

Motor Pool Messenger

NORTH JERSEY CHAPTER INC.

MILITARY VEHICLE COLLECTOR'S CLUB

Volume 10 Number 9

September 1982

Editors : Harry & Marilyn Rimmer

FROM THE DRIVERS SEAT: I saw rain while driving to the Delaware Rally at the beginning of summer. It rains now, again. Hopefully this round of rains does not signal the end of summer. There are more rallies to come, so summer please stay with us a bit longer.

In retrospect, the days and the weeks since the Memorial Weekend Rally in Delaware went too fast. We had a lovely July 4th party at the Ratzburgs. If you were one of the few unfortunate ones who missed this event, I trust you had not missed our Editor's excellent "behind the desk" report of it. Then came the national convention in Kansas City. It was a lively, colorful Meet. In fact, according to those who had attended all previous ones, this was the best yet. There were the usual number of vehicles exhibited. I believe some 50, providing a good cross section of many types. The most remarkable feature was, however, the high quality restoration those vehicles represented. Of course, the flea market was a gem. From excellent to good, there was a wide selection in parts, equipment, supplies, display guns, uniforms, and books just to mention the major categories. In this case, the geographic distance played in our favor. We have seen items displayed by dealers from the Mississippi and Far West regions that one thought had disappeared years ago. There was a good crowd too. All chapters were represented, plus visitors from England, France, Australia, and New Zealand. Nevertheless, the distance to travel was the decisive factor for many who would have otherwise attended. Thus our club participation encompassed Dennis Spence, Ollie Kenen, John Vetter, the Janquittos, and myself.

Many of those who couldn't make Kansas City certainly caught up with their MVCC spirit at the Oakham Rally. I saw so many NJC members that for a moment I began wondering whose rally it was anyway. It was a good meet with varied activities such as blackout and day trailrides, cookouts, dinner-dance, vehicles judging, and flea market. The weather couldn't have been more cooperative. Especially families with kids had the best of it at the lake. What does this signal to NJC?

Well, one's first reaction is that NJC should have the same caliber rally too. Something along the lines that "if they can do it we can do better." OK. We have one planned for the September 10-12 weekend. It won't be as big as Oakham was but in the end it could be just as much fun. Those of you who attended our last membership meeting on August 9 know the many considerations that Activities have to consider. Unfortunately, as you have heard, a rally cannot fulfil everyone's wish. And there are many

CALENDAR OF EVENTS

* Saturday	Sept. 11	Fair/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	Keystone Chapter 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, Pa.
Thurs.-Sun.	Oct. 8-10	Annual Antique Car Show	Hershey, Pa.
* Monday	Oct. 11	N.J.C. Chapter Meeting	Florham Park, N.J.
* 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

Jeep Frame Reinforcement

When the goin' gets rough and your 1/4-ton jeep frame cracks and breaks around the rear spring-hangers, a little reinforcement will probably prevent a repeat performance. After Sgt. Cecil Crocker saw a bunch of his Signal Corps outfit's jeeps in North Africa limping home with broken frames, he knocked out a reinforcing plate to knock out the trouble.

You can do it, too, with the aid of the salon photographs on these pages (showing the job on a Willys).

Then, when the last bolt's in place, you'll have approximately the same sturdy frame reinforcement as the manufacturers (Willys and Ford) are now giving 1/4-tons on the assembly line. This recent production change reinforces the frame at the same points and with just about the same plates as those used by Sgt. Crocker. Looks like he started something.

Incidentally, some later-vintage jeeps have a reinforcing plate on the inside of the frame channel at the spring hanger—but they can stand this extra reinforcement, too, when the going really gets rugged.

