



Motor Pool Messenger

NORTH JERSEY CHAPTER, INC.

MILITARY VEHICLE COLLECTORS CLUB

March 1986

Volume 14, Number 2

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Meadowlands Militaria, INSIGNIA and EDGED WEAPONS SHOW

"PRESENTS ITS QUARTERLY SHOW"

SATURDAY

29 MARCH 1986

PUBLIC INVITED:
9:00am to 3:00pm

VFV POST No. 4591 513 VETERANS PLACE
HASBROUCK HEIGHTS, NJ Phone (201) 288-1112

The original Editor has returned, after an absence of 7½ years..... our thanks to Harry and Ollie for their dedication.

TIDBITS

Jim Young's new address: 1070 Ashbury Court in Geneva, Ill. 60134, ph: 312-232-0141.

Army Jeep Parts of Chillicothe, Ohio has reorganized and has NOT been sold, and is NOT for sale to any other business presently.



Bomber crash kills Navy flier from Valley

WEDNESDAY
FEBRUARY 5, 1986

Navy Lt.j.g. Kevin S. Metzger, 29, a son of Allentown attorney John M. Metzger and Jean C. Metzger of Center Valley R.1, was killed at 7 p.m. Monday when the attack bomber he was flying crashed during a training exercise over the tidewater area of Dare County, Va.

Also a victim of the accident was Lt. Cmdr. Stewart D. Ivey, 34, of Chandler, N.C., the bombardier-navigator.

Metzger, who was assigned to Squadron 42 at the Oceana Naval Air Station in Virginia Beach, was married to the former Jennifer Branton, a daughter of Dr. Leon N. Branton, an Allentown pediatrician. He had been living at Virginia Beach with his wife and their two young sons, Timothy and Joshua.

John Metzger left for Oceana early yesterday and was there when the family received official confirmation of Lt. Metzger's death at 3 p.m.

Lt.j.g. Cam Martin, a spokesman for the Naval Air Force Atlantic in Norfolk, said the bodies of the two fliers were found in the wreckage of the plane, an A-6E Intruder jet. The downed craft was spotted by Navy and Coast Guard helicopters at 8 p.m. Monday, four miles east of the Alligator River on the Dare County bombing range.

The crash happened in darkness during a low-level run by the attack plane when highly accurate instrument readings are vital. Martin said the plane crashed three miles west of its target. He did not know whether the crew had reported any trouble before the accident.

The bodies were found by Navy employees searching the swampy, wooded terrain.

Martin noted that the bombing range has been the site of four other air crashes within the past 13 months. The 46,000-acre range has been used by the Navy and Air Force for 20 years for low-level bombing practice. Between 3,000 and 4,000 bombs are dropped on the area every month.

On Dec. 11, two Oceana-based Navy fliers were killed when their A-6E Intruder jet crashed during a night-time pass over the bombing range. Two other Oceana fliers ejected to safety last Aug. 1, when their tanker version of the A-6 slammed into an unpopulated area

about two miles north of the range, also at night.

On Dec. 27, 1984, two fliers from Oceana died when their A-6E Intruder crashed on a foggy night in dense swamps near the Alligator River. Oceana-based jets were involved in two other crashes last year.

But despite crashes and other problems last year, Martin said, "Certainly 1985 was the safest year the Navy has had on record. In the grand scheme of things, it was a very good year."

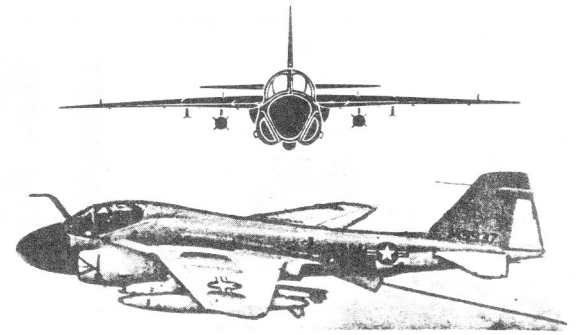
Metzger, a 1975 graduate of Southern Lehigh High School and a 1979 graduate of Ursinus College, grew up in Oakhurst, a residential development near Center Valley. Attracted by flying and a Navy career, he seemed to be following in the footsteps of his father, John, who was a Navy carrier pilot in World War II and remains a captain in the Naval Reserve.

