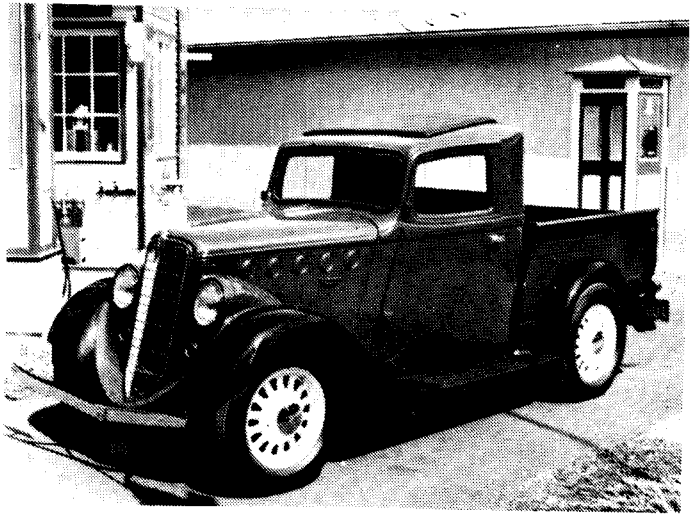
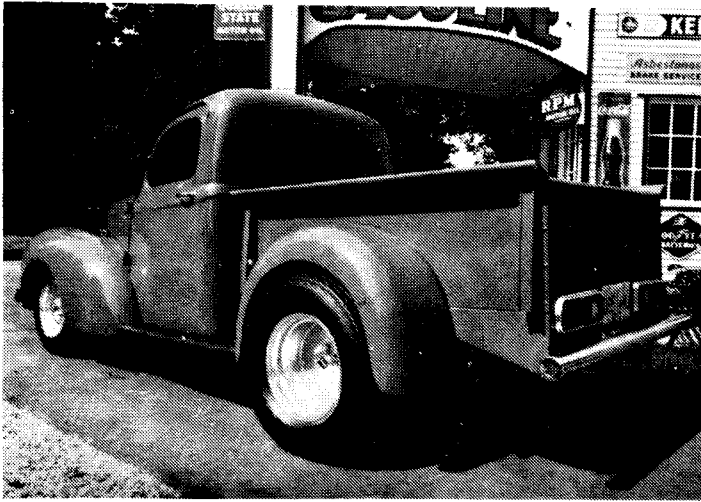
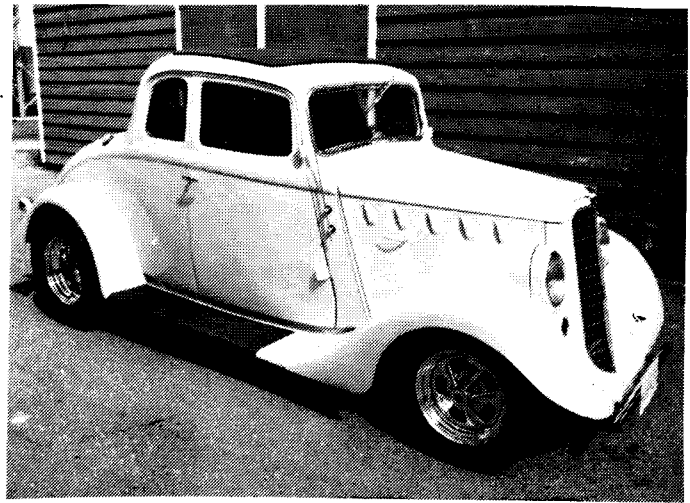
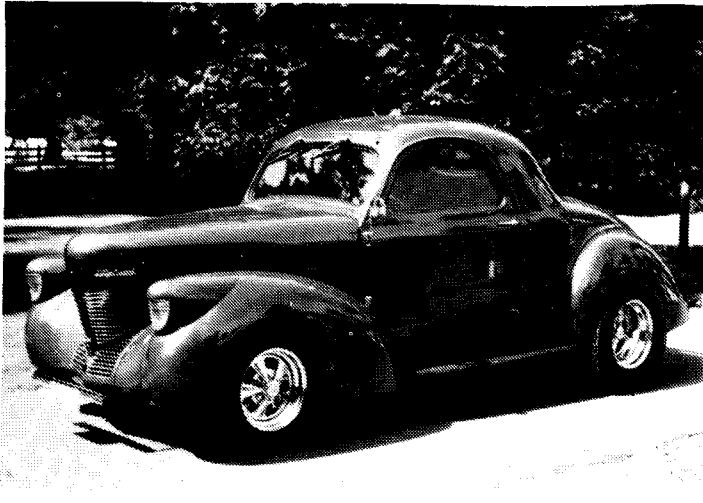


