

MOTOR POOL MESSENGER

the official monthly newsletter of the **MILITARY TRANSPORT ASSOCIATION**
visit us online at www.MTAofNJ.org

Issue: August 2022

Editor: David Steinert



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ON THE COVER...



A 25th Infantry Division M48A3 Patton moving through Viet Cong territory during Operation Lincoln 27 March 1966.



The M48 Patton is an American first-generation main battle tank (MBT) introduced in February 1952, being designated as the 90mm Gun Tank: M48. It was designed as a universal replacement for the M26 Pershing, M4 Sherman, M46 and M47 Patton tanks, and was the main battle tank of the U.S. Army and U.S. Marine Corps in the Vietnam War.

A total of nearly 12,000 M48s were built, mainly by Chrysler and American Locomotive Company, from 1952 to 1961. The M48 Patton was the first U.S. medium gun tank with a four-man crew, which replaced the traditional and crowded five-crewman tanks, with a centerline driver's compartment, and no bow machine gun. As with nearly all new armored vehicles it had a wide variety of suspension systems, cupola styles, power packs, fenders, and other details among individual tanks.



The Patton tank goes to war

The early designs, up to the M48A2C, were powered by a gasoline engine. The M48A3 and A5 versions used a diesel engine, however, gasoline engine versions were still in use in the US Army National Guard through 1968 and through 1975 by many West German Army units. Numerous examples of the M48 saw combat use in various Arab-Israeli conflicts and the Vietnam War. Beginning in 1959, most American M48A1s and A2s were upgraded to the M48A3 model.

Shortly after the start of the Korean War, the T48 project was created to focus on improving the turret of the M47 Patton and upgrading performance with a more powerful yet more efficient gasoline engine. The project began simultaneous production and design refinement of the new tank, designating the production tanks as the

90mm Gun Tank M48. The Army planned to produce some 9,000 M48s within three years of development. Chrysler Corporation became the principal producer of the tank.

There were two different hulls used for the M48 series. The M48 hull had a wedge-shaped front glacis compared to the M46's rather flat design. Early Mod A hulls had smaller diameter driver's hatches. The suspension consisted of six road wheel pairs per side with a torsion bar suspension system and five return rollers.

The M48 in colour



Israeli M48A2C on 5 June 1967 during the Six Day War



German M48A2C on exercise in 1968



US Army M48A3 10th Cavalry, 4th Infantry Division in Vietnam 1970



Israeli 'M48A4' modified from M48A3 during 'Yom Kippur War' October 1973



US Army M48A5 of the 50th Armoured Division in 1962

The engine exhaust vents were located on the top of the rear deck. There was a dual compensating idler arm at the front, and dual auxiliary track tension wheels behind the last road wheels, using the T97E2 track assembly. The drive sprocket was located at the rear of the hull. Shock absorbers were mounted at the first two and last road wheel arms. This hull design was

manufactured for the original M48 and M48A1 versions of the M48 series.



A M48A3 of the 1st Battalion, 77th Armor Regiment attached to the 5th Infantry Division (Mechanized) ford the Cam Lo River, south of Con Thien, late 1968. The 77th Armor Regiment lineage started in WWII as the 753rd Tank Battalion where its first combat was during Operation Husky in Sicily 1943.

The M48A2 hull design saw several modifications including a reduction from five to three return rollers per side. The suspension system was simplified, a more compact powerpack compartment and additional fuel cells, with large louvered grill access doors replaced the complicated grill work of the rear engine decks of the M48/M48A1 hull designs. This hull was used on newly constructed M48A2 and M48A3 tanks of the M48 series.



This M48A3 equipped the ENSURE 202 mine roller was operating on Route 19 in August 1970. The name "Butch" is painted in front of the driver's hatch and note the star on the front hull was over painted black.

The main gun was an improved version of the 90 mm gun, the T139 for the M48 production tanks. It allowed for easier barrel changing and weighed less than the preceding M36/T119 gun. It was later standardized as the 90mm Gun M41 in February 1951.

By October 1954, the Army decided to amend the design of the tank by installing a cupola. During the production of M48s, it was modified several times resulting in a wide mix of cupola styles among individual tanks. Afterwards it was renamed as the Cupola, Tank Commander's Caliber .50 Machine Gun, M1.

