

MOTOR POOL MESSENGER

NORTH JERSEY CHAPTER INC.
May 1986
Editor: Dennis R. Spence

MILITARY VEHICLE COLLECTORS CLUB
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FROM THE PRESIDENT

by "Big Lou" Sliazis

As I sit here reflecting on my years as an MVCC member, I feel that I have never belonged to a club where the people were more oriented to helping each other to get the most out of the club. Examples: looking for parts when someone can not attend a rally, helping on a rebuild project with labor or advice, and even giving to another member one of our very own spare parts so they can get their vehicle running so they will be able to participate in a parade or a meeting and be able to show it off and be proud of the accomplishment.

NJC is more like a family to most members than just a club and that is the goal I have set for myself.... to keep it that way and even try to bring us closer together in the hobby.

Again on behalf of the club, I wish to thank those individuals who took the responsibility to try and keep the club together as it was slowly fragmenting and polarizing. Their unselfish efforts have made me realize that we all count and even one person can make a difference if he/she really believes in a fair shake for all.

Last week, we held an Executive Board meeting at my home, and the Board decided to sponsor another annual affair for the club: more oriented to the pure military vehicle aspects. This includes reviving the old military vehicle quiz, trailride films, and the O.D. gifts.

continued

U. S. ARMY'S PHOTOGRAPHIC COLLECTION

by Dennis R. Spence

As we reported in last month's Motor Pool Messenger, the U.S. Army Signal Corps collection of World War 2 still photos was physically transferred from Anacostia to the main downtown facility of the National Archives in Washington, D.C. (7th St. and Pennsylvania). We are pleased to report that virtually the entire collection is now available to researchers at its new location in the Still Photo Branch (floor 18N) of the Archives (202-523-3236)

The National Archives has the following rates, rules and procedures, which are generally LESS favorable to the researcher:

1. Delivery time for photographic prints is usually 8-10 weeks. Full payment is made at time of the initial order.
2. Price of an 8x10 black and white is \$4.15, plus postage. There is no longer a reduced price for a second print of the same negative.
3. A self-service copier (20¢) is available at the branch.
4. Captions will NOT be supplied in any form when buying prints. The researcher must make his own copies or notes.
5. Minimum order by mail is \$5.00. Request their order form (NATF form 72A).
6. The Archives has the notebook binders that the Army originally set up, but specific binders must be requested. No more "open stacks" as when the collection was at Anacostia or in the Pentagon. Eventually, the Archives plans to transfer the photos in the binders to boxes, and discard the binders.
7. The contact print file that was in the huge rotary files at Anacostia is now at the Archives, but minus the rotary aspect. The files are now in boxes, and must be requested individually, unlike when it was at Anacostia.

* * *

On October 1, 1985, the Military Archives Division at the National Archives was reorganized. The Modern Military Headquarters Branch, and the Navy and Old Army Branch were abolished. Two new branches were formed: Military Reference (NNMR), and Military Projects (NNMP).

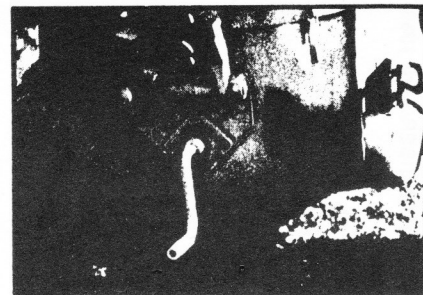
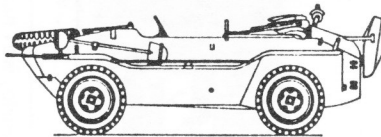
FROM THE PRESIDENT....continued.

The Executive Board also recommended that we start the meeting at 7:30 P.M. so we can have more time for club presentations at the end of the formal meeting.

Let us all remember that we have the use of the meeting room at NO charge! I have been noticing that the number of people eating at the Bonanza has dropped to less than 1/2 of the members attending. Let us all try to have supper at or before the meeting at least every other month, if not every month. We don't want to wear out our welcome. To rent a hall of the same size would cost the club about \$400 or more a year....that is almost 2 parades. Can we afford to lose this privilege??

THE VOLKSWAGEN TYPE 166 SCHWIMMWAGEN

by Dave Crompton
PHOTOS BY BILL BAILEY



This exterior crank is for manual starting.