# WILLYS

# Words

DEC 87/JAN 88 #9



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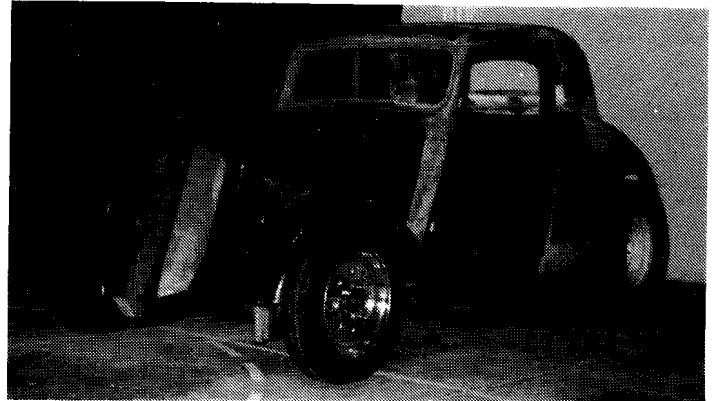
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**COVER --** These 4 Willys are the property of Abe Suderman, Abe is a diehard Willys man as you will see in this issue. '39 coupe is met' blue, '36 coupe is yellow, '40 P.U. is red & '36 P.U. is green/blk.

**BACK COVER --** Don't know too much about this blown small block powered, B/Gas '40 pick-up. This picture was taken at the 1962 NHRA Nationals by Wayne Arteaga, #326.

# LETTERS



I really enjoyed the article on Tom Willfrd's '33 truck, we have spoken on the phone for many an hour and I can tell you he is one fine person. I have some interesting news, Ohio George Montgomery's old '33 coupe is alive and well and is currently undergoing a complete restoration by a man named Bob Masters of Elkhart, Ind'. He has even found the original blower and SOHC engine the car last ran in '67, I found out the other day that my old '33 coupe, (The Brockman Speed Shop Special), was the last Willys to beat George in a race before he sold it. My car was built by Paul Frost here in Dayton and used a modified Cal Automotive body. It was powered by a 426 Hemi, (what else!), clutchflite and Olds' rear end. It ran a best of 9.36 /163mph in '67. The car is all apart now and I plan to put a blown small block in it with Powerglide and the same trusty early Olds' rear end.

I bought a '41 coupe the day and it is an old D/Gasser called the "Semi Hemiroid", sticks up a mile in the front, I kind of like it. I need a few parts for it so I've enclosed a want ad'.

Butch Baily #186  
Blue Knight Enterprises  
Tipp City OH

Thanks for the news Butch, I just knew that car was out there somewhere. Those old gassers just keep on coming out of the woodwork, does anyone out there know what happened to the Big John Mazmanian coupe? I have had alot of people ask me and I,d like to know too. KP

Just a short note on a couple of Willys topics. First, that wheelie on the Oct/Nov cover says it all! Especially notice the look in the drivers eyes, who could have that kind of fun in a Ford?! (incidentally that car must have done that regularly, notice the grill section is primer on the cover and painted in the crash scene, 2 different runs!

Finally, anyone who would like a copy of the Bakersfield Nostalgia Drags, I'll make a copy for \$15.00. That includes tape and shipping. It's not professional and doesn't have a fancy sound track but I guarantee 25 minutes of stop & GO Willys! Proceeds, if any, will be donated to our Church youth group activity fund.

Jeff Jones #154  
Keene CA

Good to hear from you Jeff and let me thank you for the kind words in your letter to Street Rodder. KP

Here is the reason for building my '33 coupe. I grew up in a rural river valley in Eastern Ohio. A family of 3 boys, older than myself, the Barnes Brothers, built a '33 coupe with an injected 268" small block Chevy. Sometimes on a summer evening they would pull the Willys out onto the 2-lane blacktop road that ran across the valley. I lived about a mile from where they kept the car, but when I heard the sharp stucatto idle of the old D/Gasser pierce the stillness of the summer air I would put down my toys and run to the front porch to listen to what was to happen next. As Richard or David dropped the hammer and sidestepped the clutch my ears would enjoy the most wonderous sound in all my childhood memories.

I was later to learn that they had a nine grand tach' in that fantastic machine and that they buried the needle on every shift! I seldom saw the car, but just listening to it made me think to myself ,"Someday I'm going to build a Willys coupe". The noise didn't stop when they shut the car down but it just seemed to resonate back and forth across the valley until it faded like a summer thunderstorm.

When I got older and started going to the drag strip I saw the car race. The youngest son, David, was the best driver as I recollect. The car ran in the elevens, which was really screaming in the early 60's. He'd pull the wheels on every shift and was in the finals more often than not.

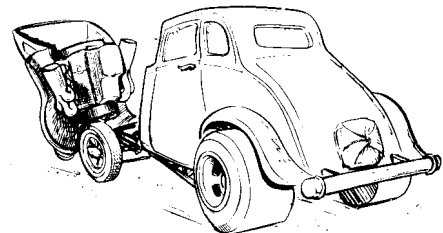
Last year I visited the valley I grew up in. It,s a bedroom community for Cleveland suburbanites now. I decided to visit one of the Barnes brothers and ask him what became of his Willys. He took me downstairs in his basement and I watched with quiet reverences as he lifted the car cover on my childhood memories. The story should have a happy ending because the teen-age son of my long time hero is assembling a new 350 small block to put the car on the street.

