

WILLYS Words

APRIL/MAY 88 # 11



OFFICIAL PUBLICATION OF THE.....
West Coast

WILLYS Club.



33-42 RODS AND RACERS

222 SAN CLEMENTE-VENTURA-CA-930

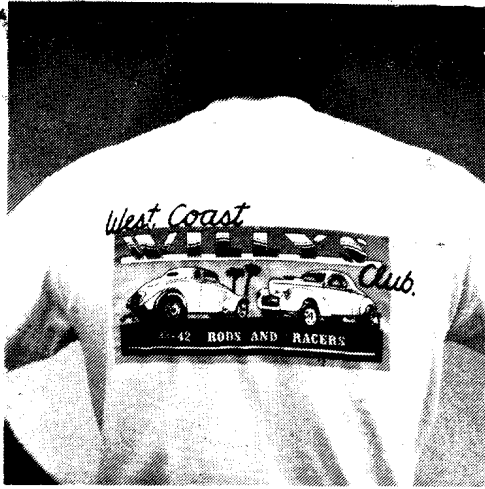
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CLUB SWEATSHIRTS! Classic gray sweatshirt, (high quality) with full color club logo on the front. Perfect for skinning knuckles out in the garage or if you dare..... aerobics.

M,L,XL & XXL. \$19.50 each plus \$2.00 Shipping & handling.



The official club decal has black logo on white background with a red border. Chrome "Willys" sets it off. You need one for your toolbox as well as your car. \$1.50 each.

Club caps are red and white with club logo printed in black.

\$7.00 each plus \$1.50 S&H.



BACK ISSUES \$2.50 each.

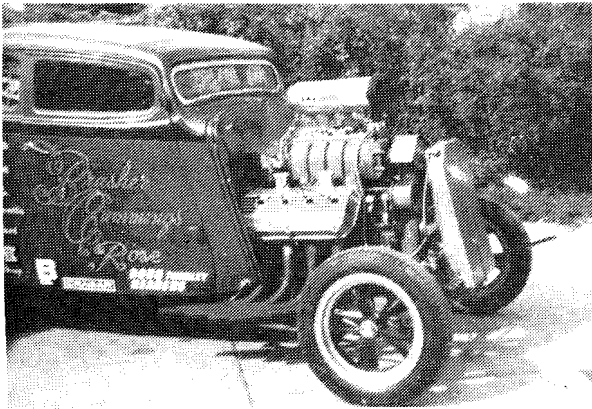
#1 & 2 are photocopies, all others are originals



COVER -- If you were going by the grille and headlight rings you'd say this was a '41 but take a look at the wipers (above the windshield) and the hood trim, this coupe is really a '40. You'll find more ID tips in this issue. This charcoal coupe belongs to Dan Semchuk '02, of Corcoran CA. It's one of the cleanest Willys coupes you'll ever see!

BACK COVER -- Harry and Bob Sheffler, #211 & 202 have been around Willys cars a long time now, here's the 1940 coupe they raced from 1963-1968. Today they are the guys behind "sheffler Enterprises"; making 'glass '33 Willys bodies.

LETTERS



Here's a picture of the old B&C '33 coupe from when I was partners with them, that's my motor in the car.

Terry Rose #485
San Ramon CA

How's it going down there? everything's fine up here except that my Willys is freezing it's ass off, -35° here, can't wait 'til summer.

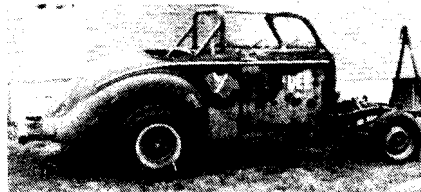
Anyway work on my coupe is coming along good, I'm trying to do as much myself as possible, one tip I discovered is that '69 Charger RT two piece rotors fit right on stock Willys hubs with very little work. I used '67 Mustang piston calipers as they fit the Charger rotor perfectly, machining a bracket is easy. 14" wheels fit no problem with this set-up as the Charger rotors move the calipers inboard alot more than a Mustang rotor would, also they're easier to find. If you can't find '67 Mustang calipers you can use '70, '71 Demon, Dart or Duster 4 piston (Kelsey Hayes) caliper. These are virtually identical to a '67 Mustang caliper, only a slight difference in brake line inlet and mounting holes, otherwise the same. Hope someone can use this information.

Gary Mintz #142
Edmonton Alberta
Canada.

I've been to see Ron Ladley and Vinny Corigliano in the last month. Boy, these guys make me feel like a piker. They have more stuff than you can imagine and both of them were extremely nice and helpful; to answer all questions, no matter how basic or naive. They are great resources for anyone with a Willys and of particular interest, Vinny told me that in addition to making the coupe and pick-up bodies they are willing to make partial fiberglass panels from their molds to repair damaged steel cars. He told me of a rolled steel coupe in New Jersey that is now half steel on the left and half fiberglass on the right. I'm having him turn out a fiberglass firewall, cowl and floor for my coupe when I'm ready for it, what more could a guy ask?

Tom Gunshannon #449
Larksville PA

You can reach Ron Ladley at (215)584-1665 and Vinny Corigliano at The Willy Works (914)292-6703.



About those 4 Willys convertables mentioned in the last issue, about 2 1/2 years ago I bought a real nice old Sun Tach from a guy in New Jersey that deals in vintage race car parts. We started to talk about Willys and he told me he was trying to buy a '40-'41 Willys convertible (X-Gasser) from a guy who owns a body shop. He told me the guy had it a while and didn't want to sell it, but with constant pursuit he finally got it complete with top down and a roll bar, what a sight! His name is Dave Crouse of Phillipsburg, NJ. The car is a factory built convertible, it is the old J.P. and Cee C/Gasser and had a 331 Hemi powerplant.

Frank Calabro Jr #132
East Islip NY

SEE YA AT FREMONT!