American war movies are fraught with scenes in which nimble little jeep-like vehicles are used by the Wehrmacht to assault Allied positions. Even more noteworthy was their astonishing ability to cross rivers under their own power thus adding to the legend of the mobility of the German Army. We thought perhaps CAR COLLECTOR readers might be interested in learning more about these unusual machines. — Editor

The VW Type 166, a hardy vehicle that was usually used as a light reconnaissance car, was produced for the German military from 1942 to 1944. It followed through a number of prototype stages before Dr. Ferdinand Porsche put it into series production. The production bodies were made by the Ambi Budd Pressworks in Berlin and then sent to the Volkswagen plant for final assembly.

The body panels were stamped and welded together, after which they were ready for dip painting — a method by which the completed body was submerged in a large vat of paint. This dipping resulted in well-sealed bodies but left many runs where the thick paint seeped from the inner panels and supports. The early Schwimmwagens were painted Field Gray, but after March 1943, all new production was painted tan. Flat paint was used to eliminate reflections, and the camouflage paint, usually brick-red and forest-green, was applied in the field. The paint was issued in cake form, mixed with gas or water, and either brushed or sprayed over the tan base. Since all tanks were standard equipped with an on-board air compressor, spray equipment was readily available.

The chassis was built from as many of the already time-proven mechanical parts (that were produced in Wolfsburg for the standard Volkswagen) as were practical. The engine was a four-cylinder horizontally opposed air-cooled boxer engine of 1131 cc, mounted in the rear, and developed 25 hp. It was bolted directly to a four-speed transaxle (not unlike the postwar Volkswagen Beetle), which was linked to an additional set of gears that gave the

Type 166 the capability of four-wheel drive and five forward speeds. This drivetrain match-up made the 166 capable of a top speed of about 60 mph.

An attempt was made to seal the body against leaks, but all the Schwimmwagens leaked a little, a problem compounded by the rough treatment of cross-country use, and the fact that there are 21 places below the water line where something passes through the body — not counting the numerous bolts! A German war veteran once told me that five or six inches of water is not so bad.

The Schwimmwagen's passenger compartment is small, holding a crew of only four people. Its four bucket seats are slipcovered in an oilcloth type material. The utilitarian furnishings include a starting crank, tire pump, the usual speedometer, light switches, oil pressure and generator lights, and fuses. Controls are the conventional clutch and gas pedals and a brake pedal. Under the dash is a lever that would be pumped with the foot upon leaving the water, relubricating all the front-end moving parts. The Type 166 has two gas tanks of approximately five gallons each. There is a lever to switch the feed from one gas tank to the other, and a foot-operated pump assures an uninterrupted supply of gas to the fuel pump. A tool box is also located under the dash on the passenger's side and there are many brackets and clamps for securing military equipment.

Shifting is done with two levers — the larger lever controlling the four

Over 15,000 Type 166 Schwimmwagens were built, and only 250 are known to exist on this side of the Iron Curtain — and only 25 of those are in the US.

forward and one reverse speeds, and a smaller lever between the two front seats controlling two-wheel-drive, four-wheel-drive, and four-wheel-drive, low range.

Propulsion in the water is accomplished by a large three-bladed prop, which is stored in an up-unengaged position when not in the water. A rod clamped to the top of the muffler above the rear deck is used to raise and lower the prop, which is hinged at the top so it may pivot up and down. It is quite heavy, weighing about 75 pounds, but through an ingenious counterweight mechanism, the operator can raise or lower the prop easily with the lowering rod. With the prop engaged through a power takeoff driven from the engine, the waterborne Type 166 is capable of up to 15 mph or 7.5 mph fully loaded. The prop drive is either engaged or disengaged — there is no neutral or reverse — so, choose your course well! Steering in the water, like on land, is done with the front wheels.

The versatile Type 166 saw much action throughout Europe during WWII. It was a favorite of the German troops in Russia because of the rugged, wet terrain.

Of the more than 15,000 Type 166's built, it is estimated that about 250 are still in existence in free Europe and the US — about 25 of these in the US.

At the War's end, many Type 166's were abandoned by the German soldiers. Some were hidden away in barns by enterprising farmers, but most were simply destroyed. The story goes that after the War, the German Navy fleet was to be dismantled. The little Schwimmer was considered a boat (since it was water going) and was therefore slated for demolition. Some of them were saved by cutting doors into the sides and removing the props, so that they were then enough like an "auto" to satisfy those in charge of carrying out the demolition orders. (The Type 166 featured here had doors cut into the body until it was restored in the mid-1960s.)

