four sets of tires before I even got a license on it."

The day he received his license, he went to Rolla and had an exhaust put on the truck.



**BO DEBOEUF** sits in his '69 F100 two years before he was legal to drive.

"That day when I came into town, I came into Purina parking lot where we used to hang out down here," Charlie said. "We started doing donuts, because it was all dirt and gravel back then, and seen red and blue lights and was like 'what is that? That's a cop!'"

The dust settled and Officer Harold Schmiedeskamp approached the car and

asked Charlie what he was doing.

"He said, 'son, you need to come sit with me in the car,'" Charlie recalls.

Charlie handed over his newly minted license and Schmiedeskamp said, "you just got your licenses today? What are you doin'?"

Charlie told the officer he was trying to show off for his buddies. Schmiedeskamp

didn't give him a ticket — that day.

"The time of drivin' it, I got seven tickets in it," Charlie said. "I almost lost my driver's license. My first date with my wife was in that truck."

"He asked me to marry him in that truck on lower park road," Bo's mom Kim DeBoeuf said.

As he got older, Charlie's mom, Darlene DeBoeuf, would know when he was skipping school, because Charlie would park the '69 at the free parking lot.

"Mom would go by and take all the spark plug wires off and steal the ignition switch, so I'd have a guy haul me down to the farm, get new spark plug wires, new distributor and new ignition switch, start it back up and take off with it," Charlie said. "Mom really enjoyed it. She always liked that truck and liked riding around with me."

When he finally parked the truck for good, it sat under a pine tree on the farm and every winter the tree would get icicles about (two feet) long.

"The top of the truck looked like it was beat up with hail, but what it was was those icicles," he said. "Then mom passed away Christmas Eve 2011. I thought I would go ahead and fix it back up in remembrance."

See **DeBoeuf '69**, Page 4B

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## DeBoeuf '69 • from page 3B

In 2012, Charlie pulled the '69 Ford back out. His son, Bo, seemed interested in it. He was about the same age that Charlie was when he pulled it out of his parents' field back in the 80s

"He started helping me work on it," Charlie said. "I told him I was just gonna give it to him."

When the '69 transferred ownership—to Bo DeBoeuf, it was still under restoration.

"The engine was so bad from him (Charlie) running it so hard, it was actually chained in the truck because he kept breaking the motor mounts," Bo began.

They bought a parts truck off an auction to piece the '69 back together, starting with a 400 V8 Ford engine.

"As it got restored and painted, that engine was worn and had some issues, and didn't run the best. So we took another parts truck, a '68 Ford with a 347 cubic inch stroker in it, originally a 302 cubic inch stripped out to a 347 cubic inch stroker.

"We put that engine in there, but it being a small block in a really big engine bay, I didn't like the looks of it because it looked too small," Bo began. "Then we had another old truck sitting outside that I tore the engine out of, which is a 460 cubic inch."

Throughout his high school career, Bo continued to save up for parts or make trades for others until he could have engine work performed on the 460 at a shop in Cuba.

"I had it bored 30 (.030) over," he said.

Having the block bored requires the use of machines to widen the cylinders and increase engine performance. It changes the engine's displacement for more torque or horsepower by increasing the volume of the pistons.

"The engine block sat in here throughout high school, and as I saved up money for more parts, we built it and put the engine together," he said. "The engine in it now (out of a 1986 vehicle) is a 466 cubic inch, which is a 460 engine bored .030 over. We had to notch the frame to fit the exhaust down in there because the engine is so big in the engine bay."

The 466 engine has almost no miles on it now since Bo still has a few kinks to fix.

"I need to take the engine back apart be-

cause with the compression it has, I can't run pump gas, it wants 1/10 (race car fuel)," Bo explained. "Probably pretty soon I am going to order different (cylinder) heads to where I can run—it was set up for a different style head, but then I got these for Christmas—they are an older style and take a lot more

compression."

He said changing cylinder heads will allow him to use 95 octane fuel, which will be less ex-

pensive.

