

Motor Pool Messenger

NORTH JERSEY CHAPTER INC.

MILITARY VEHICLE COLLECTOR'S CLUB

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Fall #2, 1981

Editors: Harry & Marilyn Rimmer

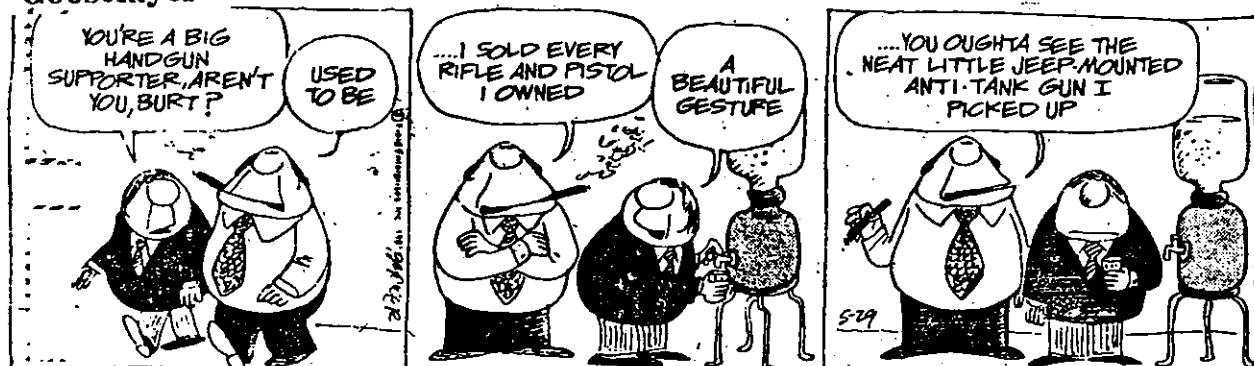
FROM THE DRIVERS SEAT: A lot has been said recently about having the membership get more involved in Chapter activities. This includes both the running of the Chapter as well as participation in its various activities. The upcoming months are going to provide a chance for everyone in the Chapter to get a taste of both types of involvement.

The first chance will come this coming weekend, Oct. 24-26, 1981. This is the date of the N.J.C.'s Semi'Annual Long Island Trail Ride. In recent years the Chapter has gone all out to promote all of the other inter-chapter events, except our own. In doing this we've sort of neglected our own N.J.C. born and bred MVCC activity. In April 1980 only 3 vehicles and owners showed up. In October 1980, it was cancelled due to hurrican activity. This past April it was cancelled due to lack of interest. Now its time to get off our jack stands and participate in some good ole-fashioned military four wheeling! You know that you didn't buy and restore an MV just to show it and have it judged. You bought an MV to drive it ... through the mud, over the rocks, across the sandy trails and back again. So lets see some support of your own chapter's activities. Come on out to Long Island.

The other chance to become involved in Chapter activities comes at the November N.J.C. meeting. The attending membership will be voting on a change in the By-Laws of the Chapter, an addition to the By-Laws, and the election of the 1982 Club Officers. If you care about this club and where it's going, you need to attend this meeting.

In addition to the afore mentioned ways of getting involved in club activities, there is one more very important thing that each chapter member can do to be more involved in the club. Provide the club officers and "elders" with some input. To be more direct, put in your two cents worth, about anything, or everything. When you attend a meeting and you're bored stiff, say so! When you like what was done, say so! When a chapter activity is not well publicized or your ad didn't appear in MPM, say so! To use a tired, old phrase, the squeaking wheel gets the grease. Don't just be a part of the chapter by sitting in the back as quiet as a mouse, squeak a little.

Goosemyer



CALENDAR OF EVENTS

Oct.	23-25	Semi-Annual NJC Trail Ride	Long Island, N.Y.
Nov.	9	NJC Chapter Elections Meeting	Florham Park, N.J.
Dec.	14	NJC Chapter Meeting	Florham Park, N.J.
Jan.	11	NJC Chapter Meeting	Florham Park, N.J.
Jan.	16	NJC Night at the USO	Whippany, N.J.

NOTES FROM ALL OVER

The Long Island Trail Ride is this weekend. Sponsor Stan Poole assures us that he will run the wheels off of our vehicles if we so desire. This weekend is strictly for the hearty. Challenging trails, tent camping, open fire cooking, and no rest facilities makes for a weekend of real outdoor, ahem, fun. The annual see-who-can-outcook-everyone-else competition will be held at each meal. We go this year rain or shine. In case of another hurricane, bring along ropes and sand anchors. For those of you with less than prize winning vehicles, a Blackout Trail Run is being considered. For directions, see map on back page. See you there!

Visiting the NJC for the first time at the October 1981 meeting was : Albert A. Kreig, 37 Rosemont Avenue, Madison, New Jersey 07940. Make an effort to meet this gentleman at the next meeting and make him feel welcome.

Visiting the NJC for the first time in a long time was member Andrew Leopardo. Congratulate him at the November meeting for coming to two meetings in a row.

