

# MOTOR POOL MESSENGER

## Military Transport Association of North Jersey

April 2000

Peter B. Berendsen, Editor, 152 Rockwood Rd., Florham Park, NJ 07932, 973-966-1862

### Minutes:

Minutes of the March 13, 2000 Meeting of the Military Transport Association of North Jersey.

At 8:10 p.m. in the bursting-at-the-seams back room of Gionna's Restaurant, President John Sobotka rapped the rowdy crowd to order after kindly inquiring if everyone had finished his dinner and was ready to start. Actually, several dinners had not yet been served, but Mr. Sobotka started anyway. Mr. Sobotka welcomed three members who were attending their first meeting.

A total of 35 members were in attendance including:

John Peterson	Mike Solomon	John Boyle
Dave Steinert	Dave Young	Al Axelrad
Jim Moore	Joe Botto	Frank Eichenlaub
Al Burghardt	Art Swain	Mark Jezewski
Tom Fisher	David Coward	John Sobotka
Brian Bancale	Steve Vidam	Jack Pellington
Ron Northrup	Marc Ziegler	Matt Ziegler
Philip Francis	Mike Laner	Don Covart
Bob Rooke	Tom Markert	Dick Ivory
Rick Frei	Neil Frei	Dennis Spence
Lou Sliazis	Tony Bradley	Daniel Lacey
Dave Ahl		

The minutes from the Valentine's Day meeting as printed in the newsletter were approved with a correction from Mr. Axelrad that one of the parade dates noted was incorrect.

Mr. Frei presented the treasurer's report of which he normally gives me a copy so it can be reported here. He didn't and so it isn't. Mr. Frei noted that the dues—due January 1—were starting to come in.

### Committee Reports

For the parade committee, Mr. Axelrad reported that we would be participating in as many as five or six Memorial Day parades, some on the same day. Mr. Axelrad was enthusiastic about this and asked members to let him know which, if any, of their vehicles were working. Mr. Axelrad also reported that he was working on additional parades in Morristown and Dover.

Mr. Axelrad noted that there were many strange faces in the meeting and that we should wear name tags to identify ourselves. Mr. Sliazis pointed out that we had tried that before and that tags got lost. Mr. Ahl suggested that members could take off their tags at the end of the meeting and a designated person could collect them and bring them to the next meeting. The wearing of names tags seemed like a good idea but it got lost in further ramblings between Mr. Axelrad and Mr. Botto.

Mr. Axelrad also suggested that for parades members wear either a summer uniform or khaki pants and club T-shirt or sweatshirt.

There was a general discussion that at the end of the parade we ought to either get together or join the sponsor's end-of-parade festivities. Someone noted that Essex Fels has a nice shindig after the West Caldwell parade for the police and fire

department marchers and that we could probably join in.

For the Hat Committee of one, Mr. Ahl showed a sample of the prototype hat from Maryland Monogram. After an unkind member noted that the logo was off center, Mr. Ahl said he would have it corrected on the production run and hopefully have hats by the next meeting, but if not, then before the Wal-Mart event.

For the T-shirt committee, Mr. Sliazis and Mr. Frie played a game of ping-pong with each other, tossing back and forth reasons that the shirts were not yet ordered.

### Old Business

After showing commendable restraint and charm during several previous overly-long discussions, Mr. Sobotka's gavel brought the meeting to old business, the first item of which was the static display at the Ledgewood Wal-Mart in support of the WWII Memorial. Mr. Steinert reported that the Wal-Mart manager was especially enthusiastic about the event to be held on Saturday, April 29 with a rain date of Sunday, April 30.

Mr. Steinert asked for a show of hands on how many people planned to attend with their vehicles and counted about 10-12. Mr. Sobotka suggested that some people should plan to arrive at 7:00 a.m., an hour before the official starting time, to stake off spaces for the vehicles in the aisle adjacent to the four handicapped spaces.