Surplus Used to Build World's Largest Aircraft

By CLIFF HILL
DRMS Public Affairs

When the Piasecki Heli-Stat undergoes flight testing later this year, the Defense Reutilization and Marketing Service (DRMS), a Defense Logistics Agency activity headquartered at Battle Creek, MI, will be well represented in this attempt to use Korean War-vintage equipment as a means of developing technology for the 1990s and beyond.

It all began when the Navy in the Pensacola, FL, area began turning in all existing inventory of spare parts for the obsolete H-34 helicopter. Joyce Shipp-Billups, a district reutilization specialist with DRMS in Memphis, began making telephone calls in search of customers, but she had no success.

Then someone told her that the only possible customer might be the Navy special project in Lakehurst, NJ.

That special project turned out to be something called the Piasecki Aircraft Corporation Heli-Stat. This aircraft is initially being built to demonstrate the economic potential of transporting timber from inaccessible forests for the U.S. Forest Service, Department of Agriculture. The Naval Air Development Center is the Technical Program Manager and contracting agency.

Upon hearing from Shipp-Billups that helicopter parts were

available, the Navy was delighted and immediately made arrangements to send a representative to Pensacola. (In the end, the Naval Air Systems Command requisitioned tail rotor and other parts for H-34 and H-53 helicopters valued at \$392,000.)

"That man spent a whole week down here looking at every helicopter we had on hand," said Shipp-Billups in describing how the Defense Reutilization and Marketing Office in Pensacola, FL, became involved with the Heli-Stat, claimed by its builder to be the world's largest aircraft and, without a doubt, one of the world's most unusual.

The Heli-Stat has the potential to reduce the cost of helicopter aerial timber harvesting and increase the economic radius of operation from the current helicopter's 1.25 miles to over 5.75 miles. It has a useful load of 24 tons, surpassing the maximum lift of U.S. military helicopters of 16 tons.

The Heli-Stat employs the buoyant static lift of a helium-filled, one million cubic foot airship envelope to offset the empty weight of four helicopters and the structure interconnecting the helicopters with the envelope and lighting gear. The Heli-Stat's empty weight is thus brought to near zero, allowing the total thrust of the helicopter rotors to be applied to lifting the useful load. Precision hovering is obtained through the four heli-



The Piasecki Heli-Stat, the largest aircraft in the world, was made largely from surplus military parts.

copter rotors and their inter-connected controls.

A major factor in keeping project costs low is the utilization of proven and available components in the construction of the Heli-Stat. These components include SH34J helicopters including their R-1820 piston engines of 1,525 horsepower each, and a 20-year-old aerostat (blimp), and power train components from the CH-53 and CH-46 helicopters.

The Heli-Stat is 343 feet long, 111 feet high and 188 feet wide with rotors turning. That's longer and wider than a football field and as high as an 11-story building. It will be flown by one

pilot in the left rear helicopter cockpit where he has an excellent view of the suspended load hanging from the center. The other three cockpits will be manned by flight engineers.

Construction of the Heli-Stat's interconnecting structure is underway at the Navy's Lakehurst, NJ, facility and at Sharon Hill, PA, three miles from Philadelphia International Airport.

The blimp has been restored to a helium leakage rate equivalent to that of a new blimp and has successfully passed its design pressure test. The interconnecting structure has been statically

(Continued on page 7)

Navy sub opens for visitors in Groton

By ALMA ESHENFELDER

GROTON, Conn. — Visitors to Connecticut can have an extraordinary experience starting April 18 when the new USS Nautilus Memorial and Submarine Force Library & Museum is scheduled to open.

The Nautilus, the world's first nuclear-powered submarine, is the feature in this new museum of the world under the sea.

Also on exhibit here will be a replica of the American Turtle, the first American submersible, invented in 1775 by David Bushnell of Old Saybrook.

This one-man sub was used during the Revolutionary War. The replica is on loan for a year from the Connecticut River Museum in Essex.

The Nautilus, the only nuclear submarine open to the public, is permanently berthed in the Thames River adjacent to the U.S. Naval Submarine Base here and upriver from Electric Boat-General Dynamics shipyard where she was built in 1954.