"THAT'S ENOUGH CRACKS OUT OF YOU," SAID SGT. CROCKER TO THE REAR END OF HIS 1/4-TON

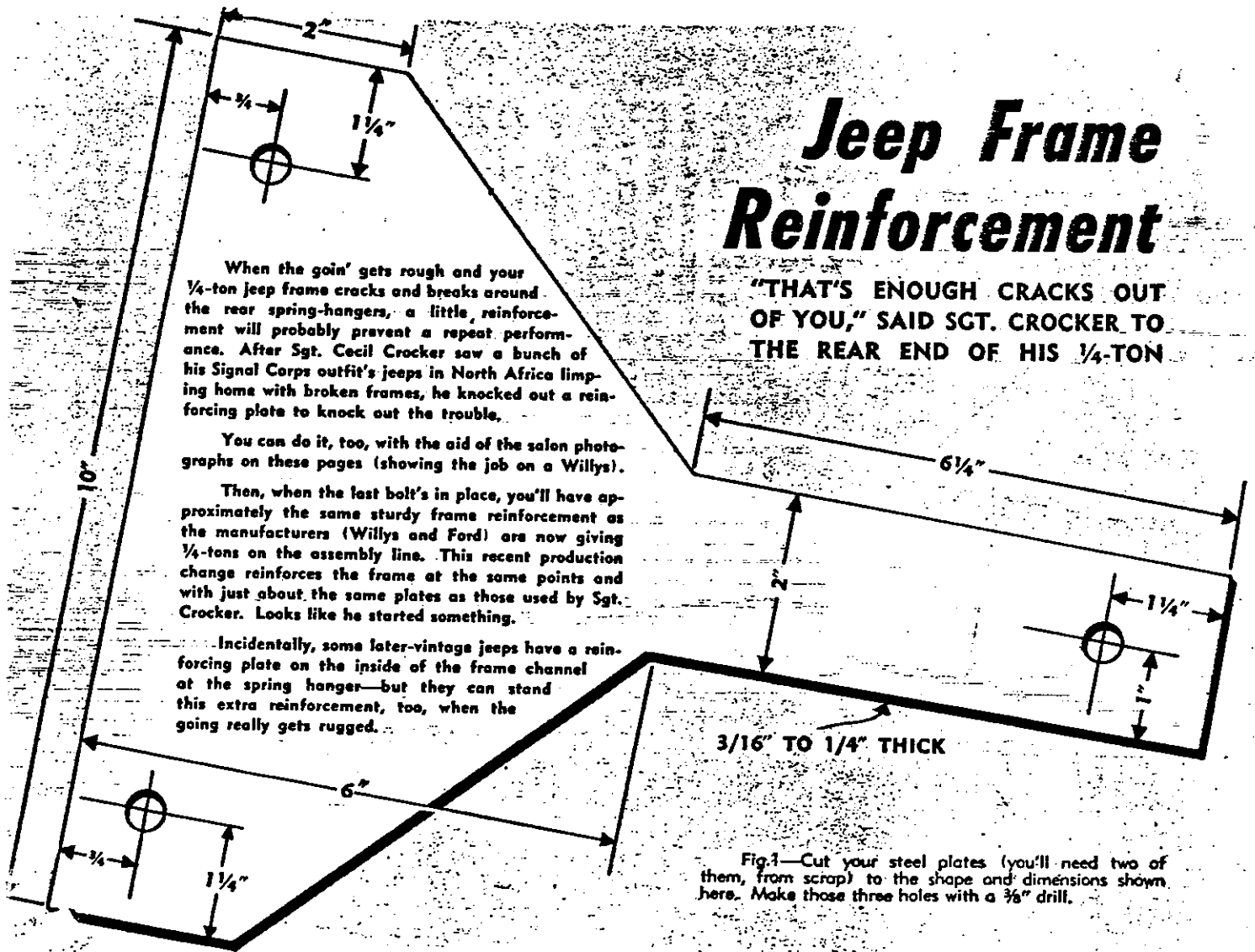


Fig.1—Cut your steel plates (you'll need two of them, from scrap) to the shape and dimensions shown here. Make those three holes with a 3/8" drill.

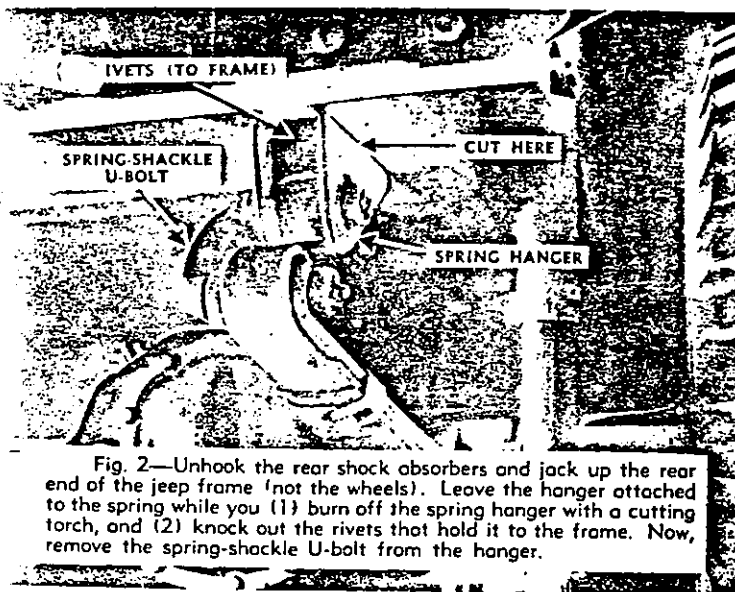


Fig. 2—Unhook the rear shock absorbers and jack up the rear end of the jeep frame (not the wheels). Leave the hanger attached to the spring while you (1) burn off the spring hanger with a cutting torch, and (2) knock out the rivets that hold it to the frame. Now, remove the spring-shackle U-bolt from the hanger.