Mr. Sobotka read a letter from Gary Kuipers on behalf of AMVETS thanking the club for taking a quarter-page ad in their convention program.

It was reported very quietly in the hope that nobody was listening that the club sign is still at Mr. Nasto's place. How it is going to get from Union to the Wal-Mart event is anybody's guess but certain people who wish to remain anonymous promise that it will be there.

### New Business

Name tags were again brought up in a discussion that went around in circles and got nowhere.

Mr. Axelrad mentioned that the Picatinny open house on May 19-20 are the same days as Aberdeen. His request for an indication of interest in the Picatinny event was met with something akin to indifference. Response may have been more enthusiastic if people had some idea of what the Picatinny event is all about. Don't look at me—I don't know.

Mr. Sobotka closed with a joke: "Did you hear about the guy in Canada who has WWII fuel cans for US \$50 each?" We shook our heads, said "no," and laughed. Then Mr. Sobotka said it really wasn't a joke; the guy has them and is really trying to sell them for that. Ha, ha.

Mr. Sobotka also told the club about Red Lornard of Godeffroy, NY and the strange time he had up there viewing Red's vehicles, parts, and, yes, weapons. Check the "For Sale" ads for more info.

The meeting was mercifully adjourned at 9:15 pm.

—respectfully submitted, Dave Ahl, Secretary

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**Officers for 2000:**

**President** ..... John Sobotka  
37 Mountain Trail, Hopatcong, NJ 07843, 973-398-3692  
**Vice President** ..... Brian Bancale  
56 Newton Ave., Sussex, NJ 07461, 973-875-6985  
**Secretary** ..... Dave Ahl  
12 Indian Head Rd, Morristown, NJ 07960, 973-285-0716  
**Treasurer** ..... Rick Frei  
P.O. Box 628, Blairstown, NJ 07825, 908-362-5045

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**Member Services:**

**Landscaping, Retaining Walls, Patios, Walks** Don Covart,  
Fox Hollow Landscaping, 973-263-8106, 335-4367  
**Tree Services** John Boyle, Boyle Tree Services, 908-964-9358  
**Welding, Sheet Metal Work, Machine Work** Brian Bancale,  
Brian's Custom Fabricating & Repair, 973-209-0454  
**Used Cars & Trucks—Buy or Sell** Dan Lacey,  
Empire Auto Sales, 800-94EMPIRE, 201-440-3323  
**Home Improvement** Jerry Miller,  
Avenco Remodeling Group, 973-398-7749  
**Vehicle Repairs & Restoration** Joe Detauda, 570-686-3121  
**Mobil Sandblasting—Commercial, Residential, Metal**  
John Peterson Enterprises, 732-777-6828

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**Classified Ads:****For Sale . . .**

1969 Mack 123A1C 10 Ton. Also 1947 Dodge Ambulance. Call John at 732-393-1959.

M38 one piece windshield with glass. Call Al at 973-256-0462.

Manuals for your military vehicle. Call Dennis, mornings, at 973-579-5781.

Cargo cover for 1-ton trailer, good condition, \$75. Call Tom Markert at 973-442-0060.

WWII Gas cans, 1941 to 1944, marked "US" and "QMC", good condition, \$50 each.  
Robert Bolan, West Orange, NJ, 973-325-3015.

2 1/2 and 5 ton cargo and tractors for sale. Nice selection, winches and turbos available.  
Special discounts to MTA members. Jude Meehan 732-528-5422.

1967 Kaiser M-715 5/4 pickup. Ex-Sea Bright police dept. New cab and bed canvas,  
great shape, runs great but needs brake work. Jersey One Auto Sales, Rt. 1&9 and County  
Rd. Jersey City, NJ. 201-217-1100.

