

WILLYS Words

OCT/NOV 1987 #8



OFFICIAL PUBLICATION OF THE.....
West Coast

WILLYS Club.



33-42 RODS AND RACERS

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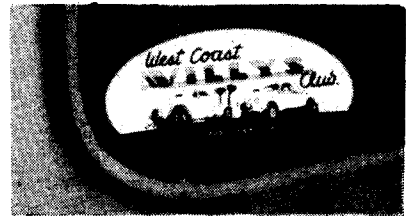
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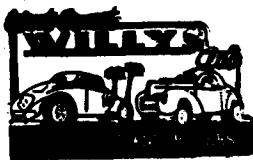


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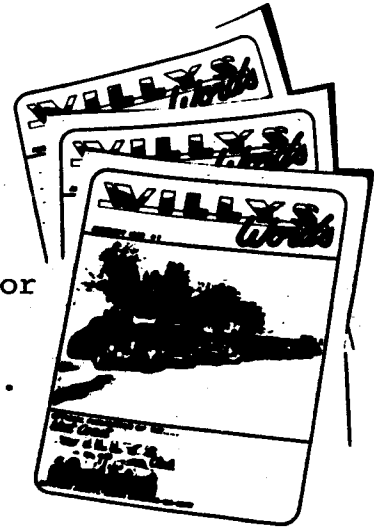


HAT PINS.
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Hat pins are white and black enamel with chrome detail. Actual size shown. \$5.00 each.

BACK ISSUES.
.....

\$2.50 each, #1 are photocopies for now, #3,4,5&6 are originals. Price includes shipping.



COVER -- Looks like this wheelie really surprised the driver of the "Foothill Speed Center" B/Gasser, check out his eyes. This great photo was taken by Don Lenaker, #360 who used to be the track photographer at "Fontana Drag City".

BACK COVER -- Ron Nunes, #382, still has this car today, in 1965 he set a world record in B/GS with a 9.90 @ 137.87mph. It was later raced in AA/GS and got down to 9.16 @ 157.94mph.

LETTERS



Once a drag racer always a drag racer, it never gets out of your blood. Here I sit looking at my former record holding Willys Gasser wondering what to do with it. I mean I, a REALLY wondering how to rebuild it. I can't believe there are so damn many opinions about what a AA/GS car can or should consist of. It was so simple 20 years ago, weight or pounds per cubic inch was the primary criterion. Somehow "NOSTALGIA", a word that means different things to different people, has become some sort of a new drag race rule or regulation that has more loopholes in it than an uncut pile carpet.

First of all, if I reassembled the Willys just like it was in the late 60's and then went to a little extra and inexpensive effort to make it street legal, I'd have a Pro Street car. This form of reconstruction offers the use of giant tires and other state of the art components. What in the Hell, might I ask is nostalgic about a 1980's bracket racer with a 1941 Willys body?? This is going to get confusing so bear with me. Don't get me wrong, these Pro Streeters put on a pretty good show (when they don't break) and I've got nothing against them. Their use of alloy motors, a gang of end to end paint can transmissions and super trick Pro Stock type chassis is just fine, let them run in a class by themselves, it's OK with me. Just seems to me however that if all the former AA/GS racers decided to modify their old cars into Pro Streeters alot of people would cry "Foul", even though we would be well within the rules. There is no doubt in my mind that we'd run a half second quicker and 15mph faster than the current crop of high dollar toys. Hell, we did it 20 years ago with cast iron motors, flex frames and evil smoky tires.

On the other hand there seems to be a trend towards reviving the AA/GS cars in an "Outlaw" fashion. That is to say, extended wheel bases, alcohol fuel and alloy everything. Essentially these are "Exhibition only" cars. I understand this too. Racers have always wanted to go as fast as possible, using every trick in the book. Problem is, these cars don't fit my personal interpretation of the word "NOSTALGIA". I guess I could play the state of the art - alcohol - exhibition only game also but I'm not inclined to do so.

In my biased opinion (and I, am not alone) the gassers were an extremely important part of the old drag race scene. This exciting part of the total racing picture could be revived if someone in power would take the time to really evaluate the situation. The run what you bring theory is OK for racing against the clock but when a segment or class of racers and cars want to compete against each other there has to be at least a basic class limitation. It seems to me the run what you bring theory doesn't hold true if you bring something that doesn't quite fit the Nostalgia rule. When Nostalgia is confronted with Reality however, Nostalgia will be sitting on the trailer with it's doors blown off, every time.

Can there ever be an equitable compromise between Reality and Nostalgia? I think so, and I don't think the compromise will be too objectionable for many in the ranks of poential and existing AA/GS class racers.

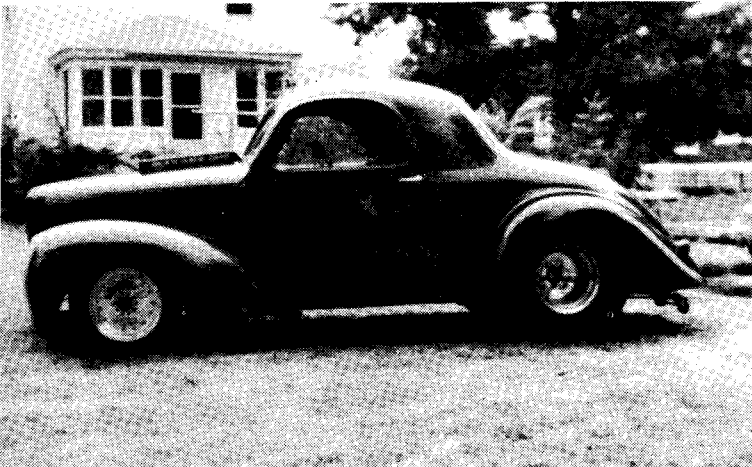
- 1 - Require current NERA safety regulations.
- 2 - Define a vehicle weight per cubic inch ratio based on the late 60's Gas coupe/sedan classifications.
- 3 - Allow alloy motors, horsepower is horsepower (I'd love to run my cast iron 354 against a \$30,000 motor made out of recycled Coors cans)
- 4 - Eliminate the tire size restrictions. The current tire width limit is an unconscionable rule that places crowd appeal and Nostalgia rule over and above driver (and spectator) safety.
- 5 - Gas (only) fuel ?

Maybe my suggestion is too simple. Maybe it conflicts with a few individuals concepts of Nostalgia and just maybe this simple recommendation will result in a safer, more competitive atmosphere that will bring out a number of us former gasser drivers and our cars.