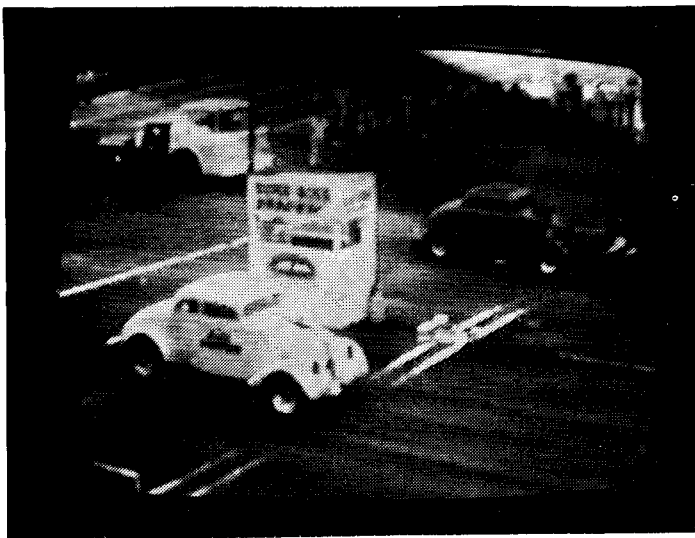
Two thoughts keep crossing my mind lately. The first is that I hope the Barnes Brothers like my version of the '33 Willys Hot Rod when I drive it back to Ohio to show them.

The second thought is this. When I uncap the headers, bring it up to full stall on the converter and fire my Willys across the valley will there be a young boy on a front porch somewhere across the valley....listening....and dreaming.

Greg Koesel #339  
Monroe MI

Now that would make a great movie!! That's Greg's coupe seen above. It has a wild 305ci inline 6 Ford powerplant that came from a 9 second Altered. KP



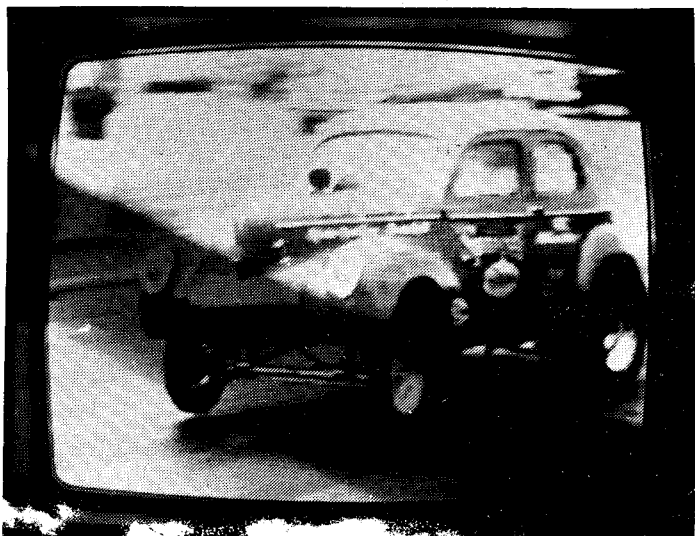


# GASSER FILES

OK all you die-hard Willys fans, here it is, the video you have been waiting for! 120 minutes of non-stop gassers, old and new. The Jackson Brothers had too much gasser footage to fit on one 60 min' tape so there are two. You can order "Gasser Files" part one or part two but getting them both is the only way to go.

