

# MOTOR POOL MESSENGER

## Military Transport Association of North Jersey

Feb. 2000

Peter B. Berendsen, Editor, 152 Rockwood Rd., Florham Park, NJ 07932, 973-966-1862

### Minutes:

Minutes of the December 13, 1999 meeting of the Military Transport Association of North Jersey.

At 8:07 p.m. in the noisy back room of Gionna's Restaurant, President John Sobotka rapped the meeting to order with the club gavel. Mr. Sobotka's first announcement was that we would enforce the "no side meetings" rule. You who regularly conduct those side meetings know who you are. A 25¢ fine was suggested for those in violation of this rule, but enforcement for now will rely upon the strength of Mr. Sobotka's personality.

Four new members were introduced as being in attendance for the first time. They are Mike Solomon, Tony Bradley, John Peterson, and Jim Mundy. In addition, 27 other members were in attendance, setting some kind of record for the number of people able to be jammed into Gionna's back room. You know those clown cars in the circus....

Others who signed in included: Dan Lacey, Bill Peaslee, Lou Sliazis, Harold Ratzburg, Edward Luce, Keith Adams, Frank Nasto, Peter Berendsen, Jim Moore, Frank Eichenlaub, Marc Ziegler, John Boyle, Al Axelrad, David Steinert, David Young, Tom Fisher, Art Swain, David Coward, Don Covart, Jack Pellington, Al Burghardt, Rick Frei, Bonnie Frei, Joseph Botto, Robert Foley, John Sobotka, and yours truly, Dave Ahl. If your name is spelled wrong, please take it as a request to print next time on the sign-in sheet; I type 'em the way I read 'em.

### Pizza Party

for members, spouses, and kids

7 p.m., Monday, February, 14

♥♥♥ Valentine's Day ♥♥♥

Godfather's Pizza

(our usual place)

Price: FREE

The minutes from the December meeting as printed in the newsletter were approved. Mr. Frei presented the treasurer's report which included \$4,000 in personal expenses for Mr. Sobotka as a test to see if people were listening. Some were and some weren't. In actuality, the opening balance was \$4,755.94, we had a deposit of \$19 from that thing we don't do at the end of the meeting, disbursements of \$30 to Mr. Sobotka for expenses and \$136.50 to Mr. Berendsen for the newsletter, leaving a closing balance of \$4,608.14.

Mr. Frei noted that he is planning to conduct a 7-year audit, which he felt could be "revealing."

### Committee Reports

For the parade committee, Mr. Axelrad reported that we

would be allowed one additional vehicle in the Livingston Memorial Day parade (up to 5 from 4 in the past) and that he was signing us up for three Memorial Day parades.

In addition, Mr. Axelrad announced that dues would be waived for members who attended *five* or more parades.

For the hat committee, Mr. Ahl reported that there are a bewildering number of factors to consider when selecting a hat: 5 or six panels, low or high front, cotton or synthetic, mesh or vent, color, etc. Moreover, it is extremely difficult to find a USA-made hat of any kind. One supplier of USA-made hats could not supply one of the appropriate color and another one was quite costly. Mr. Ratzburg made a motion to have Mr. Ahl obtain suitable hats if at a cost of up to \$8, which may or may not be possible.

Pertaining to patches, it was decided that every member gets one free and that additional patches can be purchased for \$3. The first batch of patches is practically out, so if anyone wants one, this is the time to put in an order.

### Old Business

Another rap of Mr. Sobotka's gavel brought the meeting to old business, the first item of which was the annual pizza party. It is scheduled for the front room of Godfather's Pizza on our regular February meeting night, Valentine's Day, Feb. 14 and we are hoping that we are not pushing our luck meeting in a place with the name Godfather's Pizza. (You *do* remember the massacre). Bring your wife and kids and come armed.

Mr. Sliazis felt that we should do something about our diminished supply of T-shirts and it was agreed that he would order 4 dozen additional shirts: 1 doz L, 2 doz XL, 1 doz 2XL.

Mr. Sobotka said he would arrange to get the club sign from Mr. Nasto to Mr. Headley (where it will be more accessible) prior to the next meeting. Remember, you read it here.

Mr. Coward suggested that the club get flags and pennants for members' vehicles. He will get further information.

### New Business

Mr. Steinert talked to the manager of the Ledgewood Wal-Mart about doing some sort of joint promotion for the WWII Memorial. Wal-Mart was enthusiastic about having us display our vehicles there on Saturday, May 6 or May 13 (day before Mother's Day) and said they would match any money we raised. Mr. Ahl suggested that members get sponsors to pay 50¢ or \$1 for each mile driven by a member. Mr. Botto said that his Korean War organization raised megabucks in a recent display (he didn't describe how they did it). Mr. Steinert to follow up.

