

WILLYS Words

AUG/SEPT 89 #19



OFFICIAL PUBLICATION OF THE.....

West Coast

WILLYS Club.



33-42 RODS AND RACERS

222 SAN CLEMENTE-VENTURA-CA-93001

FIRST CLASS
U. S. POSTAGE
PAID
PERMIT #320
CAMARILLO, CA

047 6/4/86 41C
LARRY KRIDER
659 PARAISO AVE
SPRING VALLEY, CA 92077

CLUB GOODIES



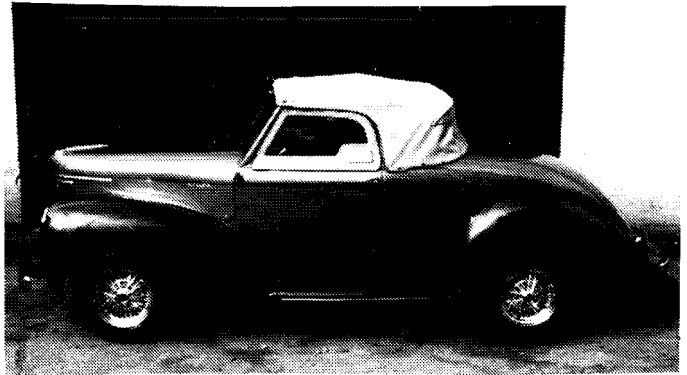
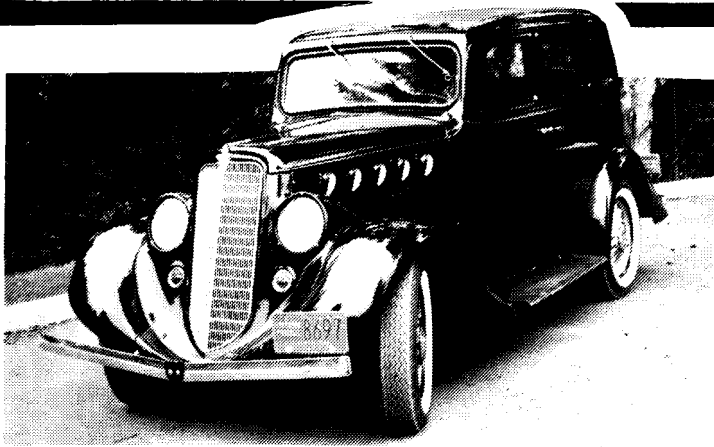
- WHITE T-SHIRTS. 100% cotton with 3-color logo on back, pocket on front with logo above pocket. S,M,L,XL,XXL. \$10 plus \$1.50 S&H.
- RED T-SHIRTS. 100% cotton with 2-color logo on front. S,M,L,XL&XXL. \$10 plus \$1.50 S&H.
- DECALS. Black on white w/red border & chrome WILLYS. \$1.50 each.
- CAPS. Red & white w/black logo. \$7 plus \$1.50 S&H.
- BACK ISSUES. #1,2,4,6,7,10 & 11 are photocopies, all others orig' \$2.50 each.

COVER -- Beautiful silver/blue Coupe is the property of "Big John" Stanton, member #673, of Tucson, AZ. Engine is a Hilborn (Alky) injected 427 Chevy. Car runs 9.70's at almost 140mph! John is currently building a '33 Willys Funny Car.

BACK COVER -- Wayne Arteaga and K.S. Pittman pose beside K.S.'s '41 Coupe in Wayne's Garage back in 1966. They got together for another picture beside the same car at the Milan, Michigan NDRA drags. At left is Johnny Rocca of Virginia, current owner of the Coupe. That's Doug Cook (Stone, Woods and Cook) drinking milk in the background.



LETTERS



I'm sending a photo of our 1936 Willys 4-door. The car is totally stock and complete. The speedo has 34,643 original miles.

The car was purchased in Coos Bay, Oregon and we drove it home at 50 miles per hour. The car runs great!

My future plan is to re-frame and totally street rod the car. I have a 355 cubic inch, 6:71 blown SB Chev, 400 Turbo and 9" Ford rear end ready for the car. I hope to have it ready next summer.

My wife and I are looking forward to enjoying the ownership of a Willys car and all the people associated with them.

Lauren and Jackie Porsch
Brookings, OR.

Some people will cringe but it sure sounds like a good plan to me Lauren! Congratulations on a great find. KP.

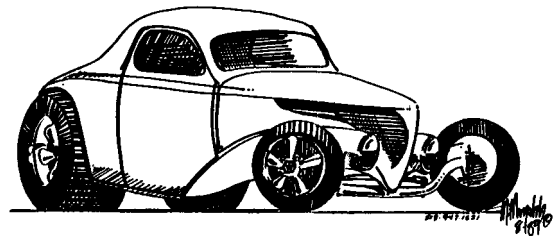
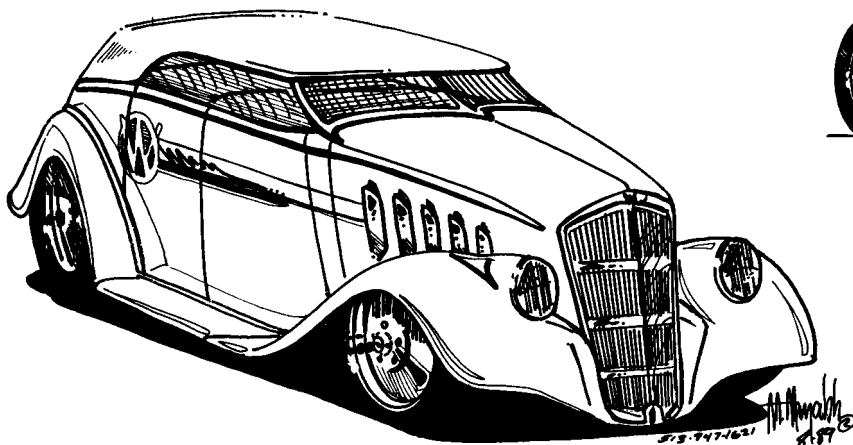
I have enclosed a photo of my '40 Willys Roadster (from Australia). We are planning a reproduction of this car which will be available in the spring of 1990. Pro-look or factory.

