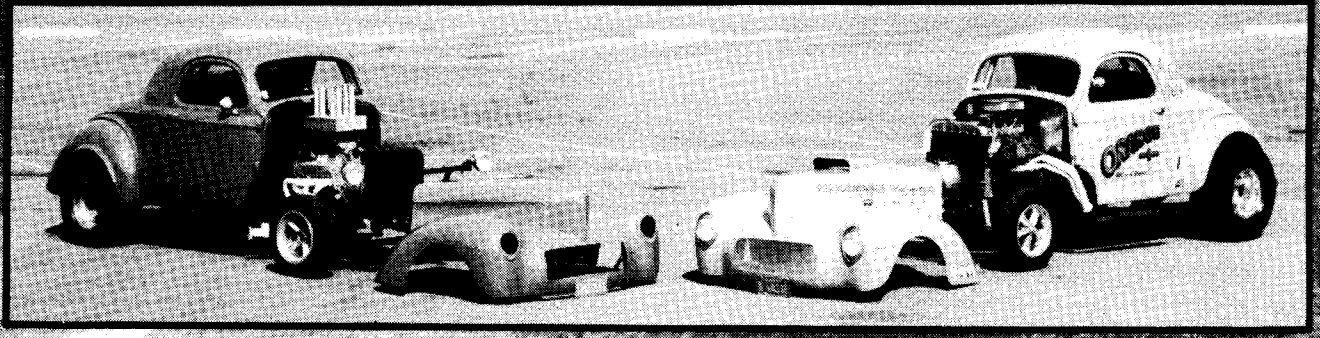


WILLY'S *Words*

OCT/NOV 1986 #2



OFFICIAL PUBLICATION OF THE.....

West Coast

WILLY'S *Club.*

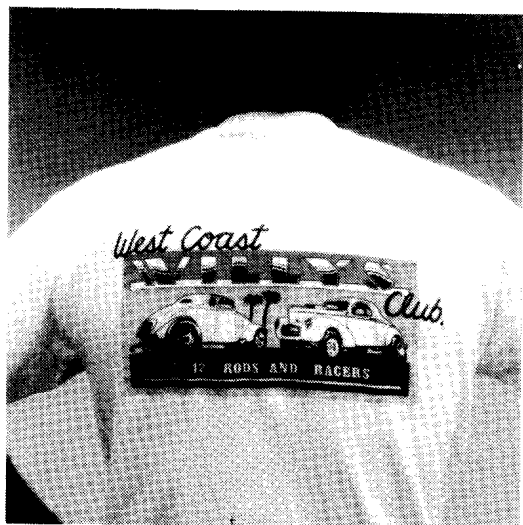


33-42 RODS AND RAGERS

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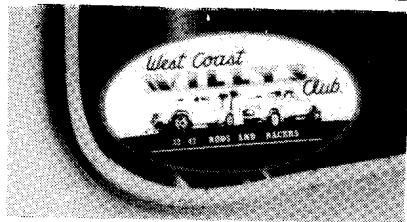


Club caps are red and white with club logo printed in black.

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DECALS



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.

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2,3/4" x 4,3/4"

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CA 93111

COVER --

Club founder Kevin Perry and fellow Santa Barbara resident, Hank Carrelejo, take a Sunday afternoon cruise down Hollister Avenue.

BACK COVER --

A classic shot of Jack Coonrod's (member # 140) 33 coupe. Back cover is set aside for a different 8x10 of an old gasser every issue so if you used to race, (I know we have a lot of members who did) please send a 5x7, 8x10 or negative. I know you'd be proud to see your car here and pictures will be returned so go ahead, send em in.

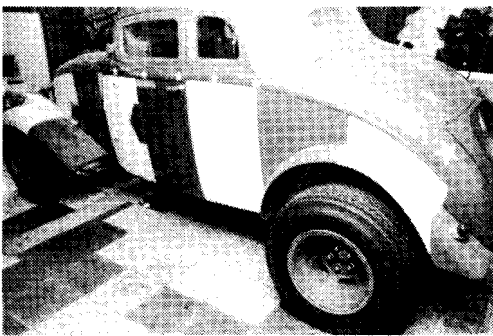
LETTERS



I received the premier issue of our newsletter today and I am excited with the new pictures. I'm a collector of 33-36 Willys street and drag pictures. I am also in the process of building a 33 street/drag, 454 powered pick-up. I am also a low-buck builder and with that approach I have found that a 1974 Datsun pick-up frame is a perfect foundation for building a Willys. The only modifications needed is to shorten the front end about six inches and shorten the lower control arms on the suspension. The frame is perfect in all other dimensions. It's boxed, has torsion bar controlled independent front suspension, the rear end is just right on width and is strong enough for a stock to moderately modified engine, (4:33 to 1 gear stock). With the high cost of a custom built frame in mind, I hope this little bit of information will help others get started on a car. My frame cost me \$100 with the title, which is another point. A builder of a 74 or earlier car or truck is free to build as he pleases, any engine combination without running into smog laws. Perfect also for an all fiber-glass car because it's titled even before you start building.

Thank you for letting me bend your ear.
Bob Brown #51
Genoa OH

Thank's alot Bob for the information, I'm sure it will be of interest to everyone in the club. If anyone else out there has any helpful tips they learned while building their car, write it down and send it in, I'm putting together a list to be printed in a future issue. Everyone who has built a Willys must have learned at least one trick along the way, maybe a part from another car that unexpectedly bolted right up.



Thank you for sending me the application for the club, I was happy to join.

Enclosed is a picture of my car that I hope you will put in an upcoming issue of "Willys-Words". I am looking for someone who may remember this car. I got the car out of Michigan and was told it came from somewhere in the mid-west. It was raced in the 60's and 70's, I think under the name of "The Wild American" or "Captain America". It should make some neat car when it's all done. If any club members can help me out I would be thankful. Again thanks for letting me join and maybe I can be an East Coast connection.

