

MOTOR POOL MESSENGER

Military Transport Association - North Jersey

DECEMBER, 1999

Peter B. Berendsen, Editor, 152 Rockwood Rd., Florham Park, NJ 07932 973-965-1862

See the attached letter from our President, John Sobotka.

MINUTES of the November 1999 meeting:

Meeting was called to order at 8:05 pm with 28 members present. A moment of silence honored all veterans in respect of Veterans Day, November 11.

Treasurers report: Opening balance \$4114.64 with added income from parades, truck show, 50/50 and dues of \$827.00 less newsletter \$67.98 resulting in \$4873.66 in the account.

Committees: Clifton parade canceled. Lakeview school show Nov. 10.
Pizza party proposed for January or February meetings.
Patches are ordered, expected in about two weeks. Hats will be ordered later.

Old Business: Toys for Tots - many items were donated at this meeting. Additional items can be brought to the next meeting. Monetary donations are also welcome.

New Business: Lee Holland called to stress that ballots should be sent to National. Of 8000 sent out only 500 were returned.

Walmart - a display was set up to collect money toward a memorial to WWII veterans to be built in Washington D.C.

Nominating Committee: The existing officers have agreed to run again. Nominations from the floor were lacking. Nominations may still be made at the next meeting at which a ballot of those present will take place.

Parades: Parsippany and Chester are possible new parades in 2000.

Trip: Several members went to the NY/Penn club's flea market and swap meet November 7 at Hancock, NY. This was reported to be a small but interesting meet. It was suggested that MTA come up some time and do an overnighter.

CALENDAR:

12/13/99 - Meeting, Gionnas, RX Place, Rt.10, East Hanover, 8 pm.

1/10/2000 - Meeting - as above.

NEW MEMBERS:

James Moore III, 137 Severin Ct. Cranford, NJ 07016, H:908-272-3558. Note that Jim is Frank Eichenlaub's future son-in-law.

Jude T. Meehan, 405 Kenli Lane, Brielle, NJ 08730, 732-528-5422.

FOR SALE:

John Marko announces a giant yard depopulation. He has for sale two M37's, an M135, M211's, M35, various parts mobiles. John says these are at VERY reasonable prices. Call him at 717-247-7588.

Gary Kuipers has for sale an M37 without winch, 1952, 14000 miles new canvas and paint, siren, CB radio, convoy light, many extras. Asking \$5600.
Also an M101 trailer with canvas in very good shape, Wiring OK and lights work. Also has 12V turn signals. Asking \$950. Call him at 908-813-0090.

1952 M38A1 running frame, No tub. Mike Laner 973-827-2932.

Military Johnson outboard motor, 22 1/2 HP in GI crate dated 1955 Call Dave Emory Sr. at 610-252-6250

WWII medics pouch khaki inserts with 6 pill vials, brand new, storage soiled \$50 each plus shipping, Call Lou Sliazis at 732-761-9317.

Jeep ring and pinion gear- NOS- WWII, \$25. Harold Ratzburg, 973-887-2574.

1968 M105 trailer, 1 1/2 ton. \$400. Don Covart, 973-335-7033.

1977 Dodge M886, 1 1/4 ton 4x4 ambulance, 318 V8 automatic. No rust, turn key, new tires, 42K miles. \$2995. Call Bill in Jackson, NJ at 732-928-5029.

1969 M35A2 cargo, full canvas, good shape, \$4900.
M105 1 1/2 ton trailers, \$400 each. Call Jude Meehan at 732-528-5422.

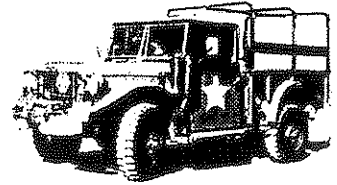
M38 windshield w/ glass, like new condition, will fit any flat fender jeep. \$250.

1953 Willys CJ3A, runs good, OD paint, 5 new military tires, 6' snow plow, spare parts \$3500. Bob Foley at 973-228-2614.

WANTED: Capstan winch parts - Jack Pellington, 973-838-1904.

Here borrowed from The Lone Star, Texas chapter is a sheet of information on the operation and interpretation of blackout lights. Here in NJ we have rarely attempted BO drive trail rides. Even with a decent understanding of the design it still promises bangs and bent fenders.

Here from the Comvec (Connecticut) newsletter are two pages from the all-knowing, all-seeing oracle, Half-Mast. The oily fuel pump suggestion is especially noteworthy. I have encountered this on both my M37 and the M38A1 currently under re-construction. It has good insight. Might be with checking the pump in your M-series iron. Several people comment on the cranky nature of their vehicles. Could this be the problem?