We will be offering a 10% discount on the first 50 orders! Cassis and turn-key cars will be available, Coupes and Two-door Sedans will follow. Anybody interested can address a letter to... The Willys Factory, 408 N Braddock Ave, Pittsburgh, PA, 15208. (412)731-9005.

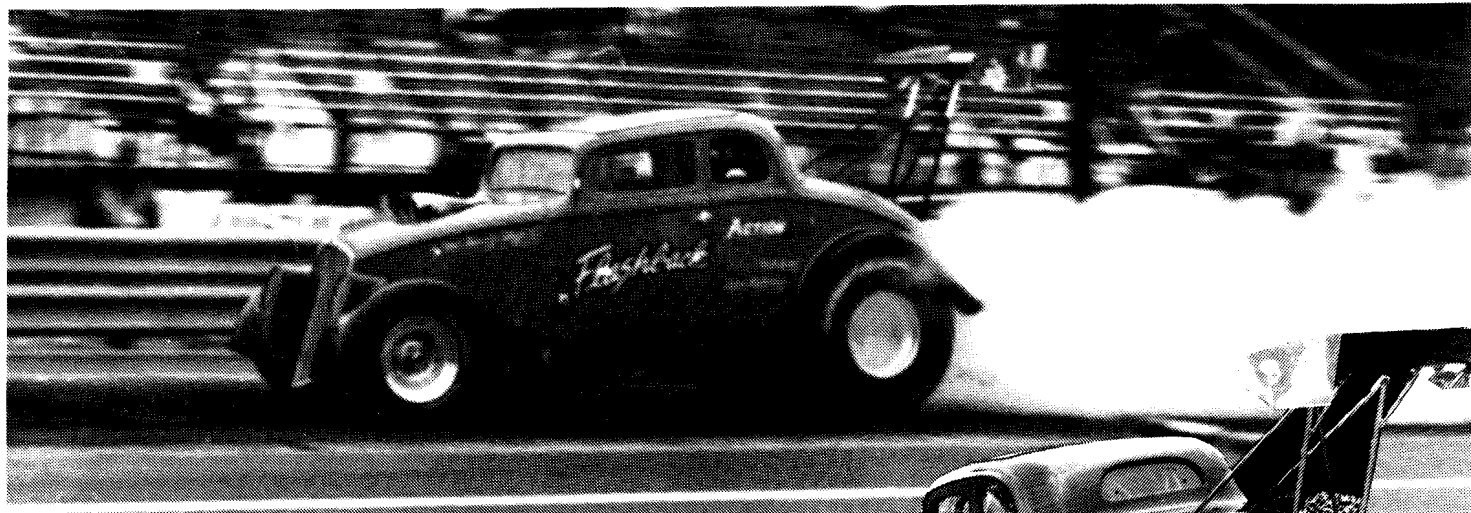
James Kocher, #607.
Mars, PA.

Great to see another Willys body style made available. Best of luck on your new venture, I'm sure you'll get plenty of mail.

KP.



Need an idea for your next Willys project? Here are a couple more from Mike Mayabb. The '33 "Phantom Phaeton" features a Duvall windshield and Carson style top, also Willys Overland graphics. Nice! The 37/38 Hiboy coupe is a car Mike would like to build himself, or see "Somebody" build. Keep 'em coming Mike!

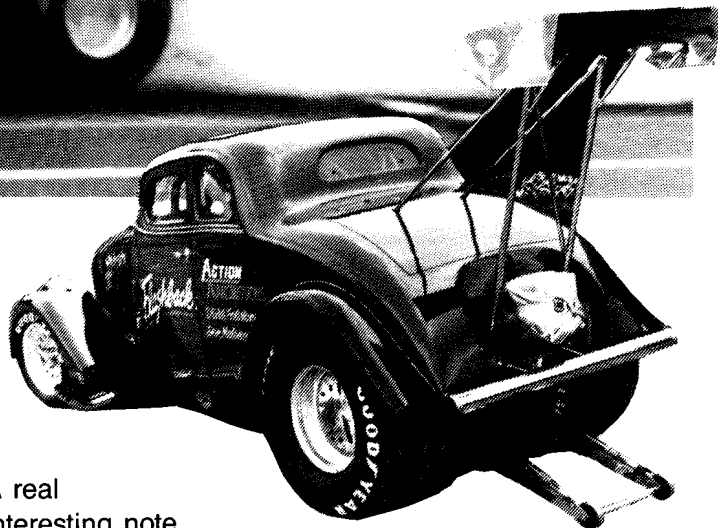


ROCKEY PIRRONE, #473, NEWTON, PA.

Here are pictures of my 1933 Willys, the name of the car is Flashback. The car has quite a history as it was originally built by my father, Joe Pirrone, back in 1965. The car ran as an AA/Gasser. The car was originally named "Boss Hydro" after my father's transmission shop and did match racing mainly on the East Coast, he did however go to the U.S. Nationals and compete in 1967. He raced against some of the premiere Gassers of the day including K.S. Pittman, Big John Mazaninan and the Hill Brothers. He was also doing a lot of experimenting on the four speed Hydra-Matics, and later on with the Chrysler Torqueflites. He went on to develop a prototype band release lever that helped make the Hydro a much safer transmission. The lever was later developed for the use on Lenco transmissions as an apply lever that is still widely used today. In 1969 he sold the Willys and went Funny car racing himself. A few years later the high cost of racing was a little too much and he retired from racing.