Chuck Sabis #069
12 Butternut Lane
Watertown CT 06795
(203) 274-5805

Chuck, your car is the former Billy Holt, BB/GS national record holder. The car used to run a blown 354 Chrysler and B&M clutchflite trans. That's all the info' I have, if anyone out there knows anything more about Chuck's car, you can contact him at the above address.

Really like the magazine. I've been in love with Willys since 1961-62 when my dad would take me to the local drags and we would watch them together.

I found my own 1940 coupe totalled out, (hit left front and right rear) with original frame and Jeep trans', (no front end sheet-metal etc).

Well the next 18 years the coupe was shuffled from garage to garage, barn to shed etc, while I located parts for it. Then 2 years ago I found a sponsor who wanted to help me out with a "facelift" for the old girl. In the last 2 years we designed an all new tube chassis with narrowed 57 Olds' rear end and a front crossmember from a 1974 Mustang II. Complete (36-piece) anodized aluminum interior, total body restoration and 6 coats of Porsche Indian Red. She weighs in at 2100 pounds minus driver, with mild small block Chevy and 'g'lide.

I just got her running a month ago and have enjoyed a few weekends at drags, car shows and a cruise night. A week ago I brought her back from Super Chevy Sunday at Indianapolis Raceway Park (where I raced her 3 days), and I believe there were more pictures taken of the Willys than all the Chevys that were there.

Kerry and Chad Lundberg #080
Dwight IL

That was a great job you did on the first newsletter, as you can tell by the other members comments, they're all very pleased. This is one of the more professional looking newsletters that I've received with my club affiliations in a long time.

I hope all the members who own Willys are sending pictures of their cars, (finished or not) and a short write up on it so you can introduce them in the newsletter. Plus other members can get a peek at their jewel. The introduction of members and their cars in the premier issue was an excellent idea. I also liked the "read em and weep" section.

Anyway Kevin, hats off on a terrific job and keep up the good work. Looking forward to the next issue.

Sincerely,
Victor Young #001
Camarillo CA

Thanks Victor for the kind words. Realizing that the club magazine needs material to survive, I have made it easy for members by supplying a "fill in the blanks" info' sheet, however the response could be better so come on guys, fill em out and send em in, (with a photo).

Here is the story of my 33 coupe, I've been building for, would you believe, 16 years. It is currently in mock-up stage, I hope to have it rolling in mid-87.

I originally bought the body in 1970. I slowly but surely bought all the pieces including an injected small block and was getting ready to assemble it as a gasser when some creep decided to use an Opel GT! ugh!! so much for a box (Willys).

Anyway I set the Willys aside and went Top-Fuel racing for a couple of years, and that burnt me out on cars for a while, (as all racers know).

1981 found me working in Alaska and I sold the Willys to a friend. 1982 found me kicking myself in the ass and begging to buy it back. I bought the car back (untouched) for a financial beating, (as all racers do), and now I am in the process of setting it up as a street rod. I can hardly wait.

Bob Drury #098
Bend OR

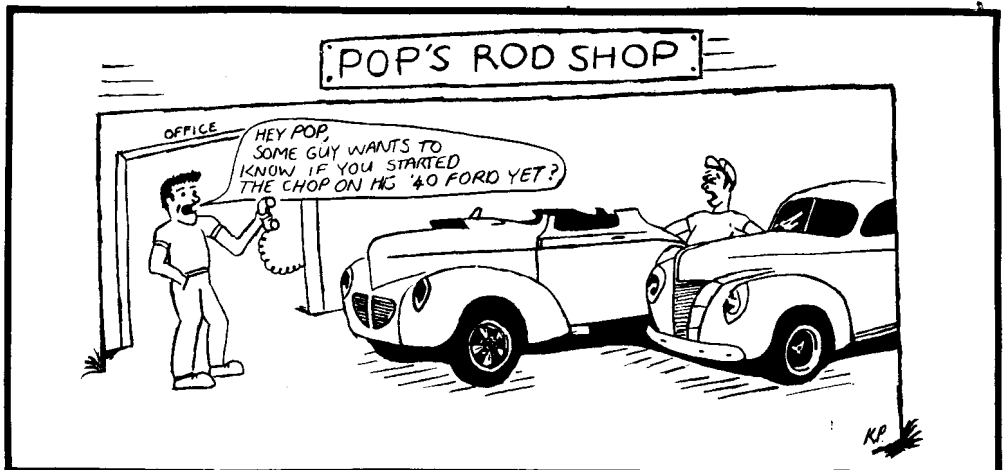
P.S. Great newsletter but the mailman ruined both covers with horrible full length cancellation stamps (machine stamped), you have my permission to break both his thumbs.

We have had alot of good response from our first club magazine so it seems everyone thinks it was OK, this makes all the hard work worth while. I have to apologize though to all the members who received their magazines with big, ugly stripes all over the cover. I had no idea anything like this would happen and if you think you were annoyed, imagine how I felt after all the hours that went into the premier issue. I didn't even know the Post Office had machines that could make such a mess, sure does seem like a waste of ink! Anyway, now the magazines will be sent out with meter strips until we have enough to send bulk rate.

The magazine will remain in the format you see here with a different feature every issue. This could be a car feature (as in this issue), a story about an event (as in last issue), a story about someone in the business of selling Willys parts (next issue we feature Mike Nordahl of "Willys Replacement Parts"). Other things to look forward to are stories on Willys identification, Willys building tips and stories on some of the great gassers of the 60's.