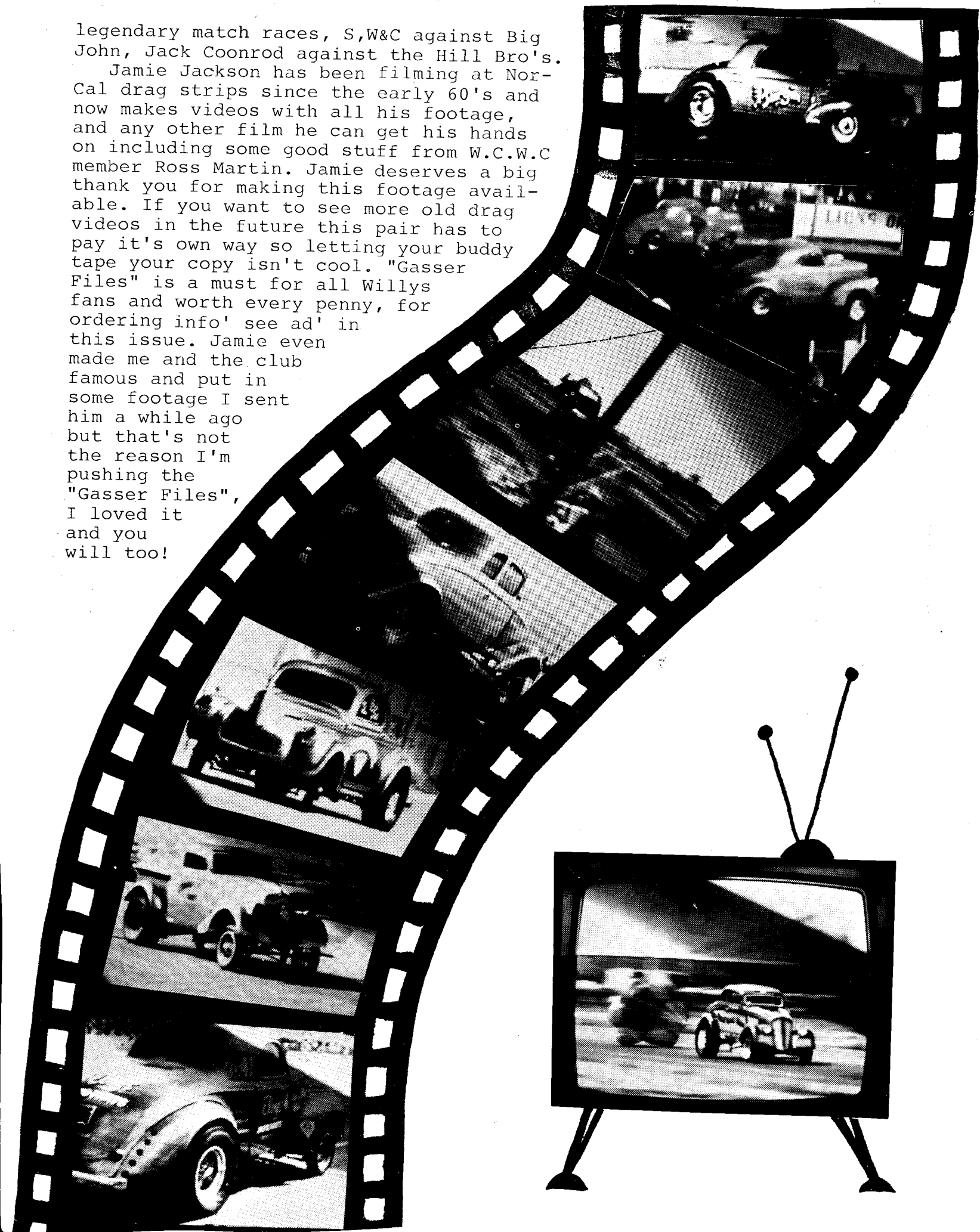
You'll see all the big names like Stone Woods & Cook, Big John Mazmanian, K S Pittman, Jack Coonrod, Jr Thompson, Ron Nunes etc and you'll see alot of Willys who's owners names you probably won't recognize. The majority of cars in these tapes are Willys but you'll also see plenty of Anglias, Austins, some Henry J's, early Chevy's and more.

For those of you who used to hang out at the local Drag Strip and watch the gassers, get ready for a trip back in time! For those like myself who missed the Gasser Wars, these tapes will give you a good taste of what it was like. The old footage was filmed in 8mm and has no sound so a light rock background is added. The footage from the Nostalgia Nats has sound and when you hear the S,W&C Swindler A at the '85 Nostalgia Nat's you'll swear it's in the next room, the sound is so crisp. You'll see action, old gasser style action like wheelies, not too straight launches, a Willys coupe going through the lights on it's roof, Jim Tippers '33 coupe flipping at half track. You'll see the

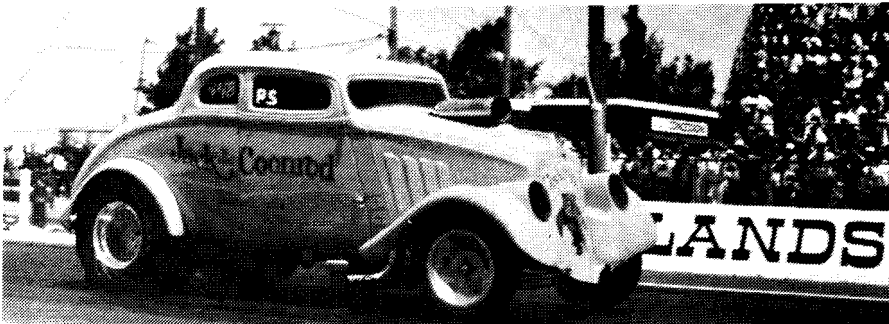


legendary match races, S,W&C against Big John, Jack Coonrod against the Hill Bro's.

Jamie Jackson has been filming at Nor-Cal drag strips since the early 60's and now makes videos with all his footage, and any other film he can get his hands on including some good stuff from W.C.W.C member Ross Martin. Jamie deserves a big thank you for making this footage available. If you want to see more old drag videos in the future this pair has to pay it's own way so letting your buddy tape your copy isn't cool. "Gasser Files" is a must for all Willys fans and worth every penny, for ordering info' see ad' in this issue. Jamie even made me and the club famous and put in some footage I sent him a while ago but that's not the reason I'm pushing the "Gasser Files", I loved it and you will too!



