



# MOTOR POOL MESSENGER

NORTH JERSEY CHAPTER INC.  
January/February 1987  
Editor: Dennis R. Spence

MILITARY VEHICLE COLLECTORS CLUB  
Volume 14, Number 9  
Subscription: \$10/year.

## WHAT NJC MEANS TO ME

As I look back on the 14 years since the formation of NJC in 1972, I realize that the Chapter has gone through many changes.

Back when it started, the troops would turn out for a trail ride at the drop of a wrench. I remember spending a whole Sunday in a pouring rain traversing a rough power line, complete with hill climbs, much muddy winching and a confrontation with the local cops when we hit hard pavement. We even went out another time in 15 inches of snow in 20 degree F, that's how dedicated we were.

Then the NJC got into parades and that sort of became the summer social scene, which then developed into our major money maker for raising funds. Parades still remain a large part of Chapter functions along with rallies and their flea markets which we attend as opportunity presents itself.

Because of all the activities, we all began to meet new people and developed new and very close friends. Speaking for myself, I've found that, outside of relatives (which you can't choose, of course) my whole social life revolves around friends that I have met through NJC.

What I am trying to get at, after all my rambling talk, is that the NJC means a lot to me because of the friends I've made and what I get out of it. I think that sometimes a new member comes to the meetings, looks around, and says "Geez, it seems like all these guys are part of one click or another cause most of them don't seem to notice that I'm here". My answer to that, as an old hard core member, is that it isn't because we are snobs, but its because there are so many guys I want to touch base with at a meeting that I run out of time to meet and greet new people. It maybe isn't right, but that's the way it works out.

The best and most satisfying way to get the most out of the Chapter is to get involved. Attend the parades, even if you just ride along. Volunteer when there is a need for someone to do a job (try being parade chairman for a year. That really gets you to meet and know the troops ). Volunteer to put on a program, or write an article or whatever - but get involved do something for the NJC.

The rewards are an ever expanding circle of friends you can call on to help you find a manual or a part you need. Or maybe you just need someone to sip a beer with you and talk about military vehicles. The Chapter and the people are there. Its up to you. You will get benefits from the Chapter in the same proportions as the efforts you put in.

HAROLD L. RATZBURG,  
VICE PRESIDENT

# Jeep's out, Hummer's in,

By ROBERT WATERS  
The Hartford Courant

Some people call it the "Hummer." Others call it the "Humvee." By either name they are talking about the Army's new utility vehicle — officially known by the jaw-breaker designation: High Mobility Multi-Purpose Wheeled Vehicle or HMMWV.

It was designed, in part, to replace the venerable Jeep, a ubiquitous vehicle that troops have been swearing by — and at — since World War II.

Officially, the Jeep was demoted last year when the Hummer was introduced in formal ceremonies at Fort Lewis, Wash., the home of the Army's new light infantry unit, the high-technology 9th Infantry Division.

Aside from some small glitches, such as faulty brake pedals that were replaced earlier this year by the builder, AM General of South Bend, Ind., the Hummer has been receiving generally favorable reviews.

It is big and strong. And it can handle a variety of missions that formerly were assigned to a wide range of vehicles.

In short, most experts agree the Hummer is far more capable than the famous name it is replacing, the Jeep, a vehicle based on technology that is nearly 50 years old.

But a funny thing happened to the Hummer on its way to pushing the Jeep down memory lane.

Some Army officials have discovered that the Hummer, which is nearly twice as heavy as the Jeep, may not be all things to all soldiers.

The 5,200-pound Hummer may be too heavy and too slow for some combat missions.

For example: In certain tactical situations, the Hummer may be too heavy to be airlifted by the Army's Black Hawk helicopter, the advanced-technology troop and equipment carrier that is in full production at the Sikorsky Aircraft Division of United Technologies Corp. in Stratford.

Officially, the Black Hawk can carry external loads of up to 8,000 pounds. This is well within the basic Hummer's empty weight.

But the Black Hawk's external load capacity is not always available.

When troops and equipment are carried inside the helicopter's cabin, the capacity to carry loads in an exterior sling shrinks. Load capacity also drops when Black Hawks, like all helicopters, are operated in what is known as a "high and hot" environment.

"High and hot" is jargon for those warm weather, high altitude areas where the air lacks the lifting power that rotary-winged aircraft find at lower and cooler altitudes.

