



JUNE 2010

THE DISPATCHER

WEST COAST WILLYS QUARTERLY NEWSLETTER

A Complete Collection

Chuck Hinds, WCW #231, Anderson Island, WA, has a great collection of early post-war Willys. Joking, he once told us, "If I buy a Pickup, I will have all the Willys models." Well, the 1946 Willys Stakebed Truck featured this month is Chuck's newest Willys addition and, like most of our vehicles, came with a good story:

"The new addition to my fleet was found on eBay and was located in Moscow, Idaho at Ambassador Auto, a former Jeep dealership. In talking with the owner's son, Jeff, I learned that it had been restored by an older guy about 15 years ago. He got to the stage in his life that he couldn't drive it anymore, so his nephews were driving it. They had a minor accident that put a small dent in the roof of the cab. It was at that time they decided to purchase it from their uncle, and for the past five years it sat in their showroom and was only driven in the local parade. I think in five years they might have put 80 miles on it.

"Being that I already have a restored '49 Jeepster and a '46 Wagon that I plan on restoring when I retire this year, I thought I would have to do some serious talking to get my wife on board with the idea of bidding on it with the hopes of purchasing it. Once she saw the pictures, she was all for it. She owns and runs Anderson Island Kayaks, a small kayaking company here on Anderson Island, so the plan is to use it in parades and possibly for hauling kayaks around the island to advertise the business.

"I had the Truck shipped to a friend of mine who has a car lot in Tacoma, Washington, and then planned to drive it home from there. Since I had only seen it in the pictures that were placed on eBay, I was really pleased when we saw it in person. The paint was in very good shape along with the interior. The bed looks like it is made out of maple and like it has never been used.

"I had a 10-mile drive from the car lot to the ferry that services Anderson Island, and it was quite a drive. I got a lot of thumbs up from other drivers, and you could tell that they had never seen anything like this on the road before. The only thing that concerned me was that it really seemed to lack power. When I drove it onto the ferry, I had a small



crowd looking at it and asking questions. Once off the ferry, I had to climb a steep hill, which I took really slow in first gear. After I got it home and looked it over I realized that the reason it was so under-powered was that the spark plugs were all gummed up from sitting so long. A quick change of plugs, and I now have a very nice-running truck."

About Chuck's other Willys: He found his '46 Wagon about ten years ago. It was in fine shape and painted with the original three color combination and had a nice interior. After driving it for a while he noticed the cooling system was getting pressurized, and it turned out that it was caused by a cracked block. Chuck found a good block and had the motor rerebuilt. The '46 Jeepster he totally restored about 20 years ago and uses for parades. The body restoration was done by a friend who had a body shop who told him he would "work it in" to his other work and deliver a very good restoration. So every month a \$1,000 invoice would show up with pictures of what had been done. The Jeepster was completed with body parts from several other parts cars. The upholstery was another "shocker" at \$1,500 and took quite a while to complete. Chuck told us that in the last parade he drove the Jeepster in, it suddenly died for no good reason and was towed down the street by a 1929 classic.

Chuck plans on having his new Stakebed Truck in the local fourth of July parade in Steilacoom, Washington, along with Jim Halilburton, WCW #376, who lives there.

Truck specs & more photos from Chuck's collection on p. 2.

One SAWEET Pickup

by Phil Shoemaker, WCW #820, Watauga, TX

My story comes in two parts. I've been involved with jeeps and 4-wheel-drive vehicles my whole life. My parents were involved in a jeep club in Washington State, the Edgewood Hillwillys, so there has never been a time in my life that a Willys wasn't a part of the family.

I first fell in love with the Willys Pickups when my parents and I went to a local jeep club's Playday (races). There I saw a beast of a Pickup modified just for racing. It was all I could talk about, and I'm sure my dad got the hint because when I was 15 he bought me the Truck that I still own to this day (24 years later).