1975 Bombardier Snow Cat w/ 12ft. plow, ex-USAF, runs great, \$2000.

1946 CJ2 jeep, runs great, \$1000.

1952 Dodge XM708 (M37 dump), runs good, body fair, \$1000.

1953 M211, runs great, fresh paint, troop seats, \$2000.

1968 Bell UH-1A display helicopter with combat damage with trailer \$5000.

Above prices are negotiable. Call "Red" Leonard at 914-754-7362, location: Godeffroy,  
NY, seven miles north of Port Jervis.

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**Calendar:**

**Monday, Apr. 10:** MTA Monthly Meeting, Gionna's Restaurant, RX Plaza, Rt. 10, East Hanover (7:00 dinner, 8:00 mtg)

**Fri-Sun, April 21-23:** MV Rally & Swap Meet with trail rides. Sands Creek Rd., Hancock, NY. Info: Paul, 607-637-2275.

**Saturday, April 29:** WWII Memorial fund raising display at Wal-Mart, Rt. 10 east, Ledgewood.

**Sunday, April 30:** GPA Spring Rally & Flea Market, Bally (PA) Flea Market, Rt. 100, s of Allentown, morning only.

**Sunday, May 7:** Spring AACA Show, Automatic Switch Co., Hanover Rd., Florham Park. Info: 732-388-3029.

**Monday, May 8:** MTA Monthly Meeting, Gionna's Restaurant, RX Plaza, Rt. 10, East Hanover (7:00 dinner, 8:00 mtg)

**Thu-Sat, May 18-20:** 27<sup>th</sup> East Coast Rally, Aberdeen Proving Ground, MD. Off I-95.

**Thu-Sat, May 25-27:** Amaerican Truck Historical Society Convention and Show. Valley Forge Convention Center. Info: George Kaiser, 610-586-4759.

**Sat-Mon, May 27-29:** Parades, parades, parades for you and your vehicle. More info next issue or if you can't wait, call Al Axelrad at 973-884-0051 for details.

**Fri-Sun, June 2-4:** 10<sup>th</sup> WWII Weekend, Mid-Atlantic Air Museum, Reading, PA. WWII aircraft, MVs, re-enactors, much more. Info: 610-372-7333.

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Jeep Accessories - Part 52. Herewith I conclude the second set of Carter carburetor rebuild instructions. Having put this in the newsletter, I now note that the same info is near the end of AAW vol. 1. Well, maybe this will help someone. Great weather. Time for a Jeep ride.

**SERVICE INSTRUCTIONS — Carburetor No. 539S**

**TO DISASSEMBLE**

Remove carburetor from motor. Use Carter Tool Kit.

1. Remove choker link pin spring, choker connector link and spring.
2. Remove air horn assembly with all parts attached.
3. Remove idle well plug and gasket assembly.
4. Remove idle well jet.
5. Remove throttle shaft arm and screw assembly and throttle connector rod.
6. Remove bowl cover with all parts attached.
7. Remove pump spring from pump cylinder in body.
8. Remove low speed jet plug and gasket assembly.
9. Remove low speed jet.
10. Remove idle adjusting screw and spring.
11. Remove metering rod jet and gasket assembly.
12. Remove nozzle passage plug and gasket assembly.