I always tried to keep tabs on his Willys after he sold it (the car was campaigned under the name "Pure Acid" by the Boyd Bros) but I lost contact around 1973. After starting a Transmission repair shop of my own and accumulating some money, I started looking for the car. I finally located the car. It was like finding a long lost friend. The car was in excellent condition, it was completely original except for the lettering on the doors. The only problem I had then was trying to get the new owner to sell the car to me. After a lot of talking and arm twisting, and paying a premium price, I towed the car home.

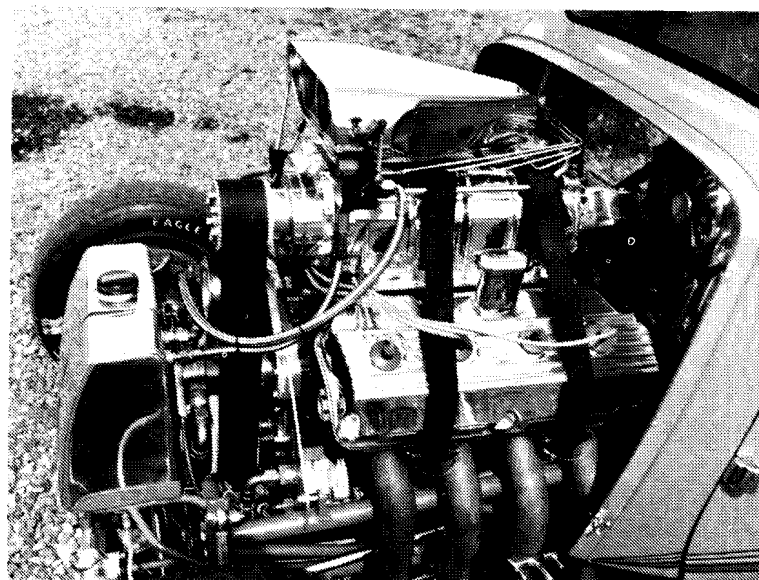
I spent nearly a year going over the whole car getting it ready to do battle once more. In 1982 we raced the car at some Old Time Drags and did a little bracket racing.



A real interesting note was that the car had run a best of 9.05 in 1968, and with the same exact motor, trans and rear combo we ran an 8.53 in 1982. The only difference was a pair of Firestone racing slicks! Unfortunately the extra bite took its toll on parts, the car's original six foot long ladder bars and boxed Willys frame rails, not to mention the Oldsmobile rear end housing, started to bow, bend and flex in some pretty dangerous ways. The car which had started out going relatively straight soon became a real handful. After a few close calls with catastrophe we decided to strip the car down and build a new frame out of 3 x 2 mild steel. We replaced the Oldsmobile housing with a narrowed Ford nine inch. We retained the original steel 426 hemi motor and Torqueflite transmission.

The car ran consistently in the 8.40 range. We raced the car for approximately two years with a group of racers known as the wild bunch. The following year we sent the car out to have it lowered. We also installed a 500 inch KB, the car absolutely flew, running a 7.95 at over 170.00 mph. Unfortunately the car made a hard left hand turn past the last mph wire and rolled end over end. I was fortunate enough not to have received any major injuries. The car was in alot worse condition than I was. I had to sit out the following two years, trying to generate the funds to build a new frame and repair the body. (I drove my father's blown alcohol car instead).

We finished the "new" car in 1988 and used the year as a "sort the bugs out" year. The car features a round tube chassis by S & W Race Cars, Ford nine inch housing



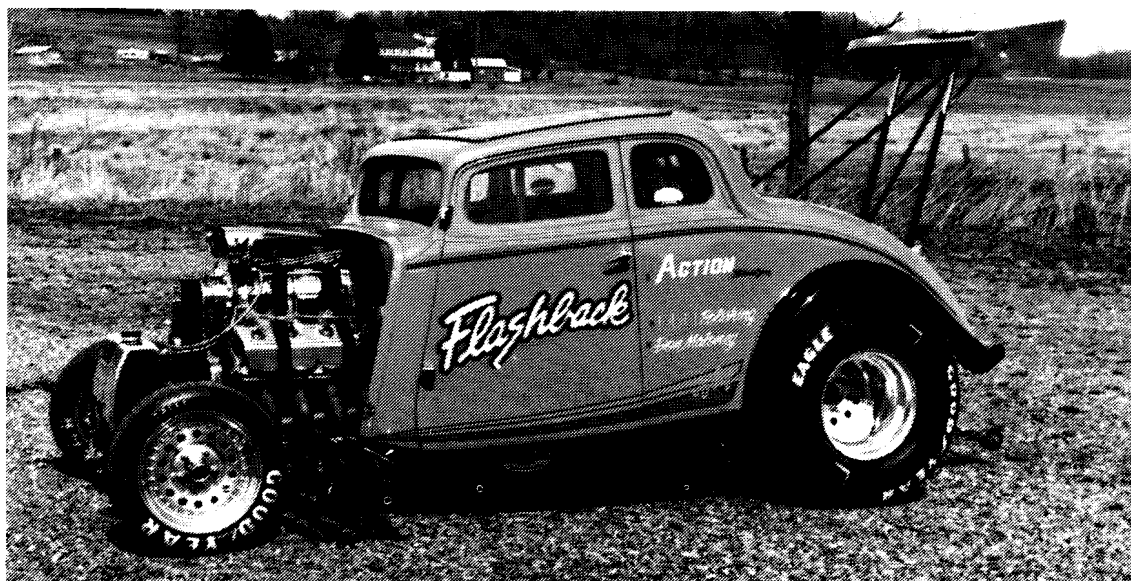
with strange axles and center section, four wheel disc brakes by Wilwood, four link rear suspension, Centerline wheels and Goodyear racing tires. The front end is an old style four bar with a drop axle and Anglia spindles. We used a Pinto rack and pinion to eliminate the front end shimmy. The engine is a nodular iron 426 Hemi with a std. stroke Kellogg crank, Venolia rods and pistons, Crane roller cam and K.B. gear drive. The transmission is a BULLET PROOF Turbo 400, with straight cut planetary gears, Hy-tuf input shaft, and trans-brake valvebody. The torque converter is a custom built 9 inch, with lots of tricks. The body and paint work was done by Jack Joyce of the Uni-Body shop in Philadelphia. Jack hand-crafted the Willys' dashboard and inner window frames and really did a beautiful job on the body. The interior was expertly hand-crafted by my father and all the polishing and plating work was done by Don Maloney of D.G.M. Polishing. All the nice work paid off as the car took first place at the World of Wheels Car Show.