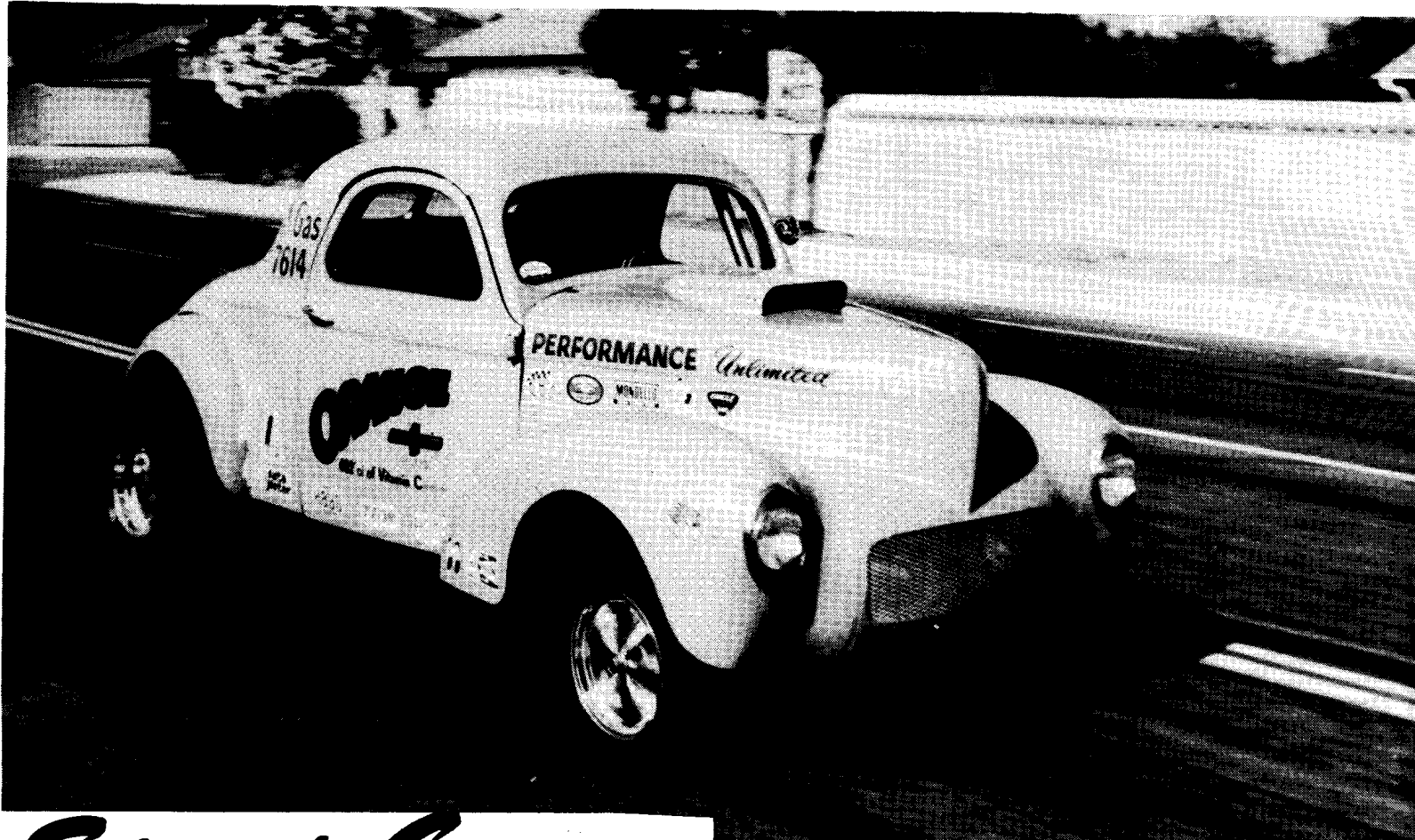
With this issue my typing has progressed from one finger to two so by the time we reach issue #10 I'll be a pretty good typist.

KP



KP





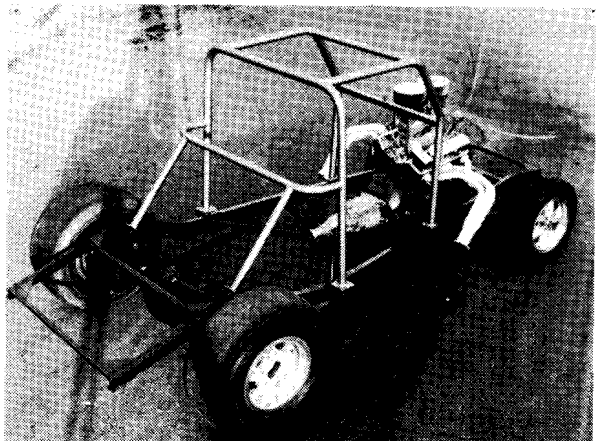
Street Gasser

I know alot of members are probably wondering who is this Kevin Perry guy behind the club so I thought I would introduce myself and my project. I'm 26, married and I work as a metal fabricator/welder. I was born and raised in New Zealand and have lived in Santa Barbara for the last 6 years. I've been into street rodding and drag racing since I was 12 years old, (Hot Rodding is big down under too you know). Growing up in New Zealand I obviously missed the Gas Coupe wars of the 60's that so many members were inspired by. I got my inspiration from all the Willys I would see in the magazines so naturally when I came to the States I started looking out for Willys. When the time came to buy, I bought the first one I found.

I paid \$1,700.00 for it in Nov' 84 which was a great price because although it was completely gutted and the floor, firewall and frame were junk, the body was in good shape and it came with the 15x10 Halibrands, American spindle mounts, drilled

front axel and 5:57 Olds rear end. I had the makings for a classic 60's Willys coupe.

