

MOTOR POOL MESSENGER

Military Transport Association - North Jersey

JUNE 1994

CALENDAR:

6/13 - Meeting, September's, 8 p.m. as usual

7/1 - Fairfield, 6 p.m.

7/2 - Montville Parade, 10 a.m.

7/4 - Florham Park parade, 9 a.m.

7/11 - Meeting, September's, 8 p.m.

8/10-14 - MVPA National Meeting, Fort Indiantown Gap, PA. We are one of the host chapters. Please be prepared to work as well as enjoy the excitement.

9/11 - Ray Bentley meet, Adams Metal at Ledgewood. Details later.

9/23-25 - MTA Rally, Warren County Fairgrounds. Participation by all will be needed.

Note the included section from the Newark Star Ledger which focuses on collector-restorers and quotes our own Steve Krentler and Lou Sliazis.

NEW MEMBERS:

Dave Jenkins, 157 North Randolphville Rd., Piscataway, NJ 08854, 908-424-9222

Joseph Botto, 27 Alabama Ave., Paterson, NJ 07503, 201-278-6880

LATE RENEWAL MEMBERS: (Add to your roster)

Gary Kuyper, South Upper Mountain Ave, Montville, NJ 07045

Peter Simonson, 462 Green Village Rd. Green Village, NJ 07935

Doug Stober, 170 Mountainside Rd., Mendham, NJ 07945

Alexander Tucciarone -(now have address) 58 Lear Ct, East Brunswick, NJ 08816

FOR SALE:

Generator trailers, 3/4 ton, without the generators, Call Rick Frei at 908-362-5045.

CJ-3A windshield, \$75. Call Gary Schultz, 908-852-9567.

Cal .30 Ammo cans. Like new. Call Marc Ziegler at 201-263-1923.

WANTED:

Books, manuals or information on military architecture, buildings or emplacements.
Doug Stober, 201-543-9355

Passenger seat for GTB (Burma Jeep). Contact Marc Ziegler 201-263-1923.

MB tail lights, convoy light, front seats, brake drum puller, gas tank.
Dave Jenkins, 908-424-9222.

Jeep accessories, part 4 -In the previous issues we have shown some of the power take off accessories used on the CJ Jeeps. Some of these could appear on the military models as well. But, what will they really do? If the Jeep was expected to replace the venerable farm tractor, what could be expected by way of performance? Well, here Willys Corp. gives the answers in the form of tables of power output and fuel consumption as related to accessories.

Jerseyan builds his own tribute

By BILL GANNON

PORTSMOUTH, England—At Southsea Common just across the street from the shores of the English Channel, Stephen Krentler is putting the finishing touches on his rather ungainly tribute to the veterans of D-Day.

"So, what do you guys think?" he asked, nodding to his unorthodox but heartfelt monument to the liberators of Europe: a 1942 Chevrolet K51 radio truck and trailer, complete with New Jersey license plates, which he and his friends have carefully restored and shipped from Port Newark to Portsmouth for D-Day activities.

But it's not just the truck that he and his friends are using to mark the invasion of Europe. They are also making an authentic encampment. That means enormously heavy canvas tents, half-century-old cots, military clothing, the works.

"I can't think of a better way to remember and commemorate what these veterans did 50 years ago and those who died for the cause of freedom in the world. It's important people remember their sacrifice," said Krentler, a 33-year-old Highland Lakes resident.

One of only 3,100 ever built for the war effort and

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Jerseyan sends a signal with his own tribute

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one of no one knows how many still in existence, the radio panel truck sat rusting in Krentler's yard for years.

Finally, at Christmas, he decided he wanted to come to Portsmouth for a special 50th anniversary World War II military vehicle rally attended by hundreds of vintage military vehicle hobbyists from all over the world. After several days of camping, the rally will move across the English Channel by ferry to Normandy in France for similar events.

At the city's main park adjacent to the entrance to its historic harbor and massive naval base, Krentler and his team have already erected a vintage canvas tent beside several Sherman tanks, dozens of jeeps and motorcycles, even a railroad car, all from the Second World War era.

