

2016 CA4WDA InGear Editor Award



P.O. BOX 197
POMONA, CA 91769

THE DRIFTERS MAIL



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Meeting Minutes

The 673rd Meeting of the Drifters Jeep Club called to order at 7:40 PM by President Vince Ruesch on March 1, 2018 at the Finish Line Sports Bar.

Flag Salute was led by Greg Cunningham. Roll Call taken by Gary Parkin. Members 13, Qualifying Members 2 Guests 0 attending.

Minutes of previous meeting read and approved with a correction to the dates on Past President's Picnic to August 17-19th, 2018.

Treasurers report: See newsletter for details.

Bills to be paid – None

Delegate/Conservation Report: Don Rybarczyk attended the Convention in Riverside and passed around the program. Bylaw changes were approved at the meeting. Three scholarships were available – only one person applied and walked away with \$2200.00, the balance of funds left for future years applicants.

Old Business:

March Run: Greg Cunningham & Jim Morrison March 9-10-11 Death Valley – Furnace Creek Ranch. Due to inclement weather projections and email will follow closer to the date to let members know if there will be a run or if it needs to be re-scheduled.

April Run: Danny Hankla, Joey Morrison, Huntley Graham, and Elton Dekkenga trail bosses. Dates April 20-21, and run will be Truck Haven. Map will be provided in Newsletter.

May Run: Gary Parkin, Mike Rydell, Keith Clark and David Meyer trail bosses. Will be May first weekend in May (4-6) at Ballarat. We will camp at the old store by the cemetery. Map to follow in newsletter.

June Run: Don Rybarczek, Norm Gerwein, Larry Patton trail bosses. Will be a one day run to Big Bear on June 23. Chris Blalock will not be a trail boss as he will be deploying in July and on a much-deserved family vacation at this time.

July – none of the four trail bosses were present and so far, no plans seem to have been made Peter Dewhurst, Milton Rose, Bissell and Fred Valpena are the bosses.

August Run: Past President's Picnic at Bonelli Park, so far 21 sites have been reserved and paid for. Please contact Vince before July 1 if you have not made your reservation. Dates August 17-19.

Pictures Without a Story Submit your Favorite and Crazy Photos to David Meyer



Drifter's Blog: <http://driftersddd.blogspot.com/>

Drifter's Facebook: <https://www.facebook.com/groups/driftersjeepclub/>

CA4WDA South District Meeting

April 28 10:30-4:30

Bass Pro Shop, 7777 Victoria Garden Ln Rancho Cucamonga



President
Vince Ruesch

Vice President
Gary Parkins

Secretary
Linda Torrey

Treasurer
Jerry Torrey

State Delegate
Don Rybarczyk

**Editor &
BlogMaster**
David Meyer

Minutes Continued

New Business:

WE NEED TO MOVE THE NEXT MEETING TO 6:30 pm AS THE FINISH LINE WILL BE CLOSING AT 8PM IN THE FUTURE. If anyone knows of another place to have a meeting without charges, please bring that to the next meeting so we can consider the new location.

Nominations for officers for 2019-2020 (Correction: 2018-2019)

Secretary: Linda Torrey

Treasurer Arnold Taffoya

VP: Dave Myers (correction: David Meyer)

President: Vince Reusch, Gary Parkin

More nominations will be accepted prior to voting at our next meeting.

The 50/50 of \$40 won by Judi Nelson.

Meeting adjourned at 8:25 PM by Vince Reusch.

Next Meeting will be April 5th at 6:30 PM at the Finish Line Bar and Grill.

Election of Officers will take place at that time.

Linda Torrey

History - (1948-1950) Willys Jeepster (VJ)

Willys Jeepster (VJ) Production Total: 19,132

The Willys-Overland Jeepster, borrowing features from both the [Willys Station Wagon](#) and [Truck](#), attempted to bridge the gap between the "utilitarian" post-war Universal CJ Series, and the 1-ton "family-oriented" Station Wagons and 1/2 ton light-utility trucks. Following the end of WWII, the Willys-Overland company chairman recognized the importance of expanding its offerings to include a civilian passenger car, and with the help of industrial designer Brooks Stevens, presented a model more likely to appeal to younger market segments.

The original Jeepster (VJ) was first released to the public on April 3, 1948. Offered only in rear-wheel drive, the vehicle had some trouble gaining traction with traditional Willys customers. The 1948 Jeepster was powered by the "Go Devil" 62 hp, 134 cu in straight-4 engine, with 3-speed manual transmission (with optional overdrive), drum brakes, a single transverse leaf spring suspension and rear driveline similar to what was used in the Willys Station Wagon at the time. With rear fenders like those used on the [Willys Truck](#), the Jeepster, while appreciated by design critics, but failed to translate accolades into real sales.

Still, the Jeepster was produced in the following year (1949), this time with the option of the six-cylinder Lightning L-148 engine, and in 1950, received a few modifications to the hood and grille. 1950 also offered new engine options for the VJ, including both the F-134 "Hurricane" engine and the L-161 "Lightning" engine. Unfortunately, due to lackluster marketing efforts, and competition in the passenger car market, the Jeepster was phased out completely in 1950, with a few leftover models sold under the 1951 model year, and was never produced again, though its design was revived in 1966 in the form of the Jeepster Commando (C101).