The adjacent museum's main exhibit depicts the history of underwater navigation beginning with designs by Alexander de Great, drawings by Leonardo da Vinci, the Turtle and many models of more recent classes of submarines.

A second-floor exhibit details crew life from 1900 to the present.

Hours will be from 9 to 5 daily except Tuesdays, and admission is free.

Further information may be obtained from Nautilus Memorial and Submarine Force Library & Museum, Groton, Conn. 06340.

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Antique car owners hit by DMV glitch

By MIKE PISERCHIA

Another programming glitch in the state Division of Motor Vehicles' infamous \$6.5 million computer has resulted in some 11,000 antique car owners being told they must re-register their vehicles at \$25 each.

H. Arthur Smith, a spokesman for the DMV, said the computer error was discovered as the division was sending out what were supposed to be "no fee registration renewals."

"We wanted to update our computer data to determine just how many antique registered cars are out there," Smith said.

"But, in the process, due to some computer glitch, some 11,000 antique car owners are getting re-registration forms requiring a \$25 fee."

State law allows vehicles that are at least 25 years old to be classified as antiques. But instead of requiring the owners to pay a

yearly registration fee, as all other vehicles do, the DMV requires only a one-time \$25 registration fee.

However, such vehicles are only allowed on the road to get to and from antique car shows and parades. They cannot be used for everyday transportation.

"We don't know what to do," said Madelyn Maxwell of Ber-nardsville who just sold a 1937 Packard and bought a 1951 Pontiac.

"We read all the stories about the state computer so we called the Division of Motor Vehicles. They told us the computer is incorrectly spewing out renewal forms and requiring a \$25 registration fee."

Smith said the DMV has established a special bank account to hold the money collected as a result of the computer error. All that money, he said, "will be returned to the people."

Suggested procedure: Return the form, updated, minus any money (cross out the \$25.50), to:

Ms. Massari, Special Plates Unit
CN 015
Div. of Motor Vehicles
25 So. Montgomery
Trenton, N.J. 08666

5-10-86
Ser +

Looking For Military Vehicle Paints?

by Buz Bowling, Charlotte, North Carolina

During the course of restoration work on several Jeeps and other military vehicles, I had to find a source for the older military paint colors. A lot of surplus paint is available, but I've found that it never sprays well or looks satisfactory considering that in most cases the vehicle is being restored for occasional or display use, rather than actual use out in the field. Also the current automotive acrylic enamel paints are much superior than the old paints and also offer the advantage of drying faster than the old style "straight" enamels.

With help from articles in the MVCC publication "Army Motors", I got a start on trying to find the paints. I also tried to find parts on the various vehicles I was working on to determine the shade of the original paint. I got a lot of help from the folks at Auto Color Service, the local Ditzler auto paint dealer here in Charlotte, North Carolina.

All the paints I've found except one are the Ditzler brand. I have actually used all the listed colors and have been very satisfied with the results. There may be crossovers to other brands of paint using the Ditzler numbers, but I have not tried to do this and can't report the results.

On some of the colors you will have to add flattner in proportion to the amount of gloss you want to remove from the paint. The flattner container usually has the proportions for the amount of flattness printed right on the label. To get a semi-gloss, I usually add one quart flattner to one gallon of gloss paint.

As an additional note, I've had several requests for the current camouflage paint scheme colors. As of this date I've been unable to locate commercially available equivalent colors.

Lusterless Olive Drab #34087 Ditzler equivalent #44721—Flat

This is the WWII color that I have been using. Apparently there were several shades of this color used during WWII, and different manufacturers of vehicles were not able to get all the paint from the same source. Hence the slightly different shades you might notice if you have located any WWII vintage new old stock parts. This paint is not quite as flat as it may have originally been, but this is an advantage because it is more water resistant and offers better protection for the metal, and oil spills are easily wiped off. Oil would permanently stain a completely flat paint. This paint has just recently become available in acrylic enamel, but I have not used it in that form yet. I have only used the lacquer form.

U.S. Olive Drab #24087 Ditzler equiv. #44592—Semi-Gloss

This is the color most frequently used on the "M" series vehicles which started appearing after WWII. In the Jeep line it would have been used from the M38 through the M151 until the advent of the camouflage paint. This paint matched many of the new parts I've found, but some people prefer the darker shade of OD which began to appear during the late 1960's. To make it darker I have added one quart of glass black to a gallon of OD and had satisfactory results.

