



Motor Pool Messenger

NORTH JERSEY CHAPTER INC.

MILITARY VEHICLE COLLECTOR'S CLUB

Volume 10 Numbers 7 & 8

July & August 1982

Editors : Harry & Marilyn Rimmer

FROM BEHIND THE DESK : I was going to start this out by apologizing for this newsletter being so late, but when I consider that nobody has sent me any articles on recent MVCC events or NJC parades or anything, I guess maybe everyone else in the chapter has been taking it easy themselves during the summer heat.

I find that I'm going to take a cue from my fellow newsletter editors (and a little prodding from John Marko) and combine the July and August issues into one summer issue. In a way that's good because a large summer issue gives me a chance to include many of the excellent articles I have been saving from other chapter newsletters. Here included are some of the best. Please excuse the quality of some of the photographs. Other chapter newsletters are often Xeroxed, and that means the photos are reprints of a Xerox copy of a newsprint photo.

I think I will follow in the footsteps of our fearless leader and just ramble a bit here about recent NJC events, rather than try to give a professional account of each event.

Probably the single biggest NJC-event since the East Coast Rally was the Forth of July Picnic at Harold and Lisa Ratzburg's home. For those of you who missed it all I can say is that I hope whatever you did was as much fun. The event was extremely well attended, in fact even some members who have been in hibernation for months, such as George and Debbie Filchak, came out for the mostly all day event. The weather was perfect with clear sunny skies and a constant cool breeze. Our chapter President did his master chef number at the grill specializing in sweet and mildly hot sauseges that he had brought just for the occasion as appetizers(!). After we were all thoroughly stuffed with these delicacies, hot dogs, hamburgers, and a wide assortment of salads and side dishes were offered to us. After dinner many people contemplated a dip in the Ratzburgs cement pond, but as is often the case at such gatherings all of the adults were waiting for some other adult to be the first to go in. A brave Debbie Filchak was the first to go in, which may explain why so many of the male guests decided immediately after to brave the waters. To try and name all the guest would be impossible for my poor memory but what was delightful was that so many members decided to bring their families out. These included the Sliazis's, the Haucks, the Zieglers, the Spences, the Feledeys, and many others including, of course, the Ratzburgs. This picnic really showed the value of family events in our NJC activities. All of the guests I'm sure send their thanks to both Harold and Lisa for being such excellent hosts. Thanks also should be extended to all those members who brought food or pitched in with the various party preparation, cooking, and clean-up chores. (cont.)

CALENDAR OF EVENTS

* Fri.-Sun.	Aug. 6-8	N.E.C. Chapter Rally	Oakham, Mass.
* Monday	Aug. 9	N.J.C. Chapter Meeting	Florham Park, N.J.
* Saturday	Sept. 11	Antique Car Show & N.J.C. Meet	Flemington, N.J.
* Monday	Sept. 13	N.J.C. Chapter Meeting	Florham Park, N.J.
* Sat.-Sun.	Sept. 18-19	S.J.C. Campout & Picnic	Lebanon, N.J.
* Fri.-Sun.	Sept. 24-26	G.P.A. Rally in the Mountains	Montoursville, Pa.
Sat- Sun.	Sept. 25-26	Car Parts Flea Market	Englishtown, N.J.
Thurs.-Sun.	Sept. 30-Oct. 3	Fall Antique Car Show	Carlisle, N.J.
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. 23	Sarafan Open House & N.J.C. Meet	Spring Valley, N.Y.
* Fri.-Sat.	Nov. 12-13	First Carolinas Chapter Meet	Kinston, N.C.

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

CLASSIFIED ADS

FOR SALE

M101 Trailer, 3/4 Ton. Excellent condition, no rust, with top bows and full canvas. \$600.00 . Contact Ed Haines, (201) 352-8003.

M38A1 1953 Willys. Restored, w/43,840 miles. Needs headgasket (included) installed. Includes hardtop, shovel, gun mount (not described), fording kit, with Del. title. \$2800. Contact WATSON, 2801 Bodine Drive, Wilmington, Del. (302) 478-3052.

1½ ton Chevy Chassis, cab, & running gear, flat bed body, no engine. \$ 250 .
Contact Rich Havens for details. (609) 259-2379.

M151/A1 Fenders, cut off \$ 25.00 each. M151/A2 Fenders \$ 32.50 each. Overhaul gasket sets for M151 \$ 36.00 each. M715 overhaul gasket sets \$30.00 each.

Casters, rubber coated, heavy duty, \$25.00 each. Three different sizes. Ideal for motor stands. Contact T.W. Murray, Jr. , P.O. Box 214, Dover, Delaware 19901. (302) 736-1790 .

NEW MEMBERS

The following individual is our newest member of the North Jersey Chapter. Please be sure to make an effort to meet him at the next chapter meeting and make him feel welcome. Mark owns a 1944 WC-51 .