Some Army experts believe that the Army's new light infantry units, such as the 9th Division, need a vehicle that is both lighter and faster than the Hummer.

The 9th is the first of five new light infantry divisions the Army plans to field. Light divisions are designed for speedy deployment to the world's trouble spots. They are so named because they are meant to travel and fight without many of the cumbersome heavy weapons that are standard equipment for regular Army divisions.

At the moment, the Army officially is saying little about the need for a smaller Jeep-size vehicle.

However, Defense Week, a Washington-based defense industry newsletter with strong contacts in the Pentagon, reported recently that the Infantry School at Fort Benning, Ga., was studying a plan for a vehicle that would be smaller and faster than the Hummer.

Fort Benning officials were reluctant to comment on the study. But automotive industry experts have confirmed that the Infantry School has, in fact, been looking at prototypes of smaller Jeep-size vehicles.

## AM General raises Hummer production

AM GENERAL is now building 200 of its Hummer HMMWV (High Mobility Multi-Purpose Wheeled Vehicles) per day, with 13,270 delivered to the US armed forces out of a total of 18,589 built to date.

By 1 January next year, AM General expects to have cleared the backlog of undelivered Hummers and be delivering vehicles straight from the production line.

A total of 60,000 Hummers has now been contracted for, with a total value of \$1.3 billion. Current production is for the third year of current buy.

In the fourth quarter of 1987 a call for bids for the next buy of the Hummer will be made by the Pentagon with a production contract expected to be awarded in April or May 1988.

Having recently lost the second buy of the 5-ton (6 x 6) truck contract to BMY, AM General is determined to retain the Hummer contract to keep its foothold in the US military truck market which has been the cornerstone of its business for many years.

Despite the Fort Benning studies, the trade publication says the Army has put the updated Jeep on a back burner until it can find support for the proposed new vehicle inside the Pentagon's hierarchy. The Army also needs to persuade Capitol Hill lawmakers who control appropriations.

But the projected sticker price of a new Jeep-size vehicle should have some appeal to cost-conscious lawmakers.

Industry experts say it will cost about \$15,000 per vehicle. It's clearly not for the Yugo showrooms, but this price is about \$10,000 less than the average Pentagon contract for the Hummer.

In fiscal 1986, the Army received \$313.3 million to buy 12,132 Hummers from AM General, a unit of LTV. The Army wants to buy more than 54,000 over the next several years.

In addition to carrying troops, weapons and other equipment, Hummers can be rigged in six different body configurations. They can be used as platforms for TOW and Stinger missiles and can be equipped for service as ambulances.

But Hummers cannot be reduced in size and weight.

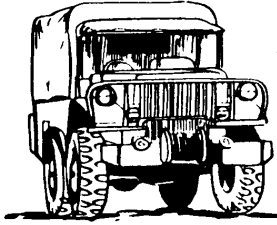
If the Army gets approval for a Jeep-size vehicle, the automotive industry is ready and willing to fill the bill.

Daily Record, Northwest N.J.  
Friday, December 26, 1986

List of items for sale by

# ACE ENTERPRISES

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Distributor 6V, Waterproof, New \$50 ea. (convert to  
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Gasket, Head, Dodge 230 engines \$10 ea.  
Gasket, Head, Hercules JXD \$10 ea.  
Transfer Case, M37, New \$250 ea.  
Bumper, Front, M37, \$50.  
Tie Rod, With Ends, G740, ORD #7375332, New \$30 ea.  
Kit Carburator, Zenith, G508 \$5.00ea.  
Strap, Safety, for Across Rear of Bed, M37, WC Dodge  
and M Series 2-1/2 ton \$12 ea (specify which)  
Can, Oil, Thompson SMG Accessory \$7.00 ea.  
Cylinder, Brake, Rear, G503, \$12 ea.  
Harness, Wiring, Main Chassis, G505 Closed Cab, \$40.  
Plugs, Spark, M series, USA Issue, Black \$5.00 ea.  
Pin, Lifting Shackle, M37 \$2.00 ea.  
Handle, Door, Inside, M37 \$5.00.  
Handle, Door, Outside, M37 \$5.00.  
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Cable, Throttle, M37 \$10 ea.  
Cable, Choke, M37, \$10 ea.  
Boot, Dust, Accelerator Pedal, G740, \$3.00 ea.  
Boot, Dust, Transmission Shift Lever, G740, G758 \$5.00 ea.  
Boot, Dust, Transmission, M37, \$2.00 ea.  
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Pump, Priming, Cold Weather, M series, \$7.50 ea.  
Regulator, Voltage, 12V, 55A, WWII, New, Does Not  
Have Crinkle Finish \$30.00.  
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Kit, Horn Button, M37, \$20 ea.  
Gasket, Glove Box Door, G740 \$2.50 ea.  
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Sid Beck, 606 Champions Row, Victoria, TX 77904  
(512) 578-7044

