

MOTOR POOL MESSENGER

MILITARY TRANSPORT ASSOCIATION OF NORTH JERSEY
May/June 1987.....Volume 15, Number 2
Editor: Dennis R. Spence

Coming Events

- May 30(Sat) - East Coast Spring Rally, Middletown, Delaware(nr.Summit Airport)
June 8(Mon.) - Monthly MTA membership meeting - Bonanza, Florham Park, 7pm.
June 20(Sat.) - Antique Truck Club of America meet, Macungie, Pa.
June 27(Sat.) - Berkshire military vehicle rally, Dalton, Mass.
July 4(Sat.) - MTA parade, Florham Park, N.J.
July 11(Sat.) - Connecticut military vehicle rally, Tolland, Conn.
July 13(Mon.) - Monthly MTA membership meeting
July 24-25 - Houston Area Chapter rally, Galveston, Texas
August 10(Mon.) - Monthly MTA membership meeting
August 15(Sat.) - Buckeye military vehicle rally, Medina, Ohio
New England chapter rally, Barre, Mass.
Sept.4-5 - ASMIC Tri-convention(with AAMUC), Cincinnati area, Ohio
Sept.7(Mon.) - Labor Day

Amphibious Vehicles

Types. Amphibious vehicles are divided into three general categories: carriers, landing vehicles (LVT), and lighters (LARC).

Carriers include armored reconnaissance airborne assault vehicles; tracked vehicles developed to transport personnel, cargo, mortars (self-propelled); and vehicles used for command and reconnaissance. The mobile floating assault bridge/ferry (MAB) and the self-propelled artillery vehicles with flotation devices installed are included. These vehicles are normally available to the division and corps.

Landing vehicles (LVT series) are designed as personnel carriers and combat support vehicles for use during coastal amphibious operations. Limited availability generally restricts their use to the crossing of wide rivers.

Lighters (LARC series) are vehicles developed for transporting supplies and equipment from ships to on-shore dumps during amphibious operations. Lighters may be used on large rivers for supply buildup on the far bank.

FM 31-60, River-crossing
operations, 1972

NEW ADDRESSES

Frank Brewer, 111 Bayberry
Rd., Newport, NC 28570
919-223-3437

Fireman, crash truck at
Cherry Point (USMC air
base for Harriers)

Gary Van Heest - moving to
Hartford, Conn. area.
Bought M715. Business
address: TRC Environ-
mental Consultants, Inc.
800 Conn.Blvd., East
Hartford, CT. 06108
203-289-8631.

Aibel, John and family -
RD#2 - Ironia Road,
Mendham, NJ 07945
201-543-6468

S.A. ORA
RUE DE LA GARE
COSNE SUR LOIRE
FRANCE

U.S. REPRESENTATIVE

PATRICK RICHOUX
5710 BIRDWOOD
HOUSTON, TEXAS 77096

Dear Sirs:

We, S.A. ORA, are French manufacturers of original body parts for American jeeps. We are the only manufacturers of original body parts in Europe. The body parts we have available are for the FORD GPW 1941, WILLYS MB 1941, and HOTCHKISS 1956. We do have other models available upon request.

We would like to bring the export market of these body parts to the United States. We now have a representative, Patrick Richoux, in Houston, Texas. We would like to establish a permanent inventory stock in Houston. If you are interested, we would be able to supply you with any body part for American jeeps.

For efficiency in service, we would like to know which parts have the largest demand. We are sure we can offer you competitive prices.

We will be displaying the WILLYS MB 1941 at the International Convention of the Military Vehicle Club, July 23,24,25, and 26, in Galveston. Please contact us at your convenience for any questions you may have.

Thank you,

A handwritten signature in black ink, appearing to be 'P. Richoux', written over a horizontal line.