Mark Tolf 452 Bonnie Court, Yorktown Heights, N.Y. 10598 (914) 245-4888

THE N.Y.C. CHAPTER

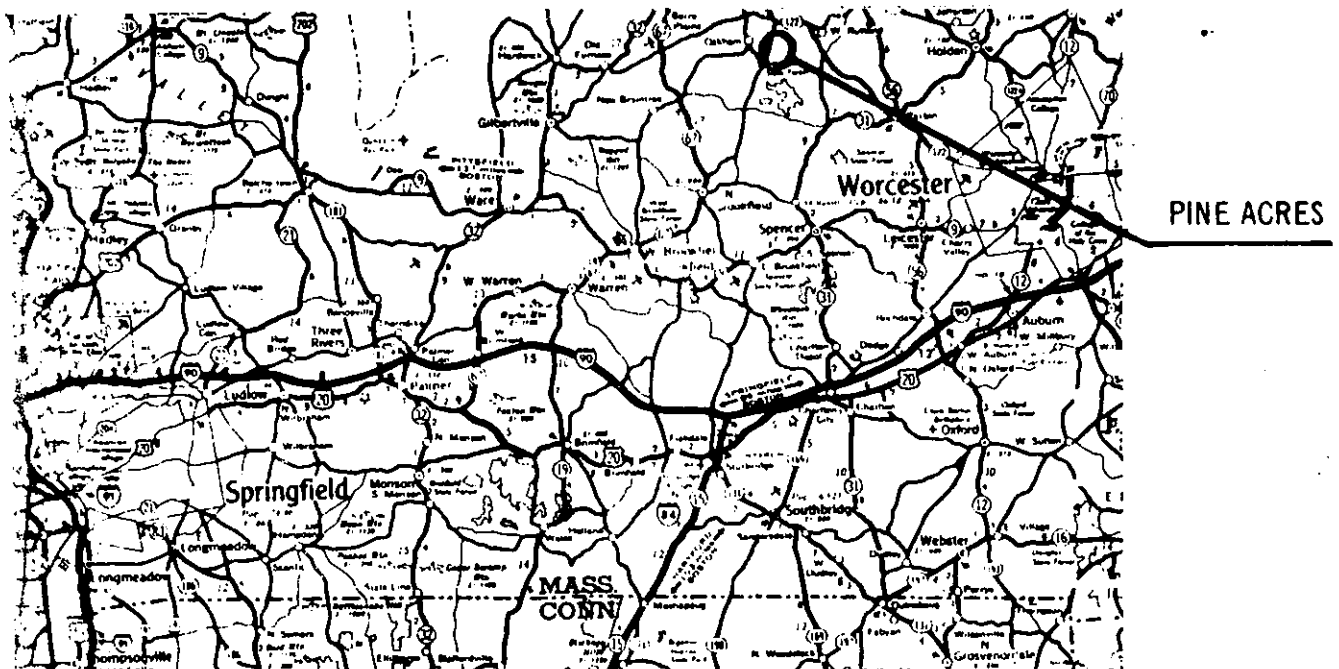
Every so often some of our more far-out (mileage-wise) members start talking about forming a N.Y.C. Chapter. Well, with the ever increasing number of members form across the river, the subject has come up again. Things are just in the talking stage now but anyone who wishes to express an opinion or preference should direct their comments to Yosef Lipson, 1809 East 5th Street, Brooklyn, N.Y. 11223, or call (212) 998-1576 between the hours of 6 - 10 p.m.

OAKHAM '82 NEW ENGLAND CHAPTER ANNUAL RALLY

OF THE MILITARY VEHICLE COLLECTORS CLUB

Pine Acres • Oakham, Massachusetts

August 6-7-8, 1982



Free Flea Market Space Courtesy of N.E.C.

Facilities

Camping – Boating – Swimming
Food Concession
Supervised Parking
Motels in Area
Community Table for Swaps

Sit Down Banquet
\$10.00

Children Under 12
\$5.00

Schedule of Events

Fri. Registration - Black-out Ride
Family get-together cook out
Sat. Vehicle Judging – Flea Market
Trail Ride Awards Banquet
Dancing of the 40's
Traditional Dress Encouraged
Sun. Fun & Games

Admission \$5.00 Per Family
No Vehicle Registration Fee

YANKEE AIR FORCE



northeast division

ESSEX COUNTY AIRPORT

125 PASSAIC AVENUE

FAIRFIELD, NJ 07006

201-575-9621

Yankee Air Force is pleased to announce that we will be accepting applications for Charter Memberships through 24 September, 1982.

Incorporated at Willow Run Airport, Ypsilanti, Michigan in September 1981 Y.A.F. has grown to approximately 1000 members who enjoy the use of Hanger #2041 built in 1942 for B-24 Liberator testing and repair.

Yankee Air Force operates under ID#38-2387453 United States I.R.S. Tax Exempt status to acquire, maintain and operate World War II aircraft and equipment.

