You'zll Come

MTA Xmas Party

Place: Pistillis Pizza Resturant 155 Morristown Road (Route 202) Bernardsville N.J. Tel # 766-2393

Time: Sun. Dec 9 6:00 PM

Ite the MTA Xmas party for all members and their families

The club buys all the pizza you can est and the soda you can drink. For Alcoholic beverages you are on your own.

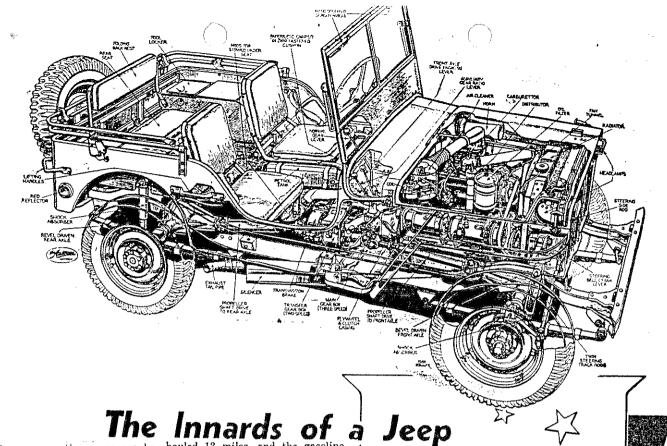
Take notice please - we are discussing the idea of the MTA hosting a military vehicle rally at Bob Hauck's murenous

BERNARDSVILLE Zinc Mine in Stirling NJ on Sept 13, 14 + 15, 1991. We need input from all the troops

the Jan meeting (No politicing at the Xmas party). For Sale - 1945 GMC CCKW 353 HI Dump Truck, runs great Reduced to \$5500, Will trade. Call Steve (801) 764-8752 For Sale - 1942 Cheuy Ita ton panel (Radio truck) No Rot, runs great, \$5500, will trade - Call Steve (901) 764-8752 Wanted - WWII US Tankers Helmets clothing etc -what have you? Cell Steve (201) 764-8752 Wanted - Restorable CJ-2A - Tom Hauck, 748-6412 For Sale - 1952 M38-AI V4 ton, Good condition Cell John Albel at (201) 543-6468 Wanted - Parts or sources for parts for Clark

Airborne Bulldozer-Call Doug Stober 543-9355 For Sale- 1942 by ton 4x4 truck- needs

work - Restorable 1800. Cell A.H. Axelrod at (201) 884-0051 after 1900 hours any evening.



O many wartime uses are be- hauled 13 miles, and the gasoline 4 x 4 truck popularly known as 1 gal. the jeep that, although small in size. this tough military vehicle seems to have assured a place for itself after the war.

In exploring its peacetime possibilities, tests conducted by the United States Department of Agriculture at the Tillage Machinery Laboratory at Auburn, Ala., have proved it to be "highly useful in plowing, harrowing and other field work," according to R. B. Gray, head of the department's Farm Equipment and Research Division. Pulling a 16-in. plow, a jeep cut a 7-in, furrow in an acre of cotton bottom land in 1.72 hours, during which time the jeep consumed 2.32 The drawbar gal, of gasoline. horsepower was 8.51, the drawbar pull 862 lb., and the speed 3.7 m.p.h. In another experiment, when tested with the bureau's dynamometerwhich is used to determine the drafts of plows in various soilsthis 1/4-ton truck with its fourwheel drive pulled 1300 lb. without wheel slippage.

Encouraging results also are being obtained in preparing the soil on a farm near Toledo, O. In discing 20 acres with the field so muddy that chains were required on all four wheels, the job was accomplished on 20 gal, of gasoline. During another experiment, working a 20-acre field with a 16-disc (threehorse) drill required 10 gal, of gasoline. In previous years the consumption of a heavy tractor on this same job was 66 gallons. The practicability of the jeep was further demonstrated when a 1700-lb. wagon loaded with 4500 lb. of corn was

ing found for the Army 1/4-ton consumption for the round trip was

Tests so far indicate the future of jeeps is in the rural districtson the farms, at lumber camps, quarries, mining operations, etc. However, the small-diameter wheels would limit their use for cultivating crops such as corn.

This truck, which was developed by Willys-Overland in conjunction with Army engineers, now is in volume production at the Toledo plant of Willys-Overland and the River Rouge plant of the Ford Motor Co. Although much of the design is conventional, it has a number of interesting engineering features, the most outstanding of which is the four-wheel drive, which with mud-type tires accounts for its remarkable traction. As a driving and steering unit, the front-axle-shaft assemblies include universal joints, which are enclosed in the steeringknuckle housings. Regular universaljoint equipment consists of either the Rzeppa, Bendix or Tructa constantvelocity types. The conventional-type differential, parts for which are interchangeable with those of the rear axle, is mounted in a housing similar to that of the rear axle. On the front axle housing provision is made for mounting the steering knuckles. Like the rear axle, the front axle is of the full-floating type and has hypoid drive gears. The axle shafts and universal-joint assemblies can be removed without dismantling the steering knuckles.