"I have tried additives and it don't help much," he said.

The 1968 parts trucks also donated its bed to the '69.

"Because sitting underneath the pine tree, with all the pine needles it rusted the floor out of the bed," Bo said.

He drove the truck on good weather days in high school before he graduated in 2017, and entered it in car shows in Owensville.

"The fuel mileage and everything is just not good with those heads," Bo said, adding

he didn't take it out of town very much.

When the vehicle was first pulled into the shop, everything came off. Father and son repaired, repainted and reupholstered the entire truck, taking the Ford cue that "any customer can have a car painted any color that he wants so long as it is black."

The black 1969 Ford F100, trimmed in chrome and perfected with clear coat reflects better than a mirror. With its 466 engine and race car fuel, it rumbles to life with each start. It is no wonder that Bo thought about asking his future wife to marry him near the same location as his parents engagement spot while sitting in the truck. However, history doesn't always repeat itself.

"I took the Jeep instead, I didn't get the truck out," Bo said in the end. "I tapped something underneath the hood and then drove down to lower park and told her it was acting funny so she would meet me there. I said 'man, something's not right' and popped the hood and handed Megan a flashlight and asked her to read the sign for me."

After Megan finished reading the sign, she turned and he had a ring waiting for her in the toolbox. The couple are expected to tie the knot in May.

Kim added that the truck still holds rem-

See **DeBoeuf '69**, Page 7B

*"We put that engine in there, but it being a small block in a really big engine bay, I didn't like the looks of it."*



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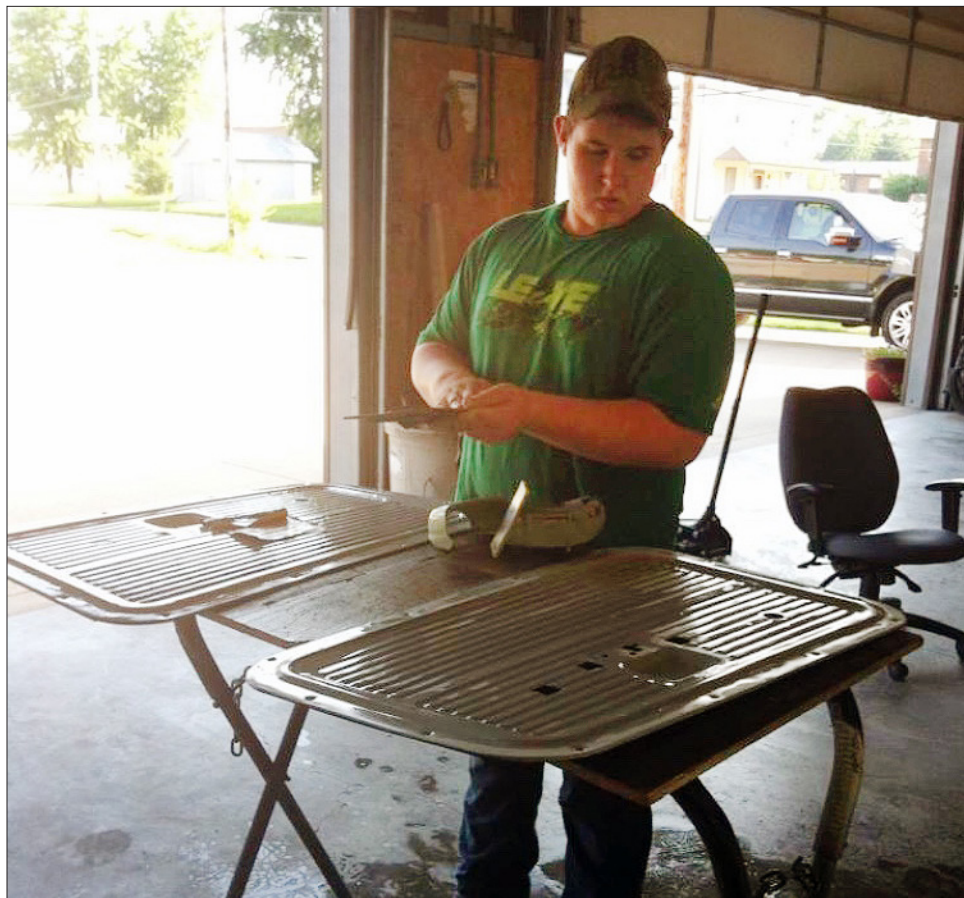
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**BO DEBOEUF** works on the door panels of his '69 Ford truck in his fathers shop, Faith Automotive, in 2012 when he was 14-years-old. **PHOTO SUBMITTED**

