

# Motor Pool Messenger

NORTH JERSEY CHAPTER INC.

MILITARY VEHICLE COLLECTOR'S CLUB

Volume 10 Number 6

June 1982

Editors : Harry & Marilyn Rimmer

FROM THE DRIVERS SEAT : I saw nothing but rain, heavy rain, and rain again while driving to the '82 East Coast Rally, the Friday preceding Memorial Day weekend. Here we go again, I said to myself, just like last year. It didn't bother me for I took it for granted that the harder it rained Friday, the sunnier it would be Saturday. The other early birds must have felt the same way. From N.J.C. there were Ted Bromage, Harold Ratzburg, Big Lou, Ollie Kenen, Bob Yard and John Vetter with their First Ladies, and one of our new members, Tom Weaver. With other early arrivals from the Washington, Carolinas, GPA and New England Chapter, the campground, with the wide assortment of trailers, motorhomes, tents, vans and military & civilian vehicles, looked like a para-military gypsy camp under the weather.

I must admit that the rain did stop in the late afternoon. For awhile, anyway. Until everybody got going with outside cooking and then Bingo, it started to pour again. Perhaps the Supreme Warlord wanted to put us thru an endurance test or show his hand again. Who knows. A little rain certainly was not going to stop MVCC at its leisure. For example, Ted Bromage in charge of cooking, had to barbeque sausages outside, watch Toby (Dick Antram's starving dog who is notorious for stealing meat off grills) and prepare vegetables inside his palatial and well equipped 1937 Army camper, Gilke. So what can one do when the meat is not yet half cooked and the rain gets so heavy that even Toby the hungry dog gives it up, and the coals are about to be drowned by the deluge. Well, if you are like Ted, then, undoubtedly you don't just carry an ordinary barbeque grille, but you carry a special, compact, Army type. And, if and when it rains, you simply put your picnic table over it. As I prefaced, if you are Ted. If not, well then I don't know what you would do. Believe me it worked and sausages never tasted better.

After supper the camaraderie began in earnest. Within minutes, Ted's Gilke was packed as sardines. There was Dick Antram, with his buddy Bob, then Ollie came, followed by the Vettters and of course Ted, my son, Marc and myself. We were certainly close together. The chemistry was right if you can just picture it: lying in a warm camper after a meal with a drink in your hand while the rain is beating on the roof. We listened to Beth Antram's taped letters to her father and to all MVCC members. Those tapes were outstanding both for context and achievement. Beth attends college in Tulsa, OK, works part-time and promotes the movement of MVCC full time. Since last fall she organized a new MVCC chapter and maintains regular contact with a number of like interested clubs. Again, we loved your tapes, Beth. Meanwhile, the rain kept pouring until about 3 P.M. Saturday, but the must anticipated weekend weather was rolling in on schedule.

Saturday weather was nothing less than spectacular. There was brilliant sunshine all day with temperatures in the eighties. Planes were buzzing all day, Steve Roberts ferrying sightseers spent more time in the air than on terra firma.

The morning also brought another wave of participants from NJC. In fact, later in the day, we were able to hold an impromptu Board meeting that was better attended than when it had been planned in advance. (cont.)

Handwritten notes on the right margin: "d", "d", "L", "83", "L".