Ron Nunes #382
Danville CA

I think your letter would be better directed to the "Nostalgia Drag Racing Association". I try to stay out of the politics but I must say I generally agree with you. I definitely think that there should be a Gasser class called the "Gasser" class at the NDRA races. The Gassers played a huge part in the history of drag racing and have always been crowd favorites. They

are very popular today at the NDRA races and I don't know why they race in a class called Pro/Street. There is nothing nostalgic about the term Pro/Street, this is an 80's term and I can't understand why the "Nostalgia Drag Racing Association" has a class called Pro/Street and not a Gasser class. The W.C.W.C. newsletter is sent to the NDRA so they will read your letter Ron, hopefully we will get an explanation about the Pro/Street class name. Send more pictures when you decide how you'll rebuild your car. Let's not get too involved in the politics of Nostalgia Drags, as I understand it the idea is to take your car out and have some fun. KP.

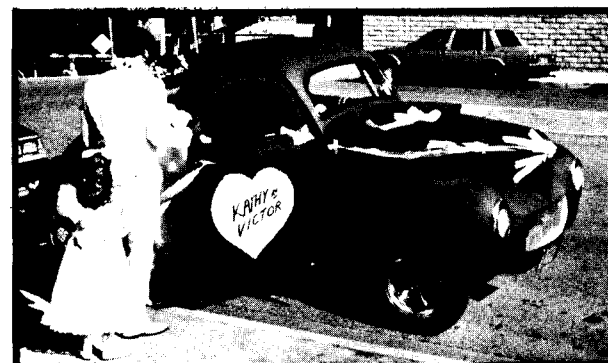


I'm hoping you were able to locate a copy of Oct '87 "Drag Racing", my car was featured on pages 68-71 and also on the cover, I hope the before and after shots will become inspiration for any members having second thoughts about their "projects". I regret that whoever put together the story failed to mention the Willys clubs I'm a member of, (maybe they figure we're a minority).

One more thing, back in the 60's I witnessed 3 Willys crashes at different strips in the Midwest, (2 coupes, 1 sedan). I really hope that all members are taking the time to check rod ends, welds, jam nuts, lug nuts, bolts etc! We can't afford to see any more of our classics bite the dust. Bottom line here is, where do you want your "street" Willys to be soon? Cruising down the highway or sitting in the ditch? Likewise where do you want your "race" Willys to be, blasting down the track or scraping the guardrail?

Kerry and Chad Lundberg #080
Dwight IL

Congratulations on getting your car featured in a National magazine Kerry, the article came out great! Also thanks for reminding us all to take the time to check for those little overlooked things that can turn into big disasters. KP.

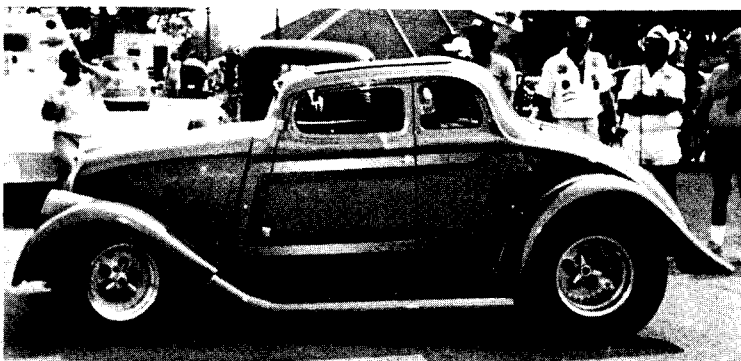
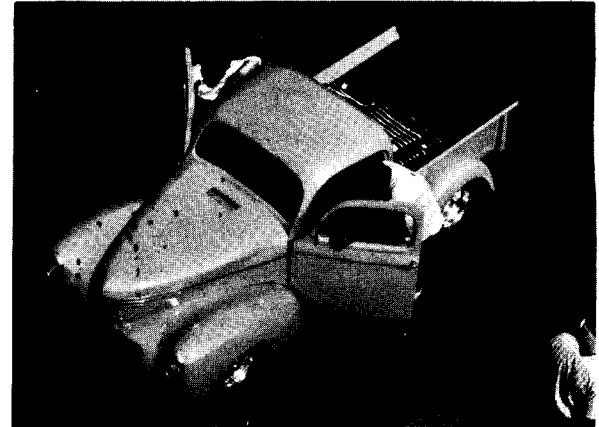
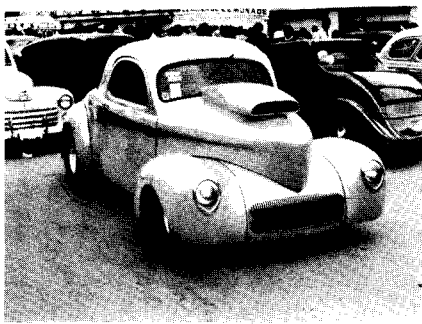
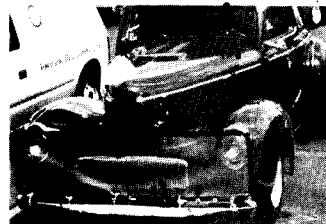
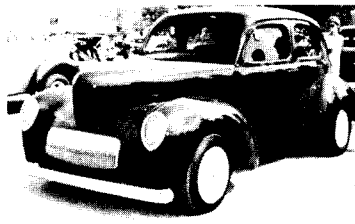
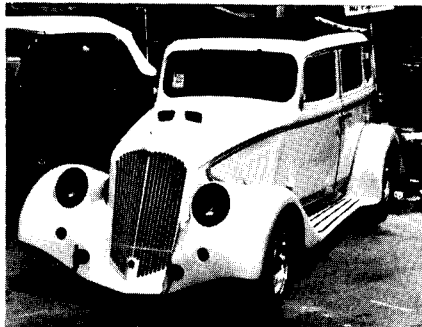
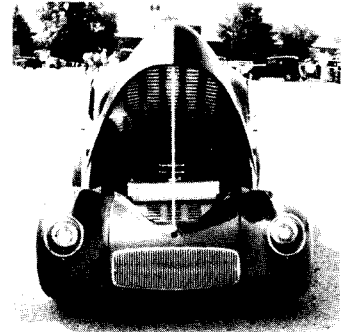
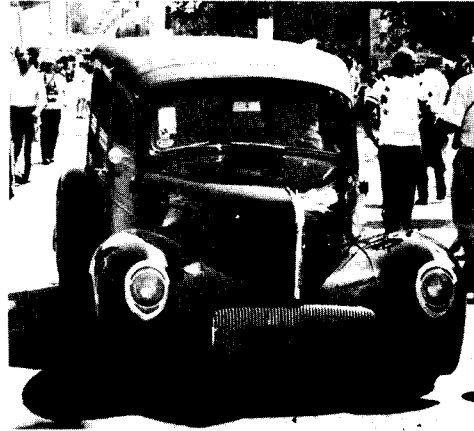
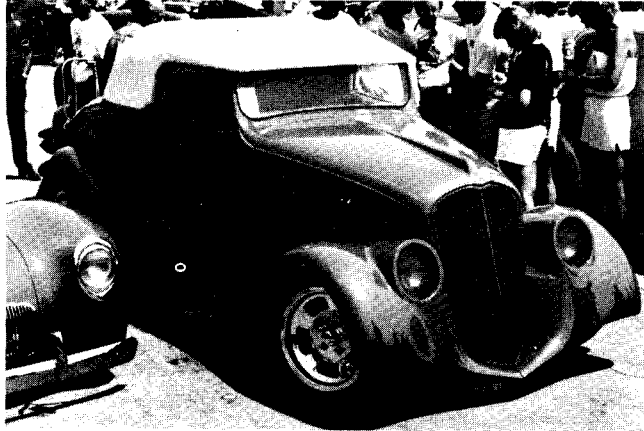


