



# MOTOR POOL MESSENGER

MILITARY TRANSPORT ASSOCIATION OF NORTH JERSEY  
January/February 1988 .....Volume 16, Number 1  
Editor: Dennis R. Spence (201) 743-1851

## Coming Events

- February 8, Monday - MTA monthly membership meeting, Florham Park, N.J.
- February 13-14 - Forks/Delaware gun show, Allentown, Pa.
- February 11-13 - AACA annual meeting, Philadelphia, Pa.
- March 5-6 - NEC indoor MV flea market, Holliston, Mass. Info: 617-429-5836
- March 14, Monday - MTA membership meeting
- March 19, 20 - new Allentown, Pa. Militaria and gun show. Info: 717-595-9012
- March 26, Saturday - MTA theme dance, Singac, N.J. Info: 201-887-0771
- April 8-9, Friday, Saturday - NJHMA model show/market, Sheraton Hotel, Woodbridge (Route One), N.J. Info: 201-785-9505. One of the largest military modelling shows in Eastern U.S.
- April 11, Monday - MTA membership meeting
- April 16, Saturday - Meadowlands Militaria Show, Boys Club, Union, N.J. Info: 201-939-4342
- April 17, Sunday - MTA work party at East Coast Fall M.V. Rally site, Stillwater, N.J. Info: 201-785-2092
- April 30, May 1 - Sat., Sun., - Southington military show, Conn. Info: 203-621-0010
- May 13-15 - East Coast Spring M.V. Rally, Aberdeen, Maryland.

NOTE: The dates of the FALL East Coast M.V. Rally are September 9-10-11, 1988, and the site is Stillwater, N.J. in the scenic Kittatinny Mountains.

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CONGRATULATIONS to the following who brought MVs to ALL parades in 1987:

Al Axelrad  
Harold Ratzburg

Congratulations also to those : half or more of the parades in 1987

Franz Arzt	Frank Nasto
John Boyle	Scott Thompson
Bob Hauck	Tom Weaver

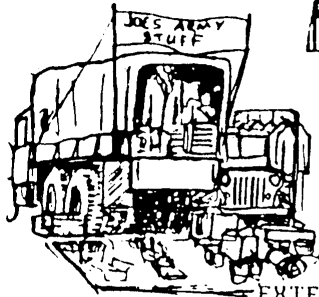
DUES ARE DUE FOR 1988: Still only \$10 - best value around:

Nomination Committee's recommended slate of officers for 1988:

Pres: Lou Sliazis, VP: Keith Adams, Sec.: Gary Schultz, Treas.: Peter Berendsen.  
Other nominations still possible - phone Harold Ratzburg, 887-2574



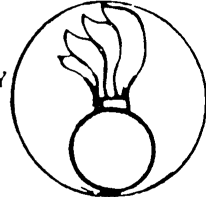
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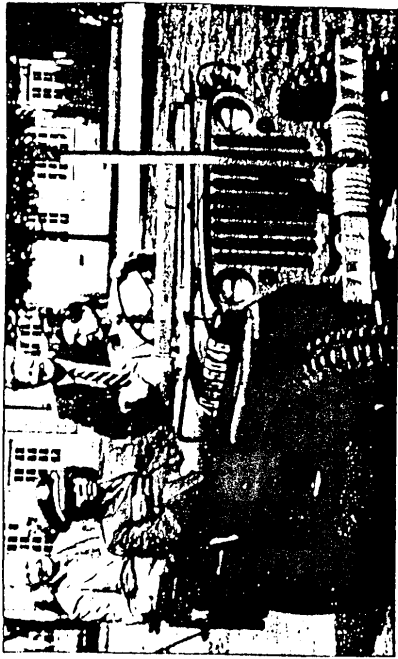
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# Search ends for the 'right' Jeep for display

On November 6, the Henry Ford Museum in Dearborn will officially open a large new historical display.