The paint job and lettering are from it's racing days, the one piece tilt front end, doors, trunk lid and rear fenders are all Kellison fiberglass items. The first thing I did was box the frame and add new crossmembers, engine mounts, front springs and mounts and a 6-point roll cage. I had the engine and gearbox when I got the coupe so it wasn't long before I had a running car. This car was built for the street but the plan is to retain the Gasser image with wheelie bars, parachute and all. I,ve been having alot of fun driving the car around sunny Santa Barbara but it is nowhere near finished (as anyone who has seen it will tell you). I intend to keep on driving it and working on it and hopefully in a couple of years it will be just the way I want it, then I will probably take it apart and really cherry it out. Future plans include narrowed rear end, repro headlights, bodywork and paint, disc brakes up front (as soon as I can find some small hole Halibrands), chrome front axle and the list goes on.



ENGINE:

327 Chevy. Forged crank. TRW forged pistons, 11:1. Crane 500-lift cam. Solid lifters. 202 F.I. heads, screw in studs, guide plates, Crane dual valve springs. 7/16 push rods. Dual Holley 450 cfm carbs on Edelbrock TR IX tunnel ram. Mallory dual point. windage tray. Deepened oil pan. High volume oil pump. Balanced.

TRANSMISSION:

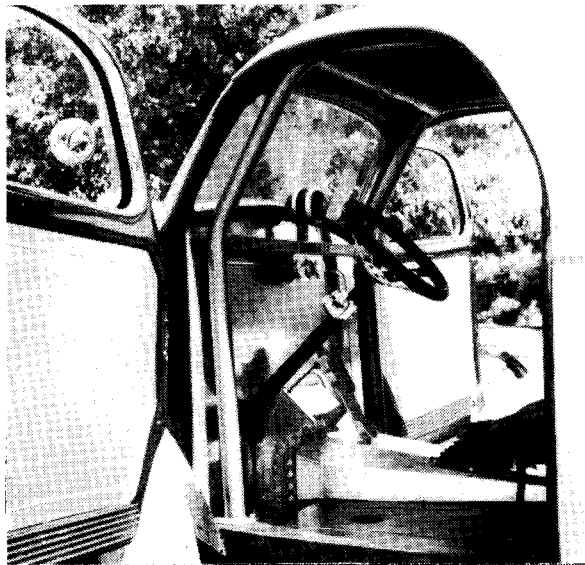
Muncie M-21 close ratio 4 speed. Steel flywheel, 3400 pound Hays Borg & Beck pressure plate, 11" Hays street & strip clutch disc. Scattershield. Hurst shifter

REAR END:

1957 Oldsmobile, 5:57 ratio, posi'.

MISC':

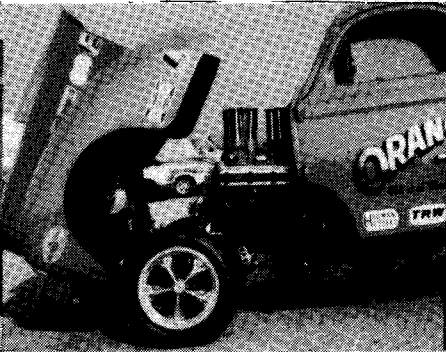
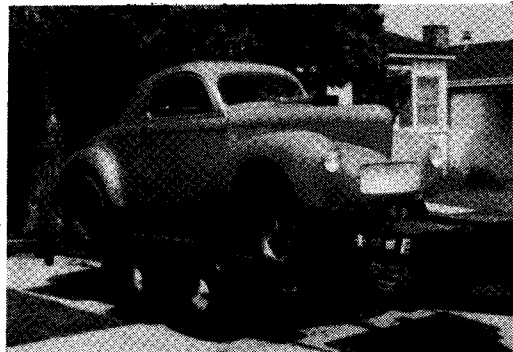
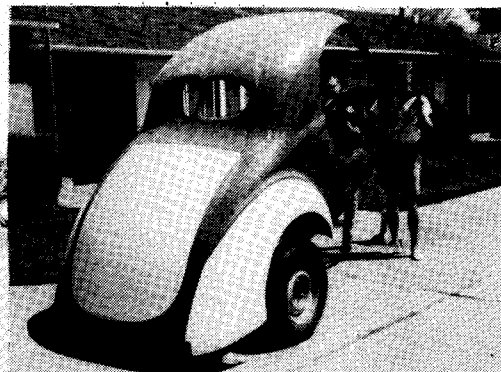
56 Chevy radiator. Electric fan (on switch). Moon tank. Moon gas pedal. Auto Meter tach. 90/10 front shocks. Pro-Trac 15x13x32 rear tires.



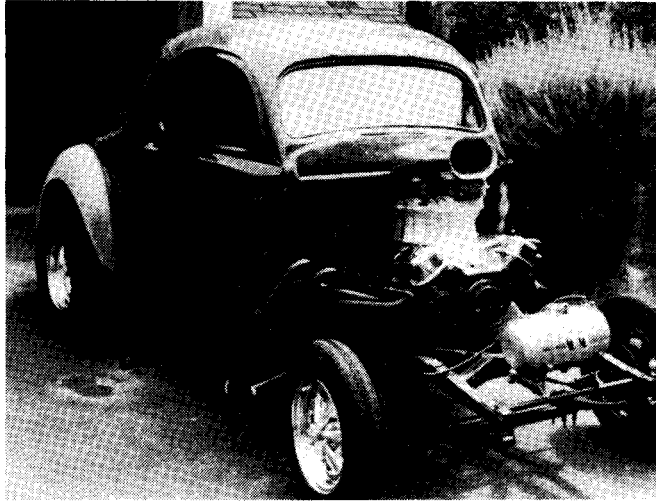
ABOVE: Best ET so far was an 11.90 at 115 mph, Aug' 85..