CALENDAR OF EVENTS

* Monday	June 14	N.J.C. Chapter Meeting	Florham Park, N.J.
Thurs.-Sun.	June 17-20	Summer Antique Car Show	Carlisle, Pa.
Fri.-Sun.	June 18-20	National Truck Show	McCungie, Pa.
* Sat. Sun.	June 19-20	Connecticut Chapter Rally	Windsor Locks, Ct.
* Fri.-Sun.	June 25-27	Berkshire Rally	Dalton, Mass.
* Saturday	July 3	Independence Day Parade	Florham Park, N.J.
* Saturday	July 3	Independence Day Parade	Fairfield, N.J.
* Sunday	July 4	Independence Day Parade	Montclair, N.J.
* Sunday	July 4	N.J.C. Picnic (H. Ratzburg's)	Parsippany, N.J.
* Monday	July 5	Independence Day Parade	Milltown, N.J.
* Fri.-Sun.	July 23-25	M.V.C.C. International Rally	Kansas City, Mo.
* Fri.-Sun.	Aug. 6-8	N.E.C. Chapter Rally	Oakham, Mass.
* Saturday	Sept. 11	Antique Car Show & N.J.C. Meet	Flemington, N.J.
* Fri.-Sun.	Sept. 17-19	G.P.A. Rally in the Mountains	Montoursville, Pa.
Sat.-Sun.	Sept. 25-26	Car Parts Flea Market	Englishtown, N.J.
* Sat.-Sun.	Sept. 25-26	S.J.C. Campout & Picnic	Lebanon, N.J.
Thurs.-Sun.	Sept. 30-Oct. 3	Fall Antique Car Show	Carlisle, Pa.
Thurs.-Sun.	Oct. 8-10	Annual Antique Car Show	Hershey, Pa.
* Fri.-Sun.	Oct. 22-24	N.J.C. Campout & Trailride	Long Island, N.Y.
* Saturday	Oct. 30	Sarafan Open House & N.J.C. Meet	Spring Valley, N.Y.
* Fri.-Sat.	Nov. 12-13	First Carolinas Chapter Meet	Kingston, N.C.

\* Denotes M.V.C.C. or N.J.C. Events

NORMAL

**MWO ORD G741-W10**

DEPARTMENT OF THE ARMY MODIFICATION WORK ORDER

**¾-TON 4 x 4 TRUCKS M37 AND M42:  
EXTENSION OF TAILGATE HINGE SUPPORT**

Department of the Army, Washington 25, D. C.      9 May 1956

1. Application. a. *Category of Maintenance.* Field.  
 b. *Applied By.* Ordnance mechanic and welder.  
 c. *Time Required.* 1.5 man-hours.  
 d. *Comments with Reference to Published Modification Work Orders.* None.  
 e. *Remarks.* None.

2. Supply of Parts Required. a. *New Part Required.*  

Name	Part No.	Stock No.	Quantity
STEEL SHEET, CARBON, HOT ROLLED, 47-S-2667 H010-0889710			1 pc, ¾" and, 10 ga, 36 w, 96 lg, flat, black.
			x 3¾"

 b. *Source of Supply.* Obtain through normal supply channels.  
 c. *Date Available.* Now.  
 d. *Weight and Cubage.* Not pertinent.

3. Purpose of Modification. To prevent misalignment of tailgate hinge support.

4. Priority Classification. This modification work order is classified in the NORMAL group and will be accomplished as soon as practicable within current resources. The modification applies to all ¾-ton 4 x 4 trucks M37 and M42 both in the field and in depots.

*Note.* Material will not be withdrawn from limited, standby, or long-term storage solely for the application of this modification, but the modification will be applied during rebuild or technical inspection.

5. Major Item Affected.

Name	SNL	TAM
TRUCK, CARGO: ¾-ton, 4 x 4, M37	G-741	9-8030
TRUCK, COMMAND: ¾-ton, 4 x 4, M42	G-741	9-8031-2

6. Assembly or Component Affected.

Name	Drawing No.	Date
TAILGATE, assy	7994439	7 September 1951

TAGO 6780B—May 300487\*—56

7. Parts Affected. a. *Part Modified.*  
 SUPPORT, tailgate hinge..... <sup>Name</sup> CC-1277485 <sup>Part No.</sup> <sup>Stock No.</sup> <sup>Quantity</sup> 1  
 b. *Part Discarded.* None.  
 c. *Disposal of Discarded Parts.* Not pertinent.  
 8. Drawings Required to Apply Modification. None. (See fig. 1.)  
 9. Special Tools, Jigs, and Fixtures Required. None.  
 10. Modification Procedure. a. Remove two screws and lockwashers securing tailgate hinge support CC-1277485, and remove support.  
 b. Fabricate tailgate hinge support extension in accordance with figure 1, using steel 47-S-2667.  
 c. Weld fabricated extension to tailgate hinge support in accordance with figure 1, and grind weld smooth.  
 d. Heat modified tailgate hinge support with acetylene torch and form around tailgate hinge.  
 e. Secure support, using two screws and lockwashers removed in a above.  
 f. Prime and paint support.  
 11. Recording the Modification. Record modification in DA Form 478 (Organizational Equipment file).