# CLUB CARS



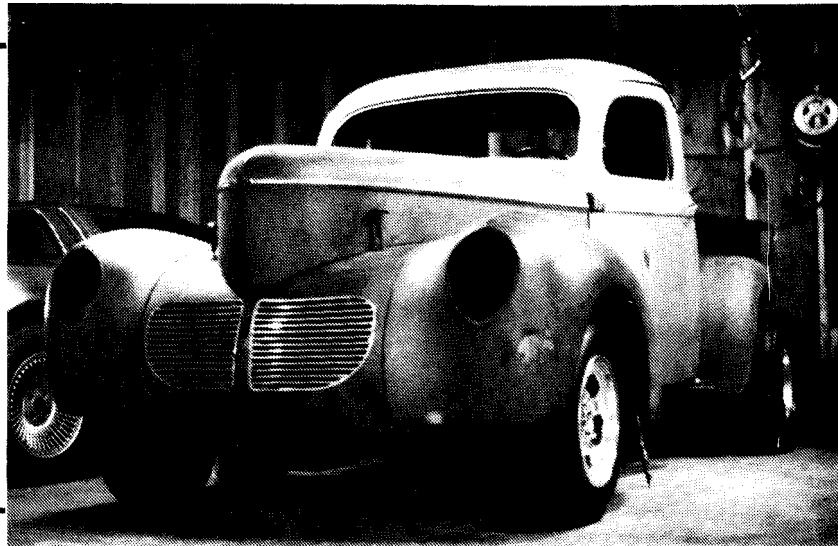
JACK COONROD #140  
VANCOUVER WA



Jack is one of our more well known members, he made a living match racing this car in the mid-late 60's. Jack sold the car in 1969 and when the Nostalgia craze hit he tracked the car down in Calgary, Canada and paid 6 grand for it. After a 2 year rebuild the coupe is a better, faster race car than it used to be. Jack takes his Nostalgia Drags seriously and always seems to be in the final. Engine is a Wayne Harry built blown 400" cast iron Chrysler Hemi on alcohol. Trans' is a 727 Torqueflite, Chrysler rear end has M/T magnesium 3rd member. See Jack and his Yellow screamer on the "Gasser Files".

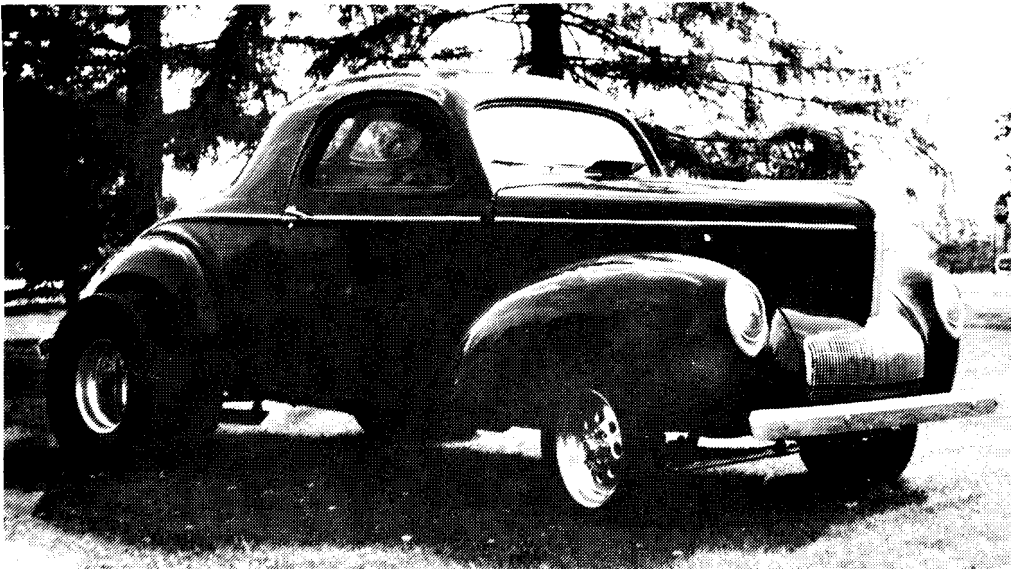
BOB CAPISTRANT #389  
AUBURN HILLS MI

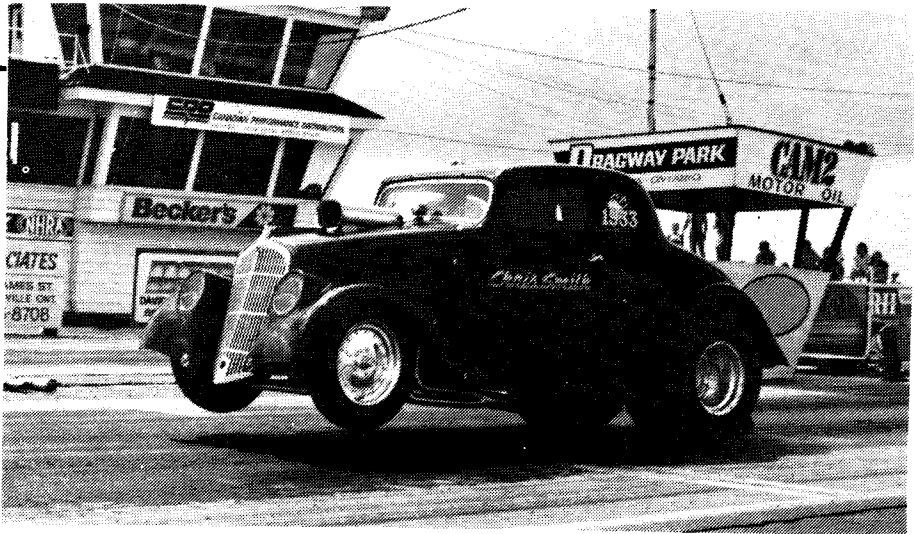
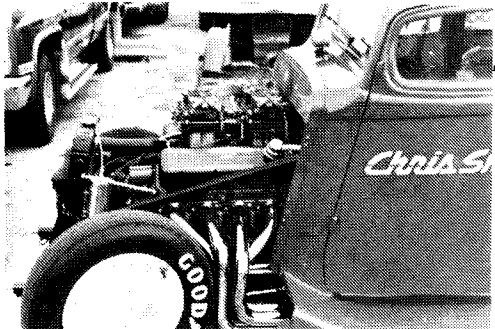
Power for Bob's truck comes from a 429 Ford super Cobrajet mill backed up with a top loader 4-speed. 9" rear end is hung on leaf springs. Truck is about 1/2 finished right now, it's a '38 with a '40 front clip. Stock engine has solid lifters, dual point distributor and 680 Holley. Truck also has electric fan, Hurst shifter and SW gauges.