WILLYS JEEPSTER (VJ) SPECS (1948-1950)

Weight: 2,468 lbs. (4-cyl) and 2,392 lbs. (6-cyl)
Length (overall): 174.8"
Width (overall): 69"
Height (overall): 62"
Tread, front/rear: 55.5/57.0
Transmission: T-96 (optional overdrive)
Front Axle: Planar Suspension (one leaf spring in front)
Rear Axle: Dana 23
Wheelbase: 104"
Steering Type: Ross cam and lever
Suspension:
(Front): Independent upper A-arms, Single transverse leaf spring
(Rear): Semi elliptic leaf springs, Torsional stabilizer bar



President's Corner



Drifters guys and gals just wanted to say that when planning a run just remember the main objected is that we have a good time by all. And no one gets injured

Thanks

Hope to see you on the trail

Vince Ruesch

Treasurer's Report



Income		Meeting 50/50 March		40
	Dues			
	Plaques			
			Total Income	40
Expenses	Bank Fees	Feb	3	3
	Check			
			Total Expenses	0
Ending Balances				
	General Fund		3700.76	
	Party Fund		601.94	
	Junior Drifters		140.89	
Total Balance			4443.59	



Jerry

Drifter Gear

Drifter Club Jacket Order Form

**Place orders by
25th of the month**

These are red polyester with a thin lining, a flat laydown collar, two front pockets and stretch sleeves.

Price includes sewing on the club patch on the back (you supply patch) and embroidered name on left front of jacket. Prices are:

**You can also add an embroidered club logo to the right front for an extra \$10.00. Everything is plus 9% tax.*

Size	Cost	Qty.	Name	Logo(Y-N)	Ext. Cost
Small	\$28.00				
Medium	\$28.00				
Large	\$28.00				
X-L	\$28.00				
2-XL	\$30.00				
3-XL	\$32.00				
4-XL	\$34.00				

Jacket Patch-\$18.00

Total Cost:

9% Sales Tax:

Please mail your order & check to:

Dave Peifer: 1129 Gladstone St. La Verne, CA 91750

Any questions, please call me @ 951.440.4867



Drifter Gear

**Place orders by
25th of the month**

Drifters Baseball Caps

Order Form



These are quality caps with rear Velcro adjustment straps. The Drifters Jeep Club logo will be embroidered on the front!

Caps are \$10.00 each.

Options are:

Colors-

Quantity-

Solid Red cloth material

Red with half mesh

Solid White cloth material

White with half mesh

Please mail your order and check to:

Dave Peifer, 1129 Gladstone St. La Verne, CA 91750

Any questions, please call me @ 951-440-4867

March Trip Report



Nothing Submitted

2018-2019 Trail Bosses

<u>January-18</u> Ray Kimpton Mike Bricker Larry Patton John Bur	<u>May</u> Gary Parkin Mike Rydell Keith Clark David Meyer	<u>September</u> Mark Phelps Patrick Fay Darryl Romano Mike Bricker Carlan Bennett
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<u>February</u> Jerry Torrey Davin Gothard Dave Gothard Steve Sturdevant	<u>June</u> Chris Blalock Larry Patton Norm Gerwein Don Rybarchezk	<u>October</u> John Williams Mark Bargman Frank Catterm Ray Kimpton
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<u>March</u> Jim Morrison Norm Miller Greg Cunningham Rick Buckley	<u>July</u> Peter Dewhurst Milton Rose Bob Bissell Fred Valpena	<u>November</u> Robert Smith Frank Wagner Gaither Vaughn Doug Marshall
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<u>April</u> Huntley Graham Danny Hankla Elton Dekkenga Joey Morrison	<u>August</u> Vince Ruesch	<u>December</u> Dan Calva Ricky Buckley Tom Freeman Shawn Gilpin
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<u>Jan-19</u> Dave Peifer Arnold Taffoya Joe Kaiser Bill Leur
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April 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
 EASTER SUNDAY	2	3	4  Dave Gothard	5  Club Meeting	6	7
8  Tom Vaughn	9	10	11	12	13	14
15	16	17	18	19	20  Club Run Cheryl Hankla	21  Club Run
22  Club Run	23  Davin Gothard	24	25	26	27	28  10:30 am - 4:30 pm CA4WDA South District Meeting
29	30					