Patrick Richoux

6th Annual Antique Truck/Auto Show and Flea Market

Sunday, June 7-Starting at 11 **A**m

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LOCATION



**Garden State
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Exit 7, I-78, Bloomsbury, N.J.

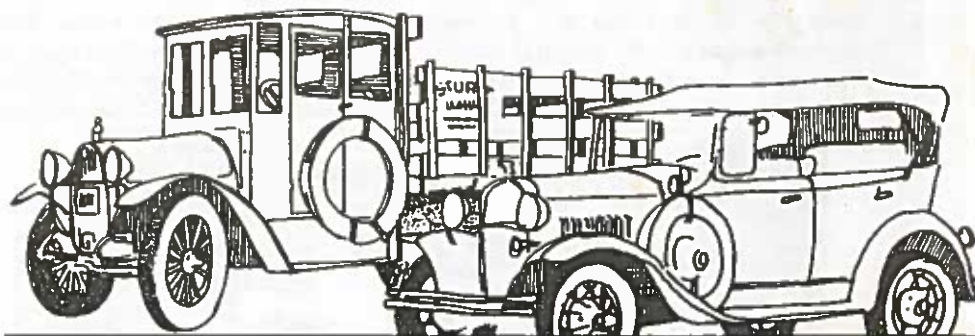
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I will need _____ Flea Market spaces at \$10 each. Spaces are 10 x 20 and will receive a Buy-One-Get-One-Free Chicken Dinner. Make checks payable to: Garden State Auto/Truck Plaza.

Old Jeeps Of The Future

by SSgt. Deborah A. Gonzales

"Waste not, want not" is an adage that has been around for a long time, and it still applies, especially to the folks in the Sembach Air Base, West Germany, 66th Transportation Squadron.

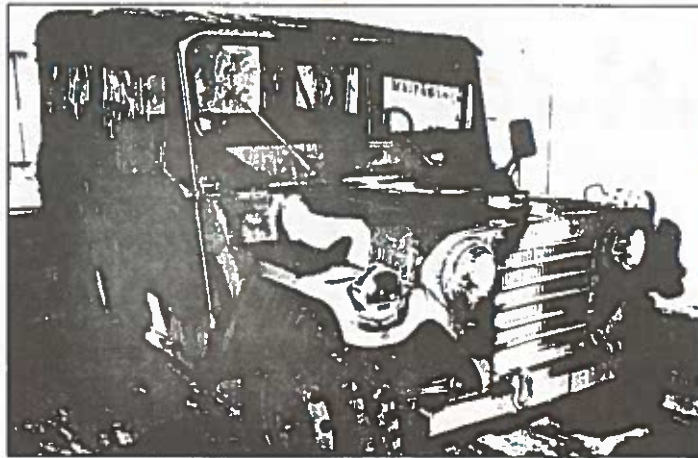
For the past three years they have been actively involved in a program to rehabilitate the 65th Air Division's fleet of M-151-A2 jeeps, saving the Air Force thousands of dollars.

"These jeeps are used in the field by the division's air liaison controllers," explained Lieutenant Colonel John R. King, chief of transportation.

Fully outfitted, the jeeps become mobile communications centers through which the Army can call for, and direct, air support from the Air Force. Many of the jeeps, however, are more than 10 years old and the effects of time and corrosion have taken a toll.

Unibody kit used

"To simply go out and buy a new jeep would cost the Air Force around \$10,000," the colonel said. "Instead, we purchase a unibody kit and put the vehicle back on the



An M-151-A2 jeep after reconditioning.

In recent years the military has been ridiculed for wasting tax payer's money on items that could be purchased for less. But rarely is it heard that it is also saving money through special programs. The 66th Transportation Squadron has such a program for the 65th Air Division's fleet of M-151-A2 jeeps. Many of these vehicles have seen more than a decade of use, and the effects of time and corrosion have taken their toll. But instead of junking the vehicles, the Air Force is replacing the old bodies with new "unibodies", thus allowing more miles and years of use.

road for between \$4,500 and \$5,000, fully combat-ready," he added. The unibody kit, which consists of a jeep frame and body molded together, was suggested by Tony Ascillillo, the resident expert on the kit. He worked with the unibody while serving in the Army until retiring in 1972. The following year he started working for the Air Force and felt it could use the same

by the end of the year."

When the unserviceable jeep is brought in to the transportation shop, the work of tearing out serviceable parts begins, which takes anywhere from 12 to 15 hours. "We start with the front section, removing the windshield, lights, and hoses from the engine," Ascillillo said. "We then go into the panel, taking out the accessories on the dash, removing the heater, wiring under the dash, the steering column and gas tank." Afterwards the front and rear ends are removed. "The engine is just about the last thing that comes out," he explained. "Everything is removed, down to the body.