**MILITARY TRANSPORT ASSOCIATION
OF NORTH JERSEY**
PO BOX 294
ESSEX FELLS, NJ 07201

December 1, 1999

Dear Member,

As 1999 draws to a close, I would like to look back at the many accomplishments of the M.T.A. this past year.

We participated in nine parades and six static displays, we visited the West Orange Armory, had a very successful club breakfast and pumpkin picking event, and our members made donations to the "Toys for Tots" program.

In addition our monthly newsletter has improved, we attracted seven new members, and our monthly meeting attendance has grown. For all your time and effort I would like to thank you. Our club's continuing success depends on you and I hope you will continue to participate in the parades and other club events in the upcoming year.

I might add that the club is always open to new ideas, so please feel free to make suggestions at the monthly meetings, remember change is good.

In closing, I would also like to take this opportunity on behalf of myself and the other club officers to wish you and your family a happy holiday season and a safe, prosperous new year.

Sincerely,

John J. Sobotka
President
Military Transport
Association of North Jersey

OPERATIONS UNDER BLACKOUT CONDITIONS

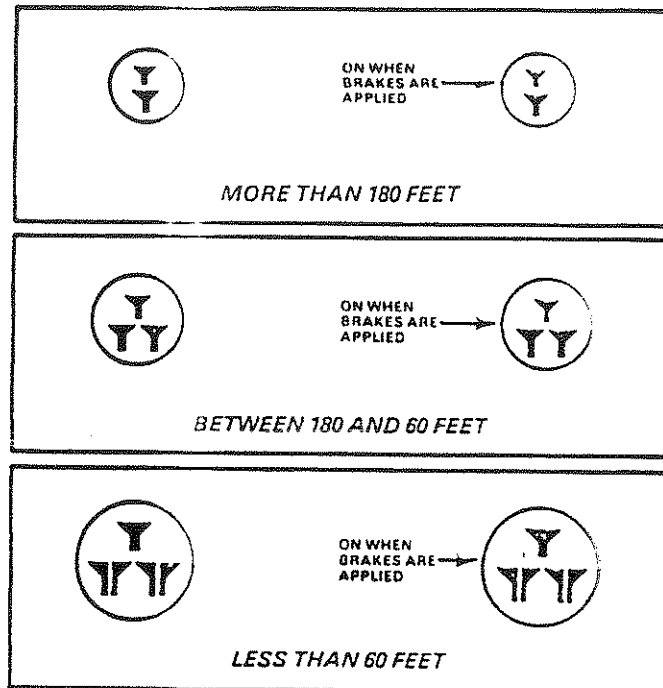
When operating under blackout conditions, make sure that your blackout marker lights and blackout driving lights are functioning properly. Lower the windshield to improve visibility. Drive at reduced speeds. If in column, watch the rear blackout marker lights of the vehicle ahead to be sure that you are following at the correct distance. Remember that the blackout stoplight of the vehicle ahead is on the right-hand side.

When practicable, post a man in the rear of your vehicle to warn the driver who follows if he comes to close. The warning must conform to the existing blackout regulations. A screened flashing light might be permitted in the hands of a trained and reliable man. If this is not desirable, a white handkerchief or some

other white object may be used. The vehicle which is following can be detected more easily if it is equipped with front blackout lights. But an alert rear guard can usually detect a vehicle at a reasonable distance even one with no lamps.

BLACKOUT MARKER LIGHTS

To provide a means of showing the location of vehicles during blackouts, military vehicles are equipped with four blackout marker lights. Two of these lights are on the rear corners of the vehicle and the other two are on the front. They do not illuminate the road but indicate the position of a vehicle as much as 250 yards ahead, depending on the weather. They cannot be seen from an airplane flying higher than 400 feet.



REAR BLACKOUT MARKER LIGHTS

Taillight. Each rear lamp has two pairs of "cat's eyes" which show red when on. Each pair appears as one red light when you are 180 to 60 feet (60 to 20 yards) away, and as two pairs of "cat's eyes" in each light at less than 60 feet.