## For Over 300 Years, U.K. Marines Have Gotten No Respect

\* \* \*  
Prince Edward's Resignation  
Is Just the Latest Episode  
In a History of Setbacks

By JAMES M. PERRY

Staff Reporter of THE WALL STREET JOURNAL

PORTSMOUTH, England — Pity the poor Royal Marines. They've never gotten the respect their performance in battles big and small should have earned them. The American Marines are lionized, thanks to their valor; thanks, too, to their public-relations skills.

Not so the Royal Marines. From the corps' beginning as the Admiral's Regiment in 1664, recruits have tended to be "yokels," concedes retired marine Gen. J.L. Moulton, the corps' historian. The marines, "though loyal and often endearing, were, alas, prone to little acts of thoughtless folly like sleeping or getting drunk on duty."

If setbacks have been commonplace over the years, the marines' biggest prize slipped away this week. Prince Edward, at 22 years of age the Queen's youngest—and quietest—son, who had been welcomed straight out of Cambridge University as a candidate for career officer, resigned.

For Edward, four months of arduous training at the marines' commando center were quite enough.

Almost surely, the Royal Marine Corps will survive. But losing their first "royal" is a setback for the "booties"—the boot-necks, the British equivalent of the American "leathernecks."

### Survival of the Fit

For the Royal Marines are the smallest and most vulnerable of all the British service branches. Twice since World War II, in 1948 and again in 1968, serious proposals were made to disband the corps. Both times, the marines managed to hang on. And wooing a member of the Royal Family away from its more traditional military outlets of navy and army was seen as an insurance policy—one that has now been canceled.

The Royal Marines have fought bravely, and often obscurely, all over the world for more than 300 years. In 1982, they formed the nucleus of the British expeditionary force to the Falklands. Without the marines, Argentina might have won that nasty little war.

But bad luck seems to dog the Royal Marines. They were along in World War I on the disastrous raid on Zeebrugge; they were in the trenches at the disaster at Gallipoli. At the Battle of Jutland, the German shell that blew up the battle cruiser Lion landed on "Q" turret, the one manned by the marines. In World War II, marines who survived the sinking of the Prince of Wales and the Repulse, two warships, surrendered in Singapore. Marines went along with the Canadians in the raid on Dieppe, even more disastrous than the one on Zeebrugge.

### Strong Stomachs

The force was formed as a group of soldiers who could serve aboard warships without getting seasick. The marines functioned as artillerymen and snipers, and when a warship closed with the enemy, they led the boarding parties. From the start, though, they got the short end of the stick. "They were seen as part of the army," says retired marine Col. Keith Wilkins, director of the Royal Marines Museum here in Portsmouth. "When the fighting ended and the army had to cut back, the first to go were the marines."

They often fought ashore with army units. The "shot heard 'round the world" at Lexington, in 1775, supposedly was fired by marine Maj. John Pitcairn. He was killed at Bunker Hill, and the famous pistol that started it all was captured by the Americans. The museum here would like it back.

In 1814, Royal Marines helped to burn down the White House. It is said they spared the home of the American Marine commandant out of fraternal considerations. Years later, British and American marines fought side by side, first in Peking, defending the legations against the Boxers, next in Korea, participating in the epic march south in the Chosin Reservoir. The British unit, 41 Commando, received the American Presidential Unit Citation.

It is as commandos that the Royal Marines finally found a post-World War II role impressive enough to cut off the talk about disbandment. The marines' commando training at Lympstone may have played a part—probably a small one—in convincing Prince Edward to look for career options.

To win their green berets, marine recruits, both officers and enlisted men, must complete a six-mile endurance march, with full pack, in 80 minutes; "yomp," or march, 30 miles across moorland in eight hours; and negotiate the dreaded "Tarzan" obstacle course.

By all accounts, Prince Edward was fit enough to win his beret. "He was going very well in his training," said Col. Ian Moore, his commanding officer. Chances are the young prince may have found the corps lacking in intellectual stimulation.