"One nice thing about this jeep is that each wheel is a separate unit," he continued. "They each have individual suspension that just bolts to the frame and makes it safer and easier to work with."

A-frame makes job easier

After the old jeep is stripped down, it's time to start on the new unibody. But before parts can start



AIC Richard Ratcliff, a vehicle body mechanic, applies a coat of rust proofing to the new unibody.

type of program.

"We're now working on our 50th rebuild," said Ascillillo, "and we hope to have another eight finished

road for between \$4,500 and \$5,000, fully combat-ready," he added.

The unibody kit, which consists of a jeep frame and body molded

being put onto the unibody, it is mounted on an A-frame and sprayed for rust proofing. The A-frame was an idea of several people in the transportation squadron and has come in handy for working on the jeep. "It lets us rotate the jeep so that the rust proofing can be applied more easily, and we also use it when we put in the new exhaust system," Ascillillo explained.

For those interested in constructing an A-frame, the length is 12 feet, 8-1/2 inches from axle to axle. From wheel to wheel, the width is 6 feet, 8 inches. From the rear body mount to the front body mount, it is 12 feet. The total height is 5 feet from the ground.

The new jeep body is attached to the A-frame by a 3 inch piece of pipe with a 2-7/8 inch pipe running through the middle. Locking nuts and bolts are attached to the pipe so the jeep can be rotated 360 degrees and locked at any angle needed. The rear of the jeep is attached to the A-frame by the pintle hook mount. The front mounts to the frame horns.

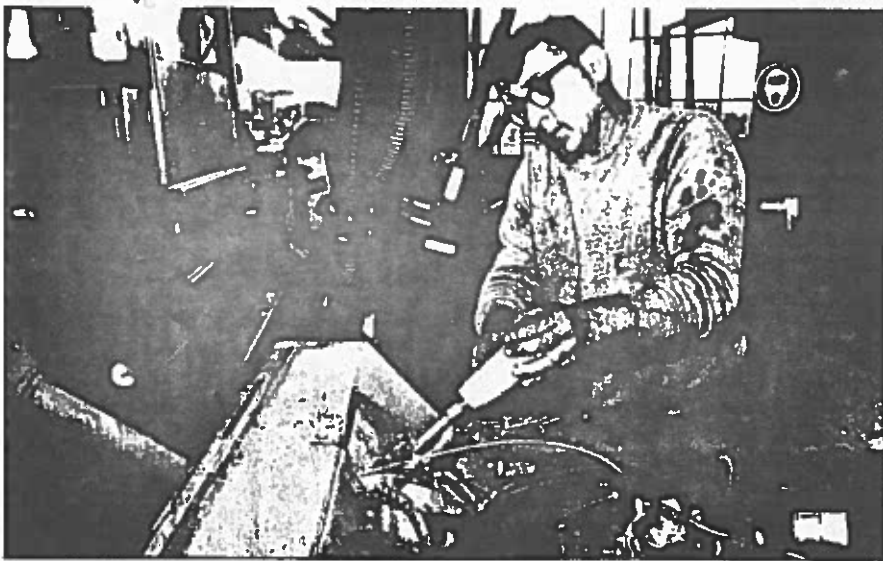
The builders of the A-frame used 2-inch reinforced angle iron for its construction, and mounted 12-inch wheels for easy transportation.

Nothing is wasted

Salvageable parts from the old jeep are then put onto the new frame. "When the jeeps come to us, they've usually been declared unsafe because of excessive corrosion or occasionally, an accident," he continued. "When they leave here, they are completely safe and ready for use, and the Air Force has saved thousands of dollars. Nothing is wasted if it's still in good condition."

But the one thing that Ascillillo stresses the most when training new people to work with these jeeps is safety. "That includes taking every piece of the jeep apart and looking at it from a safety standpoint before deciding whether or not to put it on the new body," he stressed.