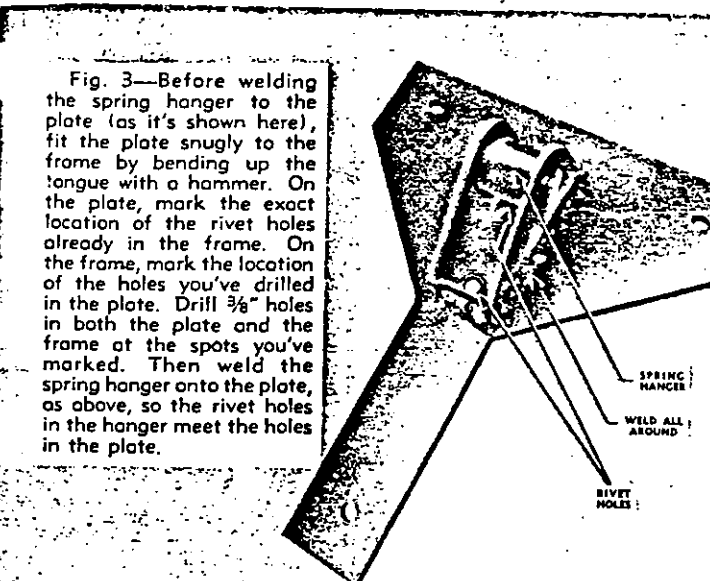


Fig. 3—Before welding the spring hanger to the plate (as it's shown here), fit the plate snugly to the frame by bending up the tongue with a hammer. On the plate, mark the exact location of the rivet holes already in the frame. On the frame, mark the location of the holes you've drilled in the plate. Drill $\frac{3}{8}$ " holes in both the plate and the frame at the spots you've marked. Then weld the spring hanger onto the plate, as above, so the rivet holes in the hanger meet the holes in the plate.

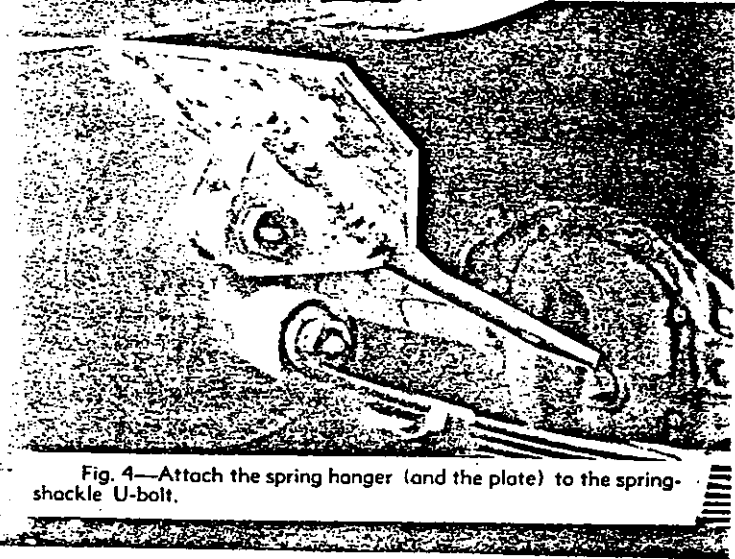


Fig. 4—Attach the spring hanger (and the plate) to the spring-shackle U-bolt.

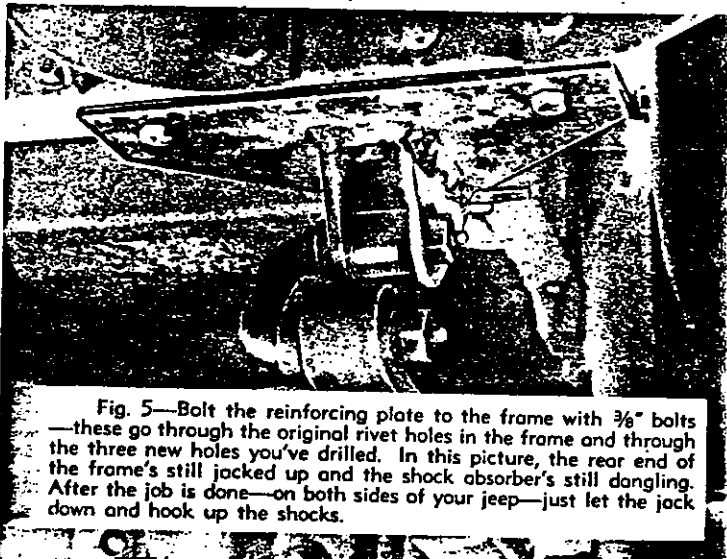


Fig. 5—Bolt the reinforcing plate to the frame with $\frac{3}{8}$ " bolts—these go through the original rivet holes in the frame and through the three new holes you've drilled. In this picture, the rear end of the frame's still jacked up and the shock absorber's still dangling. After the job is done—on both sides of your jeep—just let the jack down and hook up the shocks.

CLASSIFIED ADS

FOR SALE

M170 1954 Willys Front Line Ambulance. Restored to original condition as it would have been used and equipped. Excellent running condition with full canvas, and gas fired heater. Seen at many MVCC meets and parades. Asking \$ 4000 . Also have 1955 M170 ready for restoration with 90 % of the necessary parts. Asking \$ 1500 . Will sell both vehicles plus all the accumulated spare parts I have for \$ 5000. Contact Harry E. Rimmer, 120 Summers Avenue, Piscataway, N.J. 08854. (201) 752-8058.