Metzger was in the third year of a six-year hitch when he was killed. He had just celebrated his 29th birthday on Sunday.

In addition to his wife, children and parents, Metzger left three brothers: attorney Kristofer of Center Valley, who is a partner in the firm of Metzger & Metzger, Michael of Bethlehem R.3 and John B. of Lansdale, a pilot who flies out of Bader Field in Atlantic City.

A family spokesman said last night there will be a memorial service for the two dead fliers at Oceana, possibly tomorrow. There also will be services in the Lehigh Valley. Arrangements will be announced.

The spokesman said that friends wishing to send cards or letters to the officer's widow can mail them to her home at 3952 Jousting Arch, Virginia Beach, Va. 23456.



GRUMMAN A-6 INTRUDER

Country of Origin: USA.

Type: Two-seat shipboard low-level strike aircraft.

Power Plant: Two 9,300 lb (4 218 kg) Pratt & Whitney J52-P-8A turbojets.

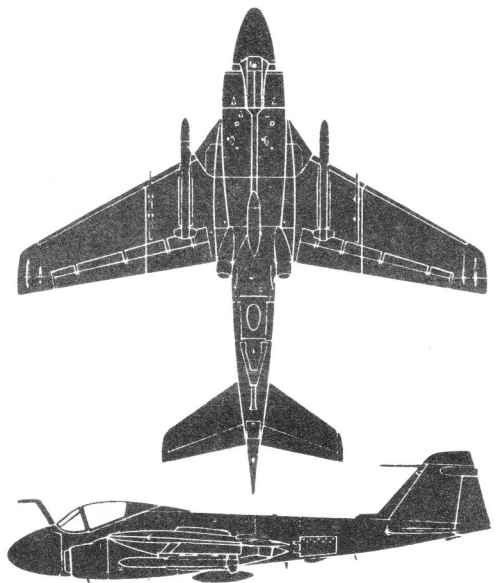
Performance: Max. speed at 36,655 lb (16 626 kg) in clean condition, 685 mph (1 102 km/h) or Mach 0.9 at sea level, 625 mph (1 006 km/h) or Mach 0.94 at 36,000 ft (10 970 m); average cruise, 480 mph (772 km/h) at 32,750-43,800 ft (9 980-13 350 m); range with max. internal fuel and four Bullpup ASMs, 1,920 mls (3 090 km), with single store and four 250 Imp gal (1 136 l) external tanks, 3,040 mls (4 890 km).

Weights: Empty, 25,684 lb (11 650 kg); loaded (clean), 37,116 lb (16 836 kg); max. overload take-off, 60,280 lb (27 343 kg).

Armament: Max. external ordnance load of 15,000 lb (6 804 kg) distributed between five 3,600-lb (1 633-kg) stores stations.

Status: First of eight test and development aircraft flown April 19, 1960 and first delivery to US Navy (A-6A) on February 7, 1963.

Notes: Specification relates to basic A-6A (see 1970 edition), drawing depicts A-6B which differs in having equipment for AGM-78A Standard ARM (Anti-Radiation Missile), the A-6C has a detachable ventral turret for low-light television and infra-red sensors, and the KA-6D (illustrated above) is a shipboard tanker version. The A-6E has more advanced avionics and flew in prototype form on February 27, 1970. The EA-6A and EA-6B (see 1969 edition) are two- and four-seat electronic counter-measures versions respectively.



In addition to the brother of Mike Metzger of Pennsylvania, we also note the untimely passing away of Gerry Rolph in February 1986 (Washington Area Chapter). Other members lost: Jules Feledy, former NJC President in January 1984; Eugene Bogstahl in February 1985; Ralph Quicksall (SJC) in August 1979; Doug Bolewicki in December 1979 (Upstate New York), and Leonard Vellucci in May 1978 (South Jersey Chapter, Army helicopter accident).