I am currently working on "restoring" my father's '41 Willys Coupe. It is a steel body Coupe with glass front,

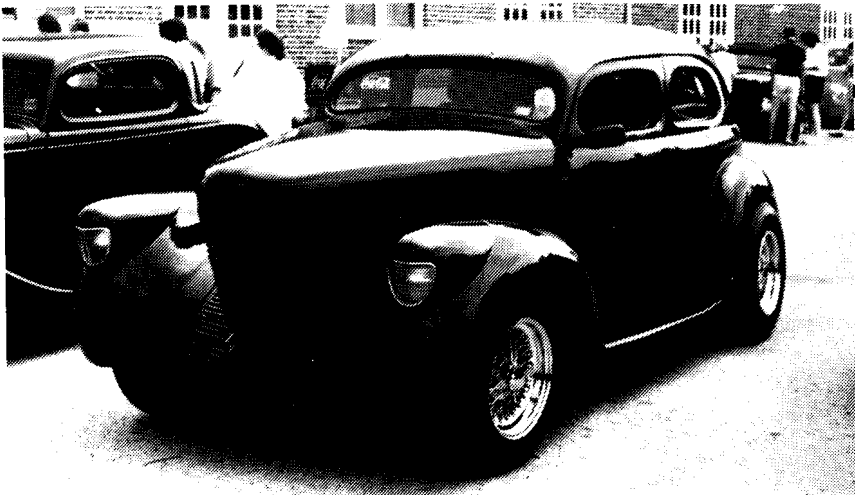
doors and fenders. The frame is a "Pro Stock" style frame from S & W Race Cars. The car, when completed, will retain its stock wheel base but will sit three inches off the ground. The motor will be a 540 inch aluminum Keith Black with Ken Veney heads. The transmission will be a Lenco four speed with a Hays triple disc clutch. The car will be primarily a match race car but will see some action in Top Sportsman and Wild Bunch racing (I have a spare stock stroke steel motor, in case the AA/GS Nostalgia racing gets hot). We hope to have the 41 completed by the end of summer.

I have plans on racing both cars, with the possibility of my father renewing his competition license and driving one of the cars. I would like to start booking the car in to some shows and possibly making some West Coast appearances. If you know of anyone looking to book in such a show, please let us know.

Rocky Pirrone.



CLUB CARS



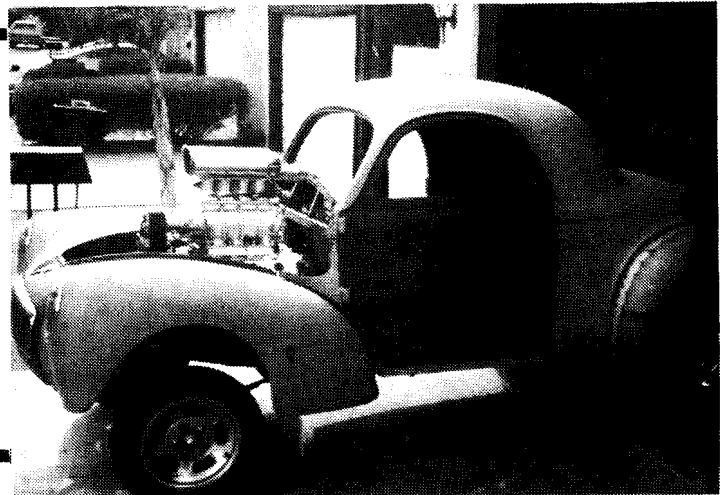
MICHAEL DISTEFANO #157
BOHEMIA, NY

Alot of hours have been spent on Michael's '39 Sedan! Body features 4" chop, belly pan,

all handles removed and filled vent in hood. Paint is black lacquer. This slick Sedan rolls on a a custom chassis with Jag' independent rear end and custom made IFS. Balanced and blueprinted 350 Chevy engine has Crane cam, TRW pistons and Mallory ignition. Trans' is a T-10 4spd with Hurst shifter. Wheels are Dayton wires with T/A radials. Other features are overhead console, A/C, Ron Francis wiring and VDO gauges.

BRUCE GONZALES #564
GLENDALE, AZ

Bruce's copy of the famous "Big John Mazmanian" gasser is really shaping up! This car will sure look wild cruising down the boulevard with candy apple red paint and Big John lettering. Halibrand wheels wear Michelins up front and Pro-Tracs out back. Notice the widened rear fenders.