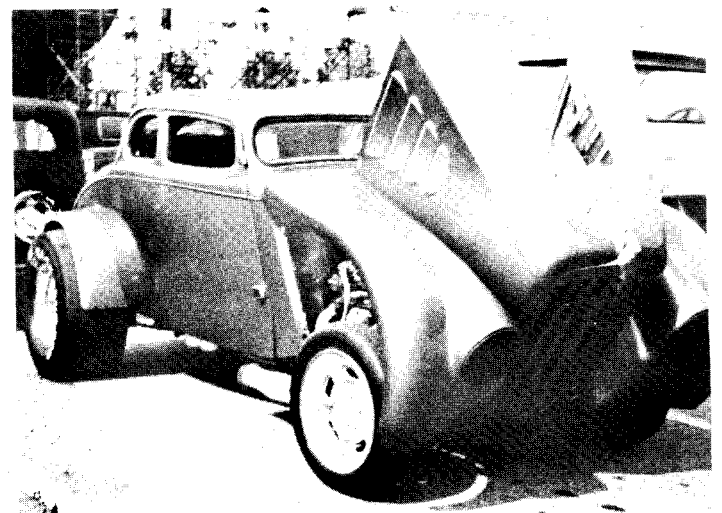
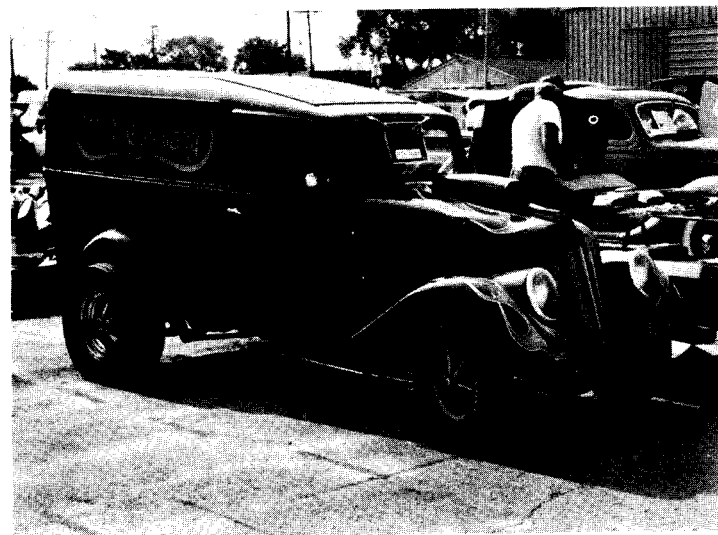
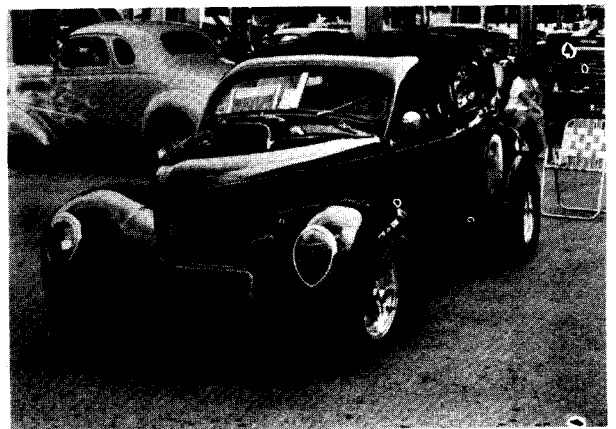
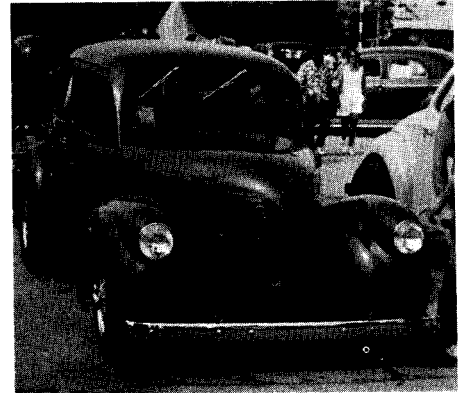
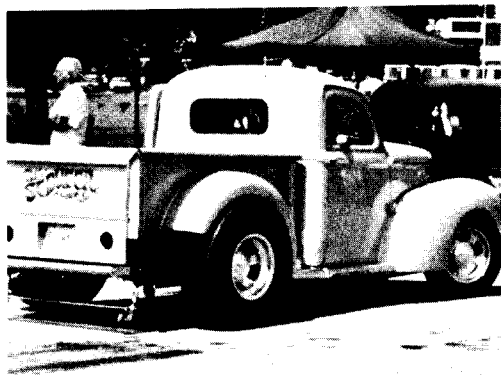
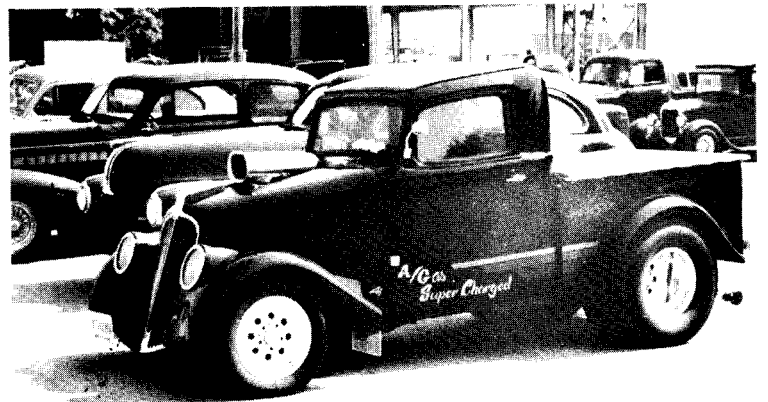
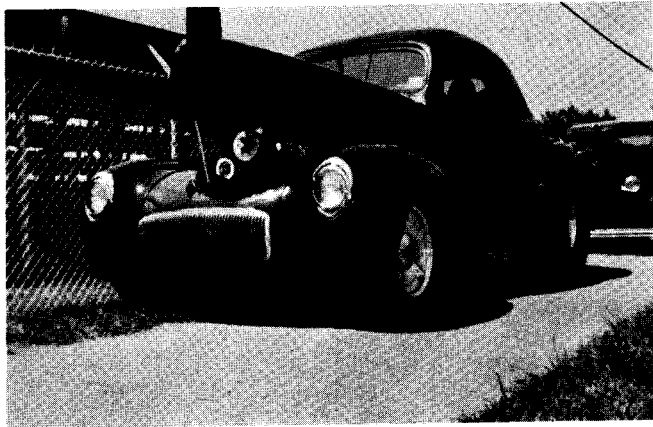
Congratulations go out to Victor and Kathy Young who tied the knot on the 8th of August. Victor is member #001. The marriage is off to a great start, a '41 Willys coupe was the wedding car. Best wishes to two really nice people who deserve to be together.