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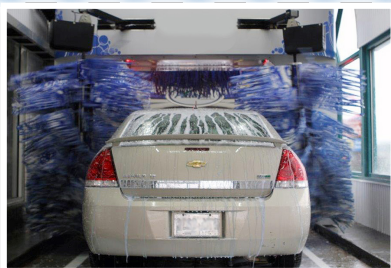
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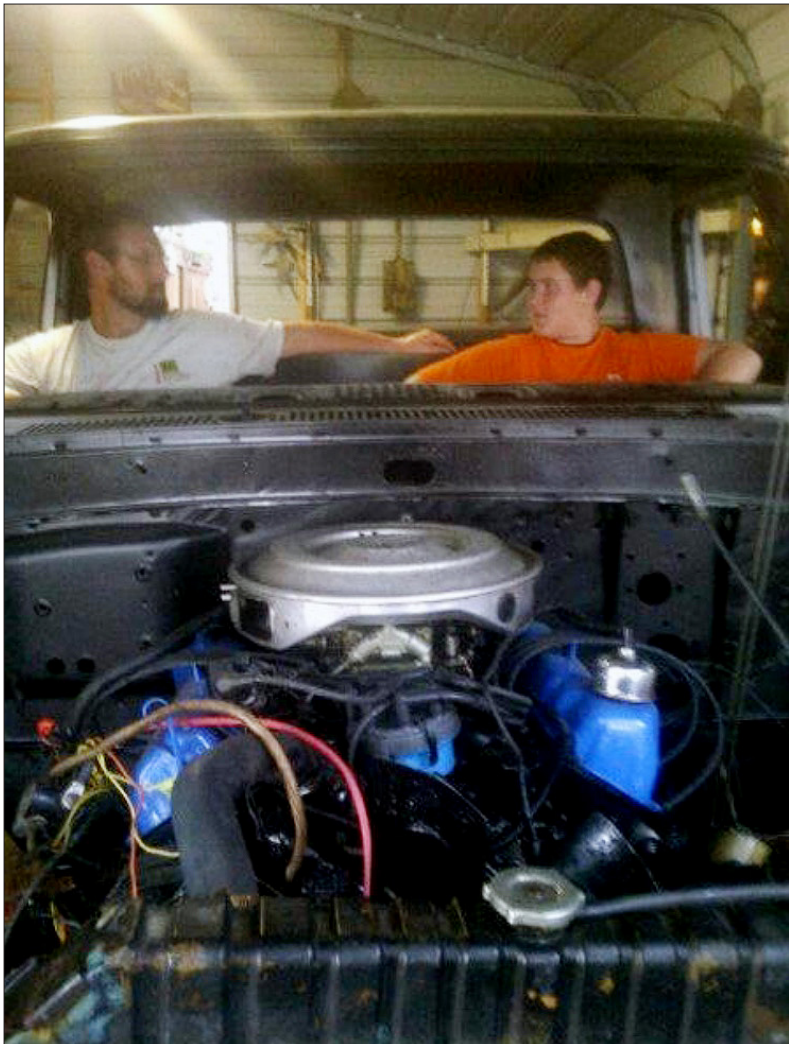
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**BO DEBOEUF** (right, photo far left) discusses the progress on his truck with his father, Charlie in the beginning of the trucks' second restoration.