BUTCH CALKINS #115
CHULA VISTA, CA

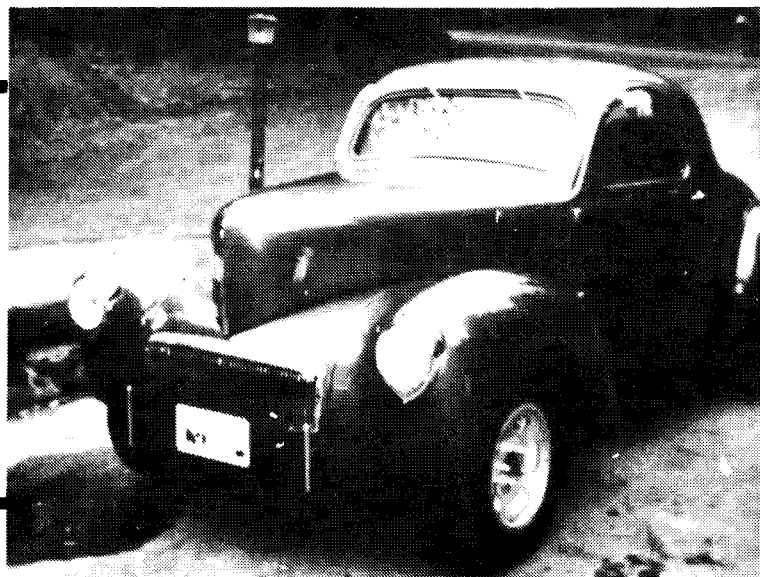
Butch's truck has come a long way from it's humble beginnings (see issue #8). An all new chassis has been built with leaf spring suspension. Halibrand wheels are used and next come the Corvair steering and blown smallblock.





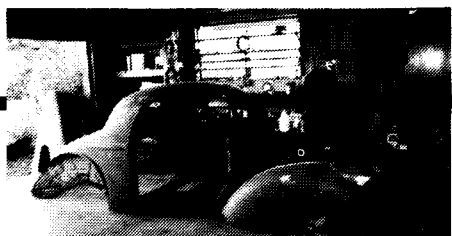
STEVE PUPCHYK #546
OXFORD, CT

After 5 years work, Steve's Coupe is finished. This car was in issue #16. Too bad this picture is black & white because the Caddy Greenbrian Firemist sure looks good! Engine is a 331 Hemi with Turbo 400 trans' and Dana 60 rear end. Aluminum slot mags are used.



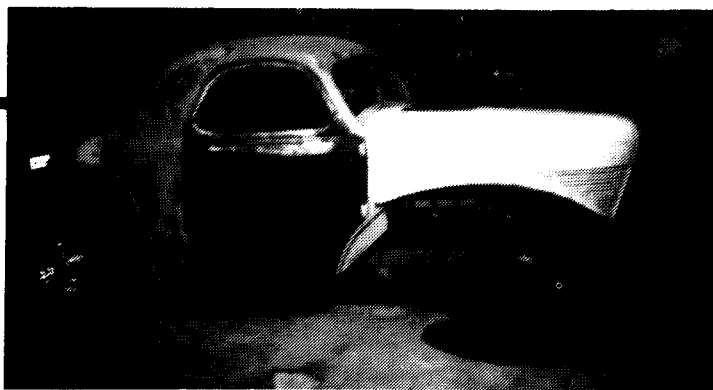
HOWARD FALVEY #676
WOODLAND, CA

Here's a shot of Howard's Sedan on the the day he brought it home. Next time we see this car in the "Willys Words" it will look alot different.



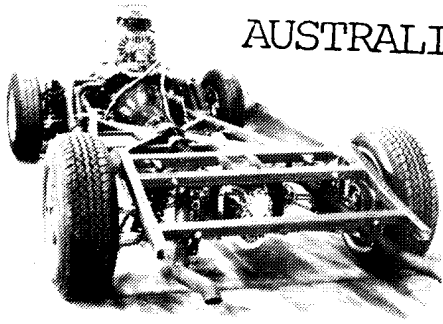
DAVE KOBAK #526
SEBASTAPOL, CA

Dave makes his living as a commercial fisherman and in his spare time he is building this '39 Coupe up as a race car. Car is all steel apart from the rear fenders and trunk lid and is in the early stages. Dave plans to run tens with big block Chevy power.





PETER EAMES, #203,
PRESTON, VICTORIA,
AUSTRALIA



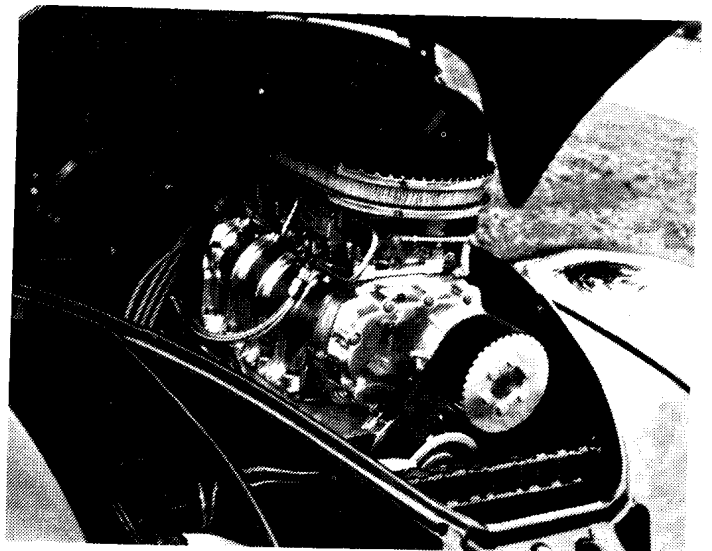
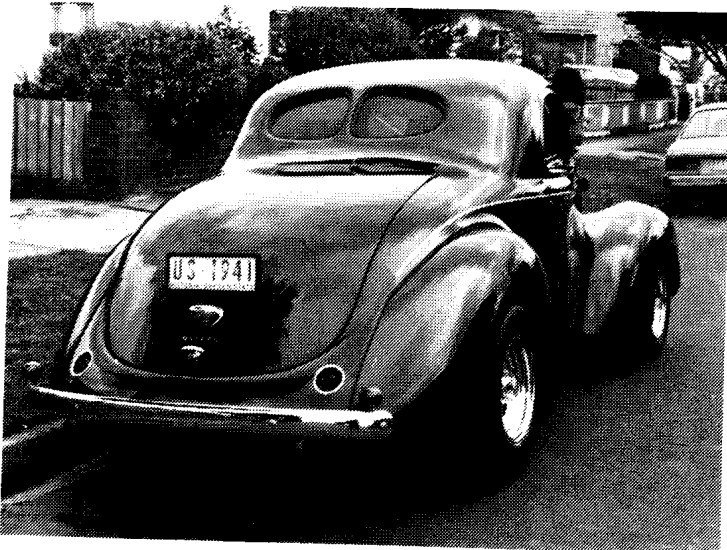
Peter has been a Willys fan for a long time, it is his dream come true to have a U.S.A. bodied '41 Coupe in Australia, land of the funny bodied Willys (See issue #5). I remember seeing his Australian bodied Coupe in the Aussie rod mag's when I was just a kid growing up in New Zealand.