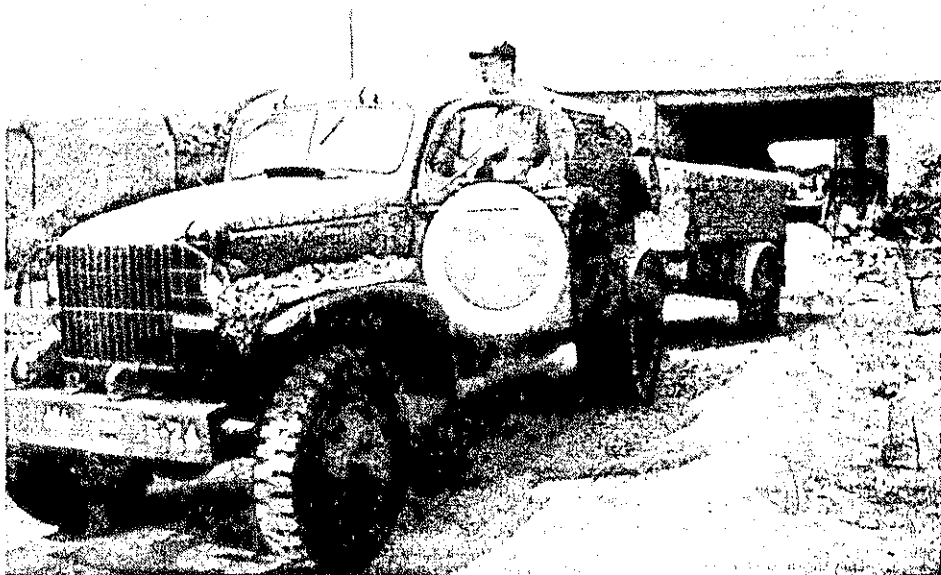
The rally is complete with vendors selling everything any self-respecting World War II buff could possibly want, including half-century-old C-rations, cigarettes, uniforms, boots and bayonets.

The display of hundreds of vehicles drew thousands of appreciative Britons to the common. It also brought a bit of pre-rally controversy.

It seems one owner of a German half-track and a Mercedes staff car in Belgium petitioned the organizers for permission to bring his vehicle with full insignia, including swastika fender flags, into the common.

Fearing a re-enactment of hostilities between Germans and the Allies, organizers turned him away.

To say that Krentler, a medical equipment repair technician, has some very understanding neighbors back in Highland Lakes is an understatement, considering he owns a virtual vintage military armory: one Stewart tank, one jeep, five heavy trucks, one trailer and one anti-tank cannon.



Stephen Krentler of Highland Lakes maneuvers his World War II radio truck upon its arrival in Portsmouth, England, for ceremonies marking the 50th anniversary of the Normandy invasion

'We're here to remember the war and what the veterans did, not glorify it or the war.'

— Stephen Krentler

Long interested in living history and military re-enactments, Krentler bought his first truck, a deuce-and-a-half, as the enthusiasts call a 2½-ton truck, in 1983 at age 22. Then came a 1943 Dodge truck and soon thereafter a 1942 M3A1 light Stewart tank. More vehicles followed.

He is hoping to sell the radio

truck while in Europe for the 50th anniversary events. He figures it is worth \$15,000 to \$18,000 but said he will not be disappointed if he brings it back home.

"Ultimately, one of these vehicles is only worth what someone is willing to pay for them," Krentler said. "Nobody here gets rich in this hobby. I can

Accompanying Krentler are fellow living history hobbyists like 22-year-old Rich Moncrief of Bergenfield, who helped him prepare the truck for the crossing and the week-long slate of events.

"I do a lot of living history stuff and have always been fascinated with the history of the Second World War," Moncrief said. "I'm also going to school at FDU-Teaneck and want to get my undergraduate degree in American history."

"I spent a lot of time working on Steve's truck this winter when he hurt his back. I wanted to come here because I thought it would be the experience of a lifetime. So far, it's been very interesting," Moncrief said.

Another friend of Krentler's along for the trip, Louis Sliazis, a retired telephone installer and military history buff from East Hanover, recalled when the entire Newark-Elizabeth area bristled with excitement, men and materiel.

"Growing up in Elizabeth, I remember when Port Elizabeth was full of ships and hundreds of flatbed trucks," Sliazis said. "They were all sending war supplies over to England in preparation for the invasion."

"This is nothing less than the event of a lifetime. It's exciting to be here and be in the middle of all the activities here," he added.

Many of the vehicles were transported to Portsmouth and other locations in southern England by Helen Lentine, owner and operator of Trans Ocean Auto of Flemington.