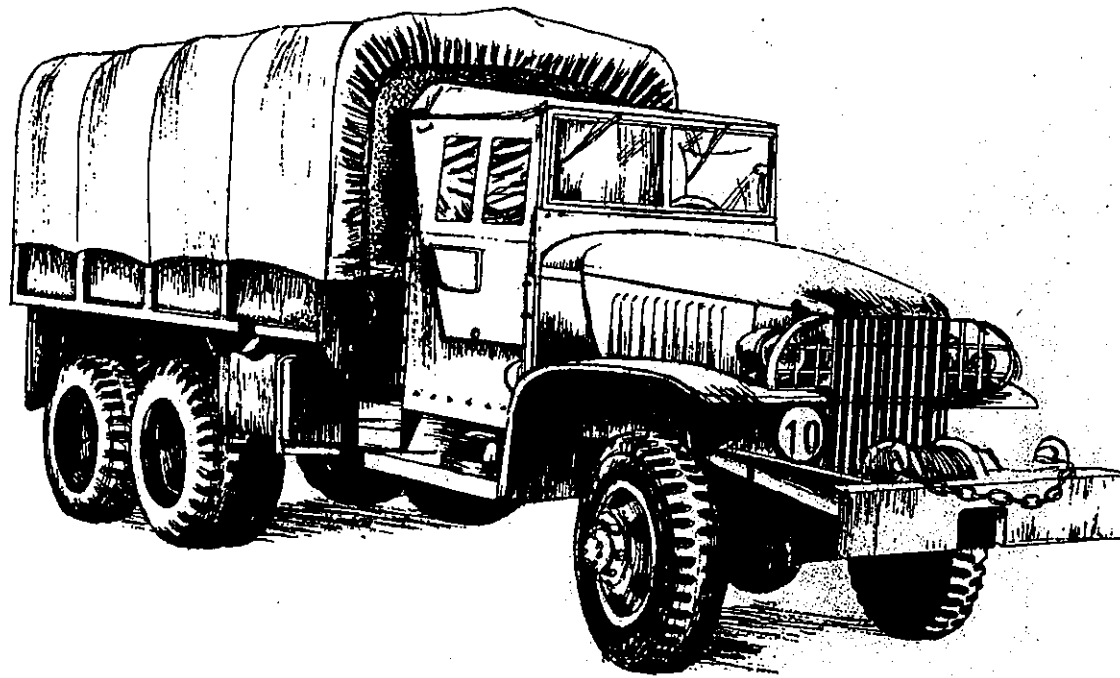
Army Medical Service Decals. New production self-adhesive decals produced to be duplicates of the originals. Used on all M-Series and late WC ambulances. \$ 5.00 each or \$8.00 per pair. Contact Harry E. Rimmer, 120 Summers Avenue, Piscataway, N.J. 08854.

M151 Top Bows. New with rods and wing bolts. Never been on a vehicle. \$ 22.00 per Set.

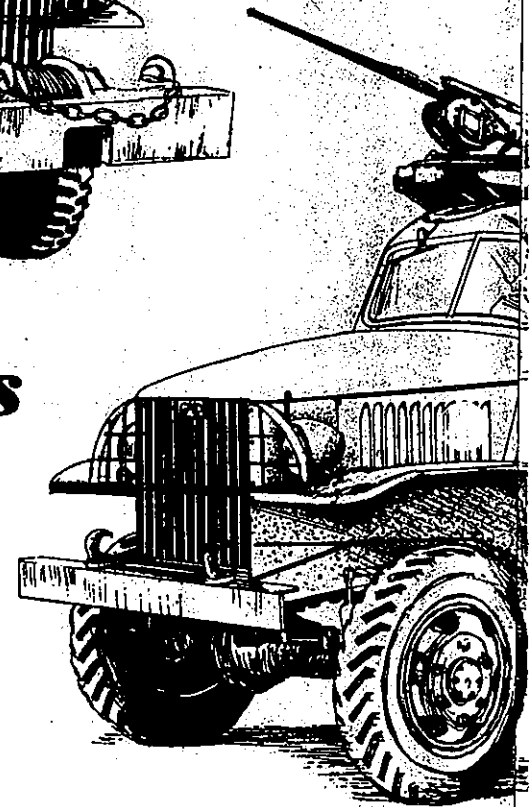
M151 Cylinder Head gaskets. \$ 4.50 ea. Overhaul gasket sets. \$35.00 ea. F.O.B. Delaware. Contact Tom Murray, Jr., P.O. Box 214, Dover, Delaware 19901. (302) 736-1790.

M151A1 1967. A good runner. Asking \$ 1995. 1941 Chevy 1½ ton Cargo. Good runner, correct paint. Asking \$1995 . M100 Trailer. All original, but some rust. \$ 225 . Contact Bob Foster, 11 Collins Street, Amesbury, Mass. 01913 . (617) 388-1733.

Manuals, Manuals, Manuals. Have large selection of manuals for MVs and Radios and Equipment. Have manuals from WWI to 1965. Send two stamps for list. Contact Don McMahon, 385 Thorpe Avenue, Meriden, Conn. 06450.



Red Ball Express



by Captain Michael W. Cannon

Small unit leaders from squad to company level tend to overlook the importance of logistics and the difficulties inherent in supplying combat units with all classes of supply. Quite often they forget the importance of supply discipline and the need to husband resources available at battalion and company level. The very real possibility of a severe degradation in the quality of support which could be available in future conflicts is not often considered when designing and conducting training exercises.