The Northeast Division will be based at the Historic Curtiss-Wright Airport, now Essex County Airport, Fairfield, New Jersey, just 18 air miles Northwest of the Statue of Liberty. The Northeast Division will be active in the restoration of World War II aircraft and will service gun turrets, radio gear and equipment for Y.A.F. Headquarters B-24 Liberators based at Willow Run.

If your interests lie with any of the following activities you owe it to yourself to join us in the Yankee Air Force:

W.W.II Aircraft Restoration/ W.W.II Aircraft Photography/ W.W.II History -
Army Air Force Uniforms/ Army Air Force Equipment - - Aircraft Radio/
Aircraft Navigation/ Aircraft Painting and Art - - Aircraft Acquisition - -
Fund Raising - - Administration - - Security - - Electricians - - Newsletter
Editors - - Flying - - Movies - - Coffee Talk - lots of clean hard work.

Yankee Air Force needs you to help save and display a time in history that will never again be.

Yankee Air Force Membership Information:

Anyone who joins Y.A.F. Prior to September 1982 becomes a Charter Member. A one time initiation fee of \$15.00 will be charged all new members after 24 September 1982.

Various sponsorship and aircraft share plans are available for interested Corporations and Individuals who may care to contribute.

Membership cards will be issued by Headquarters, Ypsilanti, Michigan.

Please accept this invitation to join us at our next meeting for a viewing of the "Willow Run Story", when Ford produced one B-24 every 56 minutes! then coffee and good fellowship. No obligation to join up, just come in and look us over!

Next meeting will be on Weds, Aug 18, 1982
7:30 PM at the Curtiss-Wright Airport on Passaic
Ave in Fairfield, New Jersey

(From front page) The parades for the July 4th weekend were well attended by the membership, partially because two of the four parades were cancellations and one was re-scheduled. The Florham Park parade was unique this year not because of the number or type of vehicles, but because of the vehicle occupants. With the various talks that have been given lately on uniforms, many members and their wives and daughters came in correct military uniforms. In all, about 75% of the parade participants were in uniform, and the crowds loved it! Gives you other NJC brides something to think about for the future, it is fun after all!

The rained out and re-scheduled Fairfield parade was a real surprise because no less than 15 vehicles plus various trailers were present to make a very impressive NJC parade group. And then there was Harold and his new toy. Harold's Jeep was sporting his new Raritan Ordinance manufactured 50 cal. Machine Gun simulator, which he took great pride in firing every 50 yards or so (He incidentally fired a few bursts into the air over his picnic guests and his neighbors at the party the previous day). What a parade!

Your editors missed the July chapter meeting so you will have to come to the August meeting and listen to the minutes to find out what went on. This commentary is running a little long so I had better quit before all of you get too bored and turn to the Classified Ads. One final note though. Mr. President, if you don't write me something for this space next month I'm going to put a sign on a blank front page that says "This Space For Rent".

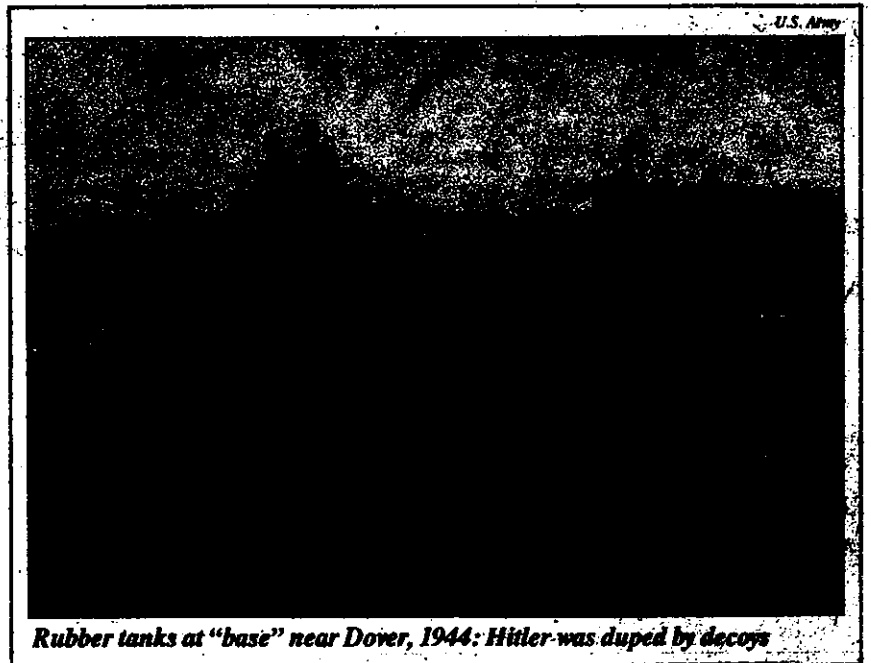
- Harry E. Rimmer

The Dummy D-Day

The invasion of Normandy on June 6, 1944, owed much of its success to the most remarkable practical joke in history.