Citing high fuel consumption, poor low-end torque, and the extreme fuel flammability of gasoline engines, ARCOVE industrial representatives had expressed desires for a diesel engine for the M48 since 1953. Continental Motors and OTAC began to develop an experimental X-shaped vapour-cycled engine design powered by hydrocarbons in 1954 for the T95 tank but it remained unreliable. In June 1955, OTAC adopted the recommendations and allowed a diesel engine to be used if it significantly improved fuel economy.

By August 1956 the diesel powered AVDS-1790 was recommended as meeting this requirement, and the Army requested the initial retrofitting of approximately 1,020 older M48A1s and A2s with the new engine in December. By February 1957, the Army had around 600 converted M48A3 Patton tanks and the Marine Corps had received 419. Because many M48A3 tanks were conversions from earlier models, many details varied among individual examples of this type. M48A3 tanks could have either three or five support rollers on each side and might have either the early or later type headlight assemblies, some retained their earlier Mod A turrets and different cupola styles.

The last major US upgrade of the M48 tank series was the M48A5. This conversion upgrade was applied to M48A3 versions still in service with Army National Guard units in order to maintain the training levels of Guard units as well as using a commonality in ammunition amongst tanks. The upgrade featured the mounting of the M68 105mm gun carried in the M116 mount and the all-metric measurement M16 fire control system. The hull was upgraded by applying the M60A1 RISE Hull PIP Update Kit and incorporated as many of the components as possible.

For more information and photos of the M48 Patton Tank in Vietnam...go to the following website:

<https://mikesresearch.com/2020/11/29/patton-tanks-in-vietnam/>



ATTENTION MEMBERS!

THE NEXT MTA MEETING WILL BE HELD ON
THURSDAY, AUGUST 4th 2022... MEETING WILL BE
HELD AT THE WHIPPANY AMERICAN LEGION IN THE
MEETING ROOM IN BASEMENT

Food at 6:00PM... Meeting starts at 7:00PM

MTA Meeting Minutes

Thursday, May July 7, 2022 at the American Legion Hall
in Whippany, NJ

Submitted by **Jean Swanick**, Secretary

The meeting was called to order at 7:07 pm followed by the Pledge of Allegiance and a moment of silence. A motion was made to approve the submitted minutes from June by **Gary Schultz** and seconded by **Pete Shaw**. *Motion approved!*

The Treasurer's Report as presented by **Al Mellini**:

Financial Report – Ending June 30, 2022

Beginning Balance:	\$47,706.55
Income: (Parades and Vendors)	\$ 4,650.00
Expenditures: (Picnic)	\$ 3,242.82
Closing Balance	\$49,113.73

MTA Newsletter: The club sends its condolences to **Dave Steinert** in the passing of his Aunt Virginia, wife of the late MTA Member **Dave Young**.

We plan to feature a look at our Founders' Picnic (enjoyed by all who attended despite the unruly high winds) in an upcoming issue.

2022 Swap Meet Update: The volunteer sign-up list is active. Please let **Gary Schultz** know if and when you are able to help out, there are several areas where we could use help. Gary related that the marketing videos and graphics which have footage of the 2018 show have been completed for advertisement.

MTA Website: Thank you to **Rudy Garberly** for the link corrections and updates in the *About Us* section made to the MTA website.

MTA Parade Report: Captain **Pat Dolan** reported that six vehicles were able to participate in Florham Park and four in Chatham. **Gary Schultz** noted that 12 vehicles participated in Randolph and the VFW sincerely appreciated that their veterans were able to ride together in the deuce. **Art Swain** noted the Veterans' Day parade in Clifton will be on Saturday, November 5th.

OMS7: **Pat Dolan** updated that work continues on the white Weasel and the paratrooper scooter-check out *Youtube* for progress reports.

New Business: **Al Mellini** suggested the club consider resuming donations as we have been able to attend several parades and the club is in a good financial position.

Good of the Club: **Bill McKelvey** had previously mentioned a tour of the Mahan collection of trucks at some point this year. Presently, the foundation has not determined an open house date for 2022 He will keep us posted. **Tim Swanick** mentioned the revised tentative date for the Picatinny historical ride is Sunday, September 25th. At this time, the criteria to enter the base remains the same... **A motion to adjourn at 7:52pm was made by Pat Dolan and seconded by Tim Swanick.**

MTA DONATIONS

The MTA has a 50-year tradition of donating to our Fighting Forces both deployed and at home, our New Jersey National Guard and many Veteran Organizations.