Mr. Berendsen read a letter written by Mr. Botto to a local newspaper decrying the lack of respect given to veterans and the general deterioration in our society's values. Applause!

Mr. Sobotka awarded certificates of commendation to three club members: Mr. Botto, Mr. Burghardt, and Mr. Ratzburg for meritorious service to the club.

—respectfully submitted, Dave Ahl, Secretary

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**Officers for 2000:**

**President** ..... John Sobotka  
37 Mountain Trail, Hopatcong, NJ 07843, 973-398-3692  
**Vice President** ..... Brian Bancale  
56 Newton Ave., Sussex, NJ 07461, 973-875-6985  
**Secretary** ..... Dave Ahl  
12 Indian Head Rd, Morristown, NJ 07960, 973-285-0716  
**Treasurer** ..... Rick Frei  
P.O. Box 628, Blairstown, NJ 07825, 908-362-5045

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**Member Services:**

**Landscaping, Retaining Walls, Patios, Walks** Don Covart,  
Fox Hollow Landscaping, 973-263-8106, 335-4367  
**Tree Services** John Boyle, Boyle Tree Services, 908-964-9358  
**Welding, Sheet Metal Work, Machine Work** Brian Bancale,  
Brian's Custom Fabricating & Repair, 973-209-0454  
**Used Cars & Trucks—Buy or Sell** Dan Lacey,  
Empire Auto Sales, 800-94EMPIRE, 201-440-3323  
**Home Improvement** Jerry Miller,  
Avemco Remodeling Group, 973-398-7749  
**Vehicle Repairs & Restoration** Joe Detauda, 570-686-3121

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**Calendar:**

**Sat. Feb 5-6:** Red Ball MVPA Indoor Swap Meet, Tobyhanna (PA) Army Depot, Exit 7, I-380  
**Monday, Feb. 14:** MTA Monthly Meeting, Godfather's Pizza, RX Plaza, Rt. 10, East Hanover (7:00 dinner, 8:00 mtg)  
**Sunday, March 12:** Merrimack Valley MV Club Indoor Flea Market, VFW Post, Lowell, MA.  
**Monday, Mar. 13:** MTA Monthly Meeting, Gionna's Restaurant, RX Plaza, Rt. 10, East Hanover (7:00 dinner, 8:00 mtg)  
**Monday, Apr. 10:** MTA Monthly Meeting, Gionna's Restaurant, RX Plaza, Rt. 10, East Hanover (7:00 dinner, 8:00 mtg)  
**Sunday, April 30:** GPA Spring Rally & Flea Market, Bally (PA) Flea Market, Rt. 100, s of Allentown, morning only  
**Thu-Sat, May 18-20:** 27<sup>th</sup> East Coast Rally, Aberdeen Proving Ground, MD. Off I-95.

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**Classified Ads:****For Sale . . .**

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

M38 windshield, complete with glass. Very good condition. Call Al Burghardt at 973-256-0462.

1952 M38A1 running frame, NO TUB. Price negotiable. Call Mike Laner at 973-827-2932.

WWII Army medic pouch inserts with 6 original pill vials. Original issue. \$55. Warn hubs for Jeep, excellent condition, \$50 Call Lou at 732-761-0716.

1977 M886 Dodge 1 1/4 ton 4x4 ambulance, 318 auto trans, near new tires, 42K miles, drive away. \$2500. Call Bill at 732-928-5029.

Cancun, Mexico, rental any time of year - Dan Lacey, 973-764-1316.

M35A2 Gas hood side panels R & L. Blasted and primed (1). John 732-393-1959.

M37, 1954, \$2800 - call Rick Frei 908-362-5045.

FREE: M37 tire (40%) and tube (100%). Must pick up in Morristown. Dave Ahl 973-285-0716

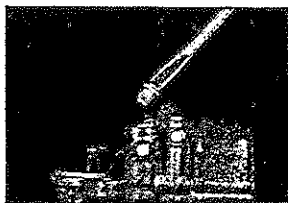
Wanted: M43 Field Jacket, size 44. Keith Adams 973-887-3409

Wanted: Die cast - plastic model tow trucks. Dave Ahl, 973-285-0716.

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

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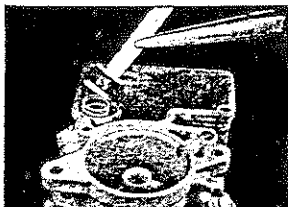
Jeep Accessories - Part 50!. Here are the next pages in the 1930's version of the Carter Jeep carburetor rebuild instructions.



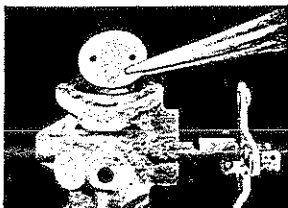
29.  
Install intake check assembly.