CLASSIFIED ADS

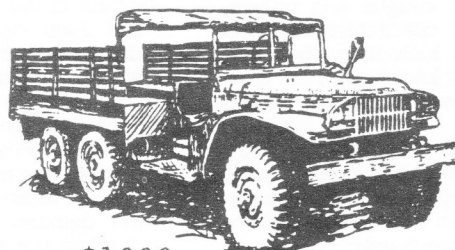
- FOR SALE WC 56 3/4 ton command car, excel. cond. needs canvas \$6500. Will consider another vehicle in partial trade. C. J. Burke (713) 984-8227.
- FOR SALE MB Frame, sandblasted, painted, O.D. with new bumper gussets. Includes N.J. title. \$150. MB radiator \$39. MB front end complete with tie rods, springs, and drag link \$125. Many other MB/GPW parts. Garv Schultz, 59 Mapletree Lane, Sparta, N.J. 07871 (201) 729-3711.
- FOR SALE Ammo boxes, wooden, like new. Have hinge and hasp, rope handles @ \$3.00 each. Two sizes to pick from. T.W. Murray, Jr., P.O. Box 214, Dover, DE 19903. (302) 736-1790.
- FOR SALE Subject to prior sale. Weasel, with float tanks, 2 good tracks @ \$2900.00 F.O.B. Dover, DE. Weasel, missing 1 track and some parts @ \$1,600.00. F.O.B. Dover, DE T. W. Murray, Jr., P.O. Box 214, Dover, DE 19903. (302) 736-1790.
- FOR SALE Gas tank for MB jeep and rear seat for same. \$100 for both. Call (201) 366-5408 and ask for Bob.
- FOR SALE 1944 Ford GPW, fairly complete, running, licensed, inspected. Typical changes to front bumper and body. \$1800 or best offer (201)-240-3724.

SPECIAL SALE

I must clean out the back yard at my father's property in Edison, n.j. I am planning to have an auction sometime in August. But I would like to sell the big items beforehand if possible. Therefore the prices have been reduced on the following items:

Dodge 1½ ton weapons carrier complete, low milage, machine gun mount with trolley and cradle 11:00 x 16 tires. \$5000.

Dodge 1½ ton, WC-62, \$1000.
Dodge 3/4 ton Ambulances \$1000
WWII 1 ton trailer \$100
Portable boiler \$100
5 KW generator \$300
Oliver Kenen 201-761-7349



\$1000

WASHINGTON

James Reston

Farewell To the Jeep

FIERY RUN, Va.

In the confusion over the President's military budget and tax reform plans, it has scarcely been noticed that the Pentagon decided the other day to get rid of the Jeep, and replace it with something called a "High Mobility Multipurpose Wheeled Vehicle" (H.M.M.W.V.) at \$25,000 a copy.

This is carrying divorce too far. This country has had a love affair with the Jeep and Cappy Weinberger had better be careful. It was bad enough for the Secretary of Defense to discover that his minions were paying \$640 for an airplane toilet seat and \$659 for a military ashtray. That could be put down as an accident. But retiring the Jeep, so named for G.P. or general-purpose vehicle, is almost like retiring the G.I., or general-issue soldier.

Even in this disposable age of throwaway razors, cigarette lighters, diapers and marriages, the Jeep is not the sort of thing the military can abandon like the mule or the bow and arrow. It's the best monument the Pentagon has. And if you don't believe it, tell it to the Marines.

The American people really don't know what the President should do about the B-1 bomber, the MX missile or "Star Wars" in outer space. But they do know what to do when they get stuck in the mud.

They get out or borrow some old Jeep or some other four-legged machine, even if it's older than themselves, and get out of the ditch. This is a practical and not a philosophical problem.

For almost 50 years, the Jeep has been an unfailing friend in trouble: simple, economical and durable. If occasionally it coughs and falters, like most old characters, all you have to do is kick it in the right places, and if it knows you're in trouble, the chances are it'll revive and help you out.