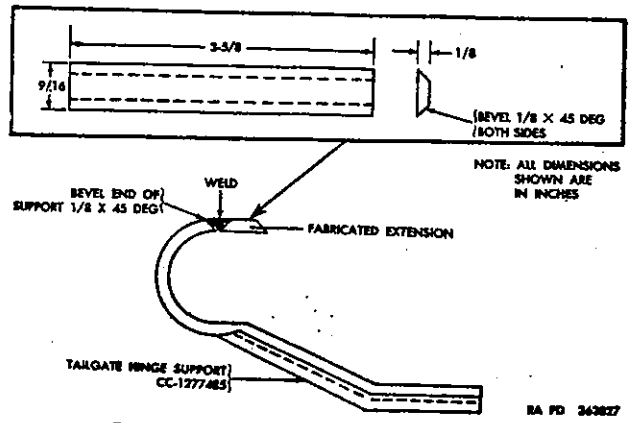


Figure 1. Details for extending tailgate hinge support.

CLASSIFIED ADS

FOR SALE

- M37 Dodge. Converted to 12 Volt, asking \$1800 Call (203) 646-7297 Mon.-Fri., 9am.-4pm.
- M151A1 & M416 Mutt and trailer. Excellent condition, camouflaged, with turn signals, complete canvas, heater, fording kit, & AN/VRC 68 radio. N.J. Titled. \$6375.00. Contact N.R. Elliott, 202 Wexford Drive, Cherry Hill, N.J. (609) 424-3625.
- WC 21 1942 ½-ton Dodge. Solid truck, 5 new 7.50x16 ND tires, \$2500.00. Contact Scott Burman (609) 653-8473.
- GPW Jeep. Running condition, civilian top, ND tires, \$1500.00. Contact Dennis Strasser, (609) 627-1425.
- M38 Windshield Frame, less glass, good condition. \$70.00.  
M38 Front Axle, including hubs and brake drums. \$125.00.  
M38 Rear Axle, with brake drums. \$100.00.  
M151 Turn Signal Boxes (early style) Clipper International with handle (take-off) \$20.00. Contact Tom Murray, Jr., P.O. Box 214, Dover, Delaware 19901. (302) 736-1790.
- MB 1945 Willys. Good unrestored shape. \$2900.  
M151A1 1967 Ford. Complete with hardtop, new paint, seat cushions, etc. \$2850.  
M37 1953 Dodge. Fully restored, everything new! \$4750.  
M20 1942 Ford armoured car. Fully restored with 50cal MG. \$18,500 .  
M43 1954 Dodge ambulance. Restored \$4000.  
M151A1 1968 Ford. \$5500.  
M29 1943 Weasel. Fully restored, full canvas. \$6500.  
M38A1 1953 Willys. Perfect, 000.0 Miles, Built entirely from all new parts. \$11,500.  
WLA 1942 Harley-Davidson. Fully restored. \$5500.  
For more information on any of the above units, contact Dave Urhig, Army Jeep Parts, P.O. Box 726A, Chillicothe, Ohio 45601. (614) 775-5302.
- M38 & M100 1951 Willys Jeep & trailer. Good original condition, Unrestored running. Over \$3000 of NOS parts for M38. Contact Bob Adams, 5 Oak Ridge Circle, Easthampton, Ma. (413) 527-5788 after 6pm.
- 1941 Indian 841 Shaft drive motorcycle. Needs restoring. \$7500. Contact Fred Carpenter, Constableville, N.Y. 13325. (315) 397-2763.
- WWII Armoured Amphibious Landing Vehicle (Alligator ?) with metal tracks, aircraft engine, and ramp. Weighs about 20 tons. \$2500 or best offer. Contact Dan Calahan, (215) 632-1198.
- Manuals ! Manuals ! Manuals ! Large supply of MB/GPW, M38, M38A1, M37, M151, M715, M561. Also manuals for miscellaneous large trucks, trailers, tanks, radios, and more. Contact Don McMahon, 385 Thorpe Avenue, Meridan, Conn. 06450. Be sure to enclose Large Self Addressed Stamped Envelope.
- M170 1954 Willys ambulance. 85% Restored, needs only fine touches to finish. Completely rebuilt engine, overhauled transmission, all new brakes, with fording kit, and turn signals. Drive it home today and to a parade tomorrow. \$3000. Contact Ron Tibbets, c/o Andy Leopardo, 472 Ridge Street, Newark, N.J. 07104. (201) 485-2481.