'87 STREET ROD NAT'S COLUMBUS - OHIO JULY 16-19

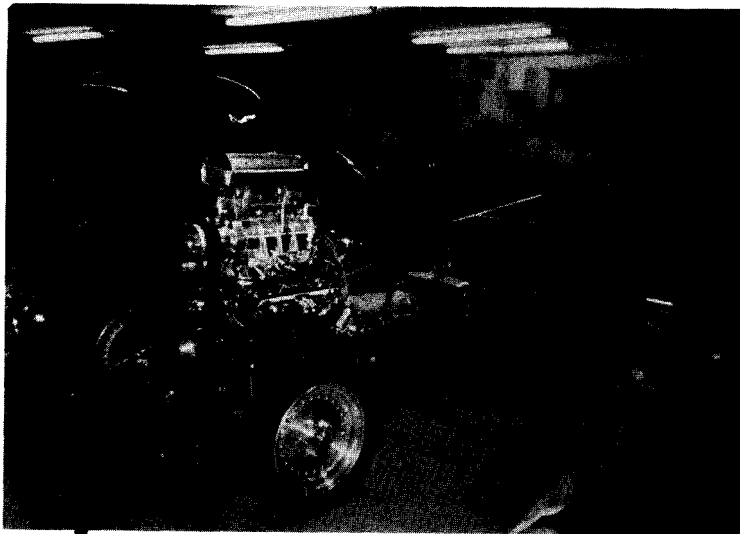
There were more Willys than ever at this years Street Rod Nationals. Ohio has always been known as Willys country so Willys lovers knew what to expect and they weren't let down. I don't have owners names or details on the cars so here is a collage of a small percentage of Willys in attendance.



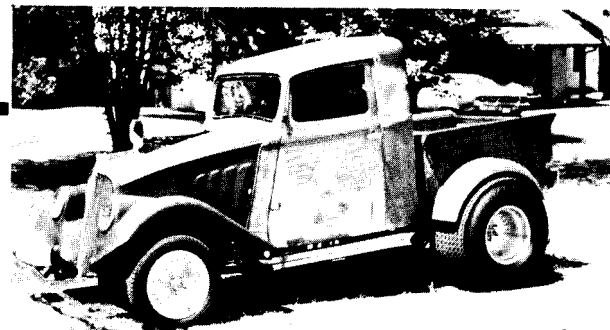


Thanks go to Bill Reed, #251, and Chuck Morris, #003 for the photos. Too bad there isn't more room in the magazine to show more of them. I counted 57 different Willys in the photos supplied by Chuck and Bill and there had to be many more not caught on film.

CLUB CARS



this lightweight move out in a hurry, trans' is a Turbo 400 with B&M valve body and shift kit. Must be tuff to build a car in such a small Garage!!

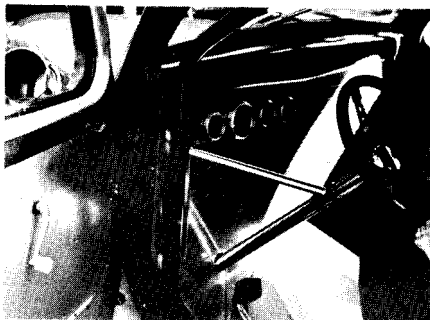
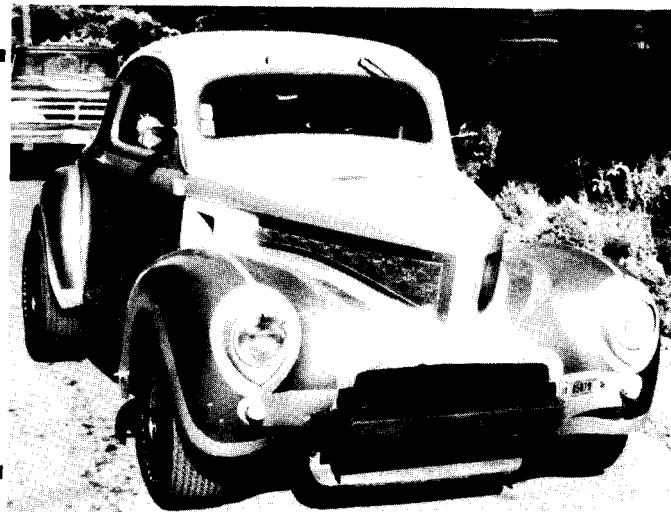


BRUCE WHITTLE #124
FT LANGLEY BC CANADA

This short and nasty '33 pickup is nearing completion up Canada way, this truck is sure to turn heads! Chassis is half boxed Willys , half 2x3 tubing. Dropped tube axle has corvette discs, 12 bolt rear end (4:10 posi) is located by coil overs and ladder bars. Moroso wheelie bars should come in handy. 6:71 blown 355 Chevy should make