History-

Originally built in the mid 60's by Dave McDannel, Orange Plus was raced up to 1975 and best ET was 9.42 at 144mph! Engine was injected 482 inch big block Chevy. It even won a best appearing car trophy at Irwindale Raceway, 1972. Body had been in storage for 7 years when I found it.



CLUB CARS

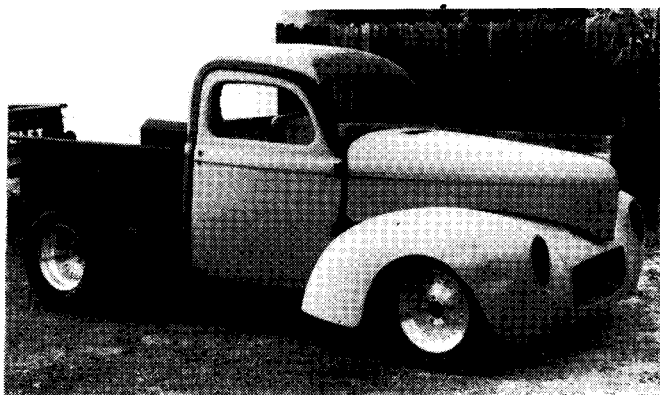
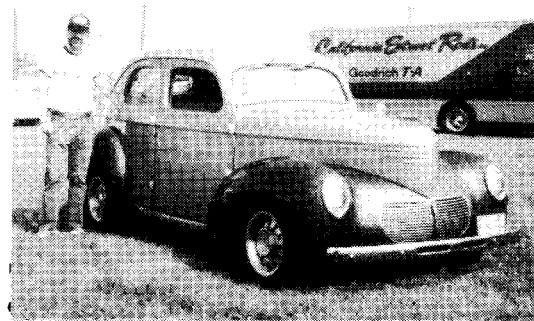


FRANK CALABRO #132
BAYSHORE NY

Frank's 40 is powered by an L88 big-block chevy engine with dual quad tunnel ram and Crower cam. Turbo 400 trans with 4500 stall speed leads to stock width Olds' rear end. Frank is keeping this coupe 60's gasser style all the way with such touches as Moon tank, 3 point roll bar, ladder bars and Sun tach. Other features are one piece tilt nose, Cragar wheels and Sanderson fenderwell headers.

GLEN EHRLER #070
SYCAMORE IL

Bought in 1955 by Glen's dad for \$25.00, this 40 sedan has since come a long way. It now has a 305 Chevy for power and a 350 Turbo tranny. Front suspension is 74 Mustang II widened 3". Rear end is from a 72 Gremlin. Wheels are from a 69 Ford Torino GT with chrome centers. It took 3 years and \$4,500 to build and already has 11,400 miles of fair weather driving on it.

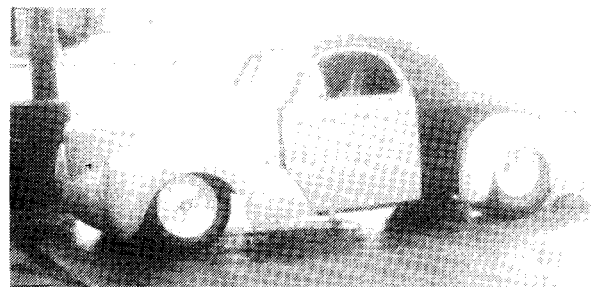


ED PARKER #133
NAPA CA

5 years ago, at age 16, Ed was attending his first rod run when he discovered the type of rod he had to have, a Willys pick-up. It only took Ed 6 months to find one and he's been working on it ever since, it should be running next summer. Body is all steel, dropped tube axle is used up front with Carrera coil overs. Rear end is narrowed Ford 9". Small block Chevy will provide power.

DAVID JOHNSON #087
FULLERTON CA

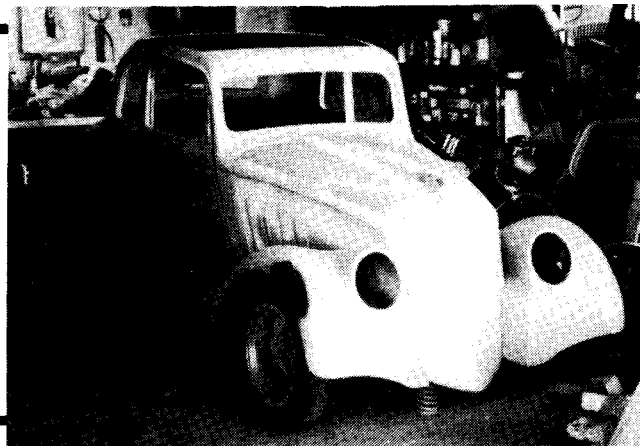
When finished David's oh-so-low coupe will see street and strip duty. Chassis is full tube type with Pinto front end. Rear end is narrowed Dana 60 with 4:56 gears, rear suspension consists of coil overs and 4-bars. Basically stock 428 Ford will provide plenty of horsepower. Transmission is a manually shifted Art Carr torque flite. According to David's pink slip this car is a 1943 Willys and once served time in the military.





BOB DRURY #098
BEND OR

Bob bought this fiberglass 33 coupe body new in 1970 for \$450, talk about inflation. Body now has steel doors and front end with opening hood. Chassis is custom built from 2x3 tube, up front a tube axle is held in place by coil overs and 4 bars, Vega steering box is used. 58 Olds posi rear end has 5:38 gears and Hurst Airheart dual spot brakes. Corvair coil overs and ladder bars locate rear end. 16x10 Halibrands are used out back, Halibrand spindle mounts with disc brakes adapted are used up front, 350 Chevy will power the car backed up by Turbo 350 tranny.