My nephew Lieutenant Colonel Jonathan Hassell, Squadron Commander sends along a Big Thank You for the donation of the popcorn machine.



Sharing pictures of the professional grade popcorn machine the MTA donated to the 60th F-35 Lightning Fighter Squadron... Nick Name "Fighting Crows". The squadron is currently stationed in AFB Pensacola, Florida.

The popcorn machine gets used every day after training missions for their traditional "Hot Popcorn" at their Heritage Room. Note the two MTA magnets applied to the front of the machine.

Thought the team would like to see one of the many ways our MTA donations are supporting our Fighting Forces.

Gary Schultz
MTA Vice President

Some Thoughts on the Military Transport Association 50th Anniversary and Founders Day Celebration and Picnic, Which was a Great Success!

Well over 50 members and family attended and there were more than 20 military vehicles on display. The oldest was a 1941 Jeep. VP Gary Schultz was a great master of ceremonies and handed out commemorative plaques to the founders present, including Harold Ratzberg, 93 and Jack White, 91 - not to be missed was his vintage ambulance with spare (body) parts in the rear. The founder of the club, Dennis Spence, who now lives in TN was not present, but was well remembered. I knew Dennis when he was the Reference Librarian at Bloomfield Public Library and was founder of the Boondock Blazers, a Jeep club. Dennis also founded Portrayal Press, which mostly reprinted old military manuals and remains in business under new ownership. A delicious array of food was devoured and nothing was left over - many thanks to the kitchen crew. Weather was clear, but cool and very windy. Since it was 90 the prior day I wore only my MTA "T" shirt and got a thorough chilling. I skipped the lovely celebratory cake, got in my car, turned up the heat to the highest setting and finally got warm as I arrived home...

Bill McKelvey



The Military Transport Association 50th Anniversary and Founders Day Celebration and Picnic

MTA 50th Anniversary & Founders Day Celebration June 18th 2022

Article by Gary Schultz

Drone and Ground Photos by Jonathan Berkemeyer

Well it's a wrap, 8 months in planning and our MTA 50th Anniversary & Founders Day Celebration on June 18th was a big success, with approximately 65 MTA members and family, 20+ MV's, good weather, trail rides, great BBQ and most of all 5 off our early MTA Founders!

A Big Thanks to our set up team at Fireman's Field and special thanks to our Cook Team headed by Al Mellini for the excellent BBQ lunch with all the fixings and specially decorated Founders cake for desert...well done team!!



Founders Harold and Anneliese Ratzburg with their plaques

Our Special Guests of Honor was the attendance of Founders **Harold and Anneliese Ratzburg**. Harold now 93 and Anneliese 94 held the very first meeting of our club with 19 attendees in their living room of their

house in Parsippany NJ house on December 4, 1972 It's from that date that we now celebrate the MTA's 50th Anniversary.

The presence of my good friends Harold and his Bride Anneliese made the day special for me and our other Founders and membership! Harold's 1943 GPW restoration and Harold's guidance helped me to restore my 1945 GPW way back in 1981/82. Harold and Anneliese were the first Founders to receive their well-deserved custom MTA Founders Award Plaque. *Thank* you Harold and Anneliese for all you have done for the MTA!

Founder **Pete Shaw** attended along with his 2021 *Best of Show*, 1941 Bantam BRC 40, fresh off a 5-year restoration and driving under its



Founder Peter Shaw receives his plaque

own power for the first time in public view! Peter Shaw, Dennis Spence, Harold Ratzburg and Ted Bromage are the special Founders as they met at Harold's office in Roseland Park NJ early November 1972 to discuss forming the North Jersey Chapter (NJ) of the now defunct California based National Military Vehicle Association (NMVCA). The first chapter East of the Mississippi.



Founder "Big Lou" Sliazis receives his plaque

Founder **Louis "Big Lou" Sliazis** has been a welcome fixture of the early days of the club. *Big Lou* was President of the club for several years. It was in *Big Lou's* kitchen that Harold, Dennis, I and the rest of the NJC Board

met to change the name of the club and incorporate it to the Military Transport Association (MTA). We also adopted our Red, White and Blue Star Logo, designed by Dennis Spence.