From left: Former AMC Chairman Roy D. Chapman, Jr.; Major General Arthur Holmes; President — the Edison Institute Dr. Harold Skramstad; Manager—Facilities Engineering Richard Donna.

"The Automobile in American Life." American Motors has made a significant contribution to the exhibit. In a nostalgic ceremony on July 14, AMC presented Dr. Harold J. Skramstad, President of the Edison Institute, with a much-traveled WWII combat Jeep manufactured by Willys-Overland for the U.S. and allied armed forces during World War II.

It might seem that the search for the "right" Jeep for the Museum would be "routine"—that this most familiar of ALL war-time vehicles would be readily available, and in nearly displayable

condition. That was not the case.

AMC began its search for the historic Jeep in June of 1986. By Novem-

ber, they located a Jeep and were ready to purchase it for subsequent donation to the Museum. Richard F. Donna, Manager of Facilities Engineering in Detroit was talking with the purchasing agent handling the Jeep's purchase on a totally different matter. Donna is a confessed "Jeep nut"—has been one for many years. As both an owner and a restorer, his knowledge of WWII Jeeps convinced him that the vehicle AMC was about to buy was not historically authentic. Whether he volunteered or was drafted is unclear, but Donna became the AMC detective in

charge of finding the right Jeep. Using his spare time squeezed between regular projects, Donna investigated Jeep leads all over the country. Interestingly, the greatest concentration of candidate vehicles surfaced in the Michigan and Ohio areas. By April of this year, with no luck and time running short, Donna shared his frustration with Greenfield Village. They had a new lead. Joseph Taylor, of Farmington, Michigan had a Jeep and of all things, he was an AMC employee. Following several examinations, verifications and test-drives... Taylor's Jeep was proclaimed the right Jeep.

Based on its serial number, and U.S. government contract records, Jeep MB 20275833 probably first emerged from Willys-Overland's Toledo factory late in 1943. It very likely was shipped to England in support of the Allied buildup of men and material prior to D-Day, June 6, 1944. After surviving the war, the Jeep was sent to the 7845th Ordnance Maintenance Group in Europe. From there, the Jeep went to Daimler-Benz A. G. where it emerged in August, 1949, totally overhauled and ready for reassignment.

## A video -- and Iacocca

THE ACADEMY Award-winning movie "Platoon" will be opening at a video store near you beginning Oct. 14. But first, a few words from Chrysler Corp. Chairman Lee Iacocca.

A 45-second spot at the start of the video shows Iacocca standing beside a war-torn Jeep, delivering a compassionate speech about the sacrifices of young American soldiers. He closes by saying Chrysler hopes "to never have to make a Jeep for war again."

Norway was the next home for the quarter-ton 20275833. For 35 years the Jeep served the Norwegians and NATO forces. In 1985, it appeared as an entry on a Norwegian surplus lot. Taylor bid on it and won. A Norwegian distributor arranged for shipment and MB 20275833 was on its way back home. Ironically the Jeep's new home was within 60 miles of where it first saw the light of day over 40 years before.

Recently, after some minor facelifting and detailing, MB 20275833 was used in some Chrysler ads with Chrysler Chairman Lee A. Iacocca. The Jeep also appeared at the press conference when AMC was welcomed into the Chrysler family.

Soon, it will take its rightful place in the Museum's new serpentine exhibit, "The Automobile in American Life." It is one of 335,531 MB series Jeeps built during World War II. It's had a long, hard, productive journey. If the Jeep could talk, it might modestly tell us that it would still like to be working. It would probably add, "But, it's a great honor to be the symbol of all WWII Jeeps and yes, it's nice to be home!"

Chrysler is calling the spot a "tribute" rather than a commercial. "For many servicemen, his Jeep was his friend," said a company official. "This is a memorial to that friend." As part of the gesture, Chrysler has pledged a \$100,000 donation to veterans' groups in the name of "Platoon" director Oliver Stone.