FAR LEFT PHOTO SUBMITTED, OTHERS BY PHOTOS BY ROXIE MURPHY

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**BO DEBOEUF** shows off the 466 cubic inch engine that now sets under the hood of his '69 Ford truck. This is the fourth power plant to occupy this space in the trucks history. The glove box includes a signed note from his dad. **PHOTOS BY ROXIE MURPHY**



**DeBoeuf '69 • from page 4B**

nants of her and Chucky's days together.

"Back when we were in school, we had parking stickers in the back window and the parking sticker that was Charlie's is still in the back glass," Kim said. "It used to be orange, but it has faded to white now."

While neither father or son named the vehicle that became their first set of wheels, they both have that connection to its radio — after all, it was the first thing they got to work!

"Jackyl 'Dirty Little Mind,' I remember sitting in that truck listening to the cassette," Bo said. "I also remember clearly when I was wet sanding the door panels for paint, on the radio played Johnny Cash 'One Piece At a Time' and I thought that was pretty cool 'cause I got it one piece at a time."

When those pieces were put together, Charlie added a surprise for his son in the glove box, "To Bo From Dad Chucky D."

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## The importance of routine vehicle maintenance

Owning a car is a big responsibility. Drivers who plan to keep their vehicles for the long haul must emphasize maintenance if they want to keep adding miles to their odometers. In fact, the automotive information site CarAdvice says that routine maintenance may be the most important thing drivers can do for their vehicles.

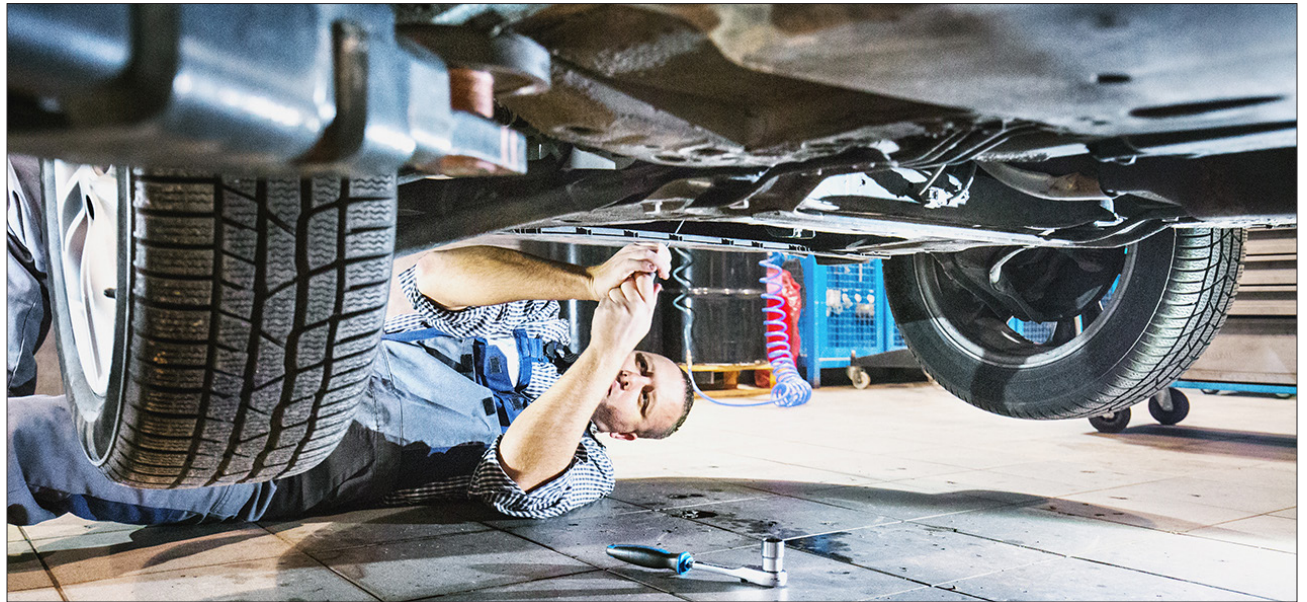
A vehicle needs consistent care if it is to run efficiently. Maintenance also reduces the risk of roadside breakdowns and costly repairs. Here's a look at some of the benefits of staying on top of maintenance.