Founder **Pat Lombardi** and good friend joined us from Florida, Pat another early member known for his M114 Command & Reconnaissance Carrier and Half Track, supporting the club at many work details and parades



Founder Pat Lombardi receiving his plaque

and was the armored contingent of the club for many years.



Founder Steve Krentler receives his plaque

Founder **Steve Krentler** joined the club one year earlier than me in 1978 and held the President Position for multiple terms. Steve organized many of our parades and shows in the 80's and got many of the members involved with WWII reenacting. Steve also shipped a WWII Chevy Radio truck to Europe to participate in the 40th anniversary of D-Day events. Steve attended with his son and now lives in PA.

Four early Founders were unfortunately not able to join us. We missed you, and we raised a toast to all of you. Happy to say that your MTA Founder Plaques are on their way to you!

Founder **Dennis Spence** was Special Founder and driving force that help bring early members together with his 4WD Boondock Blazer off road club. Dennis was our first President and held that position many times. Dennis also drove the 1976 efforts to launch and incorporate in NJ the Military Vehicle Collectors Club (MVCC) an International Military Vehicle club that eventually morphed into today's Military Vehicle Preservation Association (MVPA) which at its highest had over 25,000 members worldwide, and it all started with the efforts of our MTA Founders and a few other MV enthusiasts. Dennis was missed by many at the picnic, but Peter Shaw and I were able to speak with Dennis from his home in TN and give him an update of the festivities! *Thank you Dennis for all you have done for the Military Vehicle Collectors Community!*



Founder **Ted Bromage** as mentioned earlier was one of the four Founders that met early November 1972 to discuss forming our club. Ted was also instrumental along with Dennis in managing the MVCC and their quarterly publication "Army Motors" in the early days of the new organization. Ted has a rare early 1942 Willys MB (Stat Grill) the earliest restored MV in the club for many years. Ted and his wife Joan now reside in Maine.



Founders **Dr. Peter Berendsen and Sally** were heavily involved in the early days with events and parades. Peter was President of the NJC when my father and I joined in 1979. Peter and Sally had a rare 1942 Dodge Command Car that was show class restored from two separate halves of salvaged Command Car bodies. Peter and Sally retired to Napa Valley CA several years ago.

Unfortunately, Peter and Sally lost their home to the devastating Napa fires a few years ago and all was lost. But Peter's two WWII Jeeps and Dodge M37 were in a metal barn behind the house. The vehicles suffered significant heat damage, but were not lost to the flames.

Founders **Dan and Barbara Janqueto** found their way to the club in the mid 70's with a chance encounter on the road with Founder Pete Shaw and his WWII Jeep. Dan and Barbara got so involved with the club and WWII vehicles that they started their own business in the



MTA New Life Member Jack Pellington gets a plaque

mid-1980's called Beachwood Canvas Works. Located in Beachwood NJ with specialized canvas for a wide range of MV's and especially the WWII Jeeps and early Willys CJ Jeeps. I bought one of Beachwood Canvas Works first run of canvas seats and top designed as exact replicas of the original canvas designs. I am proud to say that 40 years later, I still have the same Beachwood seats and top on my 1945 GPW! Dan has amassed a truly amazing collection of early prototype

WWII Jeeps, WWII Trucks, Command Cars, tanks and WWII equipment. The collection is so large that a few years ago Dan launched the Military Technology Museum of New Jersey located in Wall NJ (mtmnj.org). The MTA Team has made a few field trips and donations to the museum. The museum artifacts are so extensive that I still haven't seen everything! *Keep up the good work Dan...the MTA will be making another field trip to the museum soon!*



New MTA Life Member Tom Weaver gets a plaque

Finally, we had a surprise announcement. The MTA Executive Board elevated **Jack Pellington, Tom Weaver and Jack White**, three very special members for the hard work over decades of membership to **Honoree Founders with Life Membership!** The announcement took each of them by surprise as they came up for their own Founders Plaques. *Jack, Tom and Jack you thank you for you dedication to the club!*