EUGENE WORKMAN #184  
JACKSON MI

Eugene's coupe is all steel and has owner applied red w/red flames (acrylic enamel). Engine is a destroyed small block Chevy (272ci) that resided in a dragster and revved to 11,000rpm before rebuild so it's right at home in a Willys engine bay. 350 Turbo trans has shift kit and Vega torque converter, 4:88 posi' rear end is from a '57 Chevy. Stock front suspension is chrome plated. Inside you'll find a '32 Ford bench seat and Autometer gauges. Future plans call for narrowed 9", roll cage and 6:71 blown 461 big block.





CHRIS SMITH #328  
GRIMSBY ONT' CANADA

This race only chopped '33 coupe runs in the low 9's at almost 150 mph. The body is an all fiberglass unit finished in Porsche red.

Full tube chassis has dropped tube axle up front and narrowed 9" (4:56) out back, both sprung with Koni coil-overs. Chris bent up his own aluminum interior. 460" big-block Chevy has 12 1/2-1 Speed Pro pistons, Crower roller cam and rockers, tunnel ram with 2 750 Holleys, Vertex magneto and much more. Full race Powerglide has trans' brake and 5,500 stall speed. Other features are Cragar Supertrick wheels, Strange eng' disc brakes up front, Simpson 5 point belts, Corvair steering and Stahl headers. Rear fenders are raised on the body for lower profile.



GARY CRUICKSHANK #417  
RED DEER ALBERTA CANADA

Looks like Gary has been finding a few Willys to keep his bright red '40 coupe street rod company. '36 pick-up, '40 sedan and '41 sedan are all shown in as found condition. Not shown here is Gary's '36 sedan and he probably has a few more he's not telling us about





ABE SUDERMAN #079  
 ABBOTSFORD BC CANADA

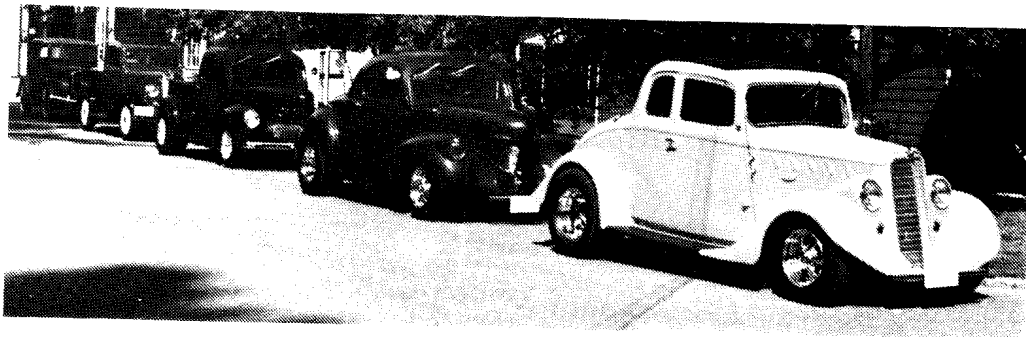
Abe's love for Willys developed in the early 60's when he used to watch them race at Mission Raceway. I bet he never imagined he would own as many as he does today, (over a dozen). His dream is to one day open an all-Willys museum and it looks as though his dream is well on the way to becoming reality.

Abe makes his living as a poultry farmer. All the cars and parts are kept indoors and protected by a state of the art security system.

All of the street rods are frame off rebuilds and powered by Chevy small blocks. The '36 pickup on the cover looks stock but has a 4cyl Chevy engine and 4spd, rear end is from a Vega, (same bolt pattern as Willys). The '39 coupe was the first Willys Abe owned and was in sad shape, it was full of bullet holes and an axe had been taken to the roof. A lot of work has gone into each of Abe's Street rods, one to two years each and they are reliable drivers. The only repro parts on Abe's cars are the rear fenders, running boards and grille on the '36 coupe.



On his driveway Abe has built this neat old style gas station complete with gravity feed pumps and all kinds of goodies you would find in a 1930's gas station. For some good color shots of Abe's cars and gas station, check out the May '87 issue of "Rod - Action" magazine.