As the Allies geared up for D-Day, they knew it would be impossible to conceal their invasion plans from the Germans. But they *could* mislead them as to the time and place of the offensive. In the spring of 1944, German surveillance cameras photographed widespread "covert" military operations in southeastern England—bustling army bases half-hidden in the woods, large-scale movements of jeeps and tanks, and an oil refinery under construction at Dover, across the English Channel from Calais, France. The Germans also monitored "secret" radio transmissions concerning new troop concentrations near Dover. It all added up to a single unmistakable conclusion: The Allies would invade Europe through Calais, probably in late July.

But the Nazis were mistaken. The oil refinery was made of old sewage pipes and canvas, built by movie set designers. The combat vehicles were inflatable rubber, the military bases were dummies, the radio messages were fake—and the real invasion was planned not for Calais in late July, but for Normandy in early June.



Rubber tanks at "base" near Dover, 1944: Hitler was duped by decoys

Nor did the deception cease once the invasion was under way. While Allied troops were storming the beaches at Normandy, two decoy fleets accompanied by British air squadrons were crossing the Channel toward Calais. The decoy ships carried electronic devices that amplified and returned the pulses of the Germans' radar equipment, and the squadrons overhead released strips of metal foil. Both maneuvers gave the illusion on Nazi radar screens of a massive air and sea attack. Meanwhile, scores of dummy paratroopers—equipped with recordings of gunfire and soldiers' cries—were dropped on the beach south of Calais.

The elaborate ruse lured Hitler into spreading his troops dangerously thin and the Allies got their foothold in Europe. Even after D-Day, the Führer remained convinced that the real invasion was still planned for late July. By the time he got it straight Germany was on the road to defeat.

Nostalgia buffs have finally turned their attention to the era of 1940 through 1950. In that decade two conflicts were fought that changed the history of the world like no other wars before. Historians, when they look closely, may accord a seemingly lowly little vehicle an accolade when it is brought to their attention that the name JEEP became known worldwide in a much shorter time than the most famous trademark in the world at that time: Coca Cola!

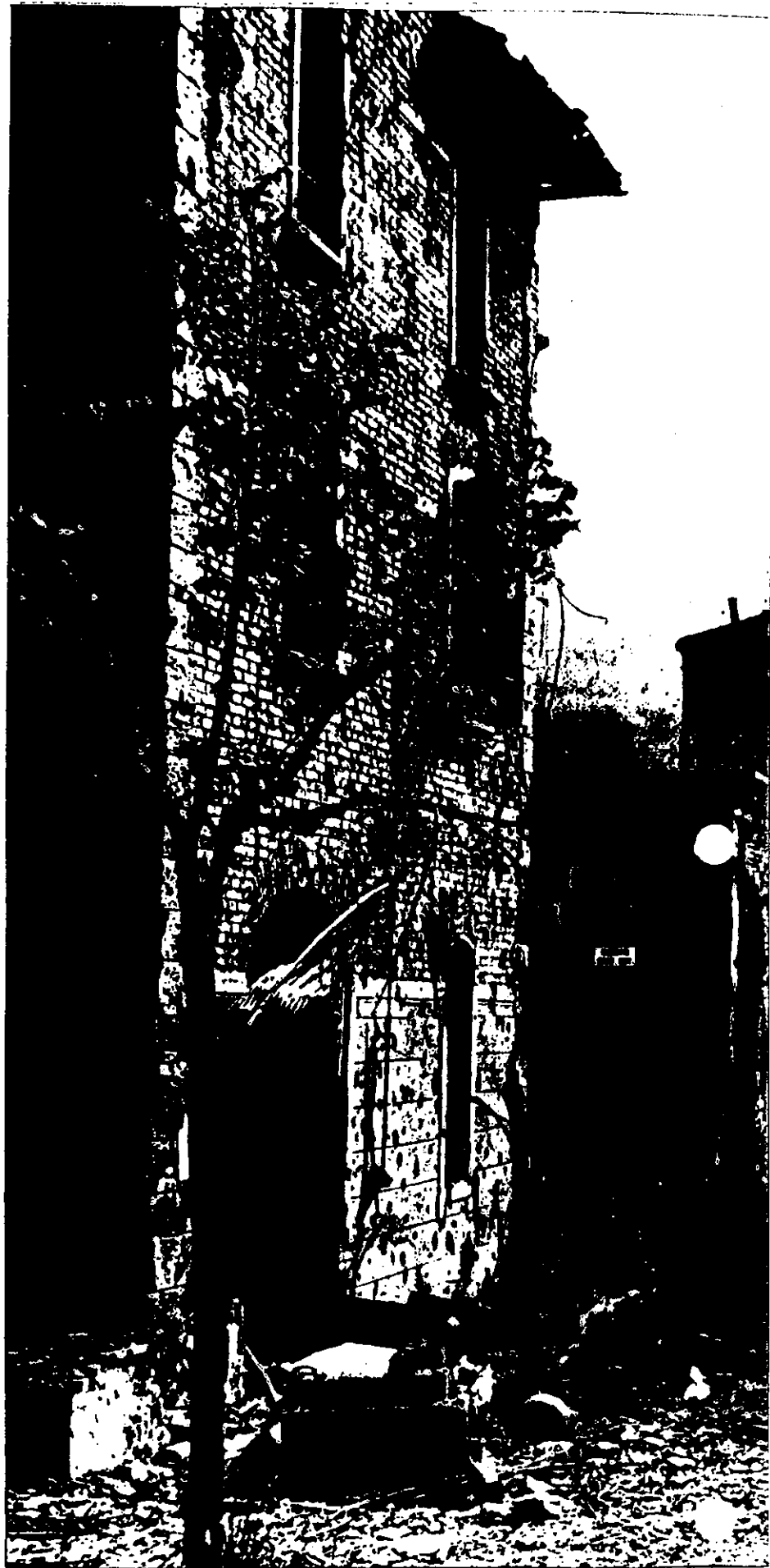
The diminutive Jeep saw service around the world, and probably broke more trails into the hinterlands than any vehicle before or since. Powered by sixty churning horses and moved by four clawing tires, the inimitable Jeep won its place in the hearts of the people of the world.