NEW MEMBERS

The Membership Committee is pleased to report the following new member of the N.J.C. :

Robert F. Struble, 15 Excelsior Place, Butler, New Jersey 07405. (201) 838-1961 (MB & GPW)

We wish to extend a warm welcome to our new member, and ask that our "old timers" make an effort to greet this new member at the next meeting and make them feel at home with us.

## ★ ★ ★ APRIL FEATURE ARTICLE ★ ★ ★

**BUYING GOVERNMENT SURPLUS**

By Nelson Dionne, Secretary, New England Military Vehicle Collectors

"Jeeps; \$58, cars; \$35, boats; \$7.59, airplanes, \$75.01 . . . How to buy direct from the government." We've all seen these ads in many publications over the years, but have you ever heard the true story of what buying military surplus is all about?

Sooner or later, most collectors become dealers when they cull out their collections, and then stay with it in order to defray the cost of collecting. They get the idea of bidding on military surplus as a way of getting material to sell at a reasonable price. What they soon learn is what dealers in military surplus have known for years; it's easier to get into the game than become successful at it. Here's the lowdown on what some of the pitfalls are.

Every decent sized military base has a Property Disposal Office where the thousands of items that the services use are turned in, sorted into lots, and sooner or later, put up for disposal. What many novice bidders don't realize is that other governmental agencies have first call on all items. Many non-profit groups are also eligible to obtain surplus material. Some of the states have their own agencies which acquire military surplus, and pass it on to their cities and towns and various state agencies. Because of this practice, many of the better items never see a bid sheet listing. Among the items which tend to go this way are office equipment and furniture and vehicles.

Bid sheets listing items to be sold by sealed bid are sent out on an irregular basis. They usually list several classes of items to be sold by sealed bid from locations over a wide area. They may list just a few lots or as many as several hundred. Lots may contain only one item, such as one truck, or hundreds of items, such as steel drums, small parts or ammunition boxes. The lot descriptions list the item, a short description, the condition, such as new or used, poor, fair or good, the weight, total cost and how many units in the lot. Sometimes, items listed have a federal part number. In order to find out what they fit, the bidder must have his own reference books. These books can be extremely difficult to obtain, but without them, the bidder may end up with a lot that is unuseable. The next problem is that items described as being in poor condition may actually be in very good condition with only minor repairs required. One person's "fair" is another's "excellent." All items should be inspected prior to bidding if possible. The catch is that the items bid on are usually three states away. Caveat Emptor.

Military vehicles are one of the most popular items to bid on. They are divided into two types, administrative and tactical. The administrative vehicles are standard cars and trucks. Except for the plain Jane interiors and lack of accessories, they are the same as available locally. Sometimes, they can be bought below the wholesale price. They may be in very good condition, but many are rusted-out dogs in poor mechanical condition with crash damage to boot.