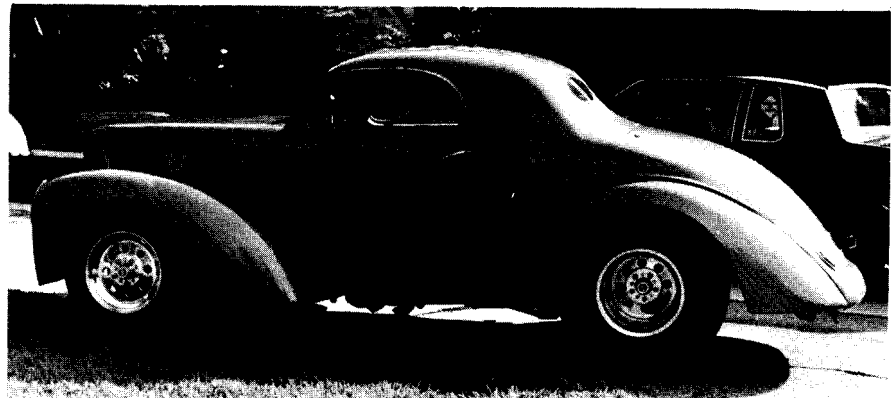
GARY WHITCHER #363
PORTLAND OR

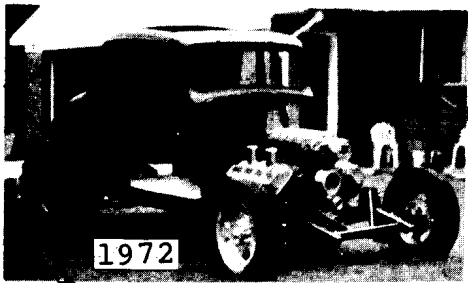
Gary has owned this car for 20 years now and it has been in storage for the last 13. It will have a few unique modifications when it hits the streets. Pontiac Phoenix dash, Trans-Am scoops in hood, sunken license plate and tail lights. Under the tilt front end sits a B&M blown 350 trans' with B&M shifter and '57 Chevy 3:08 rear end. Front suspension is '66 Corvair. That lace paint job is 17 years old.



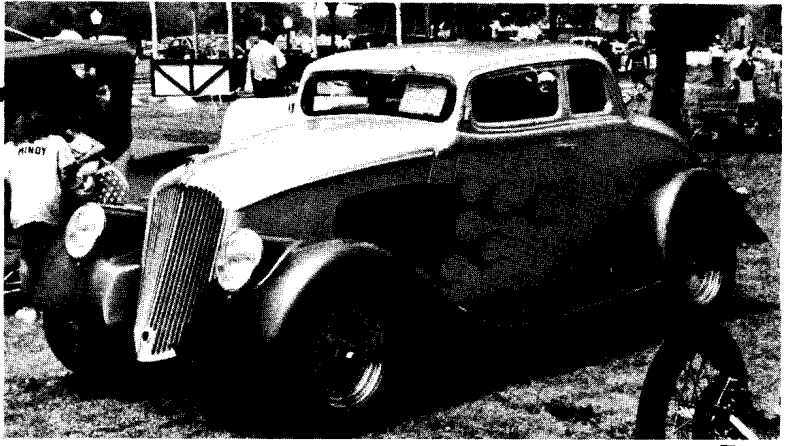
PHIL QUINTO #190
TRENTON NJ

Remember the old Jim Kirby "Challenger" gasser? Well here it is today as a super clean street/strip Willys. Color is metallic blue/turquoise. Roll cage, aluminum interior, Weld wheels, tubs and low stance all go together to make this ex gasser an up to date pro streeter. That top chop was done back in the 60's and suits the 80's look. Phil is looking for old pictures of this car and can be reached at - 101 Upper Ferry Rd, Trenton, NJ, 08628.

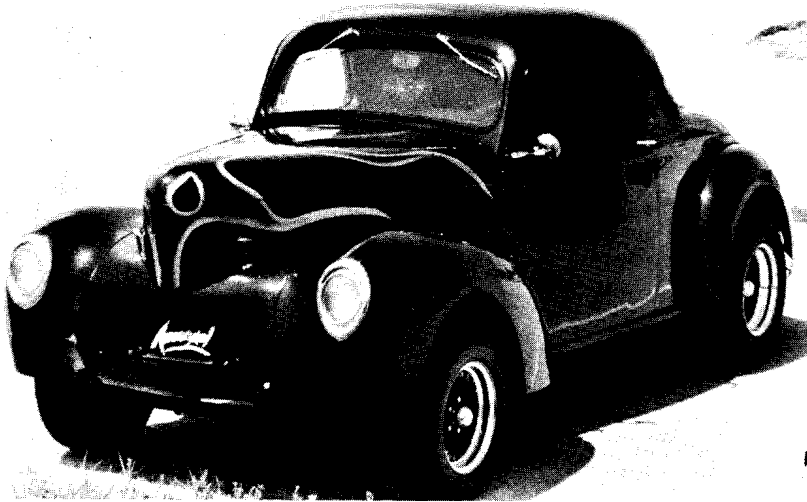




WAYNE STEPHENS #286
BELLVILLE IL



At one time this coupe was to be a race car but never did get finished. When Wayne bought it in July '79 it wasn't much more than a chopped body shell and boxed chassis. 6 years later it was on the road with Mustang II front suspension, 8 3/4" Mopar rear end with disc brakes (Hurst rotors and type 3 VW calipers) and 440 Chrysler engine. Hood, doors, fenders and decklid are all fiberglass, front fenders have been widened 2", rears 3" and hood lengthened 1". Interior is done in 2 tone dark blue crushed corduroy, paint is silver with dark blue flames and charcoal fenders.

