



DECEMBER 2010

THE DISPATCHER

WEST COAST WILLYS QUARTERLY NEWSLETTER

No Ordinary Jeepster

David Boynton, WCW #1445, Bend, Oregon, was no stranger to specialty cars when he set out to find his next project, "a car out of the ordinary." He had already completed a number of 4x4 and hot rod projects. While growing up David had a friend that had Willys Wagons, and the idea of finding a Willys Jeepster intrigued him. What he found out in the field was a '49 Jeepster with a bent frame and an old Cadillac motor. He told us that he had a vision of what he wanted the finished car to be like and set out to find the people to help him make his plan come together.

A lesson David learned and shared with us was that the first time you work on a new project car you make a few mistakes and spend more than you expect as you learn along the way. He said finding a good body guy is very important. The first body work he had done on the Jeepster was not the best.

Combined with a yellow and black paint job, the end result was not quite what he was looking for. Then he found Apache Body, and they did great body work and the amber paint job the Jeepster has now.

For the mechanics he was assisted by his brother, who is a professional mechanic, and they put the Jeepster on a 1979 Monte Carlo chassis and installed a Corvette 350 with a turbo 350 transmission. David also has a buddy who is a cabinetmaker and did the cherry wood side panels and console. For the interior, Red Hot Interiors in Bend did the upholstery, and they did an excellent job!

Lots of thought went into making the car unique and retro. The front bumper has the 1950s "Willys" script, and the rear has the 1949 "Overland" script with beauty bars and the continental kit. The finished car is an eye catcher at car shows and no ordinary Jeepster.



Roy Rogers' "Nellybelle"

By Walt Mikolajcik, WCW #1, Fairfield, CA

The Roy Rogers and Dale Evans Museum in Branson, MO, closed in late 2009, and all the items were auctioned at Christie's in New York this past July. Nellybelle, the 1946 CJ-2A, driven in the 1951-1957 Roy Rogers TV show and in several movies by Roy's sidekick, Pat Brady, was sold for \$116,500 to Pam Weidel, a horse trainer and breeder from Boxwood Farm in New Jersey.

WCW reached out to Pam to find out what drew her to Nellybelle—was it a long interest in Jeeps? "I was very attracted to the Roy Rogers TV show as a child, and throughout my life I referred to my automobiles as 'C'mon Nellybelle,'" Pam told us. Pam is planning to keep the Jeep in a private truck and equipment museum in Pennsburg, PA, that is owned by the friend who convinced her to go to the auction.

The nickname Nellybelle is a reference to the stubborn mule, Nelly, that Pat Brady rode in the early Rogers' movies. Both Nelly the mule and Nellybelle shared the common trait of not stopping in many episodes when they were supposed to (thus Brady's commonly heard saying, "Whoa, Nelly!").



Auction photo of Nellybelle (Christie's 2010)

Ask any of our members with 2A brakes that are not working properly or worn out, and they can identify with that scenario!

Originally Christie's thought the Jeep would bring from \$20-\$30K, however at \$116K, the Jeep was actually not the biggest auto sale of the auction: Rogers 1963 Pontiac Bonneville convertible sold for \$254,500. As for "Trigger", Roy's horse, and "Bullet", his faithful German Shepherd, they will remain together as they were both purchased by a rural TV cable network.

The little Jeep was a great advertiser as many a 2A was sold by Willys due to the nostalgia and love for the little silver Jeep. Nellybelle will always be remembered by the extra sheet metal that looked like armor and the side doors where the name was

written. Roy Rogers personally owned a Jeep that he drove to the studio and for hunting and off-road driving.

Members who have been to the Tom's Farms or Wrightwood events have seen WCW #153, Ken Reeder's 1972 CJ-5 with the name Nellybelle on the hood, named after the Rogers' movie Jeep. Fittingly Ken lives in Norco, close to Victorville, CA, where Roy and Dale originally built the Roy Rogers Museum. I have talked with several WCW members who've said that they actually met Rogers when he was at the museum.