NDRA NOSTALGIA NATIONALS
April 29, 30 & May 1, 1988
Fremont, California

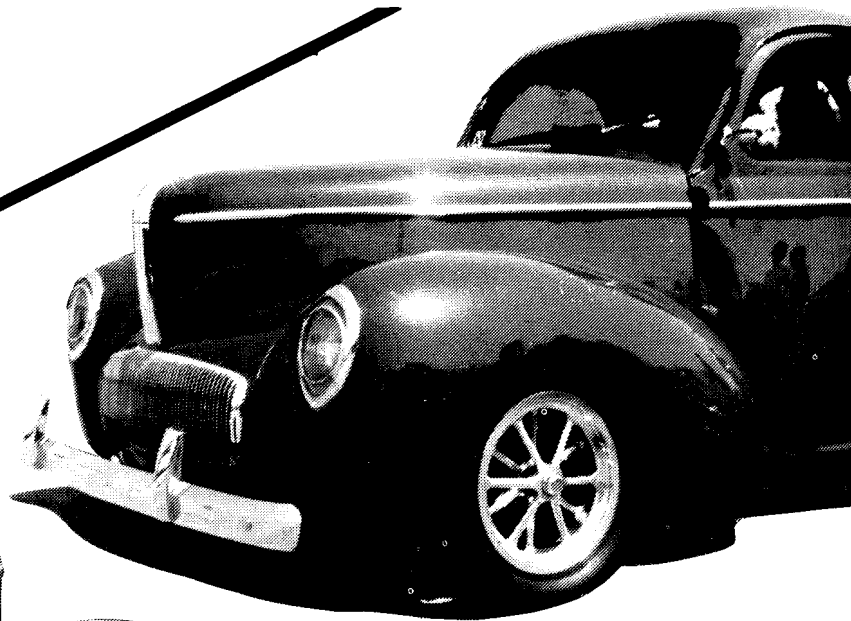
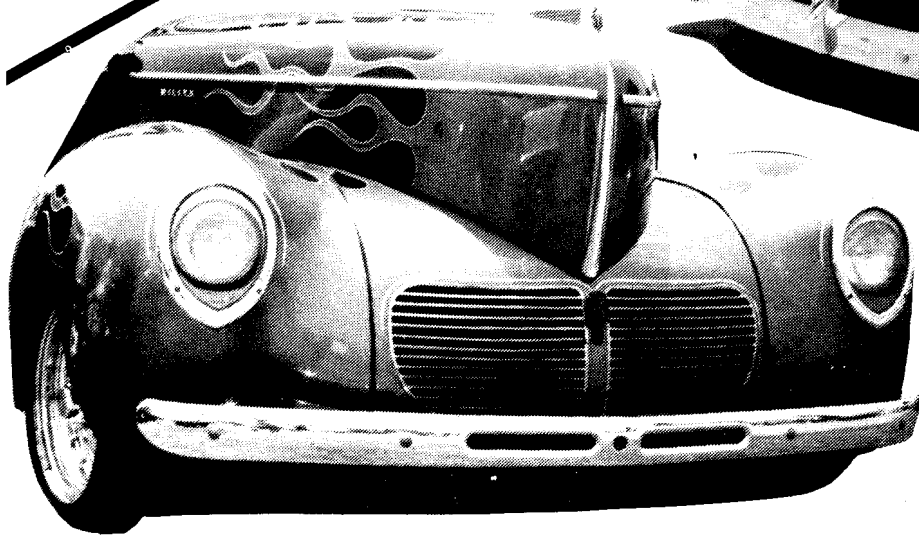
W.C.W.C. members are invited (make that urged) to park together in the Fremont pits at the '88 Nostalgia Nat's. The club will have a roped off area for members with a Willys at the event to park, whether you

are racing or spectating, look for the club banner. This is a great chance to get a good line up of Willys in the street rod parade on Sunday. Some good advice...Get there early!! The pits get pretty hectic Saturday and Sunday.

The United Anglias of America say will have more members there than us, let,s show them that **WILLYS RULE!!**



40 / 41



1940

| 440 (wb 102.0)—26,696 built | Wght | Price |
|-----------------------------|-------|-------|
| Speedway cpe | 2,146 | 529 |
| Speedway sdn 4d | 2,238 | 596 |
| DeLuxe cpe | 2,190 | 641 |
| DeLuxe sdn 4d | 2,255 | 672 |
| DeLuxe wgn 4d | 2,124 | 830 |

| 1940 Engine | bore x stroke | bhp | availability |
|-------------|---------------|-----|--------------|
| L4, 134.2 | 3.13 x 4.38 | 61 | S-all |

1941

| 441 Americar (wb 104.0)* | Wght | Price |
|--------------------------|-------|-------|
| Speedway cpe | 2,116 | 634 |
| Speedway sdn 4d | 2,230 | 674 |
| DeLuxe cpe | 2,135 | 685 |
| DeLuxe sdn 4d | 2,265 | 720 |
| DeLuxe wgn 4d | 2,483 | 916 |
| Plainsman cpe | 2,175 | 740 |
| Plainsman sdn 4d | 2,305 | 771 |

| 1941 Engine | bore x stroke | bhp | availability |
|-------------|---------------|-----|--------------|
| L4, 134.2 | 3.13 x 4.38 | 63 | S-all |

1st digit - number of cylinders 4
 2nd two digits - model # 37 = 1937,
 #38 = 1938, #39 = 1939 Overland Deluxe
 #48 = 1939 Standard, #40 = 1940,
 #41 = 1941, #42 = 1942

Next 5 digits - actual serial #
 1937 = 1001-64467
 1938 = 65001-91691
 1939 = (Overland) 1001-16214
 1940 = 17001-39341
 1941 = 50001-80100
 1942 = 80101-92020

Above is some information to help you read your I-D frame tag located on the front crossmember below the radiator.