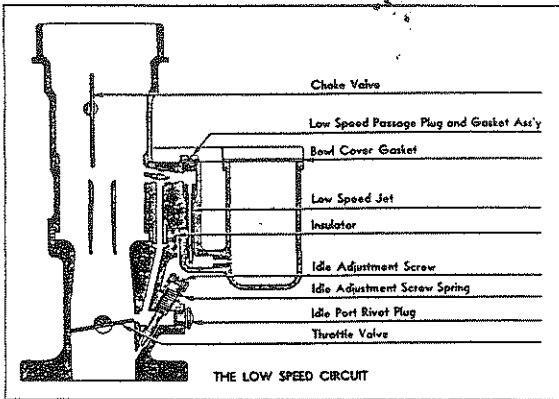


Fig. 1

13. Remove nozzle retainer plug.
14. Remove nozzle and nozzle gasket, using tool T109-55.
15. Remove body flange attaching screws and then remove flange from body.
16. Remove strainer passage plug and gasket assembly and strainer.
17. Remove intake ball check assembly.
18. Remove discharge disk check assembly.
19. Remove pump jet passage plug and gasket assembly.
20. Remove pump jet.
21. Remove throttle valve screws, throttle valve and throttle shaft and lever assembly.
22. Remove idle port rivet plug.
23. Remove choke tube bracket assembly.
24. Remove choker valve screws, choker valve and choker shaft and lever assembly.
25. Disassemble all parts from bowl cover. Clean all castings thoroughly inside and out with a small brush and clean gasoline, or suitable solvent cleaner. Then blow all passages out with compressed air.

Group all parts as follows:

- A. Group all parts controlling the gasoline level. (Fig. 2.)
- B. Group all low speed circuit parts. (Fig. 1.)
- C. Group all high speed circuit parts. (Fig. 3.)

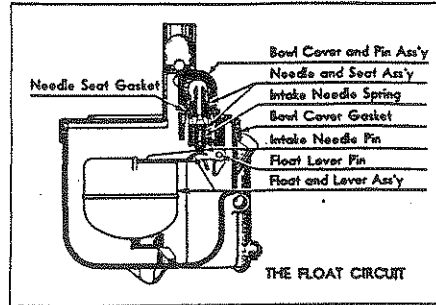


Fig. 2

D. Group all pump circuit parts. (Fig. 4)

E. Group all choke system parts.

Examine each part in each group and replace those parts that shows signs of wear or damage. Clean all parts in gasoline and blow off with compressed air. If any carbon is in the bore of the flange, remove it by scraping or with sandpaper (do not use emery cloth). Install all parts tight.

**TO REASSEMBLE**

Assemble parts in group "A"

26. Install needle seat in bowl cover. Install bowl cover gasket. Then put pin and spring into needle and install in seat; then install float and lever assembly.
27. Set float level. Turn gasket around so gauge can be placed on machined surface of casting. Correct setting is  $\frac{3}{8}$ ". (Use tool T109-80.) Do not depress float lip against spring in needle, but let float rest of its own weight. Gauge should then be placed between free end of float and machined surface of bowl cover. Float should be set so it barely touches gauge. Adjustment is obtained by bending the lip on float which contacts pin in needle. Do not bend on front of float in adjusting, as damage will result.

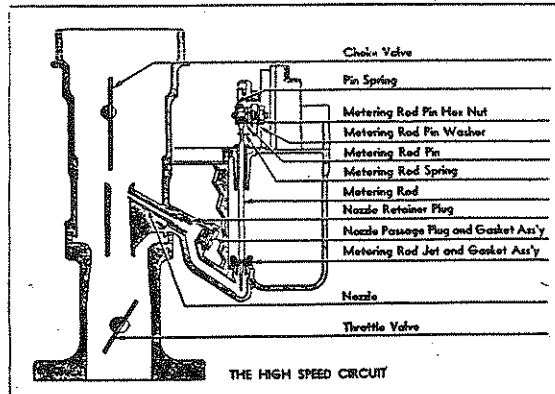
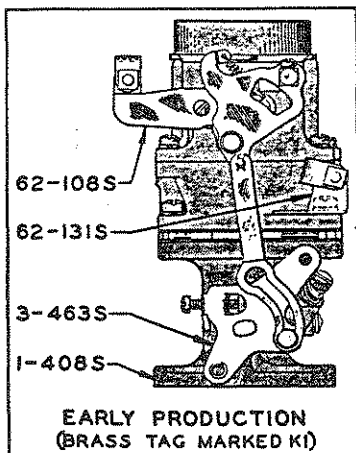


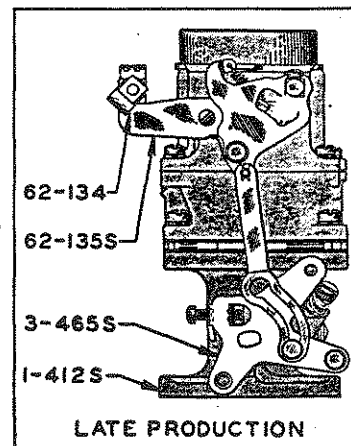
Fig. 3



The first 4,000 539S carburetors, identified by "K1" on brass inspection tag, used parts marked ①. After the first 4,000 carburetors, parts marked ② were used.