## AUCTION IN NEW JERSEY: MAHALCHIK'S

by Steve Keith, Merrimack Valley M.V.  
New Hampshire

Four members from the MVMVC attended the auction at John Mahalchik's junk yard in New Jersey in October, John Simeone, Ed Girroir, Sid Greenleaf and Steve Keith. It was a lonnng ride down, about six hours. According to the auctioneer, more than 2,000 people invested \$10 each to view and possibly bid on the vast and varied merchandise. Among the items were 3 - M20 Armoured Cars, a DUKW, CCKW, CCKW fire truck (rare), 2 - 1.5 ton WWII Chevy 4x4 cargo trucks, 4 - WWII Chevy 4x4 Radio trucks (rare), Jeep bodies, some miled commercial Ford and International tractor trailers, M5 bomb trailers, 1 ton cargo trailers, 32 - WWII Ford, Chevy, and Plymouth Staff Cars, and tons of mil surplus. Many items were in bad shape. Most of the staff cars had only partial floors and many went for \$25 if that. The M20's on the other hand went for \$8,000, \$8,5000 and \$10,000. The Jeep bodies went for \$35. Ed Girroir said that there were \$300 worth of trinket parts on them. Competition for the Chevy trucks, especially the Radio trucks was fierce. I came away with a WWII 1.5 ton Chevy 4x4 with 3,200 miles on it and virtually complete, unmodified, and unbeat for \$425. I also picked up 6 CCKW wooden cargo bodies for the metal parts (used a chainsaw to take them apart). From the MVMVC, I was the only one to buy something (do they know something I don't)?

Buying the truck was easy, getting it 350 miles home is something else! A quick trip home (another 6 hours) while trying to think of everything you could possibly need. Arrived home about 11 PM, packed everything the next day, Sunday, and headed out again Sunday night at 11:30 PM.

First task in the morning down there was to rent a truck. First you must find someplace to rent one. Don't ever try to find a phone book at a telephone booth in south Jersey, they don't exist. Finally found directions to a truck rental place by Fort Dix. Four hundred dollars later, the 28 foot GMC was following me to where my new toy was.

The yard itself felt like it was about one foot above sea level. The ground felt very soft giving the impression that life preservers should be issued in case of rain.

Of course the Chevy I bought had sunk into the ground up to the bottom of the rims. While I disconnected the drive shafts, my friend Earl Strandell jacked the front up and put planks under the wheels. We towed it around the yard till all the wheels decided to roll freely. Next we had to remove all the wheels so that we could run it into the rental truck on its brake drums. More fun, all the local car hauler trucks were either tied up (at the yard) or broken. So we found a fleabag motel and stayed overnight. Next morning we got an early (late for me) start at 8 AM. The car hauler arrived and the Chevy loaded quickly, rolling on the brake drums riding on 2 by 4's. Next we backed the two trucks together and started to load the Chevy. We had concerns about the width, one inch clearance on each side. The height was thought to be OK, it was not! The cab would miss going in thru the door by about one inch. Lowering the ramp truck to lower the rear end of the Chevy got it in. We pushed it all the way forward in the rental truck, blocked it and nailed it to the floor. Next stop, the 6 wooden cargo bodies I bought. Amazing, after 40 some odd years all but 2 of the 100+ bolts came right out and did not break! Earl did some fancy cutting with his chain saw. By the time we came to the third body, we could take them apart in about 10 minutes. Loading

them was something else. I don't think they saved any weight by using wood bodies. As time went on, we cut them into smaller and smaller parts. Just before we left I stepped on a 40 year old rusty nail in the middle of a field where 2 ponies had roamed for years. Just great.

We left at 6:30 PM and headed for NYC. I would like to meet the guy that decided that all truck traffic coming up the east coast MUST go thru NYC. It was pouring rain most of the way home. A wrong turn in NYC gave us a guided tour of the south coast of Connecticut. We stopped at a rest area on Rte 91 for about an hour. A 6 hour ride after a full day of loading truck and cargo bodies was a bit much. Three times on the way home I saw words that made my heart beat a little slower; "Weigh Station Closed." We must have been overloaded. A 7,800 pound truck in the back with hundreds of pounds of cargo bodies in an 18,000 pound GVW truck, must be overloaded.