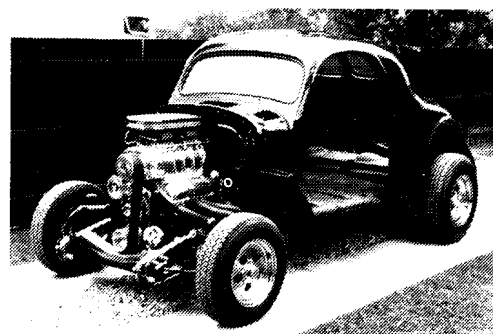
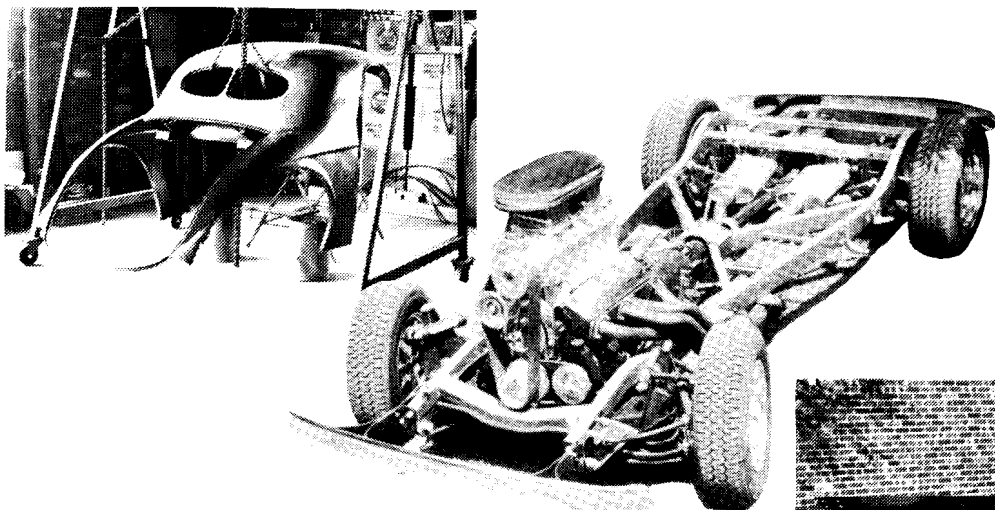
Now not only does he have his American Coupe, it is one of the finest Willys on either side of the Pacific!

Peter looked for a Coupe on his 1983 trip to the States but no luck, not long after he returned home he got a call about a Coupe in Florida. He purchased it for \$1000 and spent another grand having it trucked to California. A friend who brings Corvettes into Australia was going to take care of shipping the Coupe home. While buying some vette parts Pete's friend came across another Coupe body for only \$650,

so of course Peter snapped it up and now had two Coupes. After shipping and customs duty Peter had \$5000 into his project and hadn't started work yet.

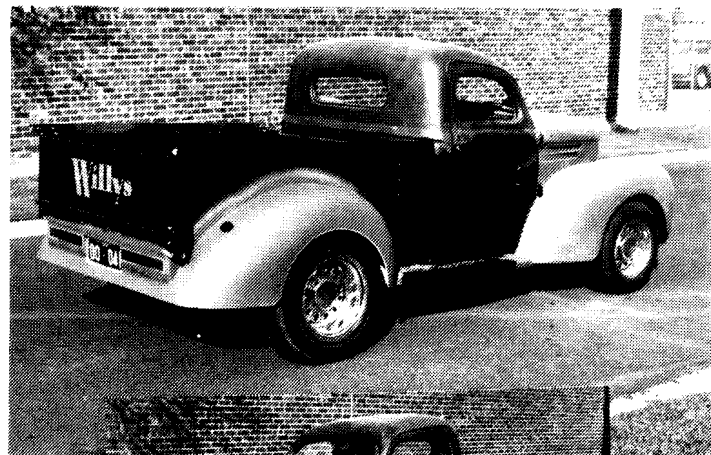
He picked the best body and had it dipped only to find someone had done a very poor job replacing the firewall. It was then decided the top of the American Coupe would be combined with an Australian sedan floor and firewall to make one cherry body. This car has come a long way from its humble beginnings. The all steel body is now finished in dark metallic green lacquer and is supported by a completely boxed and detailed chassis featuring XJ6 Jag' suspension on all four corners. Peter chose a 350 4 bolt main engine, filled it with all the best parts and topped it off with a polished 6:71 blower. This fits under the hood and in front of a stock firewall. Trans is a





Turbo 400. The interior is top quality as is the rest of the car. It features a narrowed Falcon bench seat covered with dark green velour, as are the door panels and headliner. Dash features VDO gauges. Holden Torana (Aussie GM) steering column connects to a power assisted Jag rack & pinion.

Peter's a big fan of customs and his current project, a '41 pickup, shows this. 2" chop, pass' car rear fenders, rolled pan and handmade taillights are some of the body mod's. I'm sure we'll see more of this truck in a future issue!