New MTA Life Member Jack White gets plaque

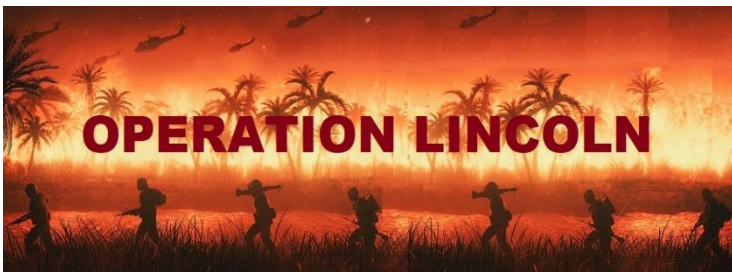
In closing, we only have one 50th MTA Anniversary and Founders Day and by all account from member and Founder's comments, the day was a big success! We honored our Founders and celebrated 50 years of club meetings, trail rides, parades, over 30 large MV shows, raising an estimated of over \$150,000 in donations to the NJ National Guard, Deployed Solders and Veteran's Causes over the years and more.

The MTA is the oldest continuing operating, Military Vehicle Enthusiast Club in the USA! Many like me have gained lifelong friends with membership in the MTA and a comradery that has endured for out 50 years, the MTA is on a sound footing for a long future ahead!

Onward to the next 50 years, it will be interesting to see +what Military Vehicles we will be collecting in the decades to come!

All the best to our Founders and Members for attending our event!

Thank you all,
Gary Schultz



Operation Lincoln was planned as an operation to search out suspected People's Army of Vietnam (PAVN) and Viet Cong base areas around Đức Cờ, Plei Me and Thach An in the Central Highlands to disrupt any planned monsoon season offensive.

On 25 March Company B, 1st Battalion, 69th Armored Regiment and with Troop C, Third Squadron, Fourth Cavalry Regiment were deployed along Highway 19 to secure the road from the Mang Yang Pass to Landing Zone Oasis, which was to be the forward headquarters for the 1st Brigade, 1st Cavalry Division, commanded by Col. John J. Hennessey. With the road secured, the Brigade headquarters, 2nd Battalion, 8th Cavalry Regiment and Second Battalion, Seventeenth Artillery Regiment went by convoy from Camp Radcliff to LZ Oasis. Company C, 2/8 Cavalry was deployed north of Pleiku to protect a landing zone called the Turkey Farm, which was to be the advanced helicopter base for the operation. 1st Battalion, 12th Cavalry Regiment and Second Battalion, Nineteenth Artillery Regiment were landed by C-130 at Đức Cờ Camp and 1st Battalion, 8th Cavalry Regiment was landed by helicopter at Landing Zone Bear 10km southeast of Đức Cờ.

From 26 to 29 March 1/8 Cavalry and 1/12 Cavalry swept the area west to the Cambodian border and as far south as the northern Ia Drang Valley, triggering several small, inconclusive skirmishes.

On the afternoon of 30 March scout helicopters from Troop B, 1st Battalion, 9th Cavalry Regiment spotted 3 PAVN soldiers 5km south of the Chu Pong Massif (near the scene of the Battle of Ia Drang the previous November). The scouts fired on the PAVN and this flushed out approximately 30 more PAVN who were hiding in the undergrowth. Troop A, 1/9 Cavalry numbering 28 men were deployed by helicopter to a landing zone just south of the initial sighting and 3 squads moved northeast, while one squad secured the landing zone. One of the squads captured a PAVN soldier who revealed that the Cavalry had landed in the middle of a PAVN way station and that over 1000 soldiers (later identified as the PAVN 18B Regiment, which had just come down the Ho Chi Minh Trail) were in the immediate area. A volley of PAVN fire interrupted the interrogation, which mortally wounded the Troop commander Captain John Sabine. The Cavalry Troop retreated toward the landing zone covered by fire from 1/9 Huey gunships. Helicopters were called in to extract the Troop, but the second helicopter with the prisoner aboard was shot down and crashed nearby killing the prisoner. Another helicopter eventually rescued the survivors from the crash. Fifteen Cavalry soldiers remained on the ground and when another helicopter landed, it could not take aboard all the soldiers, leaving three men who volunteered to stay behind. The overloaded helicopter took off, but was immediately hit by

PAVN fire and crashed killing all but two on board. Another helicopter was able to extract the last three soldiers.