It is wonderful that Pam bought the 2A to celebrate its iconic history, and we hope she has time to drive it around her horses, like Roy and Dale did in the movies, before it is put on display.

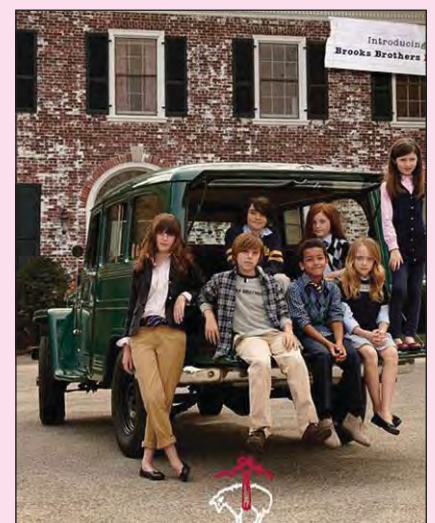
One of the Country's Finest

When Brooks Brothers put together its 2010 Fleece Catalog in July of this year, they chose to feature not only their fine clothing, but also an American classic, a 1957 Willys Wagon, four-wheel-drive, owned by Jonathan Bernz, WCW #917, Yorktown Heights, NY.

Jon told us that they did the photo shoot at an estate on Long Island in May, and it was quite a trip driving the Wagon through New York City traffic and over the Whitestone Bridge!

Congratulations, Jon, on being featured!

Photo: <http://www.brooksbrothers.com/catalogview/catalog.tem>



Technical Feature: How to wire a relay

by James Brink, WCW #616, Modesto, CA

For the dimmer switch to headlight switch

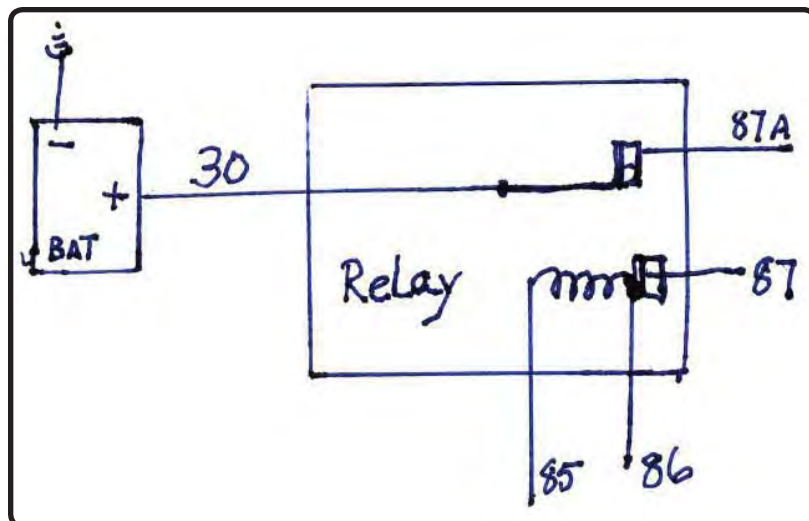
Connect 30 to the dimmer switch and 87A to low beam and 87 to high beam. I wire it this way so that if the relay fails you still have the low beam.

For a fan switch

- 1) Connect 30 to 87 (ON all the time until switched).
- 2) Hook 85 to the key and 86 to the fan switch (or any switch that grounds). This way the key will shut it off.

Notes:

- If you hook 85 to the battery and 86 to the ground switch, it will work with the key on or off.
- You can also run the fan by a temperature switch only so that the fan will run until it cools off.
- Some relays have diodes in 85 – 86 wires; so if the relay doesn't work after you've made all the connections, reverse the wires.



Relay basics:

- 30 is for 12-volt IN (Heavy Duty Fuse & wire)
- 87A is for "ON all the time until switched"
- 87 is for "ON when switched"
- 85 is for 12-volt keyed or to the battery
- 86 is for the grounded switch (Note that 85 and 86 can be reversed)

For wire dome lights (like GM)

Note: orange goes to bulb; white from bulb to ground (used for door switches, head light switch, etc).