We found home at 3:30 AM Wednesday. Five hours sleep and it was off again to unload hundreds of pounds of now almost gridlocked cargo body parts. I can't tell how hard it was to unload the Chevy truck - I wasn't there! Due to the nail wound, I thought it might be a good idea to get a tetaneous shot. When I left to get it, Earl and Ed Giroir had the truck down by the rear door of the rental truck. When I got back, the truck was on the ground. We proceeded to put the tires back on it, not without incident though. On the last set of wheels, the truck fell off of the jack. The cargo body hit me in the head (can't hurt me there) and knocked me over backwards.

So much for phase one of the Chevy 4x4 odyssey. My thanks to Earl Strandell and Ed Giroir for their help.

## No, My Name Is Not "Earl Scheib"

By Rick Stagner

If you have spent a lot of time, sweat, and last but not least, money on the restoration of your vehicle and would like to paint it OD 34087 flat, you're in luck. Through trial and error, and after several bouts with surplus OD 34087, some good and some not-so-good (let the buyer beware), I have found a good, reliable flat OD 34087. With the help of the Sherwin-Williams Automotive Division, I have come up with an acrylic enamel 34087.

The paint is excellent, to say the least, and it wears much better than the original. And matching it up in case a touch-up is needed is a snap. Ask Joe Hathaway; both his M-20 and WC-56 are painted with it.

Take the following paint formula to your Sherwin-Williams paint dealer and tell him to mix it exactly as specified. It DOES NOT make a full gallon, only about 3 1/2 quarts and costs about \$32.00; but believe me, it is worth that much to know your paint will dry and match if touch up is ever needed.

FORMULA by weight:

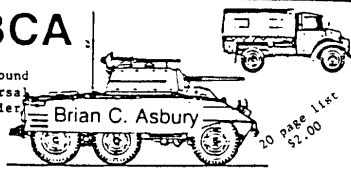
MIX COLOR	QUART	GALLON
F 5 I 70	7.2	28.8
F 5 Y 87	47.8	191.2
F 5 W 80	112.0	448.0
F 5 B 81	217.7	870.80
V 6 V 175	262.7	1050.8
F 5 N 76	325.0	1300.0
T 1 F 270	725.0	2900.0
F 5 E 86	731.7	2926.80

When you get your paint home and are ready to paint, prep as follows. The vehicle need not be primed, just make sure no bare metal is showing; spot priming is fine. When it is time to paint, make sure the paint is well mixed and strained. DO NOT REDUCE the paint; the flattening agent in the paint took care of that. Set the regulator at 40 to 45 PSI. If you have a dryer, use it. Now, taking your time, put down smooth even coats that overlap 50%. Follow this guideline and your paint will be dry to the touch in about 30 minutes; but, wait about 6 hours, minimum, before you try to unmask it. If you can wait 24 hours, that would be ideal, as the longer the paint cures the better.

When you are finished you'll have a paint job that looks good and wears good. Have fun and GOOD LUCK!

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# drms **WORLD**

Volume XV No.  
August 1987

DEFENSE REUTILIZATION AND MARKETING SERVICE—HEADQUARTERS BATTLE CREEK, MI

## M-151 jeeps dismantled at DRMO Mechanicsburg



(Photos by Victor Haagen, DRMR Columbus)

Scrapyard workers at DRMO Mechanicsburg, Pa., are kept busy dismantling M-151 jeeps, a model which the Department of Transportation has declared unsafe for high-speed use on paved highways. Workers remove usable parts from the vehicles, including steering mechanisms, fuel tanks, engines, tires and rims and windshields, prior to reducing the jeep bodies to scrap. Complete M-151 jeeps are *never* offered for sale; they are always dismantled and sold as scrap metal.

At right, Robert Miller, forklift operator, DRMO Mechanicsburg, removes usable parts from an M-151 jeep.