If the next war is indeed violently intense and short in duration, the role which logistics plays may be minimal. On the other hand, if the war becomes protracted and sizeable in scope, logistics will play a vital role, especially in a fluid and mobile situation. Resupply of forward units at all levels may become spotty and possibly nonexistent.

The breakout of Allied forces from Normandy and pursuit

of the German Wehrmacht was just such a mobile operation and provides us with a precedent which we can analyze. From a brief study of one of the key expedients developed to provide resupply to the advancing American armies, we can rediscover some of the harsh realities involved with keeping supplies moving.

The situation in Normandy after the breakout operations of 1 to 4 August 1944 necessitated a marked departure from the carefully conceived Overlord plan. The sudden collapse of the German military machine opened the door to a fluid situation where the initiative of subordinate commanders was of paramount importance. Tactical operations were characterized by a minimum of control and are described in the Official History of the U.S. Army as resembling a "stampede of wild horses." The orderly development of a logistical base was thus subordinated to the need to exploit the tactical and strategic situa-

FLEMINGTON FAIR / CAR SHOW N.J.C. FAMILY RALLY

SEPTEMBER 11, 1982

NEW JERSEY STATE AGRICULTURAL FAIR - FLEMINGTON, NEW JERSEY
CAMPING ! ANTIQUE & MILITARY VEHICLE SHOW ! PIG ROAST ! STATE FAIR FUN !

SCHEDULED EVENTS

FRIDAY EVENING : Arrive & camp at Bob Yards farm. Camping facilities are primitive.
SATURDAY MORNING : Arrive at fair. Enter at North Gate. Entering vehicles receive 4 free admissions and 2 bleacher tickets for midget car races. State fair activities for the family.
SATURDAY EVENING : Pig Roast and Feast at Bob Yards. Overnight camping.
SUNDAY : Classic Car Show. State Fair activities.

CAMPING, PIG ROAST, AND MILITARY VEHICLE SHOW ARE BY RESERVATION ONLY !
FILL OUT THE ATTACHED POST CARDS, CUT OFF, AND MAIL BY SEPTEMBER 1st !

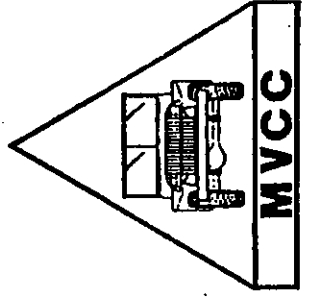
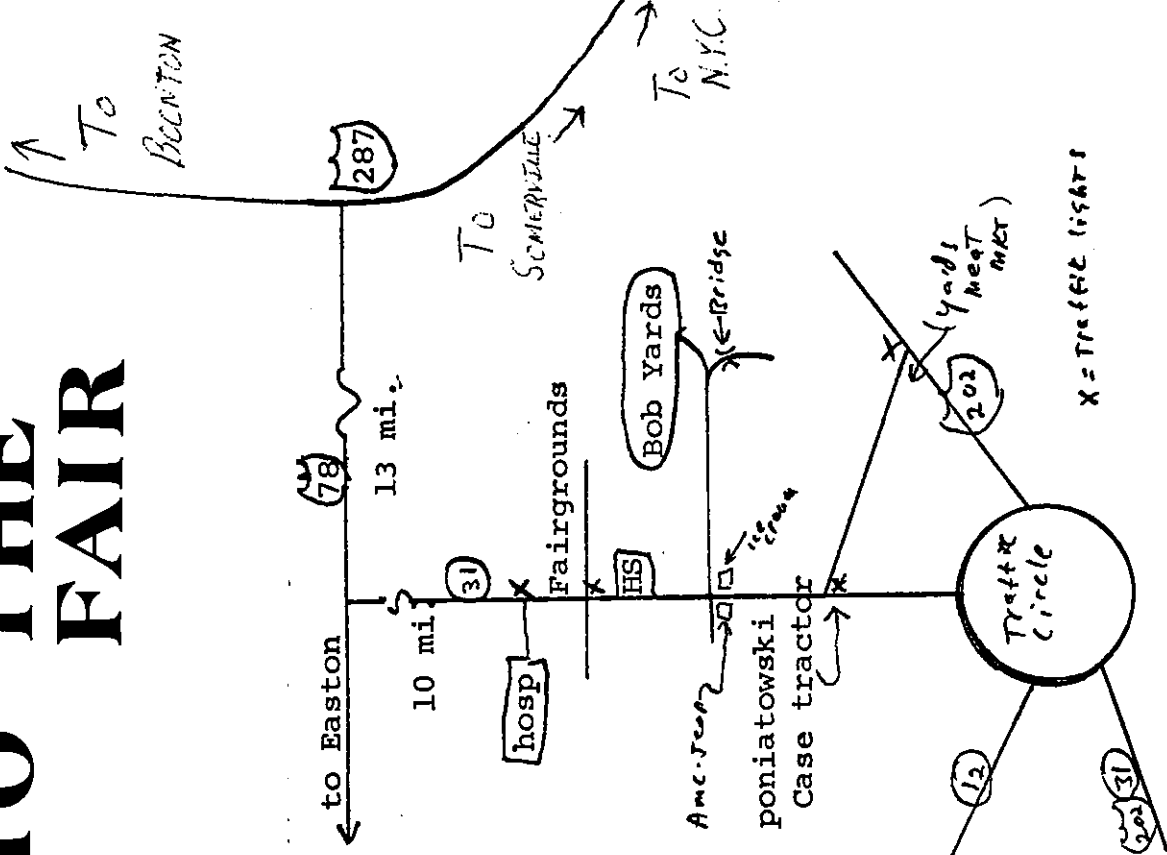
Flemington Agricultural Fair
P.O. Box 293
Flemington, New Jersey 08822