Indeed, historian G.M. Trevelyan wrote in 1932 that it is remarkable how early on the marines "acquired two reputations that clung to them for many generations—a reputation for good, honest service and character, and a reputation among snobs of being socially less smart than the army."

The marines will keep on yomping along, but the prince will be missed.

"I have a portfolio under lock and key of eight photographs of Prince Edward in commando training," says Capt. Robert Need, head of the corps' public-relations staff. "Last week, a newspaper offered me 50,000 pounds (\$74,000) for the lot.

"Now, they're not worth anything."

THE WALL STREET JOURNAL

JANUARY 14, 1987

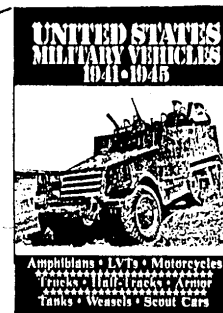
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U.S. Army Photo by SSgt. William E. Rasool

The soldier behind the wheel must have won the toss as 19 other members of the 313th Military Intelligence Battalion, 82d Airborne Division, stationed at Fort Bragg, N.C., heave away at a 2 1/2-ton truck that had to be manhandled the length of a quarter-mile uphill course. The race, won with a time of 4 minutes, 9 seconds, was part of a training exercise.

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The non-profit Military Vehicle Museum of Greater Rochester needs your military vehicles and artifacts, regardless of size or type, to support its educational and research projects. Take advantage of a **FULL VALUE TAX DEDUCTION** by donating your private or corporate vehicle before January 1, 1987.

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THE SHOTGUN NEWS DECEMBER 10 - 1986

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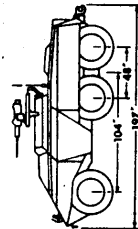
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*Shotgun News  
Jan 20, 1987*

# U. S. GOVERNMENT SURPLUS

Popular Science - Feb 1987

Pop Mechanics - Feb 1987

## GOVT SURPLUS

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## Go ahead, buy the monkey

There's a time in every kid's life when he fervently believes he can easily become a ventriloquist, learn locksmithing at home for extra cash, and buy a monkey for \$19.95—or a U.S. Army Jeep for just \$130.

The U.S. government currently isn't interested in the ventriloquism or locksmithing or even if you choose to monkey around with mail-order pets, but it gives a big "Ain't so" to the cheap Jeep come-ons that recently have cropped up again.

Most advertisements hawking the surplus vehicles have no connection whatsoever with the U.S. government agency that sells the surplus, the Defense Property Disposal Service. The come-on companies don't even sell the Jeeps. They simply sell instructions, for a neat sum of about \$20, on how one might go about purchasing the surplus merchandise.

"These companies are selling information, not items, and usually the information being sold can be obtained free from your government," says the service. "The money sent to these companies is simply wasted. DPDS is constantly getting irate letters from people all over the country who feel they have been swindled by the companies which place these ads."

Vehicles that are in good condition yet excess to the needs of one military service are transferred to other government agencies in need of such vehicles. The hand-me-down trail is so long that most Jeeps are undriveable or scrap-bound by the time they might reach the general public.

As an example of average prices paid, even for vehicles requiring extensive repairs, several 1952 to 1955 Willys Jeeps, Model M38, four-wheel-drive vehicles recently were sold for from \$800 to \$1,000 each. But those models are rare and in

AutoWeek May 30, 1983

fact haven't been seen by the service for eight years.

As for the M151 four-wheel-drive utility vehicles, forget about owning one unless your driving suit is Army khaki. NHTSA says the public can't have those because of rollover characteristics, so they're sold to the public either crushed, for scrap, or sliced into fours, for parts.

Anyone interested in purchasing government surplus should request an application to be put on an official bidder's list from the service's Bidders Control Office-2, P.O. Box 1370, Federal Center, Battle Creek, MI 49016.

As for those \$20 buying instructions, save your money or go ahead and buy the monkey.

## HOW TO BUY SURPLUS PROPERTY FROM THE DEPARTMENT OF DEFENSE

### Domestic Sales

There are sales offices, both foreign and domestic, which sell Defense Department surplus property. This surplus includes all the items listed in Chapter 16. Prospective buyers who wish to bid on items offered for sale through the four sales offices located within the United States (excluding Hawaii) may do so by writing to each sales region in which they are interested. The sales regions are listed later in this chapter. Time and energy may be saved, however, by writing to the central office which co-ordinates all four United States sales regions.