- **Saves money:** Even though maintenance costs money, sticking to a consistent maintenance schedule can save big bucks in the long run. For example, the cost of rotating and aligning tires is considerably less than repairing a car after a major blowout and paying for a tow and tire replacement.

- **Improves performance and efficiency:** Routine maintenance includes oil changes, filter changes and fluid top-offs. Such tasks keep engines running smoothly. Ignoring this routine maintenance can put engines in jeopardy of breaking down and adversely affect vehicle performance, diminishing fuel economy and leading to a sluggish ride.

- **Identifies safety issues:** Routine inspections and work performed by reputable service stations help drivers stay abreast of recalls or issues that can affect the safety of the vehicle.

- **Maintains a maintenance record:** When the time comes



to sell the vehicle, having a log of routine maintenance indicates to potential buyers that the vehicle was well cared for.

- **Keeps compliance:** Vehicles covered under manufacturer's warranties typically need to be maintained in adherence to factory-recommended maintenance schedules. This ensures that the vehicle is in compliance and will be

covered in the event of a warranty claim.

Routine vehicle maintenance is important for a variety of reasons. Drivers can work with a trusted and reliable mechanic to develop a schedule that keeps their cars and trucks on the road.

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## Top tips for buying teens their first cars

Selecting a first car for a teenage son or daughter can be challenging. Newly licensed drivers probably want something sporty that also looks cool, while their parents no doubt want them behind the wheel of something sturdy, safe and reliable.

According to the experts at Edmunds.com, an automotive research and advice group, involving teens in the process of selecting a car helps teach them responsibility and learn lessons about money that may help them make smart choices in the future.

- **Manage expectations.** Cars are generous gifts and not something teenagers have a right to. Teenagers may not realize the expenses involved in acquiring, running and insuring a vehicle. Parents can explain all of these factors. Unless the teen has enough money to buy his or her own car, the final call is up to the parents on how much to spend and which vehicle to choose.

- **Note that bigger isn't always better.** Some parents think their teens will be safer in a truck or SUV. While large vehicles may fare slightly better in a crash, they can be more cumbersome to park and drive, especially for novices. A large vehicle may tempt teens to pile in friends for a Saturday night, but research indicates the risk of a crash increases with multiple teens in a car.

- **Choose safety over looks.** Safety should be the top priority. According to the Centers for Disease Control and Prevention, teen drivers between the ages of 16 and 19 are four times more likely to crash than older drivers. Choose a vehicle with a high safety rating over one that looks stylish or comes equipped with distracting bells and whistles.

- **Pass down the family roadster.** Teenagers may anticipate being handed the keys to a brand-new or previously owned vehicle off of a dealership lot. But giving him or her a set of keys to a car already in the driveway may be more practical. Everyone involved already knows the history, driving capabilities, safety statistics, and potential quirks of cars that have been in the family for years. It may not be flashy, but cars already in the driveway will get teenagers from point A to point B just as effectively as those currently sitting idle on the dealership lot.

Outfitting a new teen driver with a car requires careful research.

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## How to improve the value of your trade-in

When the time comes to purchase a new vehicle, many drivers explore trading in their existing cars or trucks. Trade-ins can reduce the cost of buying new vehicles and save drivers the hassle of selling their vehicles on their own.

Motorists who think trading in is the best way to unload their current cars can take various steps to improve the trade-in value prior to visiting the dealership.

- Know the trade-in market. Some trade-ins may be more valuable than others, even if the cars are relatively similar with regard to mileage. For example, preowned vehicle buyers typically prefer late model vehicles as opposed to cars that are older. This is even more apparent now that many car buyers want smartphone-friendly vehicles that afford them access to the apps and GPS systems on their phones. Drivers who want to get maximum value for their trade-ins may benefit by trading in a year or so earlier than they initially planned, as this will make their cars or trucks more attractive to prospective buyers, which should make it easier for dealerships to sell the vehicle.