The wiring should look like this:

- Orange to light
- White from bulb out to door switch (A), to door switch (B), to back door switch, to headlight switch.

~ Electrical Bonus Tip ~

How to wire a GM 2 wire alternator

On the snap-in plug that has two wires:
(1) goes to the accessory side of the key switch;
(2) goes to the large alternator bolt.

The large alternator bolt uses a heavy wire that goes to the positive side of the battery to charge it.

*Just in time for Christmas:
Wiper blades for your Willys*

Good news Willys owners! Wiper blades that fit the original wiper arms. TRICO Classic Wiper Blades are available in various sizes at Napa Auto Parts stores as well as a smaller selection at Krugen Auto Parts stores.

A Willys of My Own

By Terry & Jade Strobel, WCW #1304, Livermore, CA

Over the years I have restored and built several vehicles. I always wanted to do a Willys Wagon, so I decided to start a new project and began my search.

After looking at a few Wagons, I came across a 1954 Willys Truck. It caught my interest since I hadn't seen many restored Trucks. I decided to have a Truck instead.

I made the deal and came home with a cab, doors, rear fenders, bed and tailgate sitting on a stock frame and running gear. I took a new approach with this project. In the past I have always taken over where the other person has lost interest and finished up the project. This time I was going to do the entire Truck the way that I wanted it to be done.

I started doing research on what was being done to Willys Wagons and Trucks. I attended car shows and Willys events to get ideas on the way that I would proceed and complete my Truck. I went to several swap meets to pick up missing parts.

For the Truck, I started with the frame and running gear. The original running gear needed to be changed. I went with a 1979 Jeep Wagoneer front axle and a 1971 Chevy rear posi track rear end. I boxed the frame to support the Ford 347 Crate engine that is mated to a NV-4500 manual 5-speed transmission that has an Atlas II twin stick transfer case attached. BBK headers run through dual Flowmaster mufflers and 2 ½-inch pipes out the back.

The gas tank is a 33-gallon tank from a 1978 Ford Bronco with a rock shield modified to fit the Willys frame. The rims are 18 inch Moto Metal 956, and tires are Hankook

35 inches tall. The engine has the Bullit serpentine belt system and the Edelbrock fuel injection system. Hoses are braided stainless steel, and the radiator hoses are stainless steel also.

The air cleaner is from K&N. Cool radiator made the 3 core radiator to match the original one along with the shroud and electric fan.

There were a lot of changes taking place in the cab. The seats came from a 1979 Camero. They were reupholstered with "Willys" embroidered on the head rest. These seats prevented access to the under seat storage. I covered the original openings, cut openings on the side, and installed the glove box doors like the earlier Trucks had. The floors needed to be replaced due to some rust and to fit the transmission and transfer case.

The gauges were picked out by my wife. She has expensive taste, but they are the nicest ones we looked at. She chose the Classic Instruments All American series 6-gauge set. The steering column is from Flaming River along with the steering wheel and all of the shafts, knuckles and fittings. The heat, defrost and air conditioning are from Vintage Air, mounted behind the dash on the passenger's side. The glove box on the dash is not very functional as it is only about 2 inches deep. I used this space to mount the Edelbrock fuel injection control plug and some other fuse and relay, another reason for needing the under seat storage. The Truck also has a radio and CD player.

After a lot of discussion and planning, my wife and I decided we could do the upholstery ourselves.



We put Hush Mat on all interior surfaces and the roof along with a half inch foam headliner to keep the heat from frying our heads. We cut out patterns from heavy paper, test fit the pattern, then transferred the pattern to the material. We glued it down with contact cement.

The bed had a good floor but a bad side and rail that were really bent. I found another bed that had good rails and sides and combined the two to make one good one.