"My husband is a collector of antique cars, and my business grew out of his hobby. We specialize in the shipment of classic cars, everything from multi-million-dollar Rolls-Royces to, well, tanks," she said, closely watching as a client's World War II-vintage truck and trailer were rolled out of a container.

"But clearly, this is a very special event for us, too," she added as the deuce-and-a-half truck, yet another tribute to the past, rolled by.

tell you that."

A member of the Military Transport Association, an enthusiasts' group with members in Morris, Passaic, Warren and Sussex counties, he said he had a lot of help getting the truck and all of the gear ready.

"We're here to remember the war and what the veterans did, not glorify it or the war," he added as he opened the back doors of the panel truck to reveal an interior crammed with five vintage World War II bicycles, tents and other supplies from the era. "We're doing a living bivouac. Even our cots were made in 1944," he said.

From STAR LETTER - MAY 30, 1994

POWER TAKE-OFF and PULLEY DATA

FRONT POWER TAKE OFF

Provision has been made for power take off at the front of the engine, to run at engine speed.

CENTER POWER TAKE OFF

(Willys-Overland Kit No. 640725)

A belt pulley drive (Willys-Overland Kit No. 643883) is available and may be installed behind the transmission, either alone or in connection with the rear P.T.O. Drive will operate at engine speed or through 1.55 or 2.80 transmission reduction and transmit a maximum of 33 H.P.

REAR POWER TAKE OFF

(Willys-Overland center and rear P.T.O. Kit No. 640726)

(Willys-Overland rear P.T.O. Kit No. 640869)

The 1 $\frac{3}{8}$ " dia. spline shaft (see cut) will run at 536 R.P.M. (clockwise when viewed from the rear) and deliver, with the vehicle in motion, either 26 H.P. at 4.00 M.P.H. (20-24 ratio), 21 H.P. at 3.33 M.P.H. (22-22 ratio) or 17 H.P. at 2.75 M.P.H. (24-20 ratio). Other engine and road speeds are shown below.

BELT PULLEY—REAR

(Willys-Overland Kit No. 644193)

The 8" dia. pulley at 3100 F.P.M. belt speed will deliver 33 H.P. (20-24 ratio), 29 H.P. (22-22 ratio) or 23 H.P. (24-20 ratio) in high transmission gear with vehicle stationary.

REAR POWER TAKE-OFF FUEL CONSUMPTION

OPERATING PULLEY DRIVE AT
1500 PULLEY R.P.M.

CJ-2A 2100 ENGINE R.P.M. . . . 3100 F.P.M. BELT SPEED
20-24 P.T.O. RATIO . . . HIGH TRANS. GEAR
CJ-3A 1750 ENGINE R.P.M. . . . 3100 F.P.M. BELT SPEED
22-22 P.T.O. RATIO . . . HIGH TRANS. GEAR

HORSEPOWER	GALLONS PER HOUR	GALLONS PER HORSEPOWER-HOUR
5	1.36	.272
10	1.60	.161
15	1.87	.127
20	2.22	.111
25	2.75	.111
30	3.31	.113

GOVERNED ENGINE R.P.M.	VEHICLE SPEED M.P.H.*	DRAW-BAR H.P.†	VEHICLE STATIONARY	H.P. AT P.T.O. SPLINE SHAFT				
				3500# VEHICLE MOVING WITH				
				0# D.B.P.	300# D.B.P.	600# D.B.P.	900# D.B.P.	1200# D.B.P.
1000	2.2	7.18	15.4	12.8	11.0	9.3	7.5	5.7
1200	2.7	8.62	19.3	16.2	14.0	12.0	9.8	7.6
1400	3.1	10.06	23.3	19.6	17.1	14.7	12.1	9.6
1600	3.6	11.49	27.1	22.9	20.1	17.4	14.4	11.5
1800	4.0	12.93	30.9	26.3	23.0	19.9	16.7	13.5
2000	4.5	14.38	33.0‡	29.1	25.5	21.9	18.4	14.8
2200	4.9	15.80	33.0‡	31.7	27.8	23.8	20.0	16.0
2400	5.4	17.24	33.0‡	33.0‡	29.7	25.5	21.1	16.9
2600	5.8	18.68	33.0‡	33.0‡	31.4	26.7	22.1	17.5

*Vehicle speed in low transmission and transfer case ratios.

†Based on maximum recommended draw bar pull for continuous service—1200#.

‡Limited to 33 H.P. by the capacity of the bearings in the P.T.O.