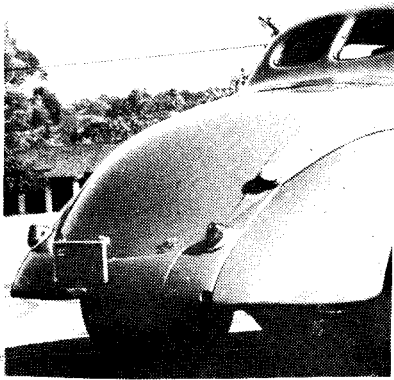
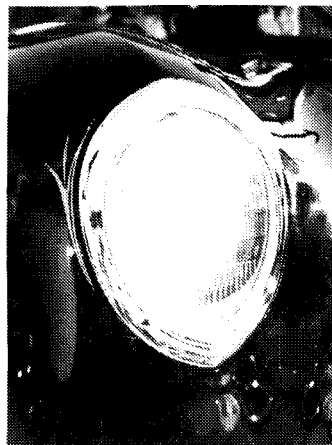
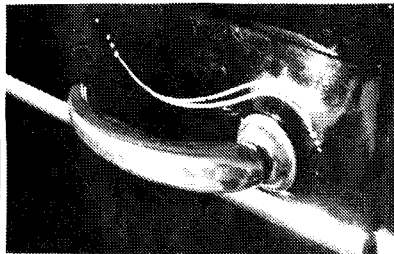
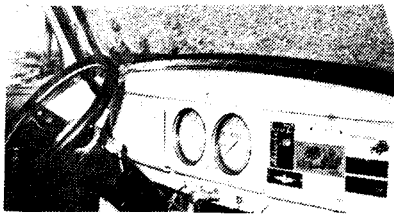
| 1940 | | 1941 | |
|--------------|---------|--------------|-----------|
| 1. Chevrolet | 764,616 | 1. Chevrolet | 1,008,976 |
| 2. Ford | 541,896 | 2. Ford | 691,455 |
| 3. Plymouth | 423,155 | 3. Plymouth | 545,811 |
| 4. Buick | 278,784 | 4. Buick | 374,196 |
| 5. Pontiac | 217,001 | 5. Pontiac | 330,061 |
| ↓ | ↓ | ↓ | ↓ |
| 17. Willys | 21,418* | 16. Willys | 22,102* |

Production figures.

'40 and '41 Willys coupes are almost identicle so you see alot of '41's in magazines labelled as '40's and vice-versa, there are also many Willys owners who don't really know the difference so here are some identification tips to help out. This is not intended as an in depth look but more as general information so you can identify a car just by checking a couple of things. I don't consider myself an expert but I know we have some experts out there reading this so if you would like to add to this or point out any mistakes I will gladly print your letter in the next issue.

At right above is a '41, easily identified by it's one piece grille with verticle bars, '40 has 2 piece grille with horizontal bars, '40 headlight rings are quite plain where as '41's have an extra smaller ring. Both have the same mounting holes and lenses. '41 hood trim is 2 piece with chrome pot-metal top piece joined to a chromed mild steel piece with "Americar" stamped in it ("Willys" on pick-ups). '40 hoods were decorated with a thin chromed potmetal piece on the front and a flying "W" emblem up top. 1940 is the only year that had "WILLYS" emblems on the hood sides and the trunk. The stainless trim on a '41 is 13/16" wide and has a raised peak, it is also pointed at the front. '40 stainless has no peak, no point at front and is narrower than '41. '40 deluxe stainless has 6 extra pieces as seen on this issues back cover.

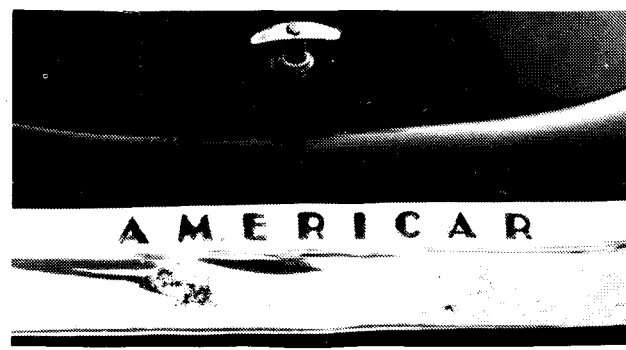
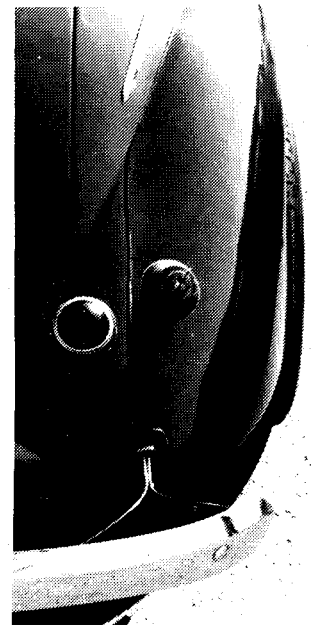
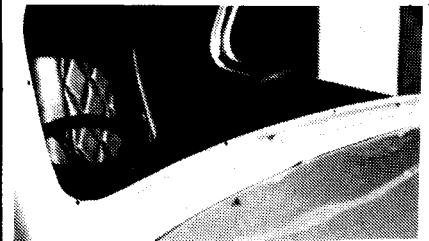
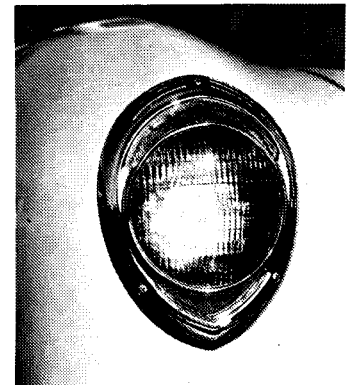
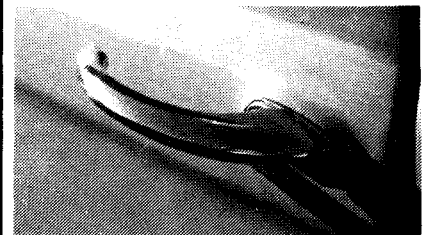
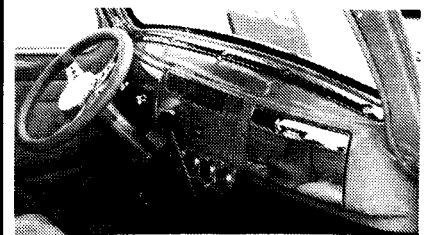
1940