North Jersey Chapter - M.V.C.C.
P.O. Box 294
Essex Fells, New Jersey 07021

13¢

13¢

TO THE FAIR



Name of Participant _____

Street Address _____

City _____ State _____ Zip Code _____

Vehicle Make _____ Year _____

Class to be entered : I Military _____

Name _____

Street Address _____

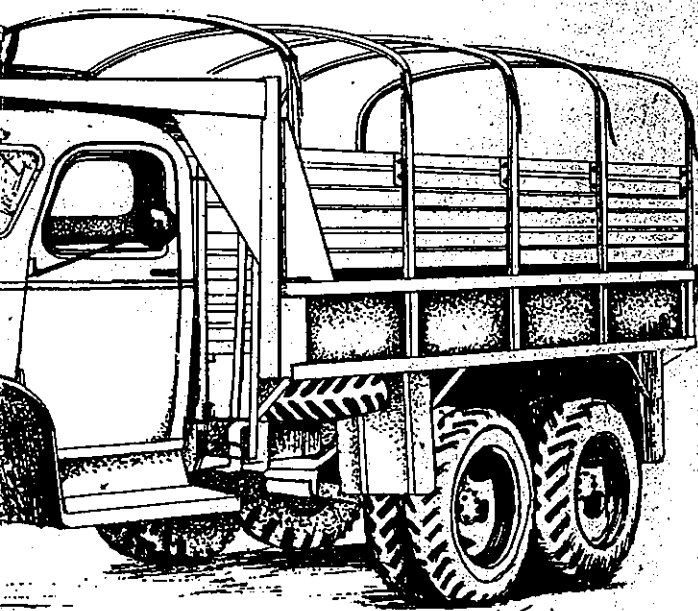
City _____ State _____ Zip Code _____

Area Code _____ Telephone Number _____

I Plan To Camp At Bob Yards Fri. _____ Sat. _____

I Plan To Attend The Saturday Picnic Only _____

Number Of People For Picnic _____



utilization of the existing French railway system to transport the majority of the tonnage. But as the Allies advanced, they found to their chagrin that air attacks and sabotage undertaken by the *Maquis*, operating under the control of the London headquarters of the French Forces of the Interior (FFI), restricted the amount of traffic that the network could be subjected to. Only a relatively small part (approximately 18,000 tons) of the desired stockage could be shipped by rail. The remaining 82,000 tons had to be transported by truck. The resulting centralization and usage of motor transport on a scale larger than invasion planners predicted came to be immortalized as "The Red Ball Express."

The operations along the Red Ball began on 25 August 1944. On this day, vehicles in 76 truck companies out of the 118 companies allocated to the resupply effort were in action. All but five companies were to ultimately be used for the hauling of supplies between the beaches and the Chartres area. Within five days of its inception, the Red Ball reached its peak operational level. On 29 August, 132 companies (approximately 5,950 vehicles) delivered 12,342 tons of supplies, a total which would not be achieved again. The first phase of the operation came to a close between 1 and 5 September. The Red Ball was then given a new lease and was expanded to include a route to Soissons (First Army Area) and Sommesous (Third Army Area) ultimately covering 686 miles along the Soissons route and 590 miles along the Sommesous route. On 13 November the Express officially ceased operation. During the next year other immediate supply operations had to be improvised, yet none approached the sheer magnitude of the Red Ball.

A hypothetically normal run on the Red Ball was supposed to have been conducted along the following lines. Vehicles were to pick up supplies at the port of Cherbourg and then to proceed to St. Lo. Here they were reorganized into convoys and dispatched from a traffic control point which was tasked with regulating the convoy movement. Ninety to 150 miles later the convoys would approach the dump areas astride the route. Either here or at the bivouac sites fresh drivers would take over for the run back to St. Lo. There the process would begin again.

As with most improvised operations, actual practice was quite different from what was planned. Convoys were often dispatched even farther east than the Chartres triangle as the armies advanced. Dumps would close down and relocate farther forward while convoys were enroute, causing drivers to have to search for a unit which would accept their loads. Both individual vehicles and entire convoys were often diverted by representatives from various divisional or army units. Coordination problems such as these plagued the Red Ball throughout its existence.

Resupply on such a scale required the marshalling of tremendous amounts of resources from every corner of Bradley's Army Group. Many combat units arriving in the theater were stripped of their transport as were units classified as nonessential (such as antiaircraft and heavy artillery).