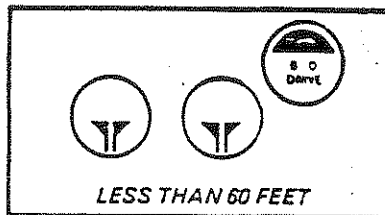
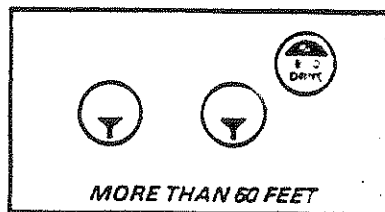
Remember, one point of light informs you that you are too far behind the vehicle ahead; two lights assure you that you are following at a proper distance; and four lights warn that you are getting too close. Normally, the blackout stoplight is a separate unit mounted on the right of the right taillight. It flashes a white light when brakes are applied.

Front Lights. Each front light has one pair of "cat's eyes"; they show white when on. Each pair appears as one light when you are more than 60 feet away. When you are 60 feet away, you can see one pair of "cat's eyes" in each light. This warns you that the vehicle is near.

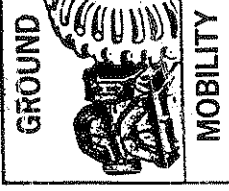
BLACKOUT DRIVING LIGHT

The blackout driving light is mounted to the left of the left headlight. It furnishes a

diffused light beam to permit limited illumination when you are driving under blackout conditions.



FRONT BLACKOUT MARKER LIGHTS



SEALED WITH A SEAL



Dear Half-Mast,
 What's with the inner bearing seal on the M151 1/4-ton truck? It's listed in TM 9-2320-218-20P (May 60), Fig 37, Item 4, as Ord number 7996804, FSN 2530-678-1759.

When I ordered a new one, supply gave me a seal with a flange on the outboard end and a taper on the inboard end. The Ord number—7996804—is the same, though.

Should I use it or did somebody make a goof?

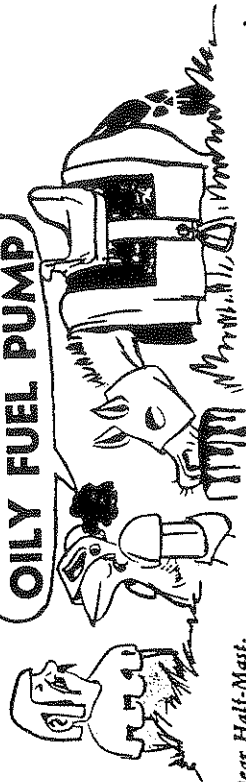
SP5 R.S.P.

Dear Specialist R. S. P.,
 No goof—just an improvement, so use it in good health.
 Supply gave you the new type inner bearing seal which works better even though you get it under the same FSN and Ord number . . . likewise there is an improved outer bearing seal with the same FSN and Ord number as its older version—FSN 2520-678-3042 (7996801).

These new seals are standard equipment in M151's with registration numbers 2C9349 and above, and they will be taking over in supply as present stocks of the old seals are exhausted. So-o-o-o, don't be surprised whichever type seal you get.
 There won't be any retrofit for M151's below 2C9349 and you can use either the old or the new seals with any M151.

Half-Mast

OILY FUEL PUMP

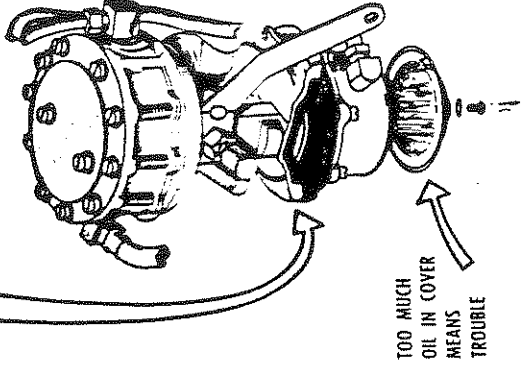


Dear Half-Mast,
 When checking the vacuum portion of the fuel pump on our M37, M38 and M38A1 wheeled vehicles, we find oil in the cup-like bottom cover. Does this oil affect the operations of the pump, engine or wipers?

S/Sgt P. F. F.

Dear Sergeant P. F. F.,
 A little oil in the bottom cover of the pump is perfectly normal and harmless. But too much oil in a spot like this means trouble.

DIAPHRAGM RUPTURES OFTEN IN THIS TYPE OF PUMP



When the engine performs OK and the windshield wipers do their job, don't worry about the oil in the vacuum section of the fuel pump.

If your engine suddenly starts gulping oil, have your vacuum pump checked out before you go digging for other possible causes.

The diaphragm ruptures seal oil in this type of pump. When that happens, oil is drawn from the crankcase and pumped straight into the intake manifold.

Symptoms will be fouled spark plugs, rough idling, blue smoke from the exhaust, too much oil consumption and a lazy windshield wiper.

Half-Mast