USMC Green #24052 Ditzler equiv. #42385 *add flattner

Apparently there are many shades of Marine Corps green. This is the shade which I have found most frequently on the USMC Jeeps I have restored (most dating from the early 1960's.) This is more of a Forest Green rather than an Olive Green. You'll have to try a little and see if you like it, but it's the most satisfactory USMC Green I have found. You'll have to add flattner as the formula is for a full gloss paint.

USAF Strata Blue Ditzler equiv. #14308 *add flattner

This is the dark blue which the Air Force used for many years. This shade is an exact match to several Dodge M37's and Willys M38A1's that I've found with original paint. You'll have to add flattner as the formula is for a full gloss paint.

U.S. Government White Ditzler equiv. #8706 *add flattner

I've found this to be the correct shade of white for the star emblems and other stenciling on the vehicles. You'll have to add flattner as the formula is for a full gloss paint.

U.S. Government Chrome Yellow Dupont equivalent #42598-AH *add flattner

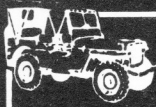
This is the correct shade for the chrome yellow lettering and markings as used on the Marine Corps and Air Force vehicles. This is also used on the bridge marker plates which go on the front of some vehicles. This color is not available from Ditzler, but I have had good results with this Dupont equivalent. You'll have to add flattner as the formula is for a full gloss paint.

U.S. Government Red Ditzler equivalent #71662SC *add flattner

This is the red which is used on some of the emblems on the USMC vehicles, it's also the correct shade for the red crosses on the ambulances. You'll have to add flattner as the formula is for a full gloss paint.

Dodge Truck Engine Gray Ditzler equivalent #32665

This is the engine color that I have used on the WWII Dodge weapons carriers. Club President Roy Hamilton describes it best as a "light smoke white gray". This is the closest that I have been able to come to this description. Several of the WWII Dodges that White Owl Parts Co. in Kinston, N.C. recently brought back from long term storage in Europe have engines this color. This color can also be seen on several assembly line photos that have recently surfaced.




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Garry Van Heest, MVCC #254, old time NJC member, is relocating back to New Jersey (from Texas) on May 14. Gary resided formerly in Franklin Lakes and owned GTBs. New address: 12 Lake Street, Upper Saddle River, N.J. 07458.201-327-3637. Garry has missed 8 years of inspiration from NJC meetings!

10:15

Classified Advertising

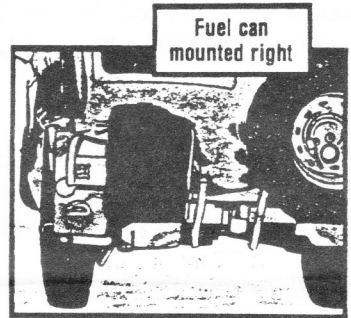
- DISPOSAL: M170 jeep ambulance, 1955. Kit for, you assemble. 95% of parts included. \$1200. Contact Harry Rimmer, 201-752-8058
- DISPOSAL: M37 truck, 3/4 ton, 1951 - tow. Good body. Most parts included. Needs engine overhaul or new engine. Contact: Harry Rimmer, 201-752-8058
- DISPOSAL: Military grease guns with bracket - fit under hood. Have only 10 each. \$10. Frank Nasto 201-687-9644
- DISPOSAL: MB jeep with plow. Pinto engine and overdrive, extras. Contact Bernie Bunger, 201-463-7855
- DISPOSAL: Dodge 1/2 ton drive line parts - call Ted Bromage. 201-966-1080
- WANTED: 9.00/16" combat rims for Dodge vehicles. I only need 3 or 4 total. Doug Stober, 201-543-9355

1/4-Ton Trucks...

Prevent Fuel Fires

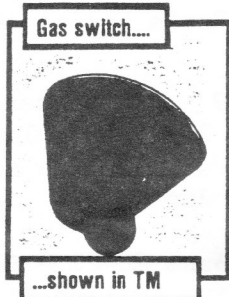
Always mount the fuel can on M151-series trucks with the opening facing the spare tire. Then fuel leaks can't drip on a hot tailpipe and start a fire.

Some pictures in the TM's show the can mounted wrong... like Fig 2-400 in TM 9-2320-218-20 and Fig 81 in TM 9-2320-218-20P.



2 1/2-Ton Truck Ignition Switch

Item 8 in Fig 62 of TM 9-2320-209-20P shows the gasoline engine ignition switch. But NSN 3040-00-789-7607 in the TM is for the multifuel engine switch with a locking lever.