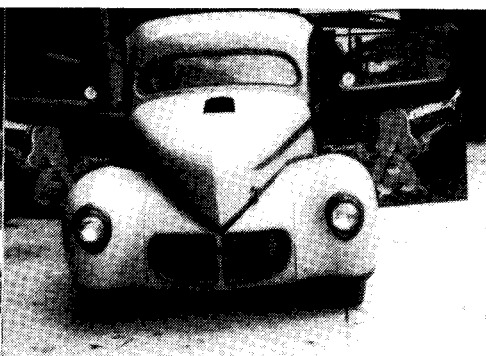
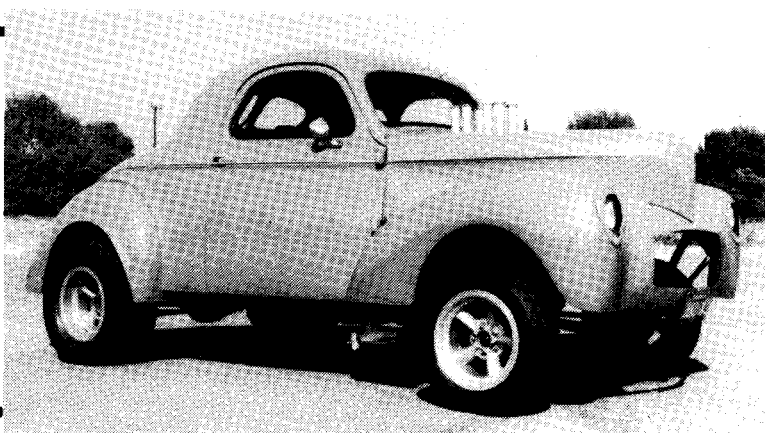


FRANK GACHUPIN #026
LAGUNA BEACH CA

Franks 41 sedan is progressing nicely, it will be a smooth riding street rod when it hits the road. 63 Corvette independent rear end is being used along with Mustang independent front suspension. Engine is a 302 Ford from an AC Bristol Cobra. Tranny is a top loader 4 speed. Interior features 68 Mustang front seats with stock rear seat. Tilt column is another Mustang item being used.

HANK CARRALEJO #141
SANTA BARBARA CA

Hank's bright red coupe has the 60's look with it's high stance and American mags. Fiberglass front end is a one piece lift-off unit. Engine is Tunnel rammed 327 Chevy with dummy fuel injectors. Inside you'll find a full roll cage, rear end is Oldsmobile.



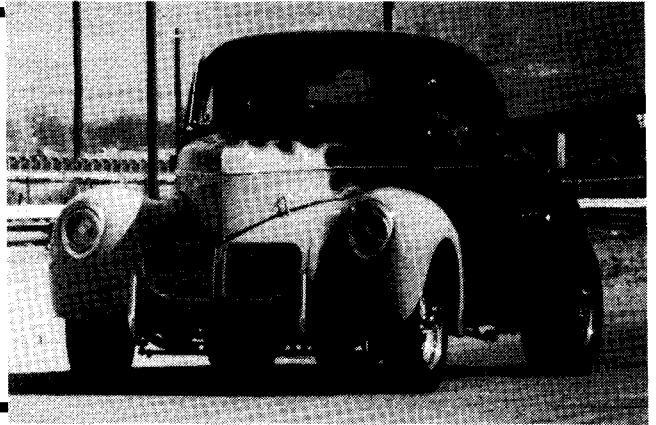
WILLIAM OYLER #125
PEORIA IL

Not only does Bill own this chopped 36 coupe and chopped 40 pick-up but he also has a 36 4 door. The pick-up has a stock 350 Corvette engine, 350 turbo trans and 12 bolt rear end. Bill has the truck for sale, for more details see this issues classifieds.



KEN BUTLER #023
SIMI VALLEY CA

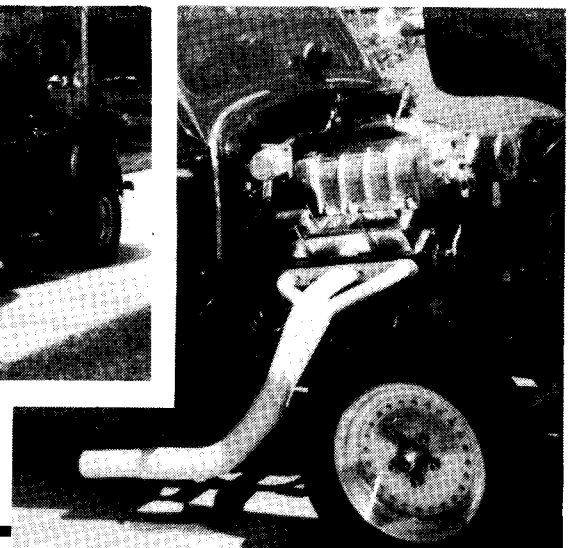
This is a well known car on the So-Cal rodding scene. Ken has spent 4 years building it. The super straight body is painted in black urethane with flames. Engine is 327 Chevy with ported and polished 202 heads, TRW pistons and tunnel ram manifold. 350 trans leads to 9" Ford 4:11 rear end. Cragar wheels are used all 'round. This street rod has turned a 13.30 ET at 101 MPH.



WILLY SANDERS #081
SALEM OR

Willy (great name) is putting a 231 Buick V6 engine in this 40 pick-up, it will run an Edelbrock performer cam and intake with 400 CFM Carter carb. Truck was a farmers truck and still drivable when Willy bought it for \$850.

RALPH TRUITT #100
N. FORT MEYERS FL
Ralphs fire mist green 42 coupe is used for racing only. Blown 350 Chevy engine is built to the max and pushes car to 10.28 ET's at 142 MPH!! Chrome rear end is Narrowed 57 Pontiac with 4:33 gears. Front end is chrome tube axel on leaf springs with Race country shocks. Car also has 6 point roll cage, Centerlines and tilt fiberglass front end. Chassis is boxed out back. Transmission is modified Turbo 400.