There's another thing Cappy Weinberger might want to consider before putting the Jeep out to pasture, especially now when he's trying to prove that the Pentagon is everybody's best friend.

The military has never produced anything that pleased or helped the civilian population more than the

Jeep. Ask any farmer or any "back to nature" city slicker, and they'll tell you that they'd never have made it without rural electricity and some little four-wheeled monster.

I speak from experience. More than 30 years ago, my wife and I bought a little log cabin and 10 acres out here on the banks of Fiery Run at the headwaters of the Rappahannock. We struggled for years against the growing grass and honeysuckle until we were partly liberated by electricity and an old battered World War II Jeep.

Not really liberated, but the old Jeep could dig post holes and make paths through the jungle that let us wander through the swales and hills.

Sometimes, to the delight and surprise of our grandchildren, we could get the Jeep going, and get the grass cut all nice and tidy just when we had to go home.

No doubt the Pentagon needs a better, bigger, more expensive "High Mobility Multipurpose Wheeled Vehicle" to get over the potholes on the moon. But Mr. Weinberger's not likely to get rid of the Jeep.

Pentagon casts off an old, reliable friend

It has become too much a part of American life for too long. Eisenhower used it as a platform during the invasion of Normandy. MacArthur used it as a pulpit for his sermons in Korea, and Westmoreland for his sorties into the jungles of Vietnam. Not to mention the close encounters of the G.I.'s on the side, and the Jeeps that led the parade into the liberation of Paris.

The Jeep has a long history that's not likely to be forgotten. The idea of an all-purpose vehicle that could get through the muddy roads of America began, among other folk, with John North Willys, an auto salesman from Elmira, N.Y., early in the century.

By 1941, after a stint as U.S. Ambassador to Poland, he produced the quarter-ton, go-anywhere vehicle that came to be known as the Jeep, and sold 585,000 of them to the Government in the Second World War.

The Jeep could not have lasted without Government support, but now it has been fancied up and will probably survive, even if phased out by the Pentagon, by delivering the mail for the Post Office and children and groceries in the suburbs.

Unlike most Pentagon types, it won't demand retirement benefits, and when it's scrapped you can be sure old soldiers will snap up the rejects by the hundreds of thousands, and fix them up in their backyards long after Cappy Weinberger has retired to California. □

From:

Army and NavyStore Merchandizer

current issue

Jeeps Are Sacred

Transcript of a meeting between officials of the U.S. Defense Property Disposal Service and surplus dealers in February 1985.

COMMENT: Demil of Jeeps: Current Jeeps have rectified suspensions. The current Jeep model, M151 A 2, is a safe vehicle not like the M151 A 1 was. Have suggestions and/or study been made to check safety and not demil Jeeps which could be sold at a very good return to the Government.

DPDS RESPONSE: The Department of Transportation advised that the M151 vehicles including M151, M151A, M151A1C, M151A2, M825 utility trucks and M118 ambulances are considered unsafe for highway driving. The requirement to mutilate M151 vehicles is contained in DoD 4160.21-M, Chapter VI, paragraph B 114 g. This policy is a "sacred cow" with the DoD, the DoT, and the DoJ and will not be changed during our lifetime.

THE NEW ENGLAND CHAPTER MILITARY VEHICLE COLLECTORS CLUB

PRESENTS

'THE' **SUMMER RALLY**

AUGUST 9•10•11, 1985
HILLER AIRPORT, BARRE, MA



A FAMILY EVENT YOU SHOULDN'T MISS

Camping — Swimming — Cookouts — Banquet — Movies — Country Music

SEE OLD FRIENDS ★ MAKE NEW ONES

FRIDAY

Registration 8 AM - 8 PM
Flea Market 9 AM - 8 PM
Hot Dog Cookout 8 PM
Movies 9:30 PM