How many guys do you know who can have their own rod run?

Check out Abe's parts cars, can't be too many Willys left in the woods near Abbotsford!

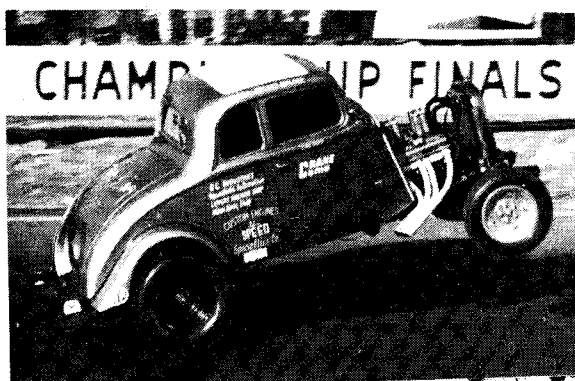






Most guys have a couple of milk crates for their spare parts, Abe has his own parts department! Look at all the goodies. Abe, you truly have your act together!

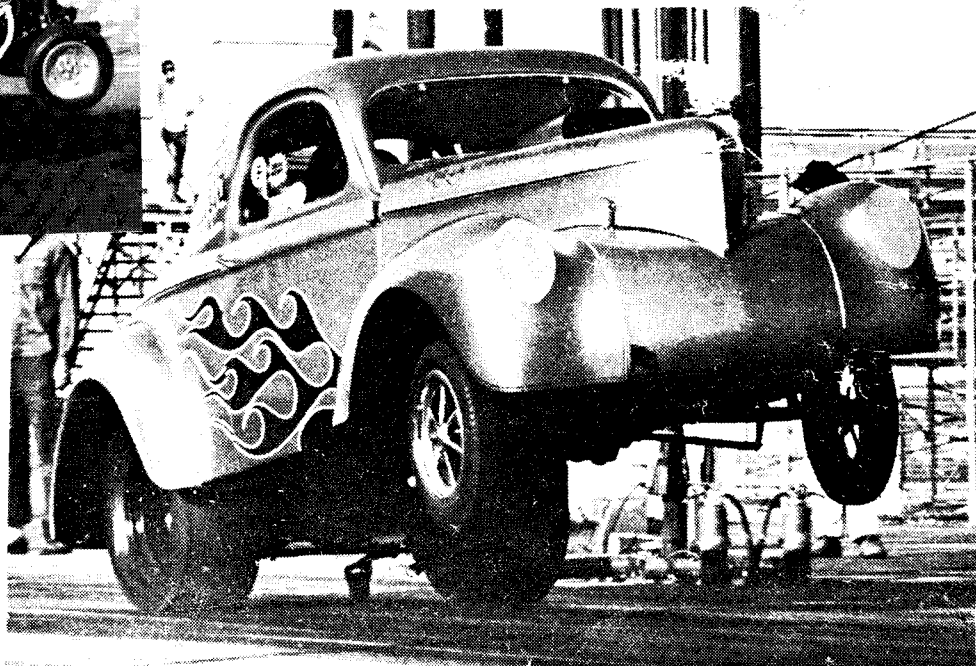
What good is owning a bunch of cherry Willys street rods if you don't have some cherry originals to compare them to. Note: a few spare hoods just in case.



## WILD WHEELIES ■

**WILD WHEELIES**

Not all Willys were raced as gassers, these two were raced as Altereds.



■ **WILD WHEELIES** ■

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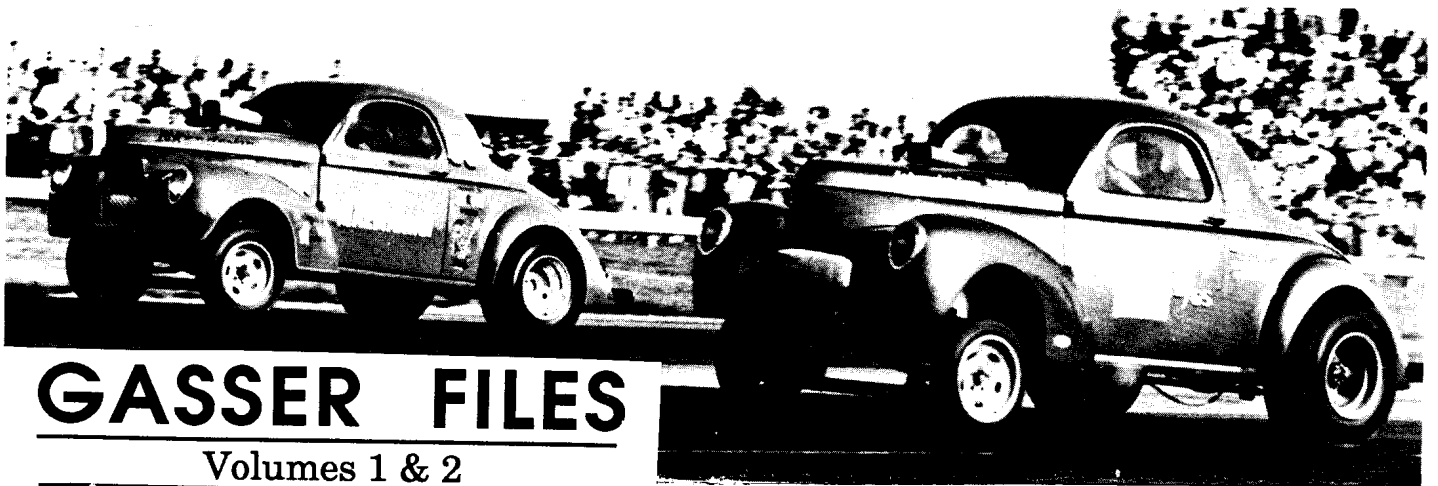
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FOR SALE: All steel front end, complete except for grille. comes with stock firewall, dash, part of the floorboard, left door and windshield area. Very good condition. \$1,000 Wallace collins. OK (405)329-2830.