DOD Surplus Sales

P.O. Box 1370

Battle Creek, Mich. 49016

Request an application for placement on the bidders list. This application provides a place to indicate the types of property and the regional sales offices in which the prospective bidder is interested. The prospective bidder's name will then be recorded on the bidders list and a bidders identification card and bidders number will be issued. When the types of property selected on the application are placed for sale in the location indicated, a sale catalog called an "Invitation for Bids" (IFB) will be mailed.

## 1987 GOVERNMENT SURPLUS DIRECTORY

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**THIS NEW 1987 up-to-date directory** includes a Bidders List, Application and listing of Defense Sales Offices. Our **BIGGEST MOST COMPREHENSIVE DIRECTORY** Plus FREE BINOCULARS Coupon only \$4.00. **SURPLUS, DEPT. B182 BOX 90048, WASHINGTON, D.C. 20066**

**JEEPS, CARS, trucks** available through government agencies, many sell for under \$200. Call 602 941 8014, Ext. #6611 for your directory on how to purchase.

*THIS AD HAS BEEN SEEN IN A LOCAL WANT-AD PAPER. I CALLED JUST TO SEE WHAT IT WAS ALL ABOUT. FOR \$20 THEY WILL SELL YOU WHAT AMOUNTS TO AN APPLICATION FOR THE DEPARTMENT OF DEFENSE BIDDERS LIST. SOMETHING AVAILABLE FREE FROM THE U.S. GOVERNMENT. THIS IS SIMILAR TO THOSE ENTICING ADS IN SUCH MAGAZINES AS POPULAR SCIENCE - BUYER BEWARE*

*Above from Consumer Reports newsletter. Below from the book "U.S. Government - How to Buy" by Searcy, available from*

*Permpress Press, ©1980, Rainier Publishing*

from MOTOR POOL MESSENGER - Jan/RB 1987



## Classified Advertising

### WANTED

Movie projector, 8mm, variable speed. Don't put it out for trash - sell it or donate it to Ted Bromage, who wants to see old family movies. 201-966-1080

WW2 jeep trailer. 201-852-3430

### DISPOSAL

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M38 jeep, running, rebuilt engine, etc. \$1800

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M38 jeep chassis with wheels and tires, \$200

Military hardtop for M38 jeep, \$300

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Exchange: all of the above for fully restored, top-notch, any model of military jeep

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Southeastern Equipment, Augusta, Ga: M8 armored cars from Europe, \$22,000

Daryl Bensinger, Narvon, Pa: M100 and M416 original trailers, 215-286-9545  
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Leonard Grove, State College, Pa: Mules, 814-238-0615

Portrayal Press, Bloomfield, N.J.: Complete pictorial history of the military jeep in a 4 color 24" x 32" poster....ideal for showing off in home, office, shop.  
\$14.95 postpaid in tube. 201-743-1851

Tom Murray, Dover, Del: Gama Goats, \$5000. Also M725 ambulances. 302-736-1790

Frank's Surplus, Bryn Athyn, Pa: M series jumper cables, brand new, 20 feet long.  
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## Coming Events

Note!  
↙

Monday, Feb. 9 - Monthly membership meeting NEW EARLIER STARTING TIME: 1900 HR (7:00 pm)

Monday, March 9 - Monthly membership meeting

Saturday, April 4 - NJC annual dance, Singac, N.J. Info: 201-887-0771, evenings.

Next issue: Rally dates for 1987

# Threat from the heavens



A rare alignment of the Earth, sun and moon has Coast Guard Petty Officer 3d Class Ray Maillet checking equipment on an amphibious vehicle at the Sandy Hook station as he and colleagues gird for possible coastal flooding from higher than normal tides.

*LARC V - US Army surplus  
some used by Coast Guard - Sandy Hook NJ. Replaced the DUKW.  
Army nomenclature - Lighter, amphibious (LARC-V) self-propelled, diesel, aluminum, 5 ton*

Photo by Vic Yopello

Publications ceasing publication recently:  
MX (Colorado), Military Chest(U.K.), and  
Konvoi(Germany). Last issue of Supply Line(MVCC)  
was the June 1986 issue.

We wish good luck to Sgt. Frank Brewer and Bobbie on their transfer to the Cherry Point Marine Corps Air Station, North Carolina. New address not yet received.



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

**FIRST CLASS MAIL**