While the Troop was being extracted, Company A 1/12 Cavalry was landed unopposed at Landing Zone Eagle (13.468°N 107.687°E) 500m southwest of the initial sighting and moved northwest until they were engaged by concealed PAVN machine guns wounding the Company commander and killing the executive officer. The Company pulled back to LZ Eagle covered by gunship fire. A CH-47 sent in to extract the Company, was hit by PAVN fire and crashed. The Company then formed a defensive perimeter around the crashed CH-47. At 01:30 two supply drops were made, one of which was recovered by the Cavalrymen. Company A 1/8 Cavalry and Battery A 2/19 Artillery established a firebase 9km to the east and this artillery fire and air support around the position deterred any PAVN attack overnight. The PAVN slipped away during the night and in the morning, the Cavalry found 197 PAVN bodies around the position.

The action at LZ Eagle caused the entire First Brigade to move to the south of the Chu Pong Massif on 31 March where they policed the battlefield and pursued PAVN stragglers.

On 31 March General Kinnard added the 3rd Brigade, 1st Cavalry Division, commanded by Col Hal Moore to the operation and the 3rd Brigade, 25th Infantry Division was optioned to the 1st Cavalry Division. The three brigades then began searching the area around the Chu Pong Massif. While there were some small skirmishes and 1/9 Cavalry and 2nd Battalion, 20th Aerial Rocket Artillery Regiment helicopter gunships fired on, PAVN retreating towards Cambodia, no large scale engagement took place.

AFTERMATH

Operation Lincoln officially concluded on 8 April, PAVN losses were 477 killed and a further 232 estimated killed, U.S. losses were 43 killed. The operation was regarded as a success in that it disrupted PAVN plans for a monsoon season offensive

CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at dsteinert@mtaofnj.org or call 973-347-9091.

For Sale: 1963 Dodge M43 B1 w/o winch in very good condition. Comes with a large amount of spare parts and accessories. If there is an interest, contact Michael Maglio at 973-697 9419.

For Sale- Military 500 Gallon Water Buffalo for sale; \$300 or BO. Call John Sobotka at (862)-266-6284.

For Sale: 1952 M37 unrestored with good bill of sale, \$3000. Call Tom Weaver @ 973-627-9448.

For Sale - M725 \$3,800.00, Ammo trailer \$350, 1957 DAF 1- ton troop carrier. Rare, not many of these around \$6,000, M109A3-shop van with benches and shelves. Good shape \$4,500. Call or text Jude Meehan 732-433-3359.

Parts for Sale- 230 CI M725 motor, ran when pulled, burns oil \$200, M725 litter racks-best offer, M725 Rear doors, some dents, no rust \$200 for the pair, M715 windshield frame, minor surface rust \$150, NOS in packing Southwind heater for M725 possible M-43 best offer, M37 windshield frame outer only \$75, M725-M715 rims with lock rings -make offer. Many more items available, too many to list. Call for more information. Call Matt Ziegler, cell 973-445-3890, email : Matrziegler@gmail.com

Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL
BE HELD ON AUGUST 4th
AT THE WHIPPANY AMERICAN
LEGION POST AT 7PM**



a chapter of the MVPA



The Military Transport Association is dedicated to the education and preservation of historic to present military vehicles. Members enjoy restoring, displaying, and operating military vehicles of all types, from bicycles to tanks.

But trucks and Jeeps aren't all we do! Join today and participate with us at our annual Toys for Tots train ride and toy drive, help at our annual Swap Meet at the Sussex County Fairgrounds, or attend our special events for veterans. Our lively, informative monthly meetings are held in Whippany, NJ.

You do not have to own a military vehicle to be part of this exciting and active hobby - you just need a desire to do your part in keeping our military history alive. All you need to join the MTA is to fill out the the form below, include your dues payment, and mail it to the address below. Alternately, you can give your form and dues to any MTA member you meet at any of our events.

Or, join online today at www.MTAofNJ.org!

Name: _____

Street: _____

City: _____ State: _____ ZIP: _____

Phone: (_____) _____ - _____ (cell preferred)

Email: _____

MTA Membership Level: Single (\$30) Family (\$35)

Are you a member of MVPA? Yes No

Military vehicles owned: _____

Return form with \$____ annual dues and \$____ donation to:

Military Transport Association, Inc.
P.O. Box 391
Budd Lake, NJ 07828

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