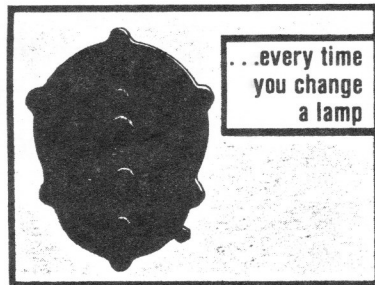
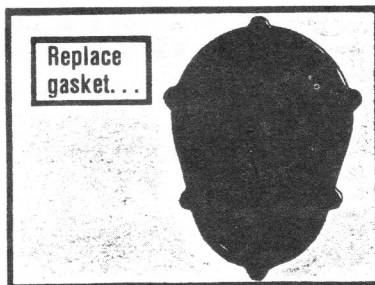


Composite Lights...

Penny Saved... Dollar Burned!

Any time you mechs replace a turn signal, stop, tail, parking or blackout marker lamp in a composite light, use a new gasket.

If you use the old one again, water will get into the assembly, causing rust that'll fuse the lamp base to the socket. You'll end up doing the job all over again... and again. It's smarter and cheaper in the long run to use a new gasket each time you open the light.



Above:PS, April 1986

HELIOSTAT

(Continued from page 4)

tested successfully and includes the center "gondola" structure and four supporting "wing" trusses for attaching the four helicopters and the blimp.

In addition to timber harvesting, off-shore oil development, pipe-line laying and mining are other potential commercial applications for the heavy vertical air-lift Heli-Stat. Logistics-over-the-shore, anti-submarine warfare and large missile handling are potential military applications.



Navy may re-take Olympia

Philadelphia may wake up some morning and find that Admiral Dewey's flagship, *USS Olympia*, has been spirited away from her Delaware river pier.

That is the rumored plan of the Navy if it is not successful in convincing the courts that the Manila Bay flagship should not be turned over in settlement of a liability lawsuit.

Rather than see the ship auctioned off to be turned into a discotheque or

nightclub, the Navy is reported to be planning to tow the ship from Philadelphia to the Washington Navy Yard. Here it would be berthed near the Navy Memorial Museum, already the home of a Vietnam-era destroyer, *USS Barry*.

Asked by the *Heliogram* if the *Olympia* was being moved to the museum, a museum representative commented, "No, not at the moment but we would sure like to see that happen."



MVCC / NORTH JERSEY, INC. - MILITARY VEHICLE COLLECTORS CLUB

Coming Events

- Sat - May 10 - Picatinny Arsenal, N.J. parade/open house.
Mon - May 12 - NJC membership meeting, Florham Park, N.J.
Sat - May 17 - Armed Forces Day
SAT - MAY 24(also Fri & Sun) - Connecticut Chapter military vehicle rally - same site as last year - Exit 67(formerly #98) of Route 84(this segment formerly Route 86) at the Tolland Co. Agric. Center, Rockville, CT, east of Hartford.
Mon - May 26 - Memorial Day parade - Caldwell(morning)
Mon - Jun 9 - NJC membership meeting, Florham Park, N.J.
Sat - June 14 - Meadowlands Militaria show, NEW location - larger and better - Paul VI high school, Clifton, N.J. on Vally Road, just north of Rt.46/3.
Thur-Sat - Jun 19-21 - Carlisle, Pa. summer automotive flea market
Sat - June 21 - Antique Truck Club of America show, Macungie, Pa.
Fri-Sat - June 20-21 - AACA National Spring Meet, Cherry Hill, N.J.
Fri- Jun 27 - Auction at Ollie Kenen's parents home, Edison, N.J. Details to follow.
* Fri- July 4 - Independence Day parade , and NJC annual picnic(dates approx.)
Mon - July 14 - NJC meeting
Thur-Sun - July 17-20 - MVCC INT'L Convention, Lowell, Mass. Details to follow.
Sat - Aug 16 - - Upstate N.Y. military vehicle rally(also Fri & Sun). Details later.
Fri-Sun - Aug 29-31 - ASMIC convention, Arlington, Va.
Mon - Sept. 8 - NJC meeting
Sat - Sep 20 - Keystone Chapter m.v. rally at Penny Hill, near Montoursville, Pa.

*July 3 evening - Fairfield parade



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