Parts marked ② are not interchangeable with parts marked ①. Early carburetors marked "K1" can be brought up to latest specifications by installing 3-466U for servicing only the throttle shaft and lever assembly, or 1-413U for servicing body flange assembly. Necessary parts and instructions are included in unit packages.

When servicing later carburetors, order only parts needed for job. (See Parts List on page 4.)



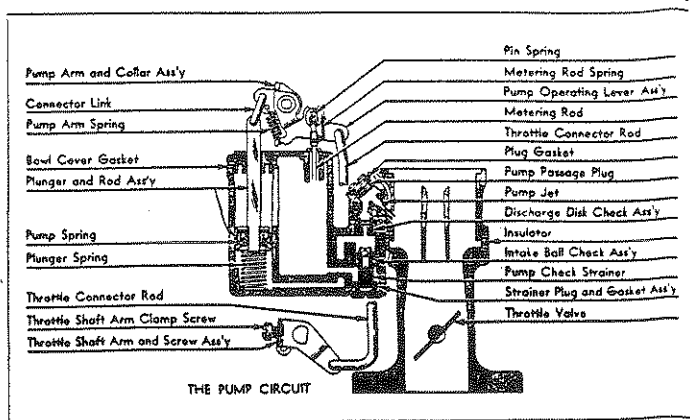


Fig. 4

Assemble parts in group "D"

28. Install pump jet and pump jet plug and gasket assembly.
29. Install discharge disk check assembly.
30. Install intake ball check assembly.
31. Install pump check strainer and strainer plug and gasket assembly.
32. Install pump spring.
33. Install pump plunger and rod assembly.

Assemble parts in group "B"

34. Install throttle shaft and lever assembly, back out throttle lever adjusting screw, then install throttle valve and throttle valve screw (be sure trade-mark on valve is toward the idle port side of carburetor when viewed from manifold side). With valve screws loose, tap throttle valve lightly to centralize it in bore of carburetor. Hold valve in place with fingers and securely tighten screws. (New screws are recommended.)
35. Install idle adjustment screw and idle adjustment screw spring.
36. Install idle port rivet plug.
37. Install insulator and new gaskets, then install body on flange, tightening screws evenly and securely.
38. Install low speed jet. Work jet well into seat by moving back and forth, then install low speed jet plug and gasket assembly.
39. Install idle well jet and idle well jet plug and gasket assembly.

Assemble parts in group "C"

40. Install metering rod jet and gasket assembly.
41. Install bowl cover as assembled, tightening screws down evenly and securely.
42. Install pump arm and collar and pump operating lever assembly and spring on pin in bowl cover.
43. Install pump connector link (ends away from bore and pin spring at top).
44. Install throttle shaft arm and screw assembly on throttle shaft.
45. Install throttle connector rod in throttle shaft arm, using spring and retainer at lower end and pin spring at top end.
46. **Pump Adjustment:** Back out throttle lever set screw. With throttle valve seated, pump should travel 17/64" from closed to wide open throttle. Adjustment can be made by bending throttle connector rod at lower angle with tool T109-41. Pump travel can be measured by using universal pump stroke gauge T109-1175 by placing base of gauge on raised portion of bowl cover so that projecting ear of pump gauge rests on top of pump shaft (See Fig. 6). Hold gauge vertical. The difference between the number shown by index mark on gauge, at wide open and closed throttle positions, should be 17.
47. **Metering Rod Adjustments:** (See Fig. 5.) Correct setting of metering rod is important and must be made after pump adjustment. Install metering pin and spring assembly, washer and nut loosely on pump operating lever. Insert gauge (tool T109-26) in place of metering rod, seating tapered end in metering rod jet. Hold gauge vertical to insure seating. With throttle valve seated,

push metering rod pin downward until pin rests on shoulder of notch in gauge and tighten nut (tool T109-76). Remove gauge, and install metering rod, disc and pin spring. Connect metering rod spring (end of spring through hole in metering rod).