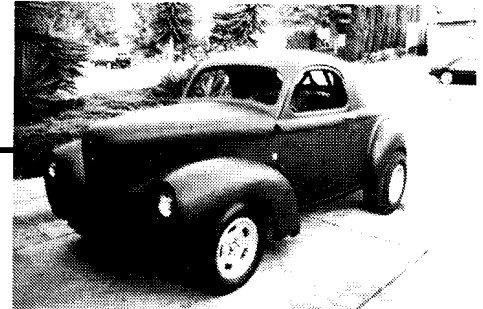
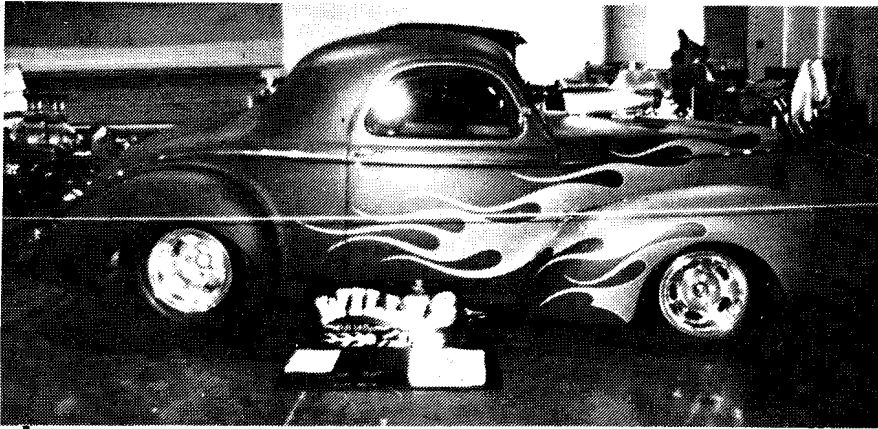
'41 rear bumpers have American stamped in them and both front & rears have a peak. 1940 front bumpers have 2 oval holes but some '40's were released with leftover '39 bumpers, (no holes). '41 frame was a couple of inches wider than a '40 so the rear bumper brackets exit through the fenders, '40 exits through body. The '40 inner rear fender panel is smooth but the '41 is reshaped for frame clearance, floors are also quite different. '41 gas filler is in the right rear fender while a '40 gas filler is in the body above the tail light. '40 door handles have a round mounting pad, '41's have a teardrop shaped pad and the doors are different to accommodate this. '40 wipers are above the windshield while '41's are below, the '41 also has an indentation across the cowl that isn't found on a '40.

Apart from the front sheetmetal, most features mentioned about the '40 are also true of the '37-'39. '37-'40 all shared the same body however the '39 DLX and '40 had a different dash, it had flat glove box doors and a square instrument cluster (photo at top left shows the dash shape but has incorrect gauges), '42 dash has curved glove box doors and a thin, rectangular instrument cluster. '37, '38 and '39 STD all had 100" wheelbase, '39 DLX and '40 had 102" WB. 1941-42 had 104" WB. The difference was taken up in the rear fenders. Everything said about the '41 applies to the '42 as they were the same car with round dash knobs and an extra grille piece, I have read that they were available as late as 1947 but I have never heard of one later than a '43.

1941



CLUB CARS

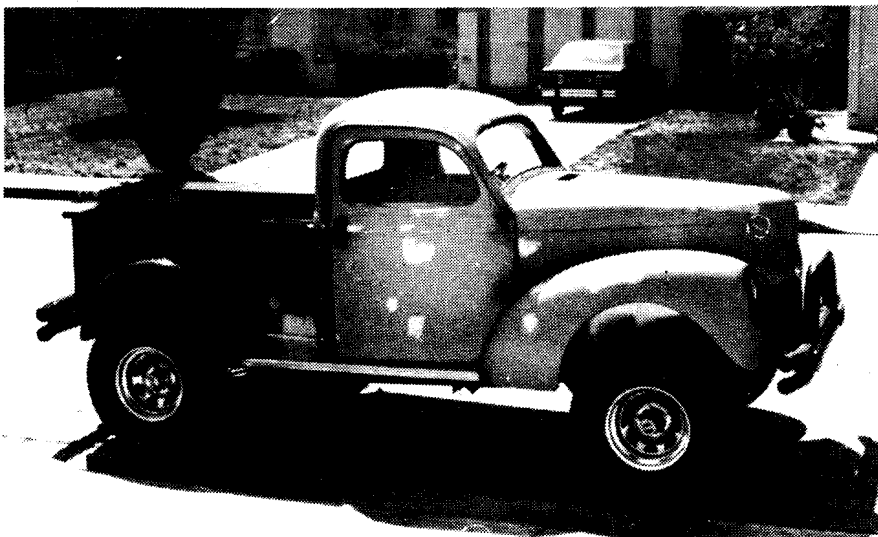
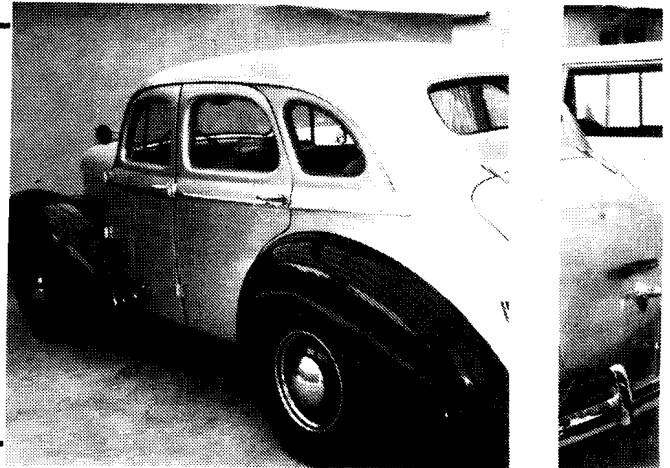


BILL HARMON #337
SAN JOSE CA

Looks like alot of work has been put into this coupe over the last year or so! Car is all steel except for hood. Running gear consists of 6:71 blown 454 with dual Predator carb's, Turbo 400 trans' and narrowed Olds' rear end(4:11 posi') Interior has 10 point cage and Recaro seats. Other features are 15x5 and 16x12 Halibrands and black primer paint with pearl flames! Check this car out at the "Nostalgia Nat's", Fremont, CA, April 29-31 May 1.

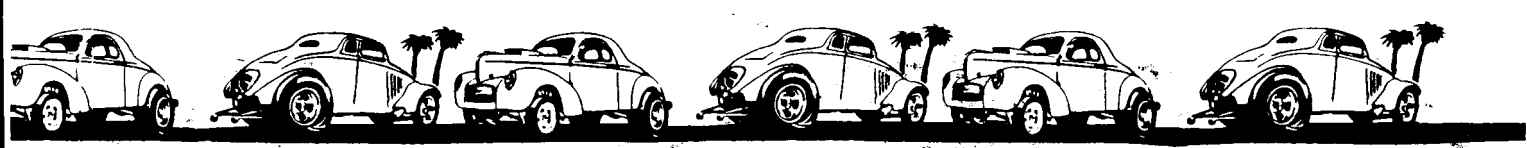
GORDON MEAD #411
SHERMAN OAKS CA

Although currently all original, Gordon has plans for this '41 sedan. It will be a street/-bracket race car. Engine will be a 355 Chevy with an A-1 Powerglide (3,500 stall) and a 12-bolt rear end with 4:88 Zoom gears and Summers Brothers axles. Other plans are roll cage, Weld wheels and tube front axle. Gordon will be doing all the work himself. Currently the car is silver and black and was purchased for only \$800!