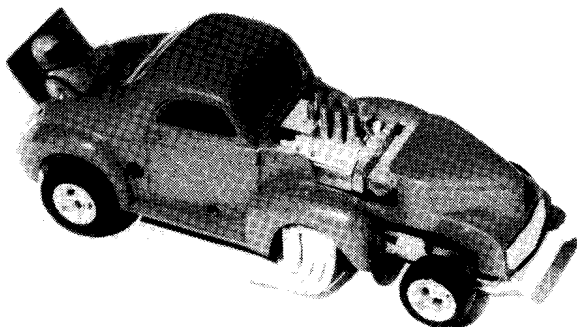
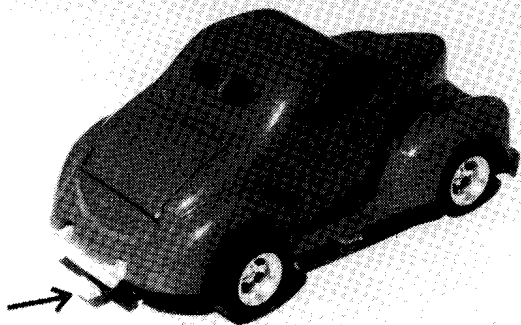
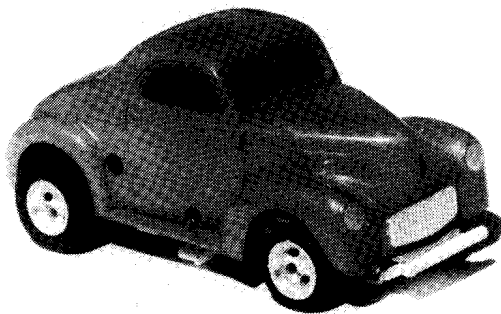


RAY TUCCI #073
AMAMITYVILLE NY

Ray, like many of our members, is lucky enough to have more than one Willys. The 40 coupe is completely stock and the 41 pick-up is a street-rod. The truck has 350 Chevy, boxed chassis, centerline wheels, 3½" dropped tube axle, ballast bumper and parachute. Narrowed 75 Chevy pick-up rear end is used. Truck and coupe are both painted red.

TRICK TOY

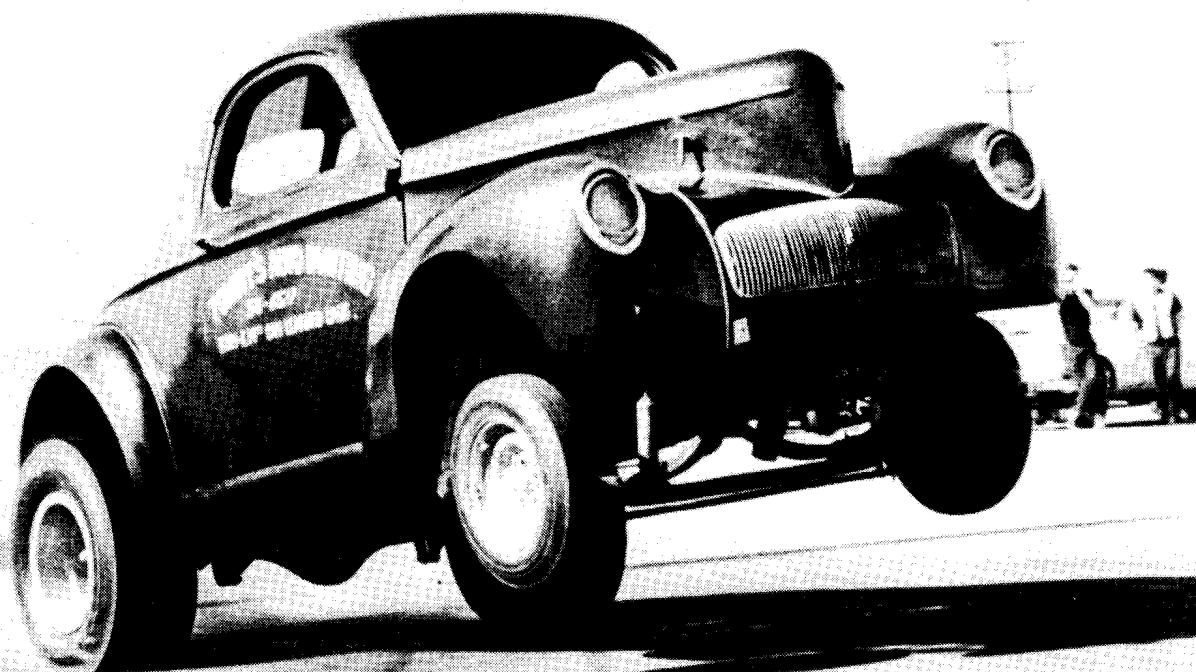
I found this old toy at a swap-meet in LA and thought it was pretty neat so I decided to share it with the members. It was made by Aurora and measures 3½" high by 3½" long. It looks like your average 41 coupe until the kid next door brings over his new monster truck toy. Just let him brag for a while and when he's convinced he's got you beat, go ahead and push the secret button, (see arrow), and with a whizzin' ratchet noise the Willys automatically turns into a full on dragster and takes off across the floor leaving the kid next door green with envy, talk about a sleeper! (kind of reminds me of Nitrous-Oxide).



WILD WHEELIES ■ WILD WHEELIES ■ WILD WHEELIES

WILD WHEELIES ■ WILD WHEELIES ■ WILD WHEELIES

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----- GASSERS ON FILM -----

I have put together 2 video tapes from the 60's and 70's. They are of old AA/Gassers that were in the Gasser wars such as 'Big John' Mazmanian, Stone Woods & Cook, K.S. Pittman, 'Ohio George Montgomery, Shores & Hess and myself Jr Thomson and many more, too many to mention. All racing each other at So-Cal strips. Tape goes back as far as 1958.