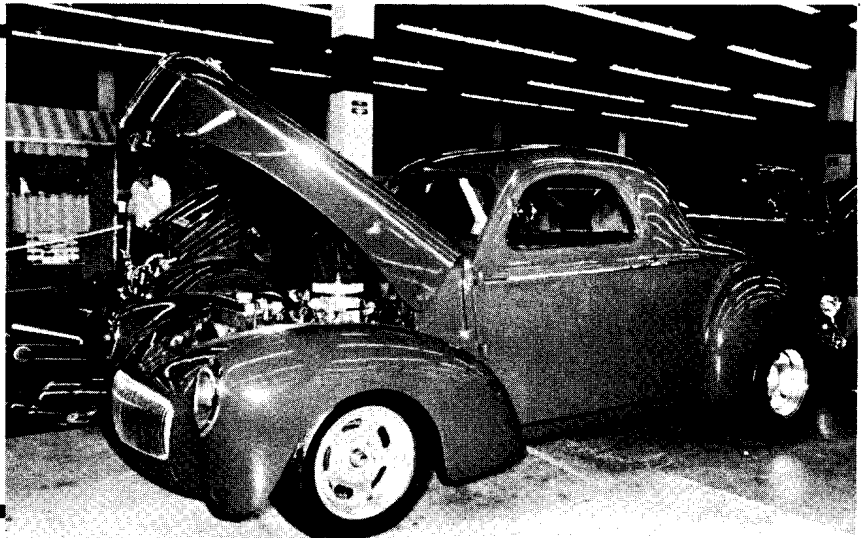


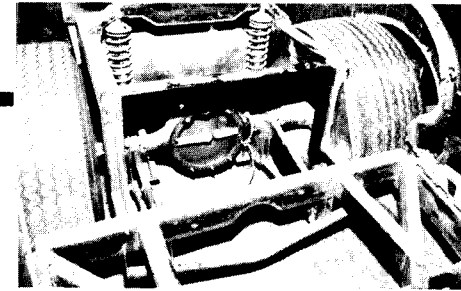
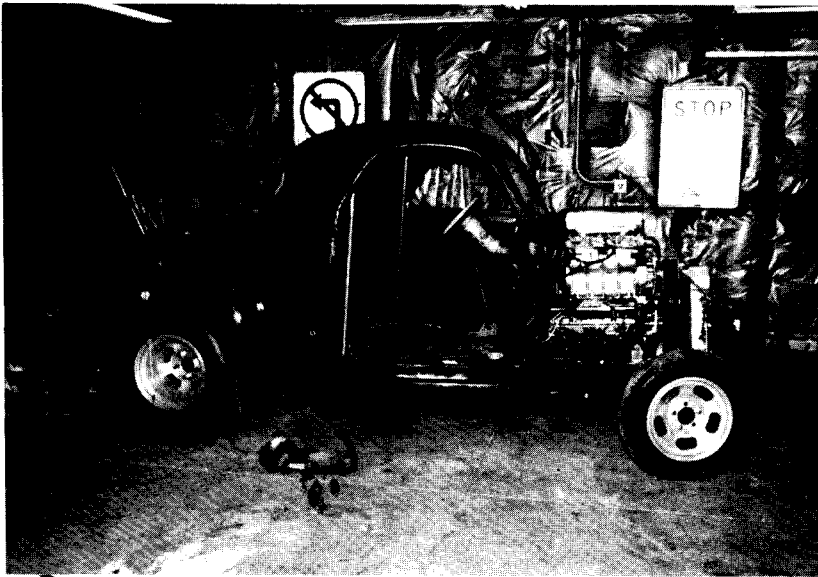
RICHARD BRUSHE #034
SATELLITE BEACH FL

This metallic black coupe used to be a bright red drag car called the "DIXIE DEVIL" and saw regular duty at Moroso race track in West Palm Beach. Now that Richard owns it it's a dual purpose car, it runs 12 flat at the track and can be driven across state for rod runs. 350 Chevy mill has flat top TRW's, Crane cam with solid lifters and roller rockers. 350 Turbo trans has shift kit. Rear end is a GM 12 bolt with posi' and 4:10 gears, it's mounted on leaf springs with traction bars.

STEVE BAZE #121
CLEBURNE TX

A little different than most Willys street rods, this bright red, all steel coupe has Buick V6 engine. Engine is basically stock with Erson cam and 425 Holley on polished Edelbrock manifold, also plenty of chrome parts. A '66 Mustang radiator keeps it cool. A 350 Turbo trans leads to a '69 Mustang rear end. Coupe also has veloure Mercury Caprice seats, boxed chassis, Mustang II front suspension with power steering. It took Steve 3 1/2 years to complete this coupe and he has won several awards with it, he drives it 300-400 miles per month. Steve's next project is a '40 Willys coupe with big block power for tearing up the pavement.



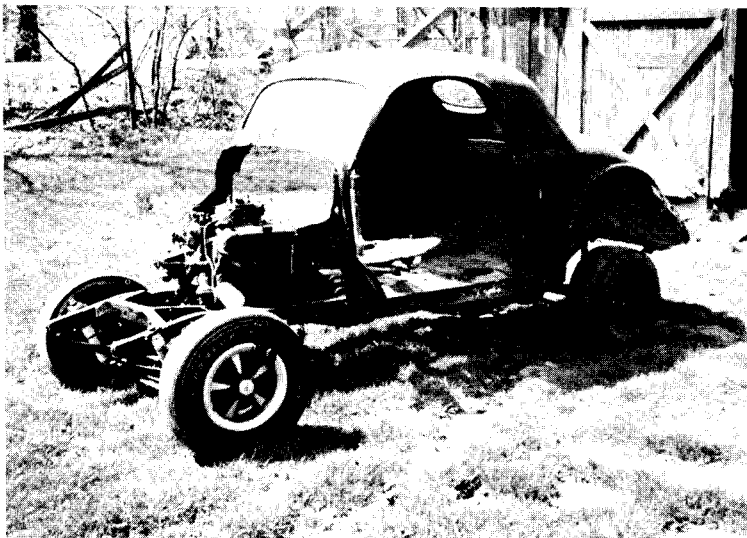


DONALD SCHUSSLER #139
MENTOR OH

Don's '41 coupe was an old race car from southern Ohio, it is currently being transformed into an up to date Willys street machine. The stock frame is boxed and a tubing subframe added to the rear to accommodate the 33x19.50 Mickey Thompsons. Coil overs and 4 bars locate the narrowed 9". A 6" dropped tube axle with Camaro disc brakes is used up front. Engine is a blown 350 with Arias pistons, Carrillo rods, Schneider cam, roller rockers, ported heads and much more! Other features are Corvette steering box, Turbo 400 trans', rear disc brakes and full rollcage by Chuck Finders.

BUTCH CALKINS #375
CHULA VISTA CA

Looks like Butch is a true Willys guy, off down the imaginary quarter mile before he even gets his just purchased truck in the garage. Plans call for blown big block Chevy, narrowed 9" Ford rear end, Halibrands, and 'glass front end. Looks like a great cab and frame to start with!



ROY OLSON #115
ERIE PA

Here's an under construction shot of Roy's '40 coupe, Roy has adapted Camaro disc brakes and Vega cross steering to the stock front end. Engine is a small block Ford, transmission is a C4 automatic, rear end is a 9" Ford. This car has a long ways to go yet but every Willys street-rod or race car was in this stage at one time.