The tail gate on that bed was in bad shape but had the WO logo in the center that was in perfect shape, so I cut out the logo and welded the WO logo into my good non-logoed tail gate.

I could not find a rear bumper that I liked so I decided to make my own out of 2"x 5"x 6' rectangle tubing.

The trailer hitch is from a 1976 Chevy van that I cut and widened to fit the frame.

Wiring is from Painless. Staying true to its name, the wiring job was completed easily with the wires being marked so well and detailed instructions.

After all the modifications were finished it was time for the paint. I had decided on the paint color before I bought the Truck. The color is from a Dodge Dakota truck that I had purchased to replace my Suburban that had 350,000 miles on it. A year into owning the Dodge I was coming home from work and a drunk ran a red light and totaled it. The Willys was painted Solar Yellow in memory of my Dodge.

While I did the work on the Truck, I thought it would be neat to have a matching trailer. One day I was on Craigslist looking for parts and saw a trailer made from a wrecked Willys Truck. It needed a lot of work, but the price was right so home it came.

For the trailer, it also had bed problems but I had enough metal from the other bed that I was able to fix most problems. It had a good WO tailgate in place. The rail on the left side had a bow of about 2 inches in the center; however, the side panel was straight.

I had used the good rails for the Truck bed and did not want to spend more money for another bed. I was sitting in the driveway working on

the Truck and looking at the rail of the trailer when I wondered if I could make several cuts in the rails and raise them back up into position and then weld them up. I proceeded with my idea. It is not perfect, but it's close.

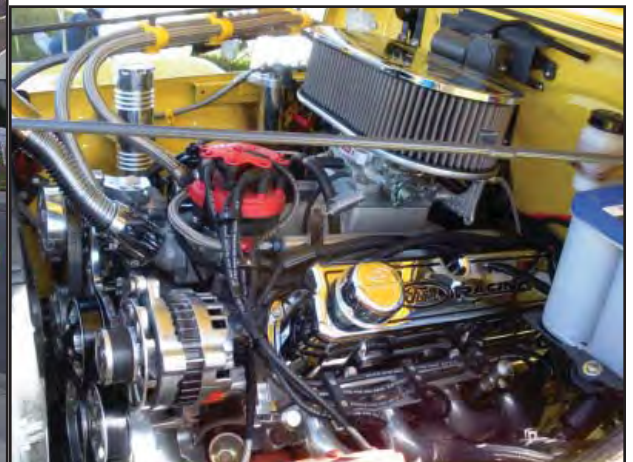
I replaced the Timken axle that the trailer had with a straight axle. I installed a polished aluminum box on the front of the trailer to put some weight on the tongue. The tires and rims match the Truck as does the rear bumper.

The Truck and trailer have Herculiner bed liner on the floor and sides.

My next project will be a '48 or '49 Jeepster. This is for my wife so she will get to make most of the decisions.

I have a lot of people to thank for helping with this project, especially my wife for giving up her garage and some Saturdays and evenings. However, she always knew where I was. I thank my sons for being available when I needed help and everyone else for the advice when I had questions.

Hope to see all of you at future Willys meets and events!!



Gear Vendors Overdrive

By Art Holling, WCW #259, Corona, CA

It's hard to believe that I've been driving my 1960 Willys Wagon for thirty five years. It's a two wheel drive with a small block Chevy and a Turbo 400 transmission.

I've always wondered what the RPM was when I was on the freeway. I found an old tachometer in the garage and decided to hook it up and see what the engine was doing. A quick trip on the freeway and I found the engine was turning 3,000 RPM at 70 MPH. Well, if you have a modern vehicle with a tach it will be turning in the low 2,000 range at 70 mph. The reason the new vehicles are able to do this is that they have a transmission with an over-driven high gear. This really helps with gas mileage and reduces engine noise.

Well, I decided to look into putting an overdrive in the Willys. There were only two choices. The first option was to install an overdrive transmission or an add-on overdrive. Changing the transmission would be the most work but would be the least expensive. I would have to take out the old transmission, which was just rebuilt; move the cross member; and buy a new overdrive transmission, shifter and all the parts to install the TV cable to control the shifting.