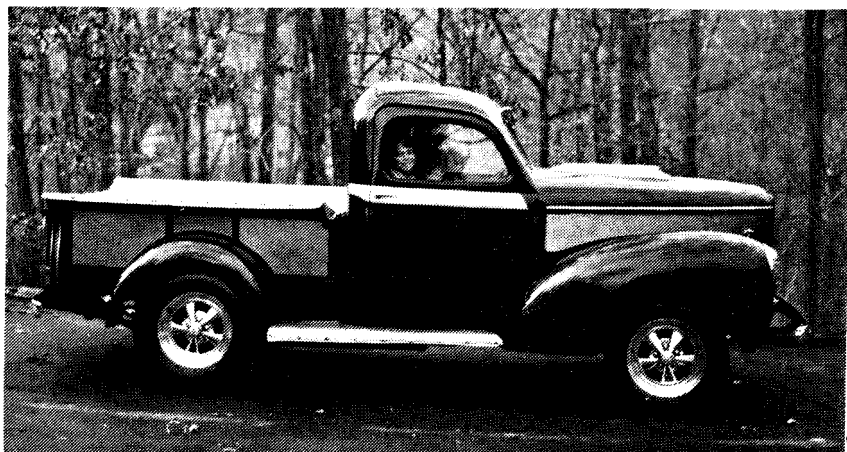
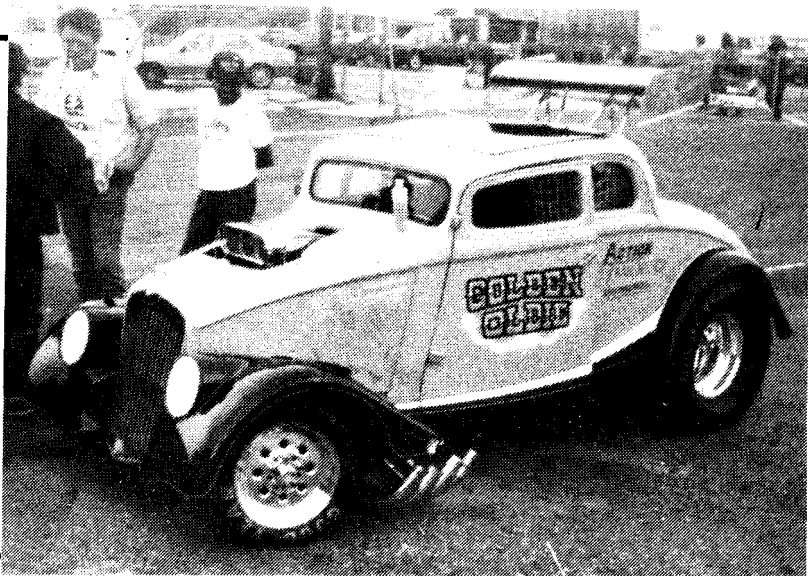
BRIAN RUDSILL #413
MILPITAS CA

When someone says "Willys 4x4" this isn't what comes to mind. Brian will have a very unique street rod when this project is finished! Chassis is from a '56 Willys P.U. 4x4 shortened 38". Engine is a .040 over 350, trans is an M21 with Warn overdrive. Body modifications include shortened bed, radiused fenders and 4" widened rear fenders. Paint will be black.



ROCKY PIRRONE #472
NEWTOWN PA

Could this be the worlds quickest Willys? How's 7.95 @ 175mph!! A 7 second Willys is very rare. The chopped body is an all glass Cal item. Rear fenders are moved up 1". 8:71 blown, Enderle injected Keith Black 426 has all the goodies. Trans is a very trick, bulletproof T-400. Rear end is a narrowed 9" with 4:11 Pro gears and Willwood disc brakes. Front end is coil-over mounted dropped tube axle, steering is Pinto. Rocky's Dad ran this car back in '65-'69, Rocky races with the Wild Bunch and at Nostalgia Drags. Milage? How about 5 gallons per Quarter mile.



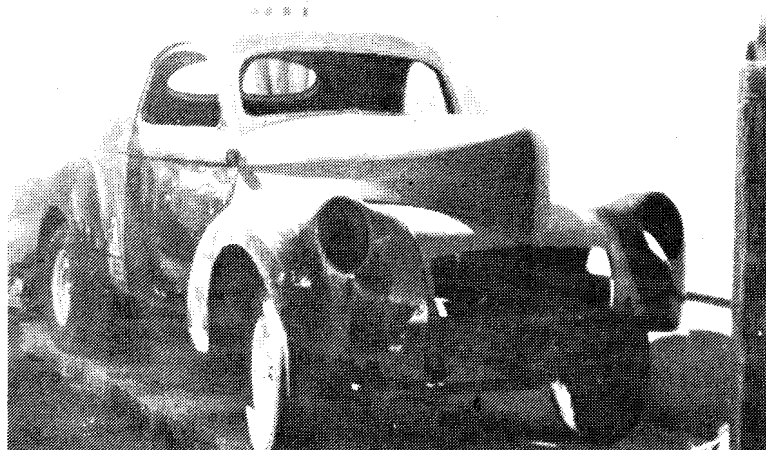
JOHNNY WAGGONER #482
ASHLAND KY

Johnny's all steel pick-up street rod is a '38 with '40 front sheetmetal. The red paint with gold trim was done by Jimbo Roberts. Chassis is boxed and has stock suspension. Johnny bought this truck in '75, converted it to Chevy powertrain and drove it for about 6 weeks then sold it to a friend. Realizing his mistake, it took him 12 years to get it back. Lucky his friend took good care of it!

BERT KECK #305
AIRDRIE ALBERTA
CANADA

Bert bought this '41 back in '76 with intentions of putting it back on the track. He lost alot of parts in '78 when his shop was burglarized so the project was put on hold. The car is now being converted for street use with 350 Chevy and T-400. The Olds' rear has been retained.