My first solo drive when I turned 16 was in my dad's '52 CJ-3A, though by that time we were already working on my '53 Willys Pickup. I only have a few pictures of the original Truck and how it looked in the '80s, but it was a great father/son project. After the Truck was completed I drove it to work and school on the weekdays and played hard on the weekends. It soon became a reality that the Truck wasn't a great daily driver so, in 1988, I ended up selling it. As the years passed, I always regretted the sale, and I would drive by the house where it sat and think "some day I'll get my Truck back." The current owner had little use for the Truck and as the '90s came and went it sat, getting rustier by the season.

I went back to school, and in March 2000 I got my Bachelors Degree from ITT Technical Institute. As my family and I were all sitting around the table at the restaurant celebrating, my dad handed over a set of keys... flashback and nostalgia overwhelmed me as I noticed that they were the keys to "my" Truck. I couldn't wait to get up to his house to see it and see how much work we had ahead of us. It wasn't long before I had taken over his garage. What started out as a mild restoration turned into a 5-year project. It was finished in the summer of 2005, just in time for cruising and local car shows.

I now live in Texas, where I still enjoy heading to local shows (won a couple of best in class over the years) and going for short cruises around the Ft. Worth area. Here are a few pictures of the Pickup before re-assembly and of the finished product.



Complete Collection (continued from page 1)



1946 Willys Stakebed Truck

ENGINE: Buick 350 (T/A Performance Stage 1 intake manifold, Edelbrock Performer 600 carburetor, Flex-a-lite Flex-A-Fit aluminum radiator)

TRANSMISSION: TH 400

RUNNING GEAR: Dana 44 rear/Dana 35 front

EXHAUST: T/A Performance headers, 3" custom exhaust with Flowmaster mufflers

INTERIOR: Custom made rollcage, Bestop Jeep seats, reworked original gauges, custom heat shield under carpet (350 puts out a lot of heat)

PAINT: Dupont Chromasystem — Corvette white with white pearl top-coat; bed is covered in Herculiner gray

WHEELS/TIRES: 31" Goodyear MT/R tires with Mickey Thompson Challenger wheels

Technical Feature: Converting an M-715 230 OHC-6 with a 24-volt Starter to a 12-volt Starter

by John Nelson, WCW #3, Vallejo, CA

John Nelson, WCW #3, acquired a Kaiser M-715 with a 230 overhead cam six engine that would not start because the starter had several broken teeth. The Truck was still very original, but the previous owners (Disney at Heavenly Valley) had converted all but the starting system from 24 to 12 volts. John decided to change the starter to a 12-volt starter using one from a civilian 230 motor. What he found was that the tail shaft housing for the civilian was not long enough to engage the flywheel. Fortunately John had several 12-volt starters from various 230 and other Jeep engines of the time period, so he began to compare them to the 24-volt starter to see if he could find something that would work.

He found that the starter from a 1964 J-Series 230 with 4-speed transmission had the right size starter drive and correct length starter shaft, but the tail housing was not correct. He then found the starter from the J-100 with the 327 V8 and 4-speed transmission had the right size and length tail housing but the bushing for the starter shaft was not the right size, the mounting bolt holes were too small, and the drive gear was incorrect.

John machined a bushing to fit the inside and outside dimensions and drilled the bolt holes out to $1\frac{7}{32}$ ". He assembled the starter from the six-cylinder and V8 parts. He bolted it in, and it worked perfectly.

Note that John found that the starters for the 327 automatic and 3-speed manual had tail housings that were too short, like the six-cylinder, and the 327 4-speed was the only tail housing that could be adapted.

If you have found a different solution for doing a similar conversion, let us know.



Armature and starter drive from 12-volt 230 civilian starter

Correct 327 starter tail housing



Bushings (at left is the one machined by John...he has an extra!)

Tail housing drilled out



Completed unit

Member News: Aero Honored at Easter Sunday Car Show

by Lew Retzer, WCW #297, Kampsville, IL

On Easter Sunday this year I had the honor of receiving the Sponsor's Choice award for my 1955 Willys Custom four-door sedan at the 49th Annual Concours d'Elegance Easter Sunday Car Show at Forest Park in St. Louis, MO. The annual event supports the Horseless Carriage Club of Missouri.

I never enter my Custom in regular judging, only just put it on display, so I was quite surprised that my 1955 Willys was selected by Mike Right of the AAA Auto Club, the event sponsor, out of approximately 400 cars in attendance.