- Address any issues. Dealerships will

offer to tend to any repairs trade-ins may need, but that will come at a cost, which will be reflected in the trade-in value of the car. Vehicle owners should address any issues before taking their vehicles to the dealership. Fix any doors that stick or minor scratches on the vehicle's exterior, remembering to have the car detailed, washed and waxed. Investigate if any major problems, such as engine troubles, are worth fixing on your own, or if you're better off receiving less for your trade-in and letting the dealership address such issues.

- Keep maintenance records. Maintenance records illustrating that the vehicle was taken care of can help owners get more for their trade-ins. Drivers who intend to trade the vehicle in to the same dealership where the vehicle was purchased should still keep their own maintenance records to eliminate potential problems as they negotiate the trade-in value of their vehicles.

- Shop around. Drivers who are not satisfied with the trade-in value assigned by a specific dealership can shop around until they find better offers. Some dealerships may not offer much for a vehicle because



they already have a similar car or truck sitting on their lot, while others may jump at the chance to make their preowned inventory more diverse. Exercise patience when shopping around to reduce any frustration that might develop during the negotiation

process.

Various factors impact the trade-in value of cars and trucks. When purchasing new cars, vehicle owners can employ various strategies to get the most money for their current automobiles.

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## How to reduce vehicle maintenance costs

Major repairs to a vehicle can be expensive. When unanticipated repairs are necessary, drivers' budgets can be thrown out of whack, potentially causing a domino effect that compromises their ability to pay their bills on time.

Whether your vehicle is brand new, a few years old or reaching milestones on its odometer with every mile driven, there are ways to care for the vehicle so you aren't caught off guard by costly repairs down the road.

- **Read your owner's manual.** A vehicle owner's manual is a great resource that can help drivers keep their cars and trucks running strong for years. Every vehicle, whether it's purchased brand new from a dealership or preowned from a preowned dealer or private citizen, should come with an owner's manual. Don't worry if you purchased a preowned vehicle from a private citizen who lost the manual, as many manufacturers have manuals available for free on their websites. Print manuals may cost some money. Drivers may be able to find their manuals elsewhere online on a site such as [Justgivemethedamnmanual.com](http://Justgivemethedamnmanual.com), which has thousands of manuals from various automakers available. Once you have the manual in hand or on your computer, visit the maintenance section to familiarize yourself with the manufacturer's recommended maintenance guidelines. Adhering to those guidelines is a great way to keep your car running strong for years on end, and it might just save you from the hassle of sudden expensive repairs.

- **Protect the engine.** The engine is arguably the most expensive part of your vehicle to replace, so protecting it should be a priority. Routine oil changes and oil filter replacements is a great way to protect the engine. Manufacturer guidelines vary in regard to oil change and oil filter replacement intervals, but such recommendations can be found in your manual.

- **Hone your DIY skills.** Drivers also can save money on maintenance by doing some of their own minor vehicle repairs. YouTube is home to many DIY tutorials that can teach drivers how to change their own oil and replace the filters on their vehicles. Routine repairs are relatively easy, and many tutorials can walk you through them step-by-step. Depending on how much you drive, learning to do your own minor vehicle repairs may save you hundreds of dollars per year.

- **Perform routine inspections.** Older vehicles may or may not alert drivers via noises or leaks that they're in need of repair. Routine inspections of hoses, brakes and tires, which should always be properly inflated, can let drivers know if their vehicles are experiencing problems before those problems grow and become something costly.

Vehicle maintenance costs tend to be most expensive when drivers ignore routine maintenance or miss signs that their cars and trucks might be struggling. By adhering to manufacturer maintenance guidelines and paying attention to their vehicles, drivers can reduce the cost of keeping their cars on the road.



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