The other choice was to buy a Gear Vendors Overdrive. The Gear Vendors was a little more money but the ease of installation sold me on the overdrive. I won't go into great detail on the installation, but basically you remove the tail shaft from your transmission; bolt on the overdrive; shorten the drive shaft; install the control box, kick down switch and some wiring, and you're done.



The Gear Vendors comes with detailed instructions that make everything easy.

After everything was installed I took the Wagon for a test drive. The Gear Vendors Overdrive works in any gear so if I want to run in manual mode I now have a six speed. In automatic mode it shifts into overdrive just like any other overdrive transmission.

When I reach 70 MPH the engine is now turning 2,340 RPM. It takes my 3.55 rear differential and, with a .78 overdrive, it acts like it has a 2.77 ratio. I haven't had the chance to take a trip to check the mileage but doing 75 to 80 MPH on the freeway with ease is wonderful.

The Gear Vendors is rated for engines up to 1,200 horse power so I don't think I'll ever break it.

It fit really well under my Wagon, but I think it might be a bit long for a short vehicle like a CJ-5. They do make adaptors for most transmissions and new 4x4 transfer cases. Unfortunately they don't make an adaptor for the Dana 18 or 20 transfer cases. They have a great web site with everything you would ever need to know about their overdrive.

If you have any questions you can email me at ahandth@hotmail.com

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Early Hubs

By Walter Mikolajcik, WCW #1, Fairfield, CA

Back in the years when hubs were a novelty and many people had old used WWII Willys that they got surplus or from the school districts and cities for \$50, many innovative machinists were crafting novel ways to make Jeeps easier to tow or drive down the street without turning all the gears in the front differential and make steering easier.

One way to improve daily driving was to machine out the splines of the front axle drive flange and then bolt the flange back on. Then, when you wanted to use four-wheel-drive, remove the flanges and install splined ones.

The early Jeeps had a nut on the end of the axle, and the flanges were hard to remove at times due to Permatex sealer and rust and corrosion.

Recently we visited member Bill Stubs, WCW #99, in Santa Rosa, CA, and he gave us a "box found under the seat" of his old Jeep.

Inside the metal box was a set of custom-designed front drive flanges (the castings were forged in Oakland, CA), and not only were there no splines but a bearing was installed so the axle end would not flop around and you could use the low range of the transfer case without causing damage to the front axles. There was also a very clever puller that hooked behind the groove in the flange to help remove them.

The box was designed with wooden posts to hold the parts and puller and give you a place to store your splined flanges when not in use.

It was nice to see the old technology and craftsmanship, and it would make an interesting addition to an authentic Willys collection.





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Have a safe and happy holiday season!
See you in 2011!



Parting shot:
Saline Valley Road in Death Valley, CA
January 2010
Photo by Walt Mikolajcik, WCW #1

WCW is an information network open to anyone who owns or has an interest in Willys or Jeep vehicles.

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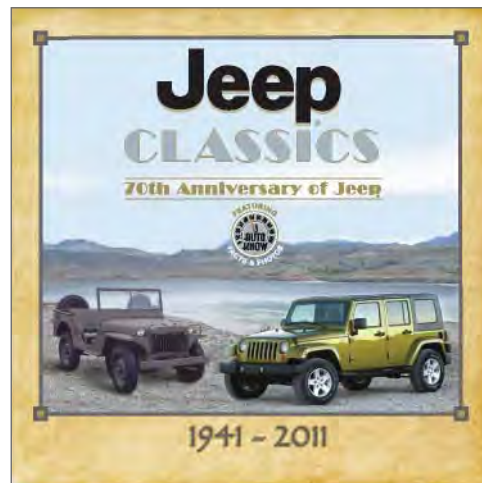
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2010 SUMMER EVENT HIGHLIGHTS

WILLYS MOAB RALLY

by Casey Dimmitt, WCW #1403

The idea for an annual Willys Moab Rally was born out of conversations with my friend Kevin, who I had met on the interweb during our tandem Willys Wagon builds. We decided that we both needed a real deadline for our builds, so we picked a date, May 15, 2010, and location to meet with our newly completed rides. He lives in Idaho, and I'm in southern California, so we decided on Moab because it's a happy midpoint for us both. As we prepared to meet our deadline we often thought "Wouldn't it be great if we could gather more than just two Wagons in Moab?" With that, the First Annual Willys Moab Rally was born.