CLASSIFIED ADS

FOR SALE : Camouflage netting, 22 x 22\$41.00 ea. F.O.B. Dover, Delaware.
M715 gasket overhaul sets, factory new\$25.00 ea. F.O.B. Dover, Del.
Contact Tom Murray, Jr., P.O. Box 214, Dover, Delaware 19901,
(302) 736-1790.

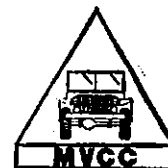
FOR SALE : MB Top, Civilian. Also fits CJ-2A Jeep. Swinging doors, zipper windows, Excellent condition. \$50.00 if you pick up. \$65.00 if shipping is required.

Earphones, receiver R-14, Correct for WWII tankers helmets and aviation helmets. Marked US Army Signal Corps. \$12.50 each postpaid. Contact : Harold Ratzburg, P.O.Box 294, Essex Falls, N.J. 07021. (201) 887-2574.

FOR SALE : NJC Paint. 24087 gallons and spray cans. 34087 gallons and spray cans. Marine Corps gallons only. Contact John Marko by phone or by postcard before any NJC meeting or major event and he will arrange for the paint to be brought to that meeting/event. John Marko, Washington Corner Road, R.D.#1, Bernardsville, N.J. 07924. (201) 766-3784.

THERE'S A JOKE going around Naval bases about a computer that was developed to converse on an intellectual level based on the I.Q. score punched in. To test the machine, the score 180 was put in, and the computer began to discuss the theory of relativity. For a further test, the score of 120 was punched, and the computer began to discuss current events. Then, for a final test, the I.Q. score of 55 was punched in, and the computer began to sing, "From the Halls of Montezuma . . ."

-W. ROBERT WATSON (Roswell, Ga.)





SIGNAL SECTION

...Lee Hutchins KA6IRL

As more and more of us raise the level of sophistication of the hobby, it has become prudent to suggest that the need will soon develop for a system of frequency allocations in order to align or test our MVCC radio systems.

In an effort to develop a method by which we can economically make use of these devices, one might suggest that we not purchase complete sets of crystals but instead use one or two frequencies common to all and even to a region.

Consider the concept a moment and reflect on the problem of realignment each time someone on whim changes frequency. Realignment in the field is less than fun.

Most of the common mobile radios of WWII and Korea were capable of a frequency overlap from 27.000 Mhz to 27.900 Mhz. Armor units were assigned 20.000 Mhz to 27.900 Mhz, while artillery was assigned 27.000 Mhz through 38.900 Mhz. The infantry used 38.000 Mhz to 54.000 Mhz.

If each major region were to use one frequency unique to them and the entire MVCC were to use another, alignment and discussions concerning "tune-up," etc., would be far easier. This could facilitate intra alignment of vehicles on a local as well as national basis.

It is with this common system or method in mind that the following proposal is being presented.

A basic frequency separation of 100 Khz and/or distance is the prime consideration of the following allocation:

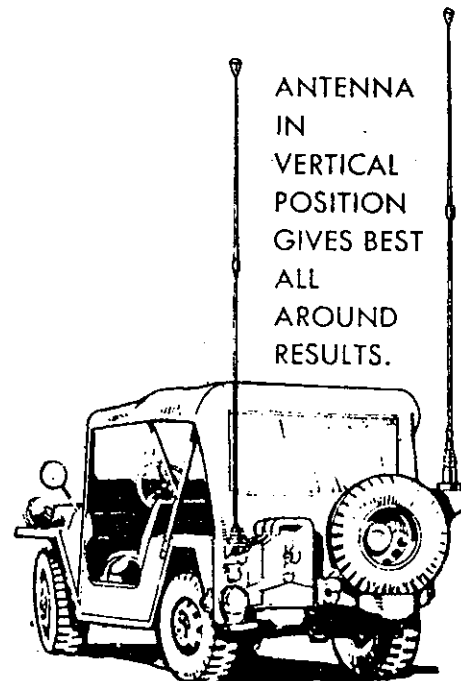
27.100	Entire MVCC	Channel A
27.200	North East	Channel B
27.400	South East	Channel B
27.600	South Central	Channel B
27.500	North Central	Channel B
27.600	Eastern Canada	Channel B
27.200	South West	Channel B
27.400	North West	Channel B
27.800	Western Canada	Channel B

Note the following frequencies are "unassigned" 27.000, 27.300, 27.700, and 27.900 Mhz. Perhaps as the years go by we will need these for enlarged regions or foreign applications if there is any interest.