WILD WHEELIES

WILD WHEELIES

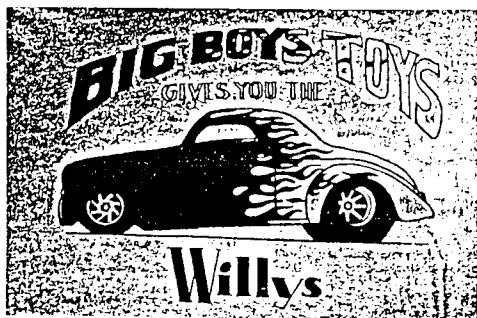


Injected 427, Art Carr Turbo 400, ATI 5,500 stall speed converter and Olds' rear with 5:14 gears all add up to wild launches for John Stanton's old style coupe.

BIG BOYS TOYS

STREET ROD SHOP

Willys T-Shirts



\$9.00 postage paid (state size)

Free Catalog with order

NEW! NEW! NEW! NEW! NEW! NEW!

WILLYS Earrings (post style) \$15.00

WILLYS Kitchen Magnets \$6.00

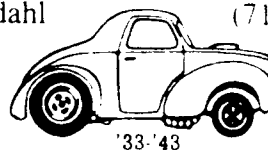
Mail To: BIG BOYS TOYS

Box 2815

Syracuse, NY 13220

Mike Nordahl

(714) 980-3022



WILLYS REPLACEMENT PARTS

5575 Crooked Creek Drive • Alta Loma, CA 91701

Grilles	PLUS	Taillights
Headlight Rings	MUCH	Rubber Seal Kits
Headlight Lenses	MUCH	Stainless Mouldings
	MORE!	

SEND \$3.00 FOR PICTORIAL CATALOG



Fitting

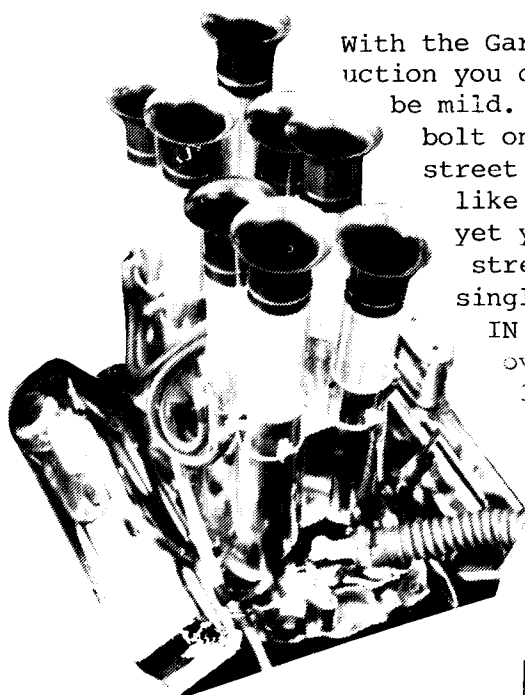
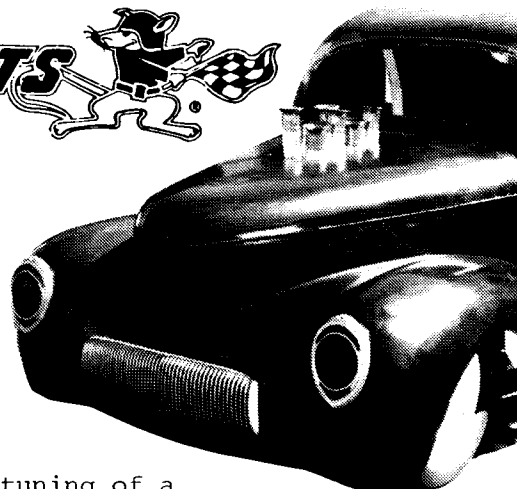
*Makes The
Difference*

FUNCTIONAL CHASSIS BY BILL FITTING

(916) 273-5604

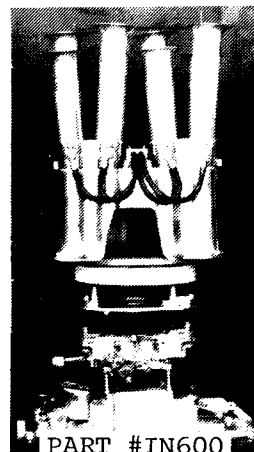
HIDE THAT _____ 4-BARREL!

GARLITS
PERFORMANCE PRODUCTS



With the Garlits Street Induction you can look wild yet be mild. The ultimate bolt on for carbureted street engines! Looks like fuel injection yet you retain all the streetability and easy tuning of a single 4-barrel. **ABSOLUTELY UNMATCHED IN QUALITY AND AUTHENTICITY!** Bolts over and encloses single Holley 390-850 vac' secondary or double pumper carburetors with manual choke. Comes with air filter and all mounting hardware.

Fully machined and polished, with red or blue anodized tops.



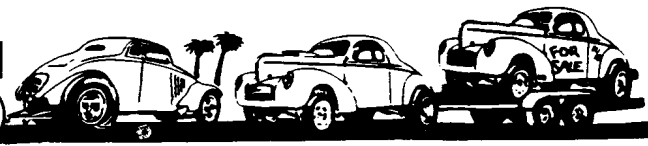
AVAILABLE EXCLUSIVELY FROM.....



222 SAN CLEMENTE
VENTURA CA 93001
(805) 643-3113.

PART #IN600

CLASSIFIEDS



FOR SALE: 1941 Willys Coupe. X Gasser, fully restored, new IROC-Z candy blue paint, 'glass ft end, rear fenders & trunk, 9" posi, straight ft axle, discs all around, new aluminum Halibrands, slicks, polished aluminum interior. Complete & rolling. Needs engine & trans to go racing or wild street. \$15,000.

FOR SALE: 1942 Willys Coupe. X Gasser, believed to be C&O car from '63. Now former bracket car. 'glass ft & rear fenders, small block Chevy & TH 400, Centerlines, complete. \$12,000.