Kevin was building his '60-something Wagon on the original frame that he boxed before adding Dana 60s, 40 inch tires, and stout Chevy V8 power. My build took a much milder, yet still very capable, approach. I have a '57 Wagon on a 2005 Jeep Rubicon drive train that includes 32 inch tires, Dana 44s, air lockers, 4:1 transfer case and 6-speed manual transmission, all powered by Jeep's venerable 4.0 liter inline 6.

Two weeks before our Wagons were to finally converge in Moab, Kevin regrettably informed me that while he had completed his build he would be unable to make the meet due to personal reasons.

My room was booked; my brother/copilot already had the time off from work; I had 10-15 RSVPs; and my Wagon was far enough along to make the trip. I decided I had to go.

My brother and I set out on Thursday

evening and drove through the night. The wind noise was hellacious due to the lack of door seals and we froze our tails off in the 32 degree night despite having the heater on full blast. We reached Moab, Utah, in a hair over 12 hours and stopped at the visitor center for Arches National Park where we found a vintage FJ-45 waiting for us.

We hadn't heard from anyone yet so we set out for a short off-road excursion alone. We were out for about an hour before getting calls from all that attended the event as they rolled into town.

That evening we met at Zax Pizza for a meet-and-greet. We asked for a table for 8 but ended up needing room for 18!

In total we had 18 people and 5 vehicles representing Arizona, California, Colorado, New Mexico, and Utah.

The next morning we gathered in a parking lot to shoot the breeze before we set out on the trail.



Vehicles included: my '57 Rubi-Wagon, Brian's '51 Toyota-powered Wagon, James and Nancy's '43 GPW, and Karl and Family's '47 CJ-2A.

Unfortunately Ken and Kelli's '53 Wagon was left back at camp with brake problems.



MOAB (continued)

Also present were Don and his wife from Scottsdale, AZ, and David from Ventura, CA.

We were all lucky and thankful that James and Nancy and their '43 GPW had knowledge of the trails in Moab and volunteered to lead the trail run. He chose Porcupine Rim as a mild trail for us.

At the trail head Brian's '51 ToyWag had a fan failure that was quickly fixed with a new fuse. 100 feet down the trail the fun began. There was a boulder blocking the trail that was no problem for the little GPW but was a bit tight for the Wagons.

Another 500 feet down the trail we noticed we were missing Karl and his CJ-2A. We radioed up to him. It turned out that he was having a bit of starter trouble. A few minutes later he had it running and was taking up the rear behind his wife in their Ford F-150. Karl reported later that his wife had a close encounter with that boulder, but she came out unscathed with a bit of spotting and coaching from Karl.

A few more steep and rocky obstacles later Karl's wife was on the radio asking for a replacement driver. My brother jumped at the chance to drive instead of bouncing around in the passenger's seat.

500 feet more and the ToyWag was having trouble with the fan again. I was able to identify that he had a problem with the fan's controller, so I bypassed it for him and hooked it up directly to a switch.

We were able to continue down the trail without incident until we stopped for lunch at a fork in the trail. After lunch some of the group had had enough bouncing around so they turned off the trail and headed to Arches National park. James, Nancy and their '43 GPW and my brother and I in the '57 Rubi-Wagon were back on the trail.

After a bit more bumping around on the trail James and Nancy led us up to the ridge overlooking some of Utah's amazing countryside.