For the combat soldier, his Jeep sidekick provided instant transport for him and his supplies. True, the Jeep looked almost apologetic next to a Sherman tank or P-51 Mustang fighter plane, but newspaper stories mentioning the quarter ton four wheeled fighter during WWII clearly gave the Jeep the edge in personality.

In Europe, the Pacific and major areas of combat, the standard Jeep performed all that could be asked of it. The first taste of combat for the quarter tonner revealed to the enemy that America's secret weapon was in reality no secret at all. Mile after hard mile was rolled up during WWII in the mighty Jeep. Axis powers were utterly perplexed that the GI's wonder car could do as much as it did without a whimper. Attempts to provide a similar vehicle in Germany met with only halfway success. Captured Volkswagens at the Aberdeen Proving Grounds Museum are mute testimony to the superiority of the Jeep over them.

General Patton modified his Jeep as did other command officers. The Airborne stripped theirs down so they could be air lifted with them. Others were modified to be air lifted in gliders.

In WWII, April 1945, a string of Jeeps of a reconnaissance squadron of the 5th U.S. Army, is ready to move out of the town square of battered Vergato, as a tank-dozer works in the mined and rubble laden highway in the background. (U.S. Army Photograph).



The following article appeared in the November 1979 issue of **FOUR WHEELER**. With their permission, we are reprinting it for the members of Buckeye Chapter.

an
of
A look back into history . . .

THE JEEP IN WWII AND KOREA

It may not have won the wars, but the role it played was substantial.

By John Tieben



Many times the first thing seen by the population of a liberated town was the stars and stripes on the hood of a Jeep. Recon and intelligence patrols often probed great distances in Jeeps, with an angle-iron bar in place on the front bumper to keep low hung wires strung across the roads from decapitating the troops.

Machine guns were mounted on pedestal mounts to help discourage low flying enemy aircraft. Jeeps thus equipped were also used in the Sahara to torment the armored units of German General Rommel, until he was without fuel to advance or retreat his Desert Corps.

American and allied invasion forces took advantage of the mobility of the Jeep to land amphibiously, thus providing the combat infantryman instant mobility and firepower. When medic ambulances were pressed to their limit in moving casualties, the do-it-all Jeep became a litter bearer. Seemingly impassable rivers were crossed, and this action many times surprised the enemy.

In the Pacific the big enemy of the Jeep was coral and sand, and in the far east, rice paddies. Through it all the little four banger drew a deep

breath and slogged on. Combat troops regarded it and the service it performed with memorable love. To a GI in combat, his two most important items were his weapon and his mess gear, but the noise of a Jeep engine often meant ammo, mail or food as it approached.

In the Philippines, when MacArthur said, "I shall return," he did so with plenty of Jeeps. The narrow trails created by the familiar water buffalo were right down the alley for the Jeep. Gumbo, lakes and deep grass posed little problem. Even today, people of the Philippines regard the Jeep as part of the family!

The Jeep took on other chores besides being the mobility king of the services. When a laundry was needed or lumber cut, a Jeep was improvised to do the job. By removing a rear tire and hooking up a large twist belt to the wheel, the Jeep on blocks did the job. The manual throttle control maintained needed speed.

When box cars from a de-engined train had to be moved, Jeeps were also used. By removing all four wheels and replacing them with improvised rail wheels, the Jeep became in effect a donkey engine.