To control effectively this gathering, several new control measures had to be adopted and enforced along the Red Ball route. All roads traversed by the line were marked with a large red ball to obviate the necessity for maps and delays caused by map reading mistakes. Traffic on these marked thoroughways was to be reserved expressly for vehicles supporting the logistic effort and was only to move in one direction. Trucks were organized into convoys which were then divided into serials.

tion as fully as possible. The requirement to supply units on a daily basis prohibited the establishment of the normal army depot system. As a result, by the end of August 1944 around 90 percent of all supplies in France lay near the invasion beaches. Between these dumps and forward army depots, often a distance of 300 miles, there were few stockpiles capable of supporting large units conducting sustained operations.

The Communications Zone (COMZ), an extension of the Services of Supply in the United Kingdom, was the organization which had been tasked with the development of the logistics base which was required to support Allied forces. As operations outpaced the supply buildup, planners began to look for solutions, however improvised they might have been. At first, the COMZ decided to place 100,000 tons of supplies (exclusive of POL) in the Chartres-La Loupe-Dreux area by the first of September. Initial plans relied heavily on the



All movement was to be conducted in these groupings at a speed not to exceed 25 miles per hour. Intervals between each vehicle were to be 60 yards and there was to be no passing. Stragglers were to get assistance from support units (maintenance units and engineers) located along the route and then rejoin other convoys carrying cargos of the same type. Halts for breaks were permitted only for 10 minutes beginning 10 minutes before every even hour. Due to the urgency of the resupply mission, the shuttle was to operate through a 24-hour period. The lack of opposition from the *Luftwaffe* and dominance of the skies by Allied air allowed convoys to proceed using full headlights. Delays caused by operating under blackout conditions were thus avoided.

These measures are only a partial listing of those which were finally incorporated into a succession of SOPs. The intent behind them was to force a structure onto a disorganized system. Not all measures were enforced with the same amount of consistency, enthusiasm, or success.

General Sir Brian Horrocks offers us a more realistic description of Red Ball operations in his book *Corps Commander*:

"Convoy after convoy of their far more powerful six-wheel lorries, endowed with far greater acceleration and much better hill-climbing capability than was possible with our smaller four-wheel Fords and Bedfords, swept past me, usually being driven by cheerful-looking Negroes with a cigar in their mouths. They seemed to be made of rubber; as often as not, one leg dangled out of the driving cab, while the other presumably operated the accelerator pedal. No such nonsense as vehicle spacing for them; they just raced flat out for their destination and, in spite of not having the vaguest idea as to where they were going, they usually, thanks to the indefatigable military police on their powerful motor bikes, got themselves to their correct destination in the end. . . ."

The Red Ball performed wonders in terms of resupplying the forward units during the pursuit. However, the debilitating effects it had on the logistic base were felt for months to come. The Red Ball ultimately extended over five rear areas which were all tasked with full responsibility for maintenance and control of specific sections of the route. The commitment of resources to this responsibility varied according to the temperament of the section commander involved. As a result, friction between the Advance Section (responsible for the transport units involved) and the various COMZs which were traversed increased considerably.

More pronounced in effect was the strain placed on the vehicles used. Continual usage with little preventive

maintenance being performed brought about a rapid deterioration of equipment and roads. Additionally, the units along the Red Ball were authorized by the Department of the Army to overload vehicles by one-half their listed capacity. As a result, the number of repairs involving major components skyrocketed, placing an additional burden on the logistic tail. An average of 100 trucks per day were withdrawn from the Red Ball and by November 15,000 had been deadlined. Just as critical as the drain on spare parts was the failure of tire repair shops to keep up with the demands of using units.

The effect the operation had on the personnel involved was not as easily quantified but was just as harmful. Continual strain and minimal supervision led to a slackening discipline and came to be accepted as the norm rather than the exception. As time progressed, soldiers of less than desirable character found that the opportunities for malingering, sabotage, and black marketing abounded. The haste involved in shipping contributed to poor documentation of shipments and sparse information on supply status. As a result, supply accountability was lost and units received items they no longer needed or less than necessary. The complications caused by the Red Ball permeated all levels of the logistic effort and many were never successfully resolved.

The Red Ball Express was a hastily improvised expedient originally conceived as only a temporary measure. It accomplished its mission, although in the process it exacted a terrible price from the logistic structure in terms of personnel hardships, disciplinary problems, and equipment deterioration. What would have been the chances of its success if the *Luftwaffe* had had air parity with the Allies? What if the supply routes had to pass through hostile territory and be subjected to the type of harassment that the *Maquis* had inflicted on the Germans? If either of these conditions had been a reality, the Red Ball effort would have been drastically reduced in effectiveness and the story of the Allied pursuit may have had quite a different ending.

Supply in peacetime is at times somewhat tenuous. In wartime excesses become even more exaggerated. In an extremely mobile situation as experienced in 1944 or in the face of a determined air threat, resupply may become nonexistent or only partially effective. Those who suffer from it most will be those at the battalion and company level who form the cutting edge. If supply discipline is not emphasized and enforced now, the result in wartime may be disastrous.