FOR SALE: 1939 Willys Overland Coupe. All orig', body is immac' & in primer. Car was restored, needs only paint and interior. Runs good. Complete. \$11,000. Keith Harvie, PO Box 1233, Agoura, CA, 91301. (818)706-3834

FOR SALE: 1941 Willys Pick-up street rod, all steel. Gary Andrews. (818)882-5492

FOR SALE: 1936 Willys Pick-up. Solid & complete, 32,000 miles, solid & complete, rust free, unrestored. \$7,500US. Gary Cruickshank. (403)346-7095 Canada.

FOR SALE: 1941 Willys 4-dr. Restored car w/radio & heater, Maroon & all stock. Started with a nice orig'. \$7,200. Larry Kravik, Box 305, Richland, MT, 59260. (406)724-3361.

TRADE: 1937 Willys S.D. conversion. Pinto suspension. Unfinished. Trade for '37-'42 Coupe, pickup or '49-'51 Mercury Coupe of equal value. Bryan Cooper, 6510 W Shields, Fresno, CA, 93722. (209)275-6510 (no collect).

FOR SALE: American mags (magnesium), 16"x10", with Firestone dirt trackers and new inner tubes. 5 on 5 1/2". \$600. Victor Young. (805)484-4957.

FOR SALE: 1952 Henry J (from Texas) and a 1951 Henry J (parts car from Ohio). '52 is uncut w/nice sheetmetal with a '51 hood & grille. '51 is rusty, low mileage original with a clear Ohio title. \$2,000 OBO for the pair. Will consider splitting the set. (216)243-2959. John Kostelnik.

I have widened my rear fenders approx' 4" to accommodate BF Goodrich 33x12.5x-15R tires. I am thinking about making a mold and reproducing them if I can get enough interest. If interested please drop me a note. Brent Evans, 2851 S 3000 W, West Valley, UT, 84119.

FOR SALE: misc. '33-36 sheet metal parts and some trim pieces. misc. '37-41 sheet metal parts and some trim pieces. WANTED: information for our Panel regarding seat construction, roof construction, taillight, body colors and inside body fabric. Also '39 Coupe taillight lenses, front & rear bumper guards, inside window trims, gear shift knob and proper air cleaner. Call Doug MacDonald (604)277-8796

FOR SALE: '41 Willys hood, 1 steel & 1 glass; deck lid; 2 front rt. fenders; 2 rear fenders radiused; 2 headlight buckets WANTED: '33 or '34 Willys front fenders and hood. Can be complete or without sides please state condition & price. needed to complete new car. Bill Bowman (302)239-5892

WANTED: orig' stock rear bumper for '41 pickup. Jack Woolard (714)894-7059

WANTED: 37-42 trunk handle, coupe window regulators, hood vent, rough coupe rear fenders, 37-39 headlights & rings, 39 deluxe & standard. 39 Willys overland hood. 1 original 41-42 headlight ring & glass. 40-42 bumpers & guards, dash parts. 41-42 Americar hood trim & ornament. 40-42 rough rusted fenders, hoods, etc. Bryan Cooper 6510 W. Shields, Fresno, CA 93722 or call (209)275-6510 (no Collect calls please)

WANTED: '33 model 77 sedan parts: headlight lenses (glass); gas pedal assy; outside passenger door lock tumbler; complete dome light assy; two inside door handles; back seat ashtray; headlight switch; dome light/instrument switch; electrical junction blocks; jack; coil; Dexter Bennett, 235 E. Sunnyside Court, Visalia, CA 93277. Phone (209)625-3650 nights, weekends or (209)685-0790 days.

WANTED: DEAD OR ALIVE! '39-'40-'41 Willys Coupe with or without eng/trans. Glass or steel body "no rust" prefer West Coast. Call Larry Fedoruk, (604)792-0422 or write 45357 Meadow Brook Dr., Chilliwack, B.C. Canada, V2P-7L2.

WANTED: '40-'41 Willys Coupe. Anything with steel body shell-remainder e.g. doors, trunk lid, fenders, etc. Prefer steel but not essential. Write Rex Kelland, 1900 Oakdale Rd, #173, Modesto, CA 95355 or Phone: (209)551-8231.

WANTED: front clip for 35-36 Willys steel or fiberglass, or to find someone that would let me take molds off their pieces. Gary Schmidt, (612)786-3278 days.

WANTED: 1 pr. window runners for coupe doors, I have regulators. Joe Russo, (714)639-4618.

WANTED: 1 headlight lens glass for '39 coupe also good grill center section. Dave Kobak, 7841 Apple Blossom Lane, Sebastopol, Ca 95472 (707)829-1168.

WANTED: 37-38 hood ornament. N.O.S. or excellent condition preferred. Also needed, the trim for lower rear portion (both sides) of the hood. Contact Tom (513)793-1632.

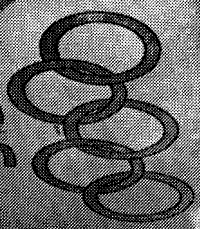
WANTED: 37-42 Willys coupe steel body shell less doors & trunk lid, etc. Also left front spindle. Rick Smith, 13940 Feather Way, GrassValley, Ca, 95949, Ph: (916)346-8689.

WANTED: 40 Willys original hood release latch. Parts or complete. Please help! Also would like to buy '60's style Sun & Dixco 6,7,& 8,000 tach's. Also need sending units, tach heads, tach cups, mounting brackets. What have you? Buy all. Gary Ratliff, 4302 E. Pine Place, Tulsa, OK 74115. Ph: (918)832-1282.



MILODON ENR.

ZEUSCHEL
RACING ENGINES



of the 80's
a hellmouth

DRAG
STRIP
AHEAD

DANGER
RATTLES-
SMOKES
S.S.

The...
...
...
...
...