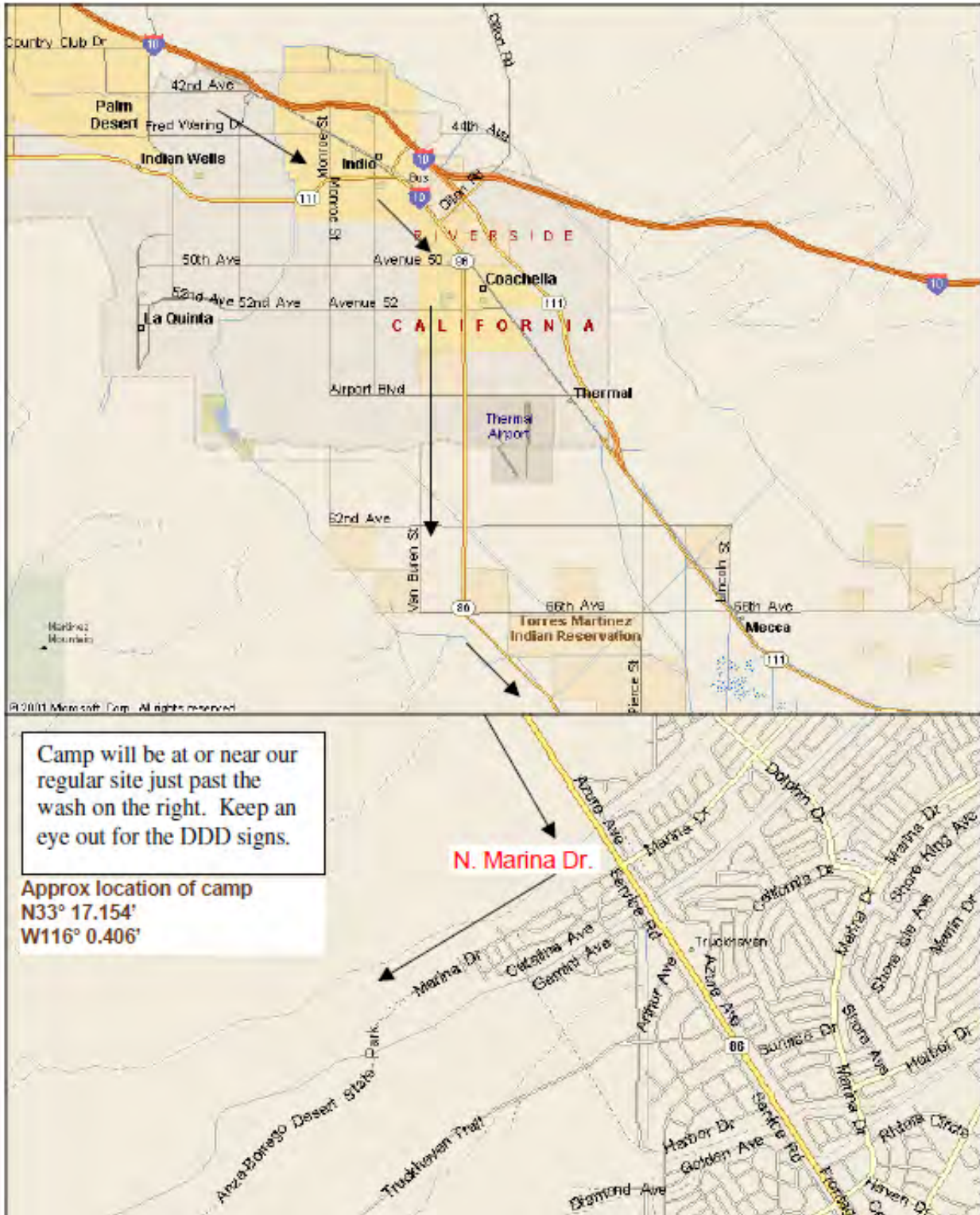
Meeting Location - Finish Line Bar & Grill, Pomona

Club Run Location: Truckhaven Hills, Salton Sea

Trail Bosses: Danny Hankla, Joey Morrison, Eldon Dekkenga, Huntley Graham

Danny Hankla (909) 815-3934
Joey Morrison (909) 477-0353
Eldon Dekkenga (714) 931-4073
Huntley Graham (951) 840-7734

April Run Truckhaven Hills



4 Sale

1950/51 Jeepster, Willy's 4-73
4 cylinder , 72 HP

- Body, chrome, upholstery and top with windows in great condition engine is original and in good condition
- Parked in garage 60,000 on odometer
- Original master parts list, owner manual and mechanic manual included
- Located in Temecula, California
- Contact : kayschroeder5@gmail.com

Below is additional information from Dave, dave@ewillys.com

Your original VIN indicates to me that your Jeepster was the 24th 1951 Jeepster to receive the new for 1951 serial number and model designation. No actual Jeepsters were produced for 1951, and there were about 300 unsold untitled 1950 Jeepsters sitting at the factory and in dealers inventories.

In order to sell them as 1951 models, Willy's used a procedure they had done in previous year. For the cars at the factory, they simply put new serial number plates on them with the new designations and shipped them out to dealers. I believe the factory units got their new numbers first, resulting in low numbers, which yours has. The other option entailed the dealers sending the original certificates of origin back to the factory on each unsold Jeepster. The factory would issue anew serial number plate and certificate of origin and send them back to the dealer. That took time and the dealers couldn't sell the Jeepster while waiting for the factory, so they simply used the 1950; serial and model numbers and designated them as 1951 models. Once sold and titled, it became legal. Yours is unique and I believe it is the lowest actual 1951 model number and serial number in my database.



Business Listings Members only



Contractors

Rick Buckley
(760) 868-3133

Nikki Romano
(714) 497-5912

(www.mysensaria.com/nikkir)





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