

Mike Brattland' Colby Mattress Company 1938 Willys Pickup

Purchased September 1995-Original un restored condition

Frame-used original Willys frame, fully boxed, installing a Fatman Mustang II front suspension, manual rack and pinion steering with 11 inch disk brakes on the front and" back halfed" the original frame, installing a 2x3 narrowed steel rear framework to handle a Currie narrowed Ford 9 inch rear end, Currie 31 spline axles, Ford Trac-Loc 3.89 gears, full 4 link suspension, Aldan coilover shock absorbers along with late model Ford Mustang disk brakes. All frame work done by owner

Wheels and tires- Weld Pro Stars, front 15 x7 inch with 15 inch 50 series tires and the rears, 15 x15 inch with Mickey Thompson Sportsman 33-19.50-15 tires.

1970 Ford 429/460 block with 460 crank, bored to 466 CI, Ford 429 SCJ rods, Isky Mega 304 Camshaft, Mallory Unilite distributor, TRW forged pistons, Blue Thunder 429SCJ Alum heads with Comp Cams steel roller rocker arms, Weiland Stealth 8021 Dual Plane, Single 4 barrel Intake manifold with a Holly Model 4150 List #4781-8 850CFM Double Pumper Carburetor, 14 inch diameter summit Chrome Air Cleaner with K&N style element,. Mallory Dual Point Mechanical Distributor, converted to Unilite configuration, recurved spark advance. Engine machine work done by ARCC Engine Shop, El Cajon. Owner assembled motor.

Rear and front radiators are custom designed and built double pass alum radiators by Ron Davis Racing Radiators, Phoenix, Arizona. Alum fuel cell custom built by RCI of Texas.

Transmission-Ford T & C 4 speed Toploader Manual Transmission, Big Input and Output, Long tail shaft, with a 11 1/2 inch clutch. Pickup runs a hydraulic clutch system.

Pickup Body-Firewall was fabricated and installed by RJ Simrock, El Cajon and the floor of the pickup was replaced by Ron Batson along with custom fabricating the rear tailgate. The pickup bed was shortened 14 inches and the bed interior re-configured and fabricated by the owner. Owner modified headlight configuration to original steel front fenders to accept early modern 7 inch sealed beam headlights.

Auto Meter gauges are sued GM Tilt Column built by Bob Chandler of Column Pros in Los Angeles. Pickup bench seat custom built by owner using mid 80s Dodge Ram Mini truck bench seat. The seat and Sun visors were redone by Raymond Miller Custom Upholstery, Mira Loma, and Ca