The Preceding Article
Was Published In The
May/June 1980 Edition
Of ARMOR MAGAZINE

and diverse as to time, place, coop or not with other groups, to be secluded, just to mention the big guns. The discussion of these ideas in the framework of the Flemington rally dominated the meeting. Your comments were all good. Our next step is to put Flemington and future, if any, NJC rallies into perspective. But first and last, let me recap what this rally is going to be and not going to be. Then, I'd like to close with a few thoughts on future rallies to consider.

Our upcoming Flemington Rally is not going to be one like Jess Hackenberg's on top of his mountain, or Kim Packard's at his lake. We are going to coop with the Flemington Fair, the Flemington Midget Car Racing, and the Flemington Antique Car Show. We are going to be secluded as far as setting up our campground at Bob Yard's place (about 1½ mil from the Fair), where we also going to have Saturday evening's gala cookout with Bob's pig-roast as the piece d'resistance of the evening. Our flea market will be at the Fair, next to our vehicle display. The Fair will do the vehicle judging and will take care of the trophies. Now the question, why couldn't we pick a "scenic" spot and go one hundred percent secluded?

True, but let's look at it this way. If the mountain has been taken by Moses (Jess Hackenberg), and the lake by John the Babtist (Kim Packard) what's left for us? After all these "scenic," "secluded" spots what's wrong with mingling with the crowd at the Fair? Instead of looking for what's not there, why don't we recognize what is there. To remind you, this is going to be our third time at Flemington. The first one, three years ago, was the largest and the best. Why? Because we believed in it and made it. We had people from New England, Upstate New York, Pennsylvania, South Jersey, and Washington area. Everybody loved the Rally and thought that the Midget Car Race events were super. That time there was no Fair and we missed it. This time we can have them all. Again, it's up to us. Now, on future rallies.

It would be nice to have a special club weekend rally at a level that would attract the entire Region. Such an event would not only be fun but would strengthen the Club's spirit. We certainly can do it. However, nobody says we must do it. Again it is up to us. Let this Flemington Rally be the decisive factor as to whether we want to go back there again, go elsewhere, or scrap the event entirely. As I said, it is up to us.



"Hello, Mom, I got the job."

Sunday, May 23, 1982

Philadelphia Inquirer 5-C

Fishing for warplanes in lake bottom

By Charles Chamberlain
Associated Press

CHICAGO — The Navy has given a private group permission to begin recovering a "gold mine" of preserved warplanes from the bottom of Lake Michigan no more than 30 miles from Chicago's shoreline.

"It will be sort of an Easter-egg hunt down there and will have the intrigue of an Andrea Doria sort of thing," said James T. Byron, director of the USS Yorktown CV-10 Association, referring to the Italian ocean liner that collided with a Swedish liner and sank off the Atlantic Coast in 1956.

The planes were ditched during World War II by fledging pilots on training flights from the Glenview Naval Station, north of Chicago, when the pilots ran out of fuel, missed practice carrier landings or encountered emergencies, the Navy said.

"As many as 100 or so planes were lost, and perhaps half of them are still in good condition and some in mint condition, sitting on the bottom [of the lake] with their landing gear down," Byron said.

They are well preserved in the cold, fresh water, and their locations were logged and have been obtained from archives, he said.

Bryan said salvage operations will begin soon with 20 scuba-diving clubs, involving 100 divers, volunteering their services. The association will provide oxygen for their tanks and fuel for their boats.

It is possible that several can be raised during the summer, he said.

Vice Adm. James H. Flatley Jr., commanding officer of the Great Lakes Naval Training Station, said the planes are "precious assets of the U.S. Navy and always will be."

When they are raised and restored they will go only to Navy-approved museums, such as the aircraft carrier Yorktown, which is moored at Charleston, S.C.

"Only one World War II plane — a TBM Avenger — is aboard her, and we would like to get four other type of planes for her," said Bryan. "There are only four SBD Dauntless Dive Bombers in the country. But 11 have been spotted in the lake.

"Six F4F Grumman Wildcats are down there, and the only one in the country is at the Quantico Air Marine Museum. [Edward "Butch"] O'Hare became an ace in a Grumman Wildcat, and the Navy would like one of them put in the lobby of Chicago's O'Hare Airport."

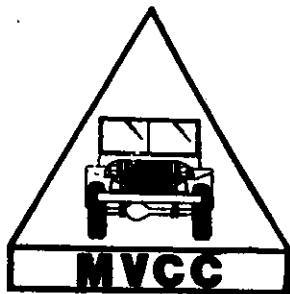
Bryan said 12 TBF Grumman Avengers are in the lake and are the only ones known to be in existence. They differ from TBM Avengers, which were produced by General Motors Corp., he said.

Also on the lake bottom, according to Navy records, are three F6F Hellcat fighters.

Amateur divers began reporting finding preserved wrecks of World War II planes not far off the Chicago lakefront two years ago.

Some arranged for the salvage of an Avenger, said Harry Zych, a professional diver, but when it was brought up sections broke off. The wreckage was taken to the Glenview station and is still there.

120 Summers Avenue
Piscataway, New Jersey 08854



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