Tape II has over 150 still slides of all the AA/Gassers from all over the U.S., like Ohio George when he had a blown Cad' in his 33 Willys at Detroit, Mich in 1959. Also a few AA/Altereds and street roadsters such as 'Wild Willy Borsch' and Hugh Tucker and many more. Also action side by side racing.

These tapes sell for \$40.00 each plus \$2.00 each for shipping. Will ship C.O.D. if wanted. Please send money orders or cashiers check and specify VHS or Beta when ordering.

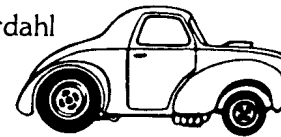
I also have 8x10 color photos of the cars, \$8.95 each.

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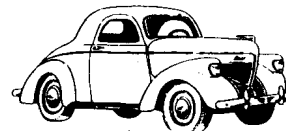
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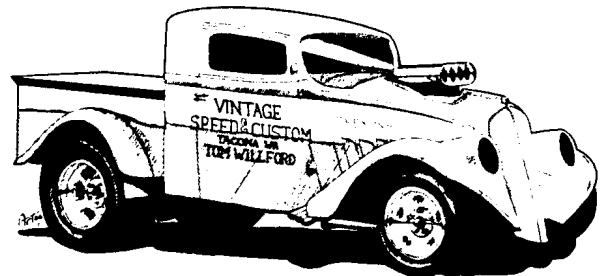
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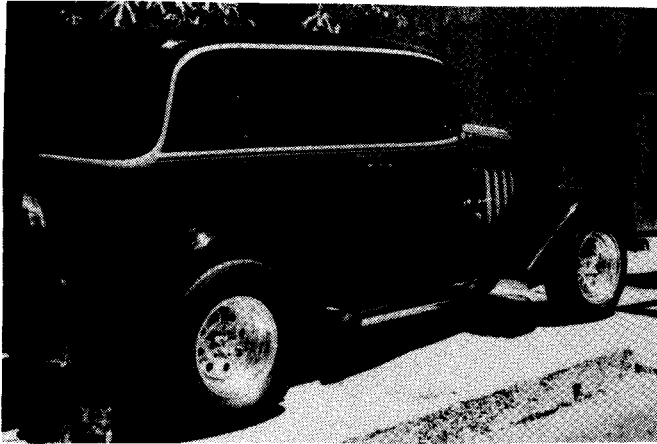
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CLASSIFIEDS



FOR SALE:
 1933 Willys sedan. Rebuilt Chevy engine, shortened Ford rear end. New...high rise, headers, tires and Weld wheels, tinted glass, gauges, stereo, paint and interior. 22 mpg. \$12,000
 PHONE ROD (415)569-3290

FOR SALE:
 1940 Willys pick-up. Chopped 4" in front, 3" in rear, 350 'vette engine and trans, 68 Camaro 12-bolt rear end, frame is boxed and original, stock front axel all steel except for fiberglass hood, chrome wheels, yellow and orange paint. Yosemite Sam painted on doors with both guns blazing and "CHARRRGE" coming from his mouth. Mustang IFS goes with truck. Formerly ran a blown Hemi and did the 1/4 mile on it's rear. History maker here. Unfinished \$7,500
 PHONE BILL (309)682-0323

FOR SALE:
 498 KB with 8:71 Vancharger, 1/2 stroker, M/T rods, Arias pistons-11:1, Milodon oil pump, Crower injector (new-never used), one complete motor & a 426 Milodon al' block, 6 Brooks rods, 10 Arias pistons, ass' pulleys. Can go 517" with what I have. Al' block sold alone for what you get complete here. \$6,000.00
 PHONE BILL (309)682-0323

FOR SALE:
 1940 Willys 4-dr parts car \$350.
 1937 right front fender with lens, \$50. PHONE FRED (603)448-5024.

FOR SALE:
 2 Fiberglass 37-42 coupe doors, \$250 each. One pair Firestone super sport GP 14.0/27.5/15 tires, brand new, \$200.
 PHONE DAVE (714)680-0616

WANTED:
 33-36 COUPE, ALL OR PART, COMPLETE CAR OR BODY ONLY. HAVE CASH, WILL PICK UP ANYWHERE. CALL COLLECT OR WRITE TO...LARRY WOODWARD, 91-221 EWA BEACH ROAD, EWA BEACH, HI, 96706
 PHONE (808)689-4087

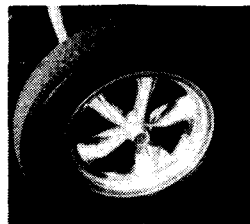
WANTED:
 1937-1939 Engine parts, body and interior parts for 1939.
 D.D. Oakley, 2215 S. Santa Anita Ave, Arcadia, CA, 91006
 PHONE (818)446-5852

WANTED:
 Gas gauge for 1936 Willys.
 Bill Oyler, 2316 E. reservoir Blvd, Peoria, IL, 61614. (309)682-0323

WANTED:
 Front and rear bumpers for 39-40 Willys, also front chrome mouldings. Have cash, will travel.
 Larry Woodward, 91-221 Ewa Beach road, Ewa Beach, HI, 96706.
 PHONE (808)689-4087

WANTED:
 33 Coupe, 'glass or steel.
 PHONE BILL FITTING (916)273-5604

TRADE:



One pair polished American spindle-mounts plus cash for one pair of Halibrand small hole front wheels. Any bolt pattern.

PHONE KEVIN: (805)967-7345



1980

Carlson Stage Photos