After the trail run we all met up at the Moab Brewery for dinner and a beer. We passed our stories of the day around and exchanged information so we could all stay in touch. After dinner I visited with Ken and Kelli's Wagon that had brake problems.

My brother and I stopped by Arches National Park on the way out early in the AM on Sunday. If you ever go to Moab I highly recommend you drive into the park at sun up. The combination of the color of the rocks in the early morning sun and the lack of traffic in the park make it a truly memorable experience.

The trip was amazing, and I find myself daydreaming about it constantly when I should be doing something important at work. I am looking forward to the next gathering on May 14, 2011, already.

Please send an e-mail to caseydimmitt@yahoo.com if you would like to be added to my e-mail list for updates on the 2011 gathering,

Special thanks to James and Nancy for leading the trail ride; Kevin for helping me plan the event; and Carl Walck and West Coast Willys for helping with the advertising, as well as Pirate 4x4 forums and oldwillyswagons.com for allowing us to advertise there.



KANGAROO LAKE

JULY 31, 2010

WCW members spent a great weekend in Scott Valley. Members kicked off the event with an informal reception in Yreka on Friday night. The main events on Saturday started with a 45-mile drive through picturesque Scott Valley and up into the Siskiyou Mountains to beautiful Kangaroo Lake. In early afternoon the group headed back down the mountain for a gourmet tri-tip lunch at the 500-acre Phelps Ranch.

The afternoon ended with a trip back in time to the Phelps' gold mine and mining town (still in use into the late 1990s) for exploration and gold panning along Grouse Creek.

In attendance:

James & Minnie Brink #616, '48 Jeepster;
John & Clint Nelson #3, 2007 Rubicon Unlimited;
Jan & Bud Groth #1167, '04 Grand Cherokee;
Bob & Darlene Hall #626; Chris & Virginia Veal #1385,
'62 Pickup; Rae & Jay Phelps, '43 MB;
Walt & Suzanne Mikolajcik #1, Scott, Anne & Willem de Ridder #777



WILLYS AMERICA OPEN HOUSE AND CARAVAN

by Jim Russell, WCW #677

After a 2 year break Paul Barry, WCW #2, held another fabulous open house at Willys America in Cazadero, CA. The July 24th event brought 120 people from across the county. The annual caravan I organize to the event was also a success again this year with 16 vehicles making their way to Willys America.

The caravan's first stop was in Millbrae, south of San Francisco. My son, John, and I met Kirk and Bonnie Snodgrass #70, Benjamin and Lynn DeAsis #1242 and Roger and Lynn Spagnoli #1363 at the Millbrae stop and then drove through San Francisco and stopped at the Golden Gate Bridge for a photo. The group was joined by Jon Sitzmann #1392 and his son Joel who were conveniently visiting California from Minnesota for a wedding later that afternoon.

After the stop on the Golden Gate Bridge the caravan continued north to Petaluma where it grew by an additional 11 vehicles before heading further north.

Due to traffic and poor hand-held radio reception, a portion of the caravan split off and took an alternate route to Cazadero. After winding through quaint towns, both sections of the caravan reunited in Guerneville and proceeded along the scenic Russian River. The caravan arrived at Willys America just in time for Paul's delicious lunch.



WRIGHTWOOD WILLYS/JEEP DAY

October 9, 2010

Larry Boyes, #958, and Carl Smith, #844, of Wrightwood, CA, have turned their small mountain town into a Willys and Jeep community. Not only do they have one of the events with the largest attendance each year but every morning in the local coffee shops you see Jeep, Willys and WCW caps on the local customers!

This year's event on October 9th was a roaring success with a picture perfect day and over 65 participants. The event, which used to be held in September, was moved to coordinate with the city's chili cook-off.

This event has some of the greatest modified CJs and Willys vehicles in southern CA. There is plenty of room for the stock ones too, and many of our original and new members come back year after year. The town closes a street down in the heart of the community for vehicles to line up on both sides and right down the middle of the street. As you can see by the photos, members had a great time!



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