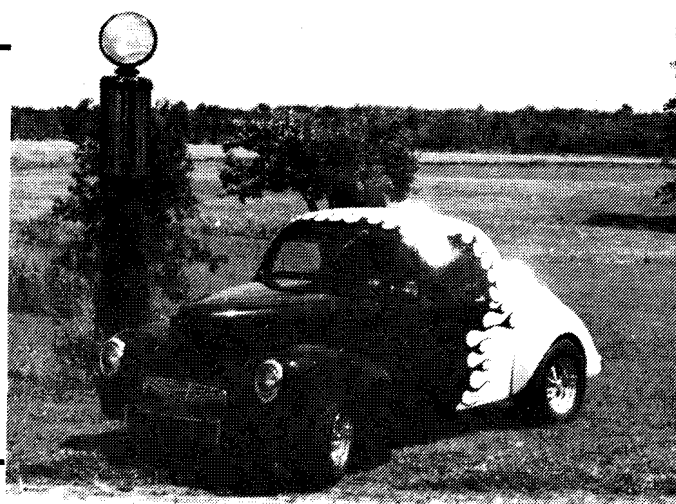


LARRY KRIDER #047
SPRING VALLEY CA

Larry's coupe is in the early stages, it has a 'glass front end, rear fenders and trunk lid. Boxed chassis has stock front axle and 9" rear (Halibrand quick change to come). 4 bolt main 350 with dual quad tunnel ram will power the coupe backed up with a Muncie 4 speed. Larry has Halibrand wheels waiting to go on. Paint will be light blue with "Time Traveller" lettered on the doors.

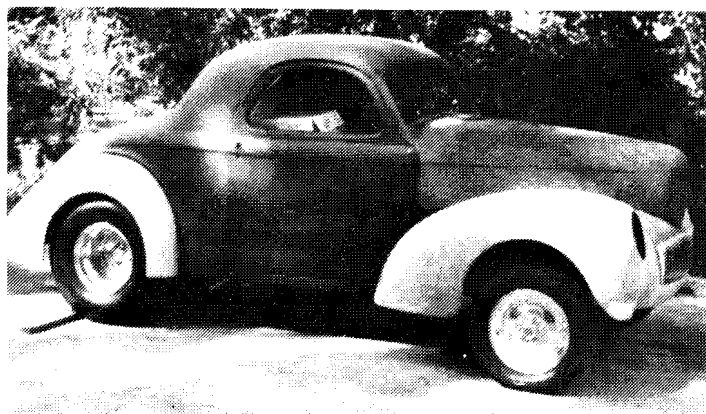
DAN GRUER #466
ST CHRYSOSTOME QUEBEC
CANADA

Dan's candy apple red and white coupe is the only one he knows of in Quebec. This car has seen 20,000 miles in the last 2 years, alot of miles with only 5 or 6 months of acceptable weather! 350 Chevy has polished tunnel ram intake. 350 trans leads to 10-bolt GM rear end (3:70 posi') on leaf springs. Front end is Mustang II. Interior features high-back buckets, SW gauges, Grant wheel and custom polished aluminum engraved dash.



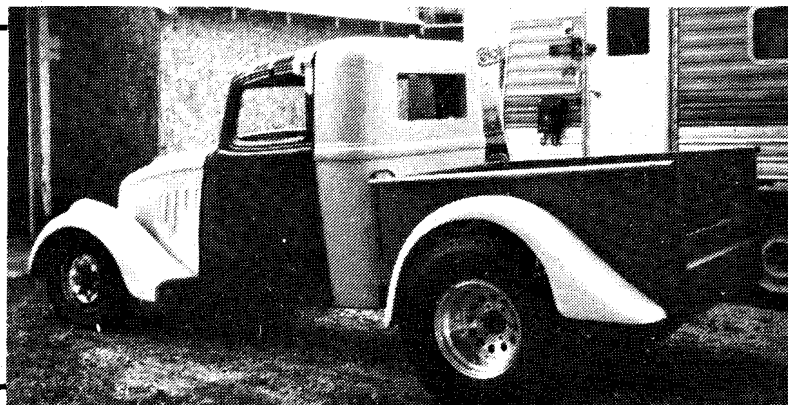
TOM TRAINOR #232
STONE MOUNTAIN GA

Tom's all steel coupe is a '38 with '41 front sheetmetal, it's being built as a mild street rod. 327 Chevy is backed up by a turbo 350 with shift kit and B&M shifter. Rear end is a narrowed 9". Chassis is boxed and has a stock front axle mounted on 4" lift blocks (Gasser style). Volvo disc brakes are used. Gas tank is from a VW bus. Paint will be red arcrylic lacquer by Tom.