At the end of WWII it appeared that Ford and Willys military Jeeps would be directed to the junkyard or nearest surplus center. Indeed, in many cases they were. The civilian Jeep had made its appearance, but the military, with a huge inventory of original MB and GPW models still used them. Speedier than its civilian counterpart, due primarily to higher axle ratios, the military saw no immediate need to junk the Jeep.

The WWII Jeep had earned every laurel heaped upon it, but there was still another job it would be asked to do. In 1950 the stage was set for the



The Jeep comes through again on July 23, 1944 in Normandy, France, as two GI's, both of the 142nd Armd Sig Co, 2nd Armd Div, navigate through water and mud caused by heavy rains. (U.S. Army Photograph).



A stretcher Jeep at the 2nd Battalion Medical Aid Station, 17th Regiment, 7th U.S. Infantry Division, near Yanggu, Korea, in January 1952. Note the thick grille blanket on front of Jeep used to keep engine temperatures up during harsh Korean winters. (U.S. Army Photograph).

It was September 5, 1950, as American troops of the 2nd Battalion, 27th Infantry Regiment, 25th Infantry Division, advanced against Communist-led North Koreans over recently recaptured battle ground in Korea. (U.S. Army Photograph).

next Jeep act. It was to become known as the Korean conflict. It was on the Korean peninsula that several epic military maneuvers were fought, and the Jeep was involved throughout. Most Korean Jeeps were veterans of the big war, scratched and dented. Others had undergone overhaul by the Japanese Logistical Command (J.L.C) and were in excellent condition.

The ensuing war up and down the peninsula saw the Jeep pitted against raging rivers, Siberian cold, heat ridden summers and some of the most anti-vehicular terrain any military vehicle had ever been subjected to. In such terrain it was standard operating procedure to chain up all four wheels, put her in low range, first gear and go like hell. A constant companion of the Jeep at this time was the quarter ton trailer. Loaded with supplies and ammo these trailers saw as much action as the Jeeps.

For two years the Jeep served in combat in Korea. Some were used by the Air Force as Forward Observer vehicles, complete with the biggest radio they could jam into the back seat area. Painted Air Force blue, they stood out from their OD brethren. For guard or recon duty several combat units made up sheet steel windshields and proceeded into the many areas of no-man's land that abounded. Many area outposts could only be reached by Jeep. Jeeps provided all the supplies such outposts used and the task was a dangerous one. Mined roads headed the list of obstacles and armed enemy patrols were eager to cut off Jeeps and their crews.

Maybe the following dialogue best describes what a Jeep meant to the men who used it. A GI told his company commander, "Sir, you know there isn't a single road across these mountains." The Lieutenant replied, "Yes Corporal, I know, but so far our Jeep hasn't found out about roads yet, so keep it quiet!"

A true statement if there ever was one. Many Jeeps never did see pavement in the war. In most cases, when GI Joe went home, only the memory of the Jeep went with him. The Jeep stayed in the foreign land. To its undying credit, some of those Jeeps were salvaged from the junk yard and are still seeing service today.

With the end of the Korean War, the WWII Jeep was slowly eased out as the standard quarter ton truck of the armed services. In its place came the M series Jeeps . . . but that is another story. []



On September 22, 1944, the first Jeep of the 3rd Battalion, 157th Infantry Regiment, 45th Division, starts to ford the Moselle River at Igney, France. (U.S. Army Photograph).



An American Jeep with ammunition for a unit of the 1st. Cavalry Division breaks through sniper fire on July 26, 1950, as Army Engineers lay down a barrage of small arms fire to pin the snipers down. (U.S. Army Photograph).



Men of the Intelligence and Reconnaissance Platoon, 38th Infantry Regiment, 2nd Infantry Division in Korea, display newly designed armored plate windshields on their Jeeps on January 30, 1951, prior to their departure from headquarters for patrol. (U.S. Army Photograph).

Modern Involvement in

By DEBBIE RIECK

WWII

The SandPaper/Friday, May 21, 1982

Photographs by Annette Tecce
John Wollerton with part of his war collection.

John Wollerton was an impressionable child during World War II, and what an impression it left.

"It made an impact on a young child, seeing the different maps and hearing the horrible things on the radio," recalls the Mays Landing man. "The German military machine had submarines off the coast, and who's to say they didn't have the air capacity to get here, too."

Wollerton will never forget the war, because even though he was not involved in it then, today is involved in a way that even the most devoted veterans are not.

Wollerton is a self-styled expert on World War II, specifically the involvement of the American Army in that conflict. He's probably got one of the best private collections of World War II memorabilia in South Jersey.

Most of the collection is lodged downstairs at the Wollerton home. There are helmets, uniforms, canteens, caps, boots, rifles and scrapbooks of postcards from the period. In addition, vintage jeeps and other military vehicles in various stages of restoration are kept in the garage and on the 14 acres surrounding the house.

Wollerton also belongs to the Military Vehicle Collector's Club, a national organization, and two World War II historical re-enactment societies.