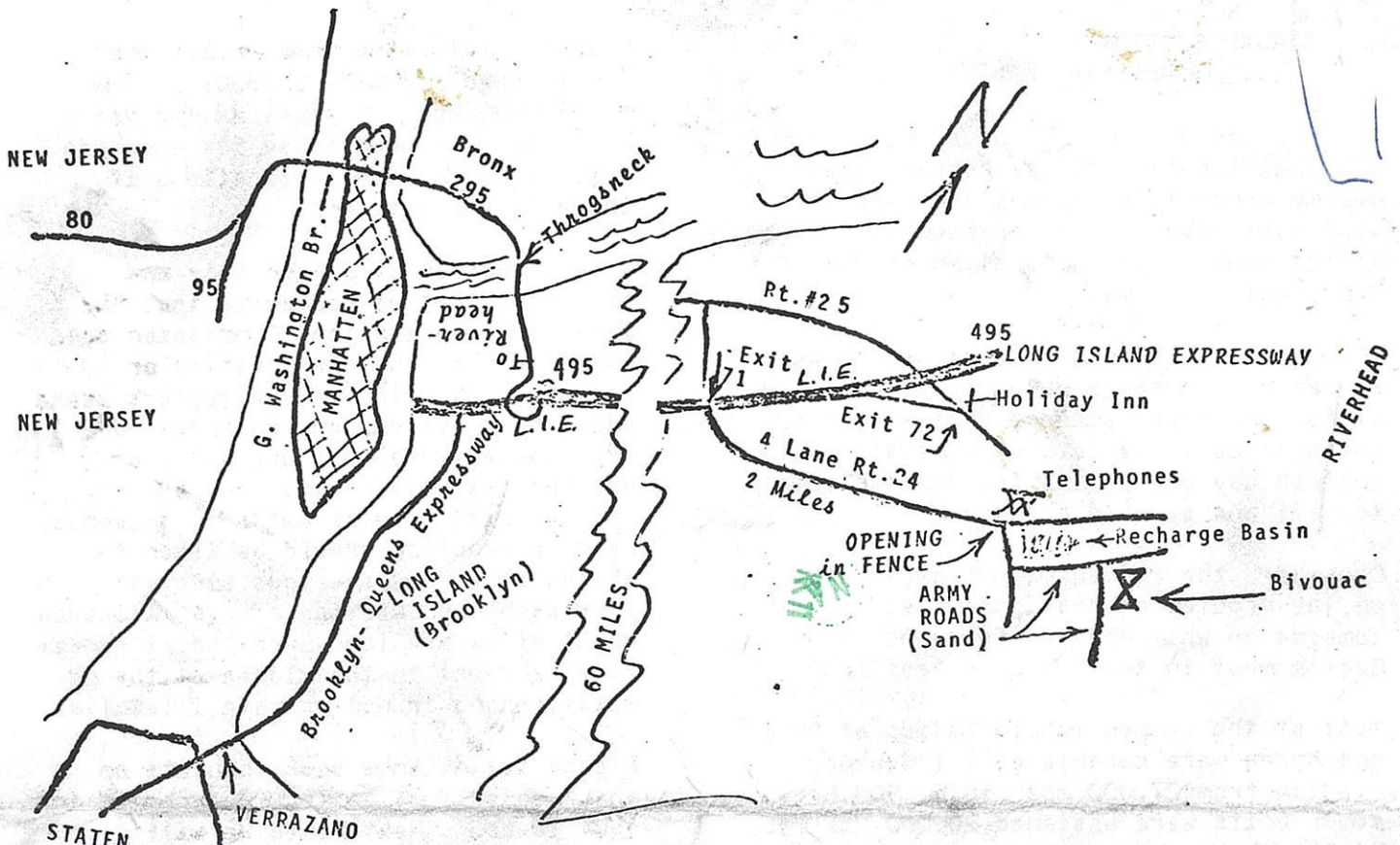
I feel that it is appropriate and important that we recognize that the Federal Communications Commission does not allow "on the air" testing or operation by unlicensed operators using unapproved systems on non-approved frequencies. We must use dummy or phantom resistive loads not our "on the air" type of external antennas. Every precaution should be taken to avoid "stray" or spurious signals from escaping into the ether. Although you feel we are low power, short range, line of sight in the middle of the CB mess, we should not operate illegally.

Please let me know your thoughts on this subject. I am very interested in your ideas. Next month we will review whatever comments we receive.

FROM CALIFORNIA CHAPTER'S "MV COLLECTOR"

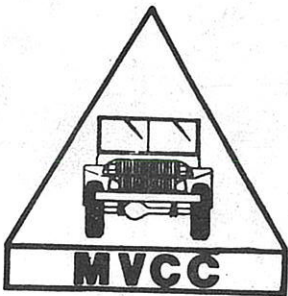


LONG ISLAND TRAIL RIDE



Rt. # 80 East or Rt. # 95 North to G. Washington Bridge, Cross Bronx Expressway (295) to Throgs Neck Bridge to Clearview Expressway to Long Island Expressway OR VERRAZANO Bridge to Brooklyn Queens Expressway to Long Island Expressway EAST THEN 65 miles East on LIE to Ex# 71, thence South East 2 miles to Bivouac Area.

120 Summers Avenue
Piscataway, New Jersey 08854



Gary Schultz
59 Maple Tree Lane
Sparta, N.J. 07871

First Class