Olympic Swimming Pool
Gourmet Restaurant
Legal Bar
Snack Bar at Pool

SATURDAY

Registration 8 AM - 12 Noon
Flea Market 8 AM - 6 PM
Swimming 9 AM - 5 PM
Vehicle Judging 12 Noon - 3 PM
Trail Ride 3:30 PM - 5 PM
Banquet & Awards 6:30 PM - 8 PM
Entertainment 8 PM - Midnite

Walk In Entry Fee
\$1⁰⁰ Per Person

SUNDAY

Flea Market 8 AM - 12 Noon
B.O.D. Meeting 9:30 AM
Rally Ends 12 Noon

No open fires allowed
Country band Saturday Nite
Portable toilets on site
Rally advertised statewide

**RESERVE YOUR SPOT NOW -
MAIL THIS FORM IN TODAY!!**

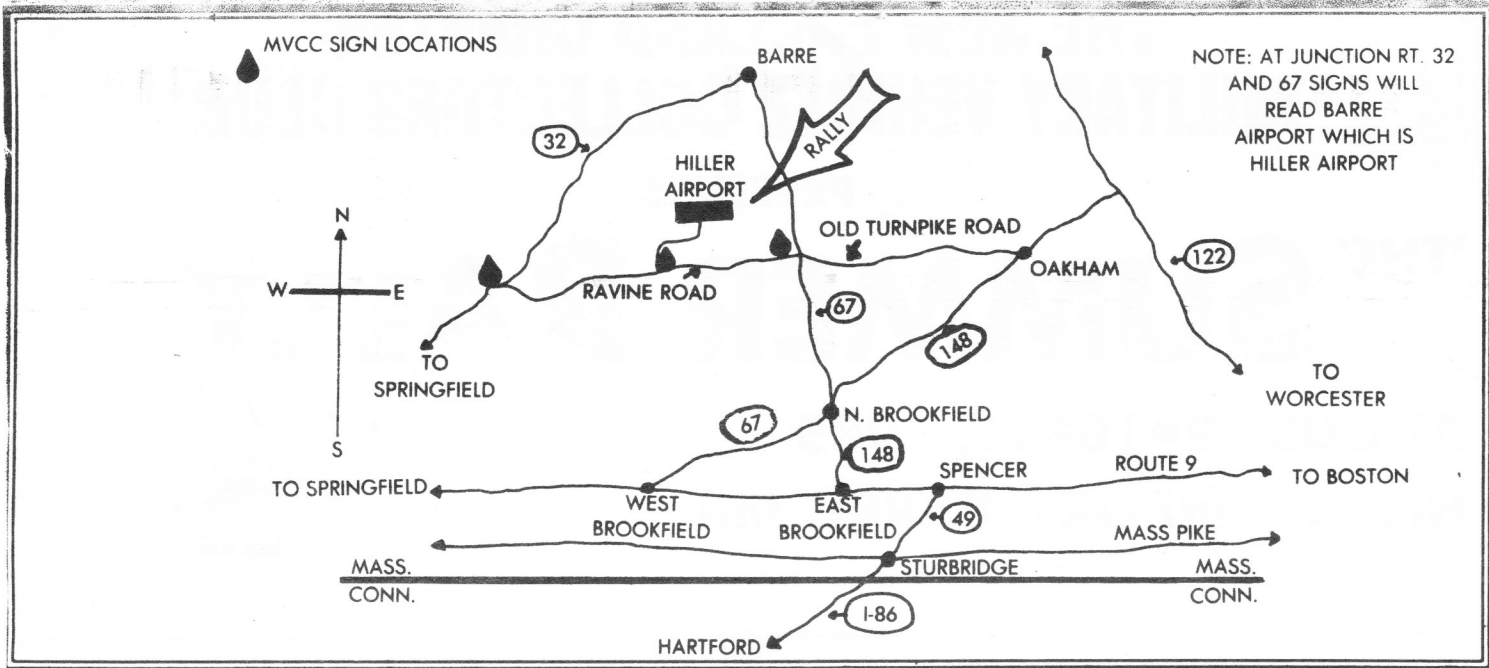
MAIL PRE-REGISTRATION FORM TO:

NECMVCC
P.O. BOX 186
OAKHAM, MA 01068



MAKE CHECK PAYABLE TO: NEMVCC
Information: Paul Alphonse 617-478-3393
Kim Packard 617-882-3303





Please take the time to read carefully the rates listed below, then fill out your registration form, detach and mail with your check to the address on the opposite side of the form. Retain this half for directions.		Paid in Advance	At Gate
A	Family campsite and family entry. This includes up to 5 Friday night cookout tickets, swimming pool use Saturday, 40 x 40 ft. campsite, participant ribbon	\$15.00	\$17.50
B	Vehicles to be entered for judging only . Each entry includes a dash plaque. Be sure to fill in vehicle information below.	\$5.00	\$5.00
C	Additional Friday nite hot dog cookout tickets. Remember you get up to 5 included with family or flea market entries.	\$1.00	\$1.00 if available
D	Saturday night banquet tickets for children (see menu below) (15 yrs. & younger)	\$6.75	\$8.75
E	Saturday night banquet tickets for adult. Menu: Roast chicken dinner, soft drinks & coffee, dessert. Entertainment 8 P.M. to Midnite	\$8.75	\$10.75
F	Flea market space 15 x 40 includes up to 5 hot dog cookout tickets, Saturday swimming pool use, exhibitor ribbon and camping on flea market site, camping site is \$10.00 additional for 40 x 40 ft. campsite.	\$15.00	\$20.00 if available

Pre-Registration & Entry Form - Prices for Advance Registration Only Cut Off Here ↑

Full Name _____ Street _____ City, State Zip _____ Phone () _____ Number of People in Your Party _____	How Many? A) ___ Family Entry & Campsite B) ___ Vehicle(s) To Be Judged C) ___ Extra Hot Dog Tickets D) ___ Children's Banquet Tickets E) ___ Adult Banquet Tickets F) ___ Flea Market Spaces G) ___ Extra 40 x 40 Campsite	Price Each Total x 15.00 = _____ x 5.00 = _____ x 1.00 = _____ x 6.75 = _____ x 8.75 = _____ x 15.00 = _____ x 10.00 = _____
--	---	---

Total \$ _____

Vehicle Entry Listings			Vehicle Entry Listings		
Make	Model	Year	Make	Model	Year
1.			3.		
2.			4.		

Make Check Payable To: **NEMVCC**
 Pre Registration Cut Off Date
 July 31, 1985



Classified Advertising

- DISPOSAL: Steel Meyer top for CJ-5 Jeep. Needs some repair. \$50. See Harold Ratzburg, P.O.Box 294, Essex Fells, NJ 07021 201-887-2574
- DISPOSAL: MB jeep, semi-civilianized, not running, solid body, owned by Jim Young. \$400. Stored at, shown by John Marko. 201-766-3784. Price may increase if work is done to get it running.
- DISPOSAL: Early Dodge half ton open cab. Good for parts or restoration. Any offer considered. Charlie Burke - 718-984-8227 - Moving, need to get it out of yard.
- DISPOSAL: Mighty Mite, restored by Paul Chilek. \$3,900.00 FOB Dover, Delaware. T.W.Murray, Jr., PO Box 214, Dover, Del. 19903. 302-736-1790
- DISPOSAL: Jeep MB capstan winch - capstan only -\$60. Gary Schultz. 201-729-3711.
- DISPOSALS reported by Larry Kirschner, NJC member:
- GMC 6x6, 1953, cheap. Sheldon Boice. 914-657-8539
 - Jeep CJ2A, 1946, very cheap, maybe for the taking, looks like it's all there. Mr.Hollingsworth. 914-297-4446
 - 2½ ton trucks and other heavies, Marko's Towing. 914-658-8626
 - Jeep CJs - many - Tony Maccarato - old timer, a bit salty. 914-331-3457
 - Jeeps on up - East Park Auto. Good pricing. 914-229-2104
- WANTED: Ford GP and GPA parts. Call Larry:days 914-297-1616 PM 914-255-1046
or write to PO Box 237, Gardiner, N.Y. 12525. Thanks.
- WANTED by Dick Ivory, 1749 Oak Hill Dr., Union, NJ 07083. Home 201-686-0449, Office 201-740-1110, ext.494
NEEDED TO RESOTRE A 1942 FORD GPW:
- 2 brass data plates(ship. and caution)
 - Accelerator pedal and foot rest
 - Safety strap brackets and eye bolts
 - Spare tire bracket
 - Battery support and top frame and rods
 - Tool compartment latches
 - Rear corner handles
 - Rear seat w/ air pump brackets & support hooks for seat
 - Axe sheath, handle clamp & head clamp
 - Blackout driving light
 - Front bumper
 - Footman loops
 - Crash pads
 - Misc. tools
 - Steering wheel
 - Top bows
 - Crank holding bracket
 - "F" marked bolts