Tactical vehicles are the four wheel drive jeeps and trucks that most bidders want. The most common vehicles available now are the M151 jeeps, and the Dodge M-37 and Kaiser M-715 weapons carriers. In good condition, the pick-up style Dodges and Kaisers sell for about \$2,000 to as much as \$4,500. That's a lot of money for a gas guzzling truck which is usually about 15 years old.

M-151 jeeps are in a special category. Because they have a fully independent suspension, they have a tendency to flip over in turns at a low speed. This problem has caused the government to require that they be cross-cut into an X pattern by acetylene torch, before they leave the PDO yard. In addition, they are sold without the paperwork which, in many states, is required to obtain a title. The M-151 has a unitized body which can be rewelded, but only by a skilled person with much work. Many M-151's are surplused out with low mileage, but because of the cutting requirement, sell for only a few hundred dollars. So much for cheap jeeps.

Military vehicle parts are a popular item to bid on, but they have their own special drawbacks. The first thing a bidder must know is whether or not the parts have a commercial equivalent, and what it sells for. Many parts for tactical vehicles are available through local auto parts stores, but some vital parts are unique. An example of such a part is the water pump on the Kaiser M-715 weapons carrier. Because the truck has a system of 5 fan belts, the pulley on the pump is unique to the vehicle. That makes them much more valuable than the pump used on the Dodge M-37, which was standard on all Dodge Sixes for almost 30 years.

A good example of what not to do in buying military parts is shown by a person who aquired two dozen rear ends for the Willys M38A1 Jeep. When was the last time you've heard of a Jeep rear end needing replacing? The only likely market for this lot would be a major nationwide dealer in military parts. The value to the dealer would be slight as he may have to keep them in stock for years before they sell. It's also possible the dealer also bid on them, and may not want to buy them at his original bid.

Another popular item to bid on is clothing and field gear. The first catch is that the government requires that many items of clothing be demilitarized. This usually means removing distinctive insignia, including dress coat buttons and patches, and may also involve slashing the item with a razor. Scarce items such as flak vests may still be saleable when cut into two halves, but many other items are not. Another problem with clothing is that items meant to be dry cleaned may have been washed prior to sale. This may cause considerable shrinking, and can make proper sizing almost impossible. The sizes of military clothes are another important consideration. The average person in the service is in his late teens or early twenties, and wears a small size. The market for military clothing tends to be for larger sizes. The last problem with bidding on clothing is due to the demand for it. Bid prices tend to be very high, yet it is still used clothing. There is a limit to how much the public will pay for it.

**U.S.**By **CHUCK MIC**  
**Charge!**The U.S. Cavalry  
— only this time  
cycles, not horse"We're using two  
and three-wheel Hi  
highly mobile in d  
terrain," said Capt.  
the Army's crack ne  
Division."The motorcycles  
the Army's revolution  
fighting future militActually, the mo  
group won't official  
U.S. Cavalry — but  
fast-moving strike  
the Army's long-c  
cavalry.It's made up of i  
are developing a ne  
Technology Light D"Motorcycles, du  
even penny-arcade  
games are all part of  
said Capt. Grigson."We are developin  
tirely new in warfar  
we'll emerge as a  
highly mobile forceTo prove it, the  
staged a demonstrat  
QUIRER on rugged  
Lewis, near TacomaWearing jet black  
with automatic rifl  
their chests, they r  
slopes and charged  
water obstacles on t  
motorcycles."I can go just abo  
this thing," said Sgt  
who leads the team  
riders."We can jump a i  
places where a jee  
stand a chance."

At one point, the

The last type of item which many novice bid  
electronics equipment requires specialized  
had drawbacks that are unique, and here a  
equipment is the power requirement; most  
Volt AC. This makes use of the equipment fo  
common uses for the equipment currently b  
as display items on jeeps. The next thing to l  
items which can be reused by foreign gove  
radio magazines, but not all types of radios a  
type and are obsolete by today's standards.