At present, the unibody program at Sembach Air Base is the only one in the Air Force. And as far as they can tell from the vehicles which have been put back in the field, the program is a great success, according to Colonel King. "Our current estimates put the



Tony Ascillillo, the resident expert on the unibody kit, goes through the process of removing every nut and bolt on the old jeep body.



Ascillillo prepares to remove the fuel tank from the old jeep body. The old jeep is completely stripped before work on the unibody can begin.

vehicles at completely road-worthy and in combat-ready status for at least three to five years.

"Everything here is designed to be mobile, which makes a large part of it vehicle-dependent, and sound operational vehicles is the key to mission success," he said.

About Author

SSgt. Deborah A. Gonzales is a public affairs writer with the 66th Transportation Squadron, West Germany. She also took all of the photos for this article.

Autobody & Reconditioned Car/Sep-Oct '86

A TRIP TO SAM WINERS, AKRON, OHIO

Every Spring and Summer when this Editor goes West. It is always relaxing to go out of the way to Sam Winers in order to look over the goodies and see what has been added to and from his fleet inventory.

1987
The trip this March showed about 25 M-37s, several M-715s, More Weasels (stacked two high), scores of M-135 & 211's, Gas tankers, Fire pumper. Most of these vehicles, since last fall have recently returned from overseas. A year and a half ago there were about 50+ MB & GPW's from Greece, I could only find 10 left this spring and 2 were being pulled out for shipment. I asked 3 different employees were they were going only to hear "Some nut is going to restore them". I could not find the 3 Half-tracks that were there last fall but 2 new yellow ones (contractor customized via cutting torch) have been added.

There are a few M-38A1's and two open cab French CCKW's ready to roll. Two old cannabilized CCKW's but a nice pile of about 60 or 70 CCKW 750x20 takeoffs. I found some new Uniroyal Tires all mounted and ready to go to work, priced right!! Tank retrievers, One Duck, 2 1/2 ton, 5-ton, 10-ton, etc. More things to gawk at, than can be imagined.

Yardmen Howard & oscar are very congenial to help one out, but what I like best is that they will let you sight see by yourself. Climb up in the drivers seat of their Lark 40-ton and close your eyes.....

From NY-Pearl Chapter
News
Editor - Dick Scott

NEW 1985 MODEL

WITH GO-BOTS BEING THE NEW TOY CRAZE WITH KIDS... IT WON'T BE LONG BEFORE ADULTS GET REAL ONES IN MASSACHUSETTS...