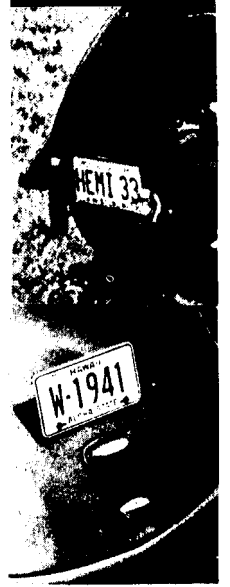
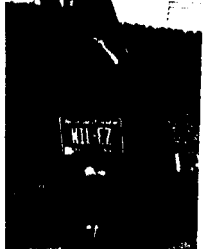


PICK A PLATE

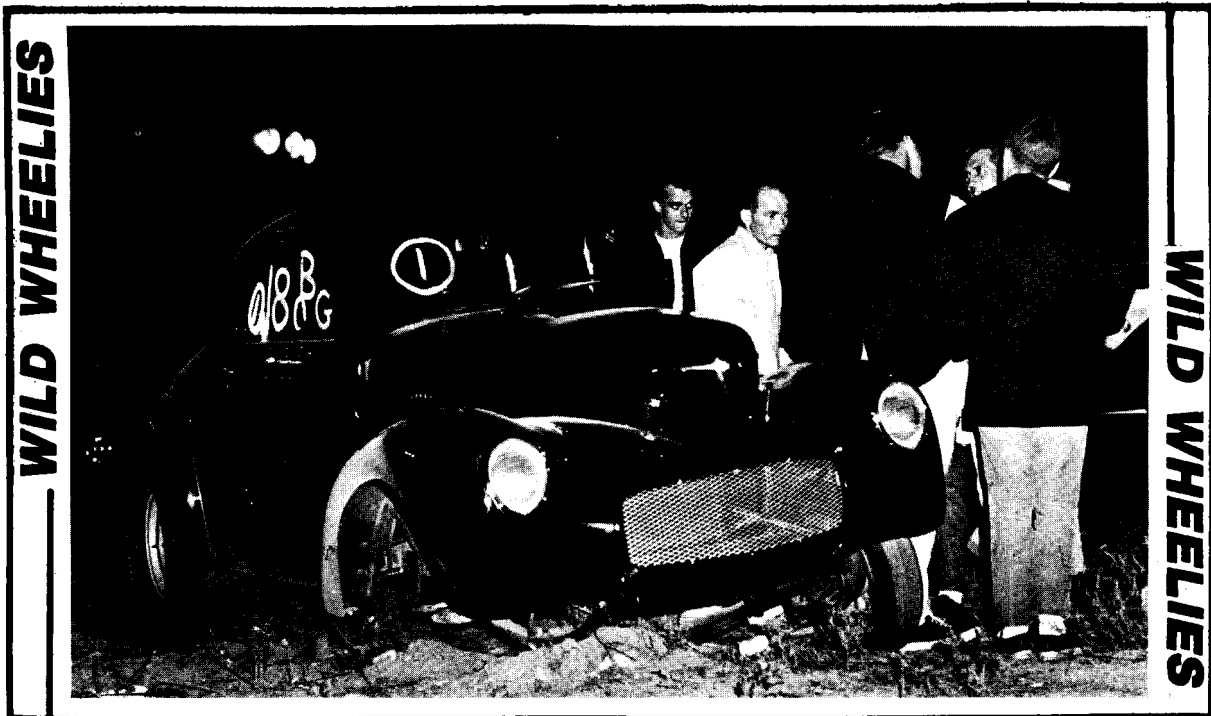


Need a personalized license plate for your Willys? Take a look through these for some ideas. Most of these (not all) are already taken in California but if you live in any other state you may be in luck.

- | | | |
|---------|-----------------|--------------|
| WILLYS | 33-42 WILYS etc | X DRAG 33-42 |
| WILLYZ | WILYS 33-42 etc | DRAG CAR |
| WLLYS | A GAS | DRAG CTY |
| WLLYZ | B GAS | DRAGGER |
| WILYS | C GAS | DRAGSTR |
| WILYZ | AA GAS etc | DRAG 33-42 |
| WILLEYS | A GASS etc | RACE 33-42 |
| WILLEYZ | GASSR | RACY 33-42 |
| WILLES | A GASSR etc | RACEY 33-42 |
| WILLEZ | A GASSER etc | RACER 33-42 |
| WILLESE | X GASSER etc | 33-42 RACER |
| WILLEZE | GASSER | QWIK 33-42 |
| WILLEZZ | GAS 33-42 | QWK 33-42 |
| WLYS | GASSR | KWIK 33-42 |
| WLYZ | GASSR 33-42 | KWK 33-42 |
| WILLY | 33-42 GASSR | QWK COOP |
| WLLY | GAS IT | QWK PU |
| WILLEY | ITSAGAS | 33-42 COOP |
| WILLIE | ITZAGAS | 33-42 PU |
| WLYS PU | AWSUM 33-42 | BAD 33-42 |



This issues 'Wild Wheelie' shot is on the cover, photo below shows the results, busted axle! Photos by Don Lenaker, #360.



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WILLYS COUPE CHARMS

(Actual size shown)



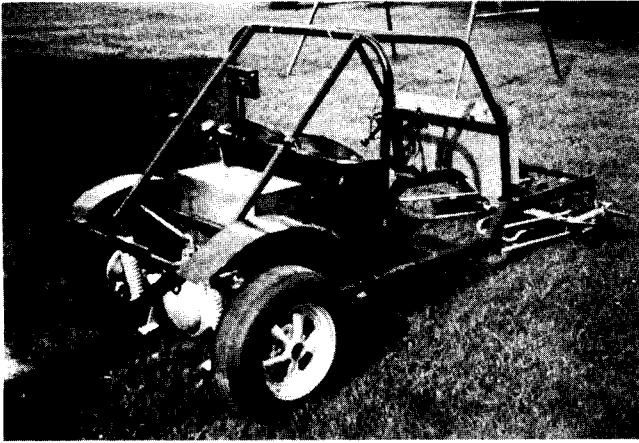
3/4 view



Side view

SILVER-\$25;GOLD FILLED-\$35;14K GOLD-\$79:
GERMAN STERLING SILVER BELT BUCKLE-\$50:

CLASSIFIEDS



FOR SALE: 1933 Willys coupe rolling street-drag chassis. Professionally built by Straightaway Eng'. 2x3 tube frame, 6 pt roll cage, 3" dropped frt axle with spindles, R&P steering, 4 radius bar set up, 4 new coil over Koni shocks, ladder bars with good heim ends & adjustable frt mounts, narrowed Pont/Olds rear end, 4:57 gear with H/D case, Summers spool and axles, stainless steel gas tank, dual M/cyl, pedals, brake & clutch, motor and trans mounts for BB Ford F.E. series motor & Toploader 4 spd. \$2,000. Frank (216) 483-3240

FOR SALE: 40 4dr Deluxe sedan parts or whole car. Steel frt & rear in good cond'. 3 pc glass frt end. 40 rolling chassis set up 60's gasser style. 6 ea Stewart Warner 2 5/8" gauges, good cond'. Moon gas tank, gauge & pump. 409 headers, gasser type. Trade for 41 grille & headlight glass. Rory Peachy or Tony Pelone, 2424 Ingalls, Edgewater, CO, 80214. (303) 922-1501 or (303) 232-3010.