I rescued this particular car out of a barn in 1994 and only had to have the exterior repainted. The interior is still original as it came from the factory. I am the fifth owner and have the complete history of the vehicle from when it was sold new at Stubblefield Willys Sales and Service in Jacksonville, IL.

1955 was the last year of the Willys company's entry into the passenger car field, which first started production in 1952. Only 2,822 of the 1955 Willys Custom four-doors were built. Mine is number 211. It is the showpiece of my 14 car collection along with my restored 1951 Jeepster and 1952 Aero Wing two-door sedan.



From the WCW Archives

Over the past few years many of you have sent us stories about your connections with Willys and Jeep and pictures of your vehicles. Here are a few of the stories we'd like to share with you. Enjoy!

Cliff Wagner, WCW #1057, Glendora, CA, shared his story along with pictures of his 1962 Wagon:

"I got out of high school in 1964 and bought a used 1961 Willys Station Wagon with a 226 motor in 1965. I had a lot of fun with that wagon. I even installed a Hurkey overdrive on it so I could keep up with the guys with the CJs. In 1972 I sold it to a guy from Utah. He didn't want the overdrive so I took it off and kept it all those years. I finally got a used 1969 CJ-5 and had fun with that too, but I sure missed my old Wagon.

I got out of the 4x4 hobby for 25 years and got into the vintage motorcycle hobby...Harleys and real Indian motorcycles. Then, in 2004, I joined West Coast Willys and put an ad in the newsletter for a '60-'62 4x4 Wagon. I had a number of calls, most were modified or too far away, but then I got a call from Matt Greene, WCW #604. Everything sounded good—a 1962 Wagon with a 230 motor (my dad had a '63 J-10 Pickup with the 230 so I knew the motor and its problems), no body damage, very little rust, and no extra holes in the dash!

So the rest is history and I drove it home. I would like to thank some of the WCW vendors who've helped me: Willys America, Midwest Willys, and Willys Jeep Parts."





Denis Kemp, WCW #1166, Papakura, New Zealand, sent us pictures of his three Willys, a 1937 Willys 77, 1955 Willys Custom, and 1955 Aero Pickup, along with this note:

“Has anyone driven a 1955 Aero Pickup Truck? It rides really smooth, just like my sedan. Both have the F-head six engines and are economical in these times of high-priced fuel. The 1955 sedan has been my regular driver for 20 years. All are maintained in top order, ready and able to go any distance. I have driven a Willys and/or owned one for over 60 years.”



New member **Ken Barber, WCW #1440**, Barton, VT, sent us this letter about his Willys history:

“My connection with Willys goes back to late 1940 as a teenager as a hired hand on a local farm. The owner had just purchased a civilian Jeep. Though a life-long horse farmer, he thought he needed a utility rig.

Since then I’ve had many Willys vehicles. My favorites are the Willys Aero and the ’48-’62 Willys Pickups. I tried out a new 1953 Willys Aero, but couldn’t afford it at the time. I later bought a used, nice Eagle hardtop. Though I liked a “cheapie” two-door sedan I had a little better (I think it was an Aero Wing).

I’ve also owned a used 1962 Wagon, which I later used to plow my yard, and had a number of Willys Pickups. As recently as 15 years ago I had five Willys. Currently I’m down to a well-used ’62 Pickup with the usual Vermont rust, though it runs very well.

A friend, Dave Sargent, who also has a Wagon and a recently acquired western Pickup, told me he’d love a yard full of Willys just so he could look at them. There is something about that flat-fendered look that I also find fascinating.”

Events: 7th Annual Tom's Farms Meet

We had a great turnout for our 7th annual Tom's Farms event on May 15. West Coast Willys members from near and far gathered at Tom's and enjoyed the great Southern California weather. We had a variety of Willys and Jeep vehicles.

Walt Mikolajcik, WCW #1, and Paul Stillwell drove down from Northern California towing an empty trailer to pickup a 1972 Commando for Paul Barry. **Jan and Bud Groth, WCW #1167**, also from Northern California, followed Walt in their 2004 Cherokee. We all got to check out Paul's new project. I think this is the first time we had an FC-170 at the event, which belonged to Paul and Sharon Du Bois. It was restored and had a beautiful oak stakebed.