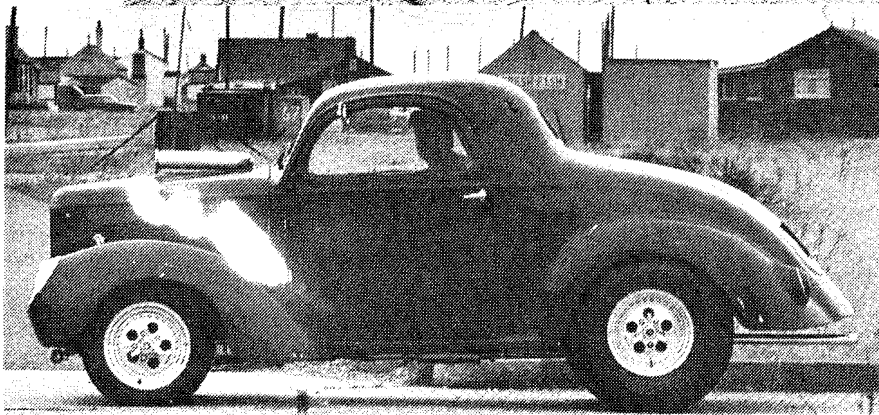
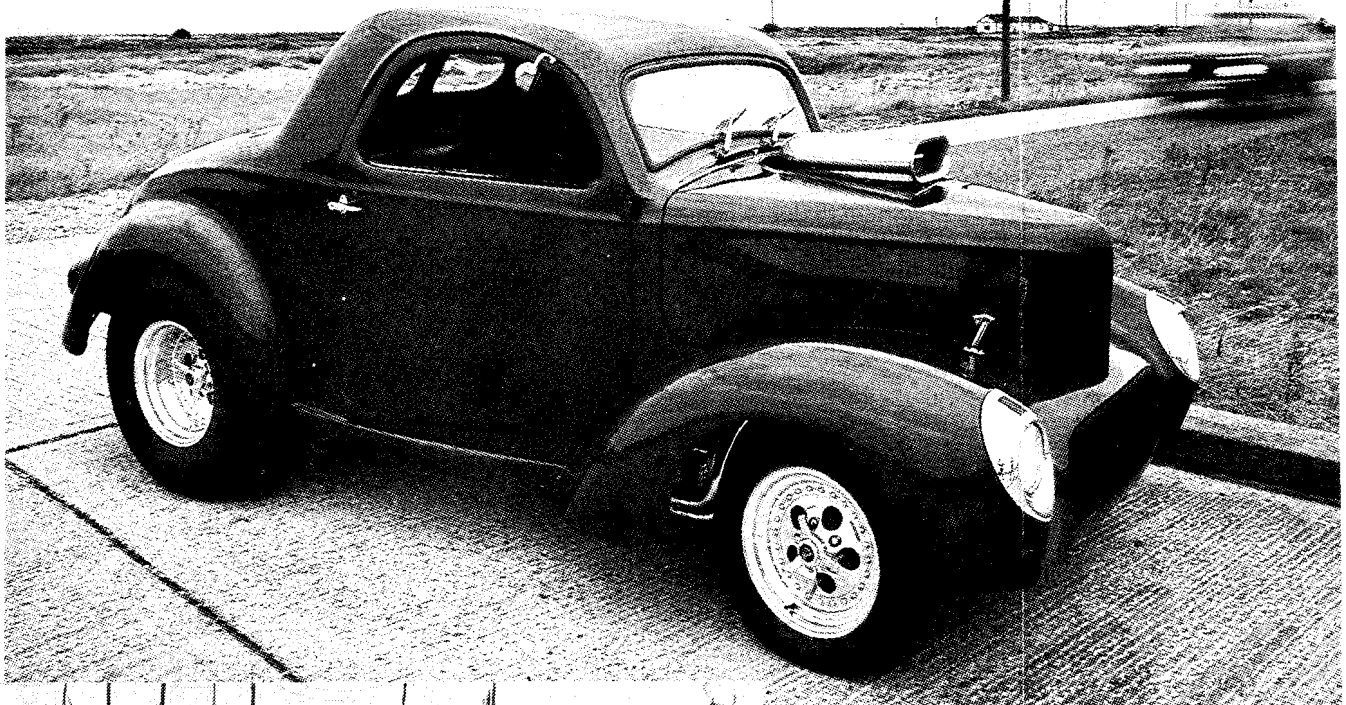


ROBERT BROWN #051
GENOA OH

This truck is made up of '36 cowl and roof, Chuck Finders rear cab, Sheffler doors, A-I front end and rear fenders and a hand made bed, (pew!). Frame is a '74 Datsun. Robert is going with a 454 Chevy for power and a Turbo 400 trans'. Grille is a repo item from Butch Baily.

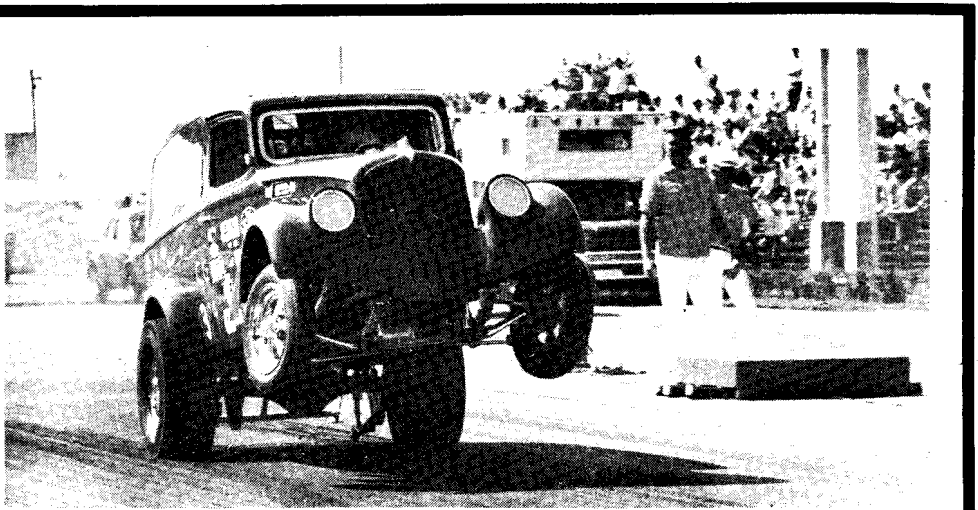


LOOK AGAIN....



What do you do when you live in England and are surrounded by Anglias but you want a Willys? Simple, do what Mark Hadlow of Dover did, make one from an Anglia. I bet it wasn't simple though, can you imagine the hours that went into this all steel conversion. Looks like the only Anglia parts left of the body are cowl, windshield surround and most of the doors.

WILD WHEELIES



WILD WHEELIES

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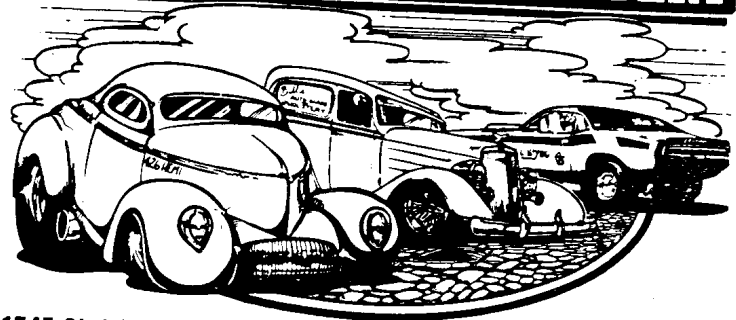
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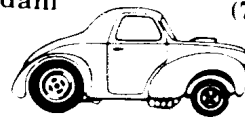
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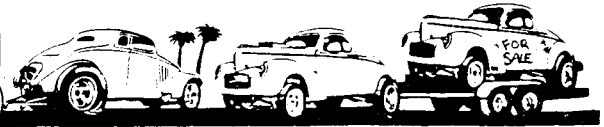
- | | |
|---------------------------|---------------------------|
| 1933 '36 GRILLES | 1933 '36 HEADLIGHT RINGS |
| 1940 '42 GRILLES | 1940 '42 HEADLIGHT RINGS |
| 1933 '36 HEADLIGHT LENSES | 1939 '42 TAILLIGHT LENSES |
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CLASSIFIEDS



FOR SALE: 1935, steel, Willys coupe body w/steel doors, trunk lid, tire carrier, firewall, running boards and hood, (no fenders) \$4000. Johnny Waggoner, Ashland, KY. (606)325-3226.