The latter allow World War II buffs to compare collections and actually re-stage battles fought in the war.

The Real Thing

"The re-enactment is a super event for people who collect and restore materials," Wollerton explains. "It is the culmination of their effort. It's people getting together who collect similar things."

"This past January, we re-enacted the Battle of the Bulge at Fort Indiantown Gap near Harrisburg. There we lived in World War II barracks, wore uniforms of people of that time and conducted exercises on training areas. Maneuvers were held on military property against collectors of German war memorabilia. The whole event was judged by military personnel on the post."

Wollerton warns that only the real thing is accepted. "All the uniforms and equipment must be original or absolute authentic reproductions, so authentic that I have to shave and I dearly love my beard. But nobody had beards; gas masks would seal to the face. Everything is judged by an authenticity committee."

Much of the collector's time is spent restoring his World War II



vehicles. "The vehicles I usually find in junk yards, then begins the long period of restoration. In general, I do most of the restoration myself."

A jeep, for example, can be bought for about \$400, he says, but it usually needs a lot of work. He studies old magazines for guidance. "I go back to old magazines of the period, *Yank Magazine*, *Life Magazine*. I get a good idea of the sense of the time."

When the vehicles are restored, they are put in parades and used in "picnics and trail rides" held by the Military Vehicle Collector's Club. Club members work on vehicles from all periods. "We have quite a few World War II vehicles and Korean vehicles," Wollerton says.

Misconceptions

Most people have misconceptions about collectors of war memorabilia, Wollerton says. "When a person is a collector, people think it involves mostly weapons. I don't advertise because of that."

"All the uniforms and equipment must be original or absolute authentic reproductions, so authentic that I have to shave and I dearly love my beard."

Wollerton doesn't keep his collection just to himself. He uses the materials to make presentations at area schools, usually for students in grades six through nine.

"I take three cases of uniforms and equipment with me that span the period of World War I and World War II. I often take a vehicle."

However, Wollerton admits as he stands amidst his books, uniforms and other military paraphernalia, there are drawbacks to the life of a collector. He says he is lucky his wife is understanding.

"It can get out of hand and very expensive," he says. "I don't actively search and collect now. I think I'll continue at the same pace, refining my collection and getting rid of some things."

"As I develop my library and equipment, I'll probably get into writing of some sort. No doubt it will be fiction. There is already enough factual information in print."

And, judging from the Wollerton home, the collector will not have to look very far for good subject material. □

Speak softly, if what you say is valid it will be heard



SIGNAL SECTION

...Lee Hutchins KA6IRL

THE ANTENNA (Part II of II Parts)

The radio and its associated antenna are a "tuned" combination, therefore, you will need to consider why an antenna is a given design or length.

Most vehicular antennas operate out of a single whip and this whip or wire is but half of the antenna. The other half of the antenna is the body of the vehicle or the metal mass of the body and chassis collectively. The whip portion becomes the "radiator" and the body becomes the "reflector."

The whip and lead wire must be kept in an insulated or non-grounded condition at all costs. Imagine, if you will, that the lead wire and the whip are carrying a voltage known as "RF" or radio frequency. This RF is the hot side of an antenna system. The body or reflector is the "ground" or negative side of the radio system, therefore should be an appropriate metal mass to reflect your transmitter's frequency.

It has been learned through experimentation and experience that the nearer the center of the metal mass the more efficient the antenna becomes.

The length of the antenna and the location of the mount are both related to the signal strength of either received or transmitted signals.

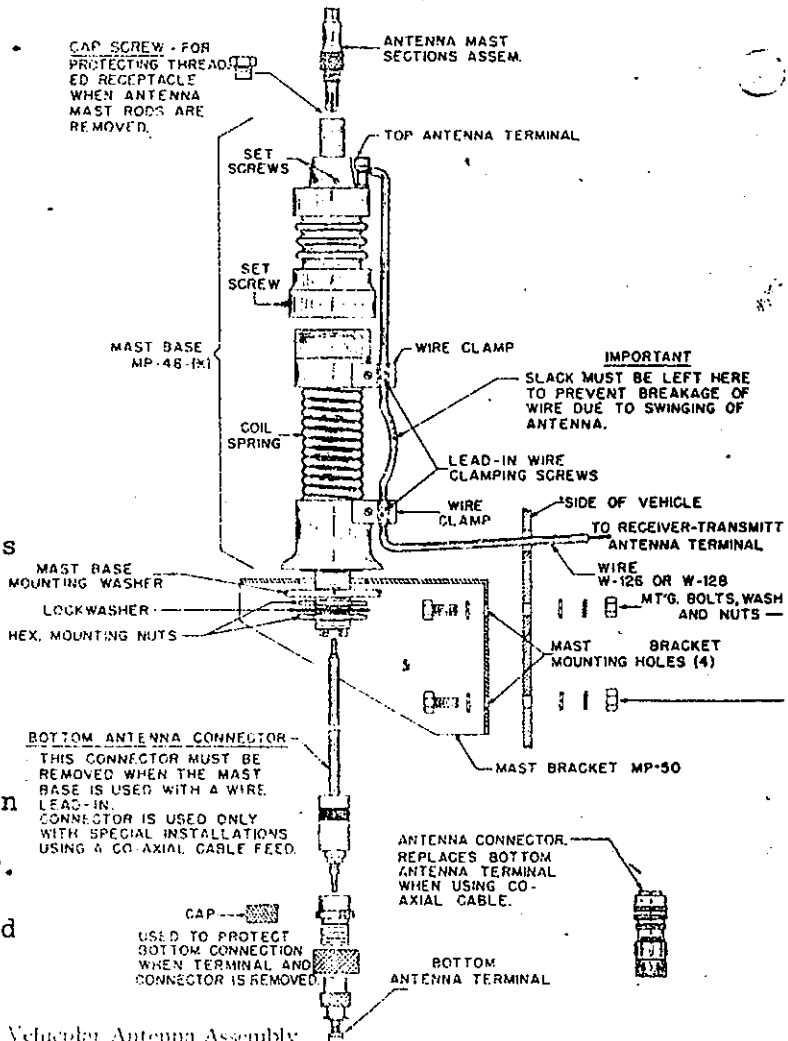
The most common system to our vehicles is the vertical whip. Although there are others this article will not discuss them.