FOR SALE: 33 Willys steel coupe, NC title, 'glass frt & fenders, 4" chop, ribbed filled top, tube chassis, 10 pt cage, dropped tube axle, tube radius rods, Vega steering, 44" Ford 9", 4:11 posi, coil overs, ladder bars, Weld wheels, Pro Tracs, radiator, fuel cell, Big Chevy V6, trick turbo. Needs finishing. \$10,000, \$9,000 less eng & trans. OBO.

ALSO FOR SALE: 41 Willys Pro/Street-Drag coupe. Steel body, glass frt end, doors, decklid & rear fenders, aluminum interior, tube chassis, full comp' cage, modified Mustang frt susp', disc brakes, R&P steering, narrowed 9", Ford locker, coil overs, ladder bars, discs, 17" tires, Weld wheels, set up for big block & 'glide, super low, needs finishing! \$7,500. Tom Stuart, 1208 Ivy Lane, Cary, NC, 27511. (919) 467-9151

FOR SALE: 1941 Grille, original, not broken. \$400. Donald L Small. (213) 265-6168.

FOR SALE: 1 set stainless side & hood trim for 41-42 eadan, 8 pcs \$80; 2 windshield frames 41-42 woodgrain, sedan \$25; 1 trunk handle 41-42 sedan \$15; 2-L 1-R tail light rims, lenses & rubber pads 41-42 sedan, 1-L slightly cracked \$20 ea; 1 wiper motor 41-42 \$20; wiper motor disassembled 41-42 \$10; 1 wiper linkage 41-42 \$15; 3 rear lic plate lights w/glass & bulb 41-42 sedan \$15; rear lic plate brkts 41-42 \$15; 1 set (2) tail light bulb holders 41-42 \$5; 1 sedan gas pedal 41-42 \$10; rect' mirror, pick up, 41-42 \$10; 1 hood vent, lever, spring, brkt 41-42 \$20; 1 grille 41-42, missing teeth \$15; 1 American horn button, NOS but shelf worn \$15; 1 horn 41-42 trumpet off, some holes, all there \$10; 1 engine sheet metal dust deflector, bolts to frame to shield engine 41-42 \$20; 1 heater 41-42 \$30; 2 37-42 coupe taillights and rubber pads \$45; 1 shifter rod with arms, housing, levers, spring, shifter \$35; Dexter Bennett, 908 Fontana Ct, Modesto, CA, 95355. (209) 577-5050 days or (209) 529-3974 nights.



FOR SALE: 38 Willys coupe, 41 glass frt end, 350 Chevy, T-400, 8 3/4" Mopar rear end, custom candy tangerine paint w/flames & mural, former CC/GS national record holder and 67'68&69 Indy class winner, Street Rodding Magazine feature car summer 83. \$15,000. Robert Walton, 1760 Lake Rd, Webster, NY, 14580. (716) 265-0881.



FOR SALE: 1940 4dr sedan, original, runs, steel frt end, complete headlights. \$1000. Ed Parker 2777 Redwood Rd, Napa, CA, 94558. (707) 252-1830.

FOR SALE: 1948 Anglia 2 dr, all steel w/glass rear fenders, body in ex' cond' w/no rust, ind' frt end with R&P and disc brakes, narrowed early Chevy rear, ladder bars, wheelie bars, set up for small block Chevy, chrome headers, stainless firewall, complete less engine, trans and frt end. Needs some chassis work. \$3,500. Bill Combstock. (408) 758-8851.

FOR SALE: 37 sedan, hasn't been cut up or taken apart, pretty solid body, good title. \$875. Consider trading for 35-36 pickup, any cond' considered.

WANTED: I, m trying to get in touch with a George Bacilek & a Mr Pistone that was a team with the late Mike Sorokin, racing a Model 77 coupe at the Winternationals in "B" competition. George Bacilek was teamed with Mr Wilcox running a Bantam in "B" roadster class at the 62 Winternats, George later teamed up with Don Alderson on the Top Fueler called Scrima-Bacilek-Milodon "Scrima-Liner". In 1962 Mike Sorokin was running a 41 Willys in "C" Gas C-T Automotive sponsored. Mike was killed in 68 at Orange County when a clutch let loose in a Top Fueler. No history on Mr Pistone. Any help would be greatl appreciated! Thank you. Roger Lyle, 4216 So. 37th st, Omaha, Nebr, 68107. (402) 733-3490.

WANTED: 41 pickup rear window moulding, stock bench seat, hood ornament, tail gate hinges. Butch Calkins, 376 Second Ave, Chula Vista, CA, 92010. (619) 426-6909.

WANTED: 33 coupe, any cond' considered, have steel 40, 41 or 42 sedans for any trade considerations. Also looking for good steel doors & trunk lid for 40-41 coupe. Mike (816) 363-1807.

WANTED: for 41 pickup, "WILLYS" hood trim. for a 40 sedan, 37-40 flat decklid. Also for pickup-rear window frame, rear view mirror and safety latch on hood. Ed Parker (707) 252-1838.

WANTED: Steel trunk lid and hinges for 40 coupe. Bruce Fiene, 508 South Chester St, Steelville, IL. (618) 965-9434.

WANTED: For 41 pickup, Steering arm/pitman arm, ball must be in good shape, not egg shaped or oval; overdrive throttle momentary "kill switch" on cylinder head; overdrive solenoid on overdrive case; overdrive case support brkt (not std trans mount); cigar lighter, need male insert w/correct plastic knob; clock. This is all I need to complete my 100% restoration. Please help me out. Dexter Bennett, 908 Fontana Ct, Modesto, CA, 95355. (209) 577-5050 days, (209) 529-3974 nights.