Our only Willys car was Ed Snell's 1952 Aero Ace. Ed's Aero is powered by a Chevy V8 with tuned port injection. It might just be our fastest Willys. We might have to arrange a race with **Fred and Tracee Wann's, WCW #500**, 1951 Panel to find out for sure! Fred is running a hot small block Chevy and Corvette suspension. There were two 1950 Jeepsters. One belonged to **Lloyd and Deliah Seece, WCW #786**, and the other was Lyle Neely's. Lloyd's is running a 383 Chevy stroker motor so we might have to get him in on the race too.

The military was represented by **Harold Myrdahl's, WCW #1411**, stock 1942 GPW. Six Wagons were also at Tom's. We had **Art and Teresa Holling, WCW #259**, 1960 Wagon; **Roger Berhow, WCW #228**, 1960 Wagon; **Jerry Stouffer, WCW #1113**, 1960 Wagon; **Phil Waldman, WCW #1360**, 1948 Wagon; **Lou Bridgeforth, WCW #24**, 1953 Wagon; and Nile Peterson's 1948 Wagon. There were four Willys Trucks: **Gary Hinz, WCW #187**, 1955 Truck; new member **Joel Craft's** 1953 Truck; Bruce Sarty's 1949 Flatbed; and **Roger Berhow's, WCW #228**, 1961 Truck. Roger couldn't drive both of his Willys so Carlos Guerrero volunteered to bring it to Tom's. It was also great to see **Richard "Frog" Van Leeuwen, WCW #148**, and **Ken Reeder, WCW #153**.

Everyone looked inside, outside and under every vehicle before grabbing a bite at one of three places to eat at Tom's and visiting several shops and the huge produce market. Hope to see everyone there again next year!

For more photos of the event, visit:
<http://westcoastwillys.ning.com>



Events: Pacific Coast Dream Machines

Jim Russell organized another successful WCW gathering for the Pacific Coast Dream Machines car show in Half Moon Bay on April 25. Thirteen vehicles and 30+ members joined the thousands of spectators, hundreds of autos, vintage planes, antique engines and about everything else mechanical known to man for a great day on the California coast. Willys family and friends had a lot of good tech talk and a great BBQ. A huge thank you to Jim for all the effort he puts into our events! He is also organizing the yearly caravan to Willys America, which will be held on July 24th.

For more photos of the event, visit:
<http://westcoastwillys.ning.com>



Willys present by year:

- '48 Jeepster (2WD modified), **Kirk & Bonnie Snodgrass, WCW #70**
- '48 Jeepster (2WD modified), **Jay Alberico, WCW #781**
- '48 Jeepster (4WD modified), **James Brink, WCW #616**
- '49 Jeepster (2WD stock), **Jim & Joanne Rogers, WCW #122**
- '49 Jeepster (4WD modified), **Tom Gunther, WCW #1326**
- '49 Pickup (4WD modified), **Jim Isakson, WCW #788**
- '50 Jeepster (2WD stock), **Sandy & Phillip Monego, WCW #1395**
- '50 Jeepster (4WD modified), **Walt Mikolajcik, WCW #1**
- '50 Wagon (2WD modified), **Mike & Stacy Bolton, WCW #1451**
- '51 Wagon Parkway Conversion (4WD modified),
Lynn & Benjamin DeAsis, WCW #1242
- '56 Wagon (4WD modified), **Jim Russell, WCW #677**
- '54 Truck (4WD modified with matching trailer), **Terry Strobel, WCW #1304**
- '60 Wagon (4WD stock), **Willard Warden, WCW #130**
- '62 DJ-3A, **Bill Nieto, WCW #14**

WCW is an organization open to anyone who owns or has an interest in Willys or Jeep automobiles. Membership options:

- ◆ \$30 per year (four Newsletters, WCW Decal, and Parts Distributors List)
- ◆ \$35 (all of the above PLUS the yearly Membership Roster)
- ◆ \$25 ONLINE option (all of the above delivered ELECTRONICALLY ONLY via email or Web)

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