So when you get your first bid sheet, reme  
lucky as the collector who bid and won an air  
sale now. It should make a perfect Mother-

# Cavalry Rides Again On Bikes!

**Lean, Mean  
And Mobile**



**MOUNTED ON DIRT BIKES**, today's cavalry charges up and over a hill during training.

down a ravine and suddenly dropped their machines, taking cover behind the cycles and training their assault rifles on an imaginary enemy. Moments later, they cranked up their

motors and roared off toward a new objective.

"We're looking for a force which is light, mobile and tough enough to survive a battlefield in Europe, and

which can be deployed to any other part of the world," explained Capt. Grigson.

"Motorcycles are going to be a part of that force."

And so are dune buggies and computer games.

"We're considering other projects that include two-man desert vehicles — or dune buggies — that can travel across desert terrain.

"And we will use penny-arcade-type games like 'Space Invaders' to train gunners on some weapons systems in hand-and-eye coordination.

"It may sound far-out, but this is all being tested or already underway."



**THE OLD HORSE CAVALRY** — as they rode until World War 2.

## The Army Way

The Army wanted an alternative to its shiny black boot. It began adopting standards as far back as 1970.

What emerged was a prototype no-shine boot with a suede-like finish that resisted detection by heat-sensing devices. A few pairs were delivered to Fort Benning, Ga., in 1978 for field testing, and they were excellent, said Col. Stanley T. Skaife, head of combat development there. Then, as is the military wont, the Army invited other leaders to suggest improvements.

The result, Colonel Skaife asserted last November, was "a piece of garbage" — a boot that drooped sloppily and flunked field tests. "We're going to persist," the colonel said, "until we get that boot" as originally designed. The boot has been booted.

A spokesman at the Army Materiel Development and Readiness Command in Alexandria, Va., explains:

"The prototype Army combat boot, developed to complement the new Army battle dress uniform, did not pass its operational tests." So it will not be produced.

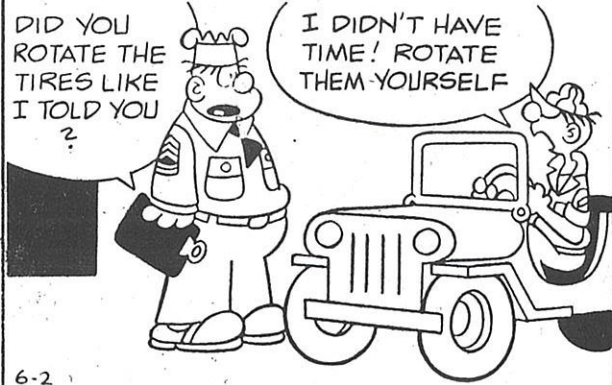
"The Army is going to re-examine its operational requirements," the spokesman continues, "and also examine commercial boots for possible off-the-shelf purchase before proceeding with the program."

Translation: The Army may buy boots now on sale to the public.

idders try for is communications equipment. Buying any type of knowledge that most people do not have. Military equipment is just a few of them. The first and most important with surplus vehicular radios run off of 24 Volts, and some use 400 cycle 110 other than its intended use extremely difficult. One of the most being surplus off is to sell it to military vehicle collectors to use know about military radios is that there is an active market for rments. There are several companies that advertise in ham re being bought. Many of the radios being sold off today are tube

ember, there are many good items to be bid on. You may be as craft ejection seat which originally cost \$15,000. He has it up for in-Law seat for someone's car.

**BEETLE BAILEY MORT WALKER**



6-2



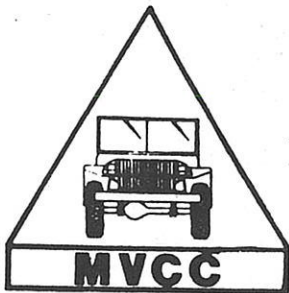
120 Summers Avenue  
Piscataway, New Jersey 08854

742-1077  
Galluccio  
278-5555

Stager  
vs  
Schultz



George Schiltz  
47 K Bellows Lane  
Towaco, N.J. 07080



**First Class**