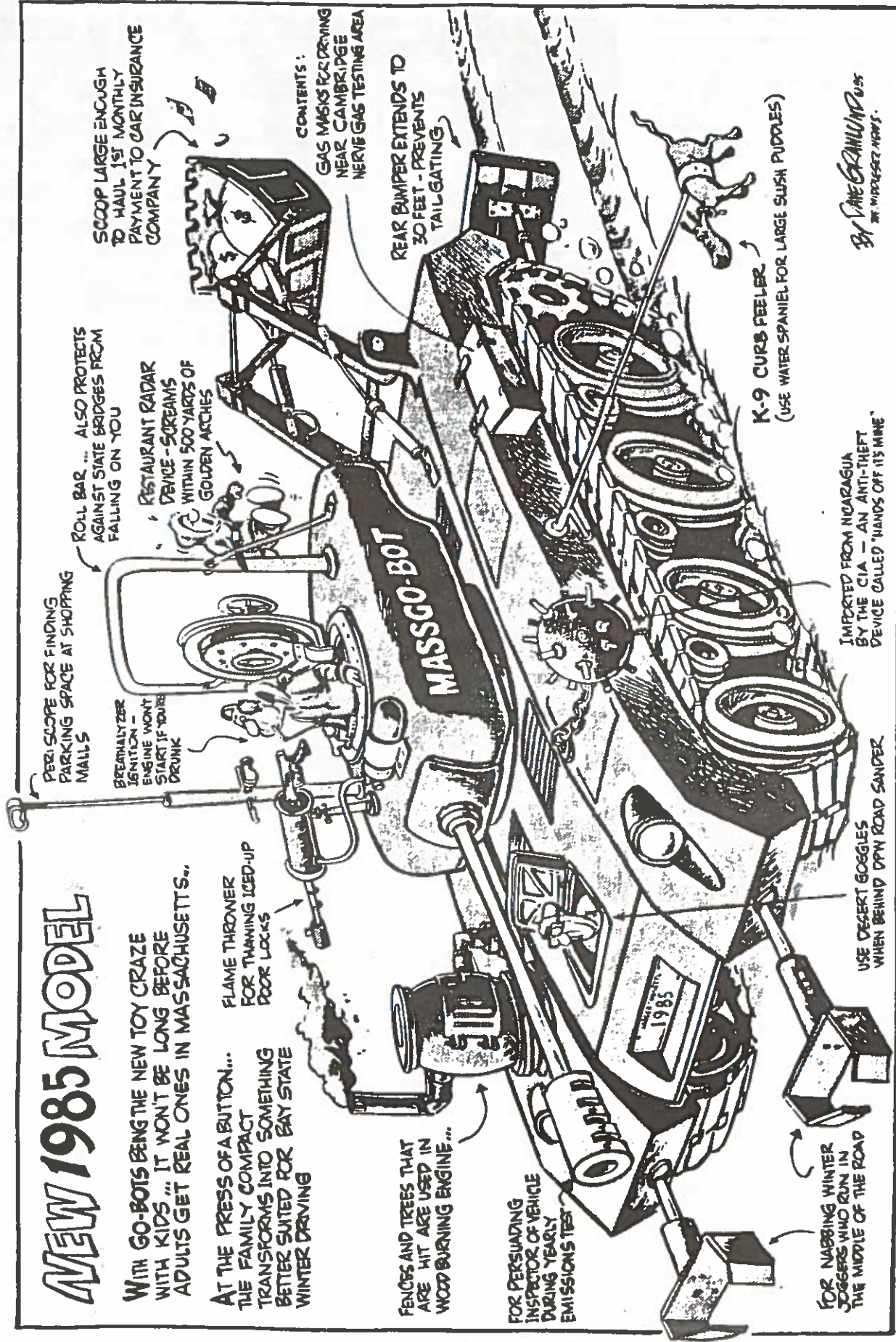
AT THE PRESS OF A BUTTON... THE FAMILY COMPACT TRANSFORMS INTO SOMETHING BETTER SUITED FOR BAY STATE WINTER DRIVING

FLAME THROWER FOR THAWING ICED-UP DOOR LOCKS

FENCES AND TREES THAT ARE HIT ARE USED IN WOOD BURNING ENGINE...

FOR PERSUADING INSPECTOR OF VEHICLE DURING YEARLY EMISSIONS TEST

FOR NABBING WINTER JOGGERS WHO RUN IN THE MIDDLE OF THE ROAD



PERI SCOPE FOR FINDING PARKING SPACE AT SHOPPING MALLS

BREATHALYZER IDENTIFIES ENGINE WONT START IF YOU'RE DRUNK

ROLL BAR... ALSO PROTECTS AGAINST STATE BRIDGES FROM FALLING ON YOU

RESTAURANT RADAR DEVICE - SCREAMS WITHIN 500 YARDS OF GOLDEN ARCHES

SCOOP LARGE ENOUGH TO HAUL 1ST MONTHLY PAYMENT TO CAR INSURANCE COMPANY

CONTENTS: GAS MASKS FOR DRIVING NEAR CAMBRIDGE NERVE GAS TESTING AREA

REAR BUMPER EXTENDS TO 30 FEET - PREVENTS TAIL-GATING

K-9 CURB FEELER (USE WATER SPANIEL FOR LARGE SLUSH PUDDLES)

IMPORTED FROM NIAGARA BY THE CIA - AN ANTI-THEFT DEVICE CALLED 'HANDS OFF ITS MINE'

USE DESERT GOGGLES WHEN BEHIND OPEN ROAD SANDER

By THE GAWWINGERS
THE WHEELSET NEWS.

Submitted by Al McAdoo

MILITARY



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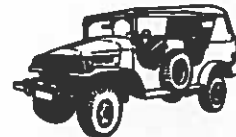


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For Sale: NOS Dodge Zenith carbs. \$100 each. Steve Krentler, 201-764-8752

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