FOR SALE: Boxed '33-36 chassis with narrowed 8" Ford rear end, stock front axle, Chevy engine mounts. A rolling chassis. \$500. '35-36 Willys pick-up bed, shortened 10", needs work. \$100 OBO. '35-'36 Willys fiberglass one piece front end, rare, needs work. \$100 OBO. '37-'42 coupe rear fenders, steel, openings have been enlarged. \$120 the pair. Kevin. CA (805)653-1682.

FOR SALE: 1 set stainless side & hood trim for '41-'42 sedan, 8 pieces, \$80. 1 trunk handle for same, \$15. 2 L, 1 R tail light rims, lenses and rubber pads for same, 1 L slightly cracked, \$20 each. 1 '41-'42 wiper motor, \$20. 3 '41-'42 sedan rear lic' plate lights w/glass & bulb, \$15. 1 Americar horn button, NOS but shelf worn, \$15. 2-'37-'42 coupe tail lights and rubber pads, \$80. Dexter Bennett, 908 Fontana Ct, Modesto, CA 95355. (209)577-5050 days, (209)529-3974.

FOR SALE: '37 Willys trans', drive shaft, rear end, brakes, wheels and radiator.  
 WANTED: Center dash instrument cluster, (with or without gauges). Hood moulding. Any script. Tail-lights. Front seat and running boards to fit my 1937 Willys 4dr sedan. Phil Tadlock, 938 Erringer, Simi Valley, CA, 93065. (805)583-0119 nights.

FOR SALE: '33-'35 Willys windshield latch ass' \$130. '33-'34 grilles, \$350. '35-'36 grilles, I have 2 new ones left, \$175. '33-'36 headlight rings and lenses, \$225 pr. I also have some '35-'36 hood & side panels for sale or trade & one good '36 front fender for sale or trade.  
 WANTED: For '41 coupe. Front and rear inside window trim, door handles, front & rear bumpers & braces, Americar hood trim. Also need to replace the panel below trunk lid if anyone has a parts car or knows of a repo. please call or write. Butch Baily, 8260 Flick Rd, Tipp city, OH, 45371. (513)667-5252.

WANTED: 1939 Willys front bumper. Also rust free running boards for same. Bill Sassenbach, 2703 Waveland Dr N.W., Cedar Rapids, IA, 52405.

WANTED: For '40 Willys pick-up. Left door, left door post, hinges, front sheet metal. Robert Anderson, (503)476-4410 after 5.

WANTED: '33-'36 Willys coupe, engine & trans' not important. Pat Mclean, WA, (206)425-0199. evenings & weekends.

WANTED: '33-'34 outside door handles, front bumper w/bracket, '36 coupe tail light stand with bucket, inside window mouldings, good headlight buckets w/reflectors, seat frame, 1938 2dr sedan side window mouldings, tail light lenses, rear bumperettes, hood ornament, 1939 coupe inside window mouldings, front bumperettes, square instrument cluster (good), crank hole cover. Have some later style hard to find pieces to trade for my wants. Doug Macdonald, 6331 Dover Rd, Richmond, BC, Canada, V7C 3K9. (604)277-8796.

WANTED: Steel deck lid, steel spare tire carrier, steel rear fenders for '33 Willys coupe. Don, (201)727-0831.

WANTED: For 1941 Willys pick-up. Steering arm/pitman arm, ball must be in good shape (not overly egg-shaped or oval). Overdrive throttle momentary "Kill" switch on cyl' head. Overdrive solenoid on overdrive case. Overdrive case support bracket (not standard trans' mount). Cigar lighter-need male insert w/correct plastic knob. Clock. 1942 grille seperator (was made out of lead). This is all I need for my 100% restoration, please help me out. Dexter Bennett, 908 Fontana Ct, Modesto, CA, 95355. (209)577-5050 days, (209)529-3974 nights.

FOR SALE: 1938 Willys Sedan converted to delivery. Excel' steel body, running w/4cyl and driveable. \$3,500 OBO. Bob Ida. (201) 591-0227 after 6pm weekdays or 9am-10pm weekends.

WANTED: Pictures of your Willys for my collection, will trade mine for yours if you want. Roy Rasmus, 2101 Cass Ave, R 6, Bay City, MI, 48708.