All should be appropriate for '42 Ford and so marked, where appropriate - give condition and price.

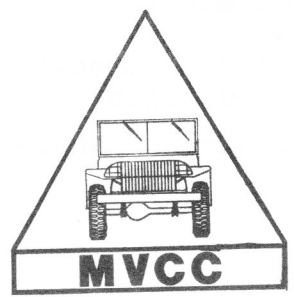
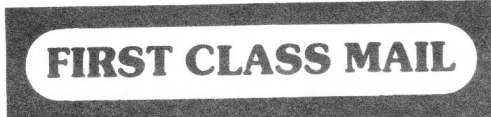
1986



Coming Events

- Monday, March 10 - NJC meeting
- Thursday, March 20-23 - MVCC Executive Board meeting, near Denver, Colo.
- Saturday, March 29 - Meadowlands Militaria show, Hasbrouck Heights, N.J.
(Bergen county, near Teterboro airport, off Route 17)
- Fri., Sat., April 11, 12 - N.J. Military Miniature Associates show - at
Schutzen Park, North Bergen, N.J. Includes flea
market, and prize-winning M.V. models on display.
- Mon., April 14 - NJC meeting
- Thur-Sat. - Carlisle, Pa. Spring automotive flea market - April 17-19
- Sat., Sun. April 19-20 - Allentown, Pa. Forks of Delaware gun show
- Sun., April 20 - Modelfest flea market, Bellmawr, N.J. (NJ Tpk. Exit 3)
- Sat., Sun. April 26, 27 - Patterson, California rally
- Sat., Sun. May 3, 4 - East Coast Military Vehicle Rally, Summit airfield,
Middletown, Delaware. NOT TO BE MISSED!
- Sat., May 10 - Picatinny Arsenal, N.J. parade/open house.
- Mon., May 12 - NJC meeting
- Sat., May 17 - Armed Forces Day
- Fri-Sun, May 23-25 - Connecticut Chapter military vehicle rally - same
site as last year - Exit 67 (formerly numbered #98)
of Route 84 (this segment formally Route 86) at the
Tolland Co. Agric. Center, Rockville, Conn.
- Mon., May 26 - Memorial Day parades.
- Mon., June 9 - NJC meeting
- Thur-Sat, June 19-21 - Carlisle, Pa. summer automotive flea market
- Sat, June 21 - Antique Truck Club of America show, Macungie, Pa.
- Sat., June 21 - King of Prussia, Pa. gun and militaria show
- Fri-Sat, June 20-21 - AACA National Spring meet, Cherry Hill, N.J.
- Friday, June 27 - Auction at Ollie Kenen's parents home, Edison, N.J.
- Friday, July 4 - Independence Day parades, and NJC picnic (date approx.)
- ~~Monday, July 14 - NJC meeting~~
- Thur-Sun, July 17-20 - MVCC International Convention, Lowell, Mass.
- Fri-Sat, August 15-17 - Albany, N.Y. military vehicle rally

P.O. BOX 1913, BLOOMFIELD, N.J. 07003 U.S.A.



THOMAS WEAVER
 Mt. Hope Road
 Rockaway, N.J.
 07866

4000