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## *Fake Guns to Face Fines*

Senator Bubba said today that legislation making it a crime to own an imitation firearm "should be given the legislature's immediate attention when we resume sessions this fall because these guns are a threat to citizens and law enforcement officials."

The Senate Law and Public Safety Committee recently released unanimously a bill sponsored by Senator Joseph Bubba, R-Passaic, that calls for up to 18 months imprisonment and a \$7,500 fine for possessing exact replica toy guns.

"There have been numerous incidents thought the country where people have lost their lives because of these fake weapons," Senator Bubba said. "In Los Angeles, a police officer responding to a call entered an apartment and saw the shadow of someone with a gun. He fired. The victim was a five year old boy."

"Right here in New Jersey earlier this month, a man carrying a 'fake' Uzi machine gun came into the Morris County Courthouse. Two sheriff's officers started to go for their guns when the man pulled the trigger and shot water at them. The officers later reported they were ready to shoot."

"Realistic fake guns are given away as prizes at the Seaside Heights boardwalk. This practice led to trouble at the shore following the Memorial Day weekend when groups of youngsters, who had won the guns, started to threaten passing

motorists with them. The motorists had no idea the weapons were fake and neither did police officers in the vicinity. Police officers subsequently confiscated more than 100 fake guns.

"New Jersey has been fortunate in that we have only one documented case where a fake gun was responsible for a death. However, this is one case too many as far as I'm concerned. In 1980, 20 year old David Anderson walked into a New Brunswick jewelry store with an imitation Luger pistol. The owner of the store, 68 year old Frank Farkas, whose wife had been beaten in a previous robbery, pulled out his real .32 caliber gun. He shot Anderson in the hip. Anderson died as a result of his injuries."

Senator Bubba said, "Law enforcement officials from throughout the state are rallying in support of this bill. They don't want any more tragedies. They believe, and justifiably so, that they have enough to contend with concerning real guns and real criminals. They don't need youngsters or anyone else brandishing fake weapons."

"Officers are trained to react quickly. They must save their lives and the lives of others. You can't tell these fake weapons from the real ones. Tragedy can be the result when a youngster jokingly points a fake gun at a police officer or anyone else."

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MAHALCHIK'S

## Hobbyists, Junkmen Fight Bidding Battle

Old car hobbyists fought it out with scrap metal dealers to see who would take home items from the "collection" of John Mahalchik. The Burlington County, New Jersey man, who passed away recently, lived in a metal teepee on the 41-acre tract where an estate auction was held last month.

Mahalchik's holdings included a ghostly looking, white-painted locomotive, aircraft fuselages, school and military buses, house trailers, farm tractors and military equipment.

Several years ago, *Old Cars Weekly* visited the site, off Route 206, south of the Columbus Farmer's Market. On view, behind a barb-wire-topped fence, were cars of the '20s with military markings and all varieties of dilapidated machinery. Attempts to enter the grounds near the metal teepee (surrounded by a herd of Shetland ponies) proved fruitless.

One local newspaper described Mahalchik as an "eccentric" and said the auction was arranged by his sons John

and Allen, who spent months cleaning up the property, following their father's death last summer.

Bids for various items ranged from a few dollars each for dozens of automobile hulks to \$8,000 that Rick Ropkey paid to take home a World War II armored military vehicle.

More than 1,000 people attended the auction, in which all the goodies passed to the highest bidders, whether they were serious collectors or salvage yard owners.

Old Cars Weekly, Dec. 10, 1987

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## Classified Advertising

FOR SALE: Taken off M151 series vehicles. Shovels @\$13.00 ea. Axes @\$15.00 ea. T. W. Murray, Jr., PO Box 214, Dover, DE 19903. 302/736-1790.

FOR SALE: Good, used vinyl seat cushions for M151's. Backs and bottoms @\$20.00 per cushion. T. W. Murray, Jr. P. O. Box 214, Dover, DE 19903.

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