FOR SALE: 1940 Willys coupe. X drag car, (Grim Reaper B/G) set up for small block Chevy, Olds' rear with coils & shocks, straight axle w/disc brakes, Corvair steering box, 'glass nose, doors and rear fenders, roll bar. Will sell car outright or trade for '33-'36 car or parts.

ALSO FOR SALE: 1941 Willys 4dr sedan. No grill, headlights, outside trim, running boards. Bottom of doors rusted out, nose fair to good. Will sell whole car, part out or trade for '33-'36 car or parts. Chuck Sabis, 12 Butternut Lane, Watertown, CT, 06795. (203)274-5805 after 7 PM.

FOR SALE: 1933 Willys hood, fair condition \$350. '33-'36 Willys door hinges, for all US body styles, good cond' \$150 set. '33-'36 Willys window regulators, all US body styles, good cond', \$150 front pair. Also available. Anglia radiator, headlights & trinkets. Henry J project cars, gasser candidates! John Kostelnik (216)243-2959 or write 324 Wyleswood Drive, Berea, OH, 44017.

FOR SALE: 1937 Front end, 2 fenders & hood \$250. 1939 pick-up frame w/springs \$250. '40 Willys front axle w/drums \$100. '39 Willys pickup bed & tailgate \$200. Monty Majesky, 208 Dorena Dr, Newbury park, CA, 91320. (805)498-7880.

FOR SALE: 1940 DLX hood trim, 6 pieces \$80. 1940 sedan rear bumper side pieces that wrap around fenders \$80 pr. 1940-41 truck running board mounts (2) \$50. Also I can get exact repo windshield wiper arms (wire type) \$10 pr if anyone is interested. Stan Fuller, 25 brompton Ave, San Francisco, CA, 94131. (415)239-2387.

FOR SALE: 1941 Willys engine, (rebuilt) w/trans' & overdrive, complete \$550. New tires w/wheels \$150. Stock axle & rear end w/springs, brakes, driveshaft, steering. Gordon, Sherman Oaks, CA. (818)783-0713 eves.

FOR SALE: 33 1/2" narrowed 9" Ford rear end. No axles or third member, done by Alston, mounts installed for coil overs & traction bars \$175 OBO. 1941 Willys pickup title, legal title from Illinois \$100 OBO. Rick Smith (312)293-0253.

FOR SALE: 1933-36 Willys chassis, boxed and has Chevy motor mounts & Narrowed 8" Ford rear end. \$500 OBO. Kevin (805)653-1682.

FOR SALE: 1 set stainless for '41 sedan \$80.2 windshield frames for '41 sedan, woodgrain \$25.

FOR SALE: For '41-'42 sedan. 1 set stainless \$80. 2 windshield frames \$25. trunk handle \$15.2-L & 1-R tail lights \$20.3 rear lic' plate lights w/glass & bulb \$15. American horn button, NOS but shelf worn \$15.2 '37-'42 coupe tail lights w/rubber mounting pads \$80.

WANTED: For '41 pick-up. Steering/Pittman arm, Overdrive Kill switch, Overdrive solenoid, Overdrive case support bracket, Cigar lighter male part with correct knob, Mirror mounted clock, American hood ornament in good cond' with all three brackets. This is all I need for my 100% restoration. Please

help me out. Dexter Bennett, 908 Fontana Court, Modesto, CA, 93533. (209)577-5050 days, (209)529-3974 nights.

FOR SALE OR TRADE: (prefer trade) 1940-42 Willys steel hood. Trade for garnish rails, grille, 'glass hood, 'glass deck lid. Any of the above or will sell.

WANTED: Window and all garnish rails or mouldings for '40 coupe, Tail lights, '41 grille (doesn't have to be real nice), Outside door handles. Larry Krider, 659 Paraiso Ave, Spring Valley, CA, 92077.

WANTED: '40-'41 grille and headlight mounts. Monty Majesky, (805)498-7880.

WANTED: Video of your car for our upcoming all Willys video to be released late in 1988. A name will be drawn from contributors and someone will win a tape. Have your car featured in this video simply by sending some film. Contact Video Bob at Action Video Productions, 811 N Meer Rd, Mich' City, IN, 46360. (219)326-7031.

WANTED: Drivers side front fender for 1939 sedan, NOS or similar condition preferred. Also two glove box covers and '39 headlight lenses (glass). Mike Dowson, Canada. (416)634-6466.

WANTED: Information from anyone who feels they have been ripped off buying Willys parts from a party in Houston, TX. Please contact me. ALSO WANTED: Steel deck lid for '41 coupe, also American bumper, steel rear fenders and inside window mouldings. Gary Cerio, 29 Fredrick Dr, Reno, NV, 89506.

WANTED: '37-'42 coupe body, shell or complete. Prefer builder, drag car OK. Also need a '36 truck bed. Greg Anderson. (602)747-2120.

WANTED: '37-'42 PU rear window mouldings. I need 1 side but will buy a set. Roger K lyle (402)733-3490.

WANTED: '40-'41 coupe, complete and running or fully finished. Robert C Hunt (419)822-7125.

WANTED: Halibrand or American front wheels, 15x3 1/2 -15x4. Steel doors for '40 coupe, also '40 glovebox door, headliner bows and window frames. John Piller (206)486-8749

WANTED: would like to meet or correspond with other Willys enthusiasts in the Long Island, NY area. Robert Kelly, 158 Lee Ave, Hicksville, NY, 11801.

WANTED: For '33 sedan. Wood kit, front window lever ass' complete, inside window and door handles, rear view mirror, outside door handle (RH rear pass' or LH front). For '41. Front window frame, headlight buckets and rocker panel stainless, Good parts only please. Richard Gregory, (209)237-6377 after 6 CA time.

TRADE: 1941 Willys metal front, center section and hood for 1940 style pieces in comparable cond'.

WANTED: 1940 instrument panel w/speedometer in good cond'. Rick Smith, 13940 Feather Way, Grass Valley, CA, 95949. (916)346-8689.

NEW CHASSIS ON THE SCENE

Don Waldron (619)375-4573.

"Specialty Cars" and "Rods West" are proud to announce their new Willys Pro Street chassis. See it at Fremont!!