48. After adjustment, metering rod seats in metering rod jet when throttle is adjusted for normal curb idle. Metering rod spring must exert slight downward pressure of metering rod on metering rod pin when off jet. Bend lower end of spring downward where necessary.

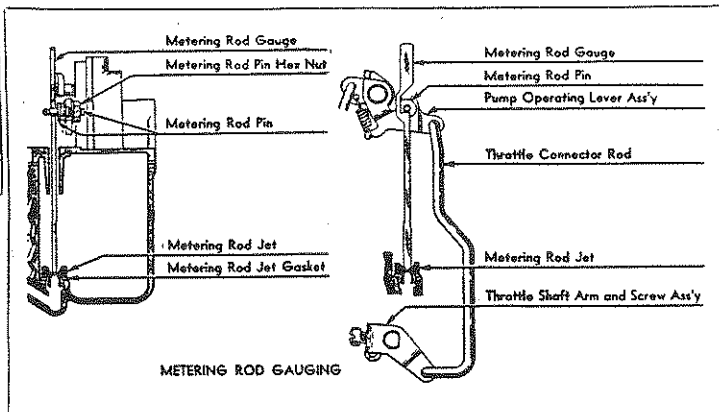


Fig. 5

49. Install nozzle and nozzle gasket, using tool No. T109-55. Be sure that flat side of nozzle faces up.
50. Install nozzle retainer plug and nozzle plug and gasket assembly.

Assemble parts in group "E"

51. Install air horn on body.
52. Install choker shaft and lever assembly and choker pull back spring.
53. Install choker valve, choker valve screw, centralizing the valve in air horn, then tighten valve screws.
54. Install choke operating lever assembly and hook pull back spring in place.
55. Install choker connector link, connector link spring and pin spring.

OTHER CARBURETER ADJUSTMENTS

If carburetor loads up after considerable service float level should be checked. Wear on lip of float lever will raise float level. Float level may be reset by bending lip of float lever down to raise float level or bending lever up to lower float level. Only a very slight bend is needed.

If motor stalls while idling, reset throttle adjusting screw and idle adjustment screw to specifications. If these adjustments do not correct the trouble (1) Remove idle well plug and gasket assembly, allowing gasoline from the bowl to flush out idle well jet. Remove

idle well jet and blow out with compressed air. (2) Remove low speed jet and clean thoroughly with compressed air. Examine and see that jet seats gasoline tight at shoulder. If not, replace with a new jet of identical specifications. (3) Examine bore of carburetor around throttle valve for carbon accumulation.

A clogged pump jet should be removed and cleaned with compressed air, which, in many cases, will remove the dirt or lint. However, it is usually advisable to replace the pump jet, as its cost is nominal. All jets and checks must be seated gasoline tight.

Poor acceleration may be due to damaged or worn plunger leather in accelerating pump, loose plunger, corrosion or sediment in pump cylinder or bent pump arm (parts which may be replaced at small cost).

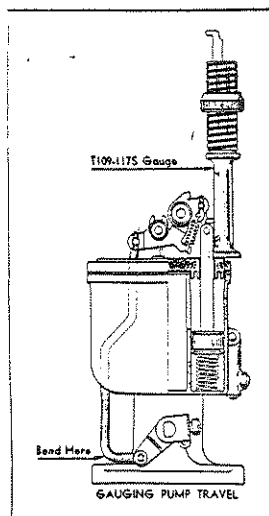


Fig. 6