Of the whip antennas there were two standard or common systems. The inset portrays the most common to World War II vehicles. This system can use up to 5 mast sections while in transit, and even more mast sections in a stationary configuration. Each mast section is approximately three feet long starting at the base with the MS-53 upward to a tip MS-49. The MS-53 sections can be stacked, all others are in diminishing sized color-coded, threaded units.

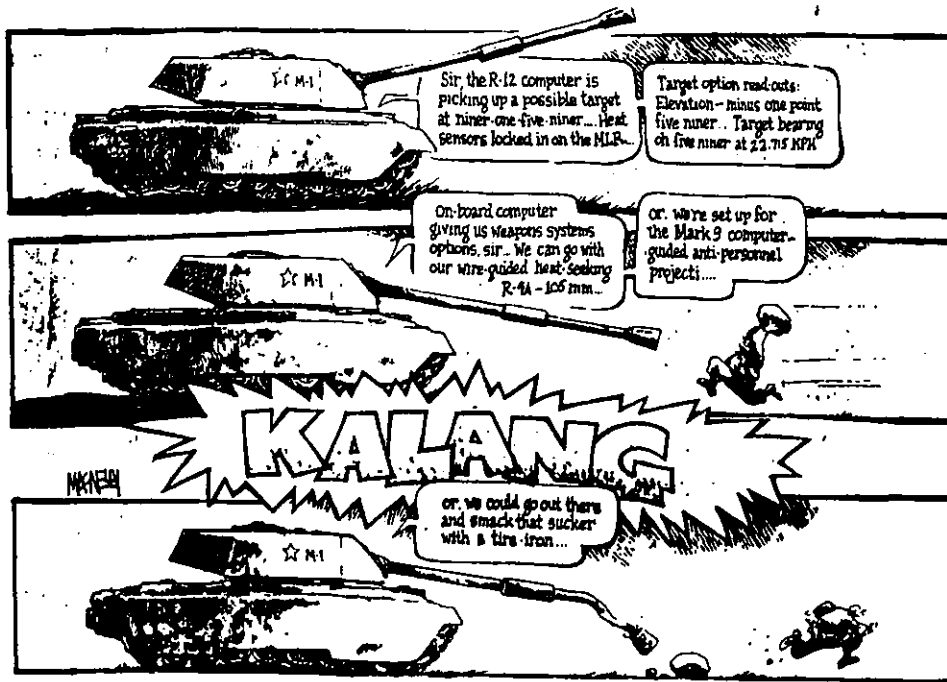
All of the mast sections start at the mast base MP-48(*). The mast base may be attached to any number of mount assemblies; the most common of which is the MP-50. Note that some other mast bases use these common mast sections and are specified for different and unique radio applications.

Another of the more common vehicular mast systems came late in World War II. The system is still in common use today. The unit is known as the AB-15 and its associated components are mast sections MS-116 (large) through MS-118 (tip). It is noteworthy that there are many variations of the AB-15 system with many different length antenna sections in order to match the radio frequency of the specified radio system.

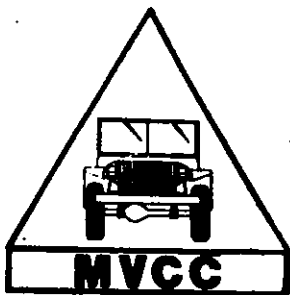
The best rule is to install your system as prescribed in the proper TM for your radio.



Vehicular Antenna Assembly



120 Summers Avenue
 Piscataway, New Jersey 08854



First Class