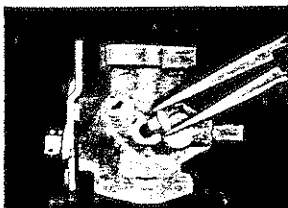
30.  
Insert strainer in recessed portion of strainer plug. Then install strainer plug as assembled.



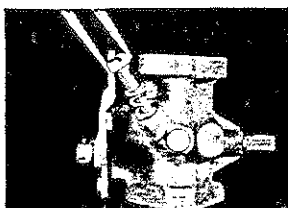
31.  
Install pump spring and pump plunger and rod assembly.



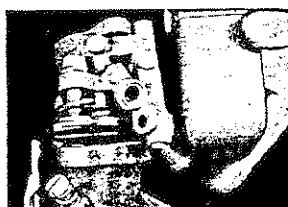
32.  
Install throttle shaft and lever assembly and throttle valve. Install valve with small "c" toward idle port opening and facing manifold side of flange. Back out throttle lever adjusting screw. With screws loose, tap throttle valve lightly to centralize it in bore of carburetor, hold in place with fingers and securely tighten screws. Always use new screws.



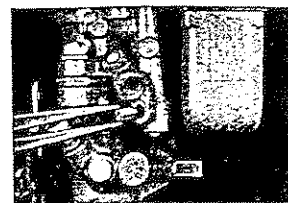
33.  
Install new idle port plug.



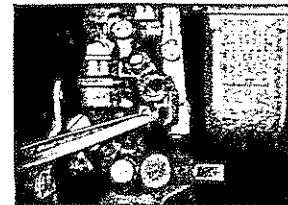
34.  
Install idle adjustment screw and spring.  
Set to specification.



35.  
Assemble flange to body.  
Use new gaskets. Line up holes in body casting with holes in insulator, gaskets and flange before tightening screws. Don't forget lock washers.



36.  
Install idle well jet.



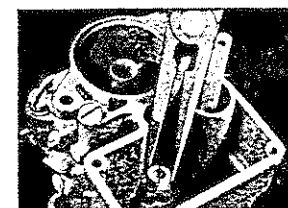
37.  
Install idle well jet passage plug and gasket assembly.



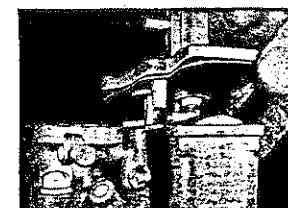
38.  
Install low speed jet.  
Work jet well into seat to insure a good seal.



39.  
Install low speed jet passage plug and gasket assembly.



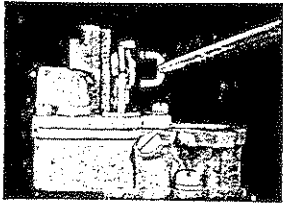
40.  
Install metering rod jet and gasket assembly.



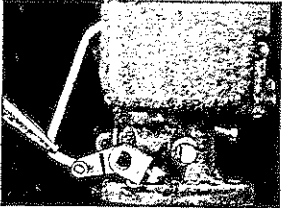
41.  
Install bowl cover as assembled.  
Tighten screws evenly and securely.



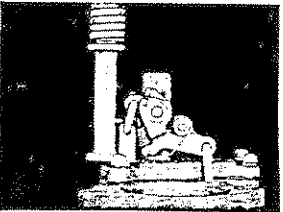
42.  
Install pump arm and collar and pump operating lever assembly on pin in bowl cover.



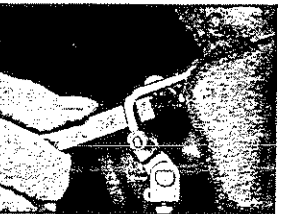
43. Install pump connector link. Ends of link should be away from bore with pin spring at top.



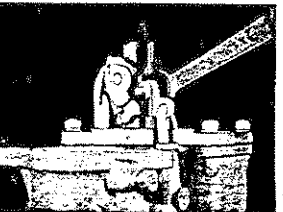
44. Install throttle shaft arm and screw assembly on throttle shaft. Then install throttle connector rod using new spring and retainer at lower end and pin spring at top end. Examine throttle connector rod and throttle shaft arm for wear.



45. Adjust pump stroke. (See note at bottom of right hand column.)



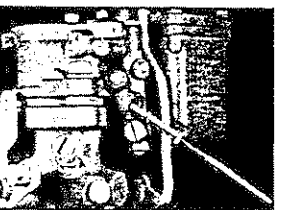
46. Proper method of bending throttle connector rod for pump adjustment.



47. Adjust metering rod. (See note at bottom of right hand column.)