In combination with the transmission, the transfer case provides six speeds forward and two speeds in reverse. The transmission, which is the conventional three-speed type with synchronized second and high gears, has its gearshift lever in the floor. Next to it at the right is the transfercase lever that controls a dog clutch for engaging or disengaging the front drive. The third lever on the right selects the low and high auxiliary gear ratios in the transfer case, and there is also a neutral position for disengaging the axles when using a power takeoff. The maximum permissible road speeds in the different gear positions are 65 m.p.h. in the high range and 33 m.p.h. with the transfer case in the low range.

Army's famous general-purpose car

incorporates a number of features

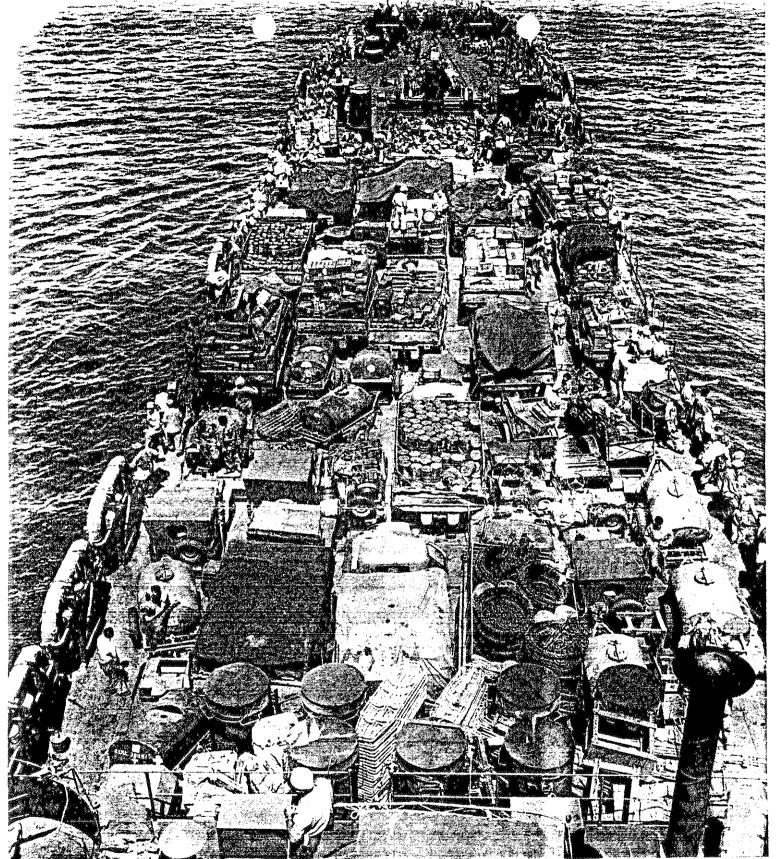
that fit it for many post-war uses

Incorporated in the jeep chassis are a number of the basic units of Willys standard commercial vehicles, including the 60 hp. engine and the clutch. To meet military requirements, there were added such items as an oil-bath air cleaner, fuel and oil filters, a crankcase ventilating system, and rust-proofed valve springs. Resistortype suppressors, together with bonding and shielding, are used in the ignition system to prevent interference with radio communication. Filters are installed in several of the electrical circuits for the same purpose. Skid plates are provided under the power plant and transmission for sliding over rocks and rough ground.



from the June 1943 issue of MOTOR AGE for automotive servicemen.

submitted by Lucas Willink



MADINES CROWD RALL OF LANDING SHIP AS IT APPROACHES NEW BRITAIN SHORE. TRUCKS LOADED WITH EQUIPMENT AND SUPPLIES ARE READY TO DISEMBARK IMMEDIATES

LST'S LOAD

Detail of an invasion jams deck of ship bound for Cape Gloucester The hugeness of this war is obvious, but it is still a staggering fact. Show in picture above is a small sample of the war's immense detail, a landing ship crammed with men and material on its way to the invasion of Cape Gloucester, on New Britain, last month. On the deck alone are 18 trucks which are loaded with the following identifiable objects: rolls of prefabricated barbed-wire entanglements, camouflage nets, field telephone equipment, drams of lime for sanitation pur-

poses, cases of small-arms ammunition, cases of antitank grenades, individual cartons of shells, cans of gasoline and water, spare parts and extra gun barrels for field artillery, complete field kitchen equipment. There are also 10 jeeps, loaded and empty, five loaded truck trailers, and nine water trailers (two different models). Lying loose about the deck are baled hospital blankets, stacks of Stokes litters and stretchers, a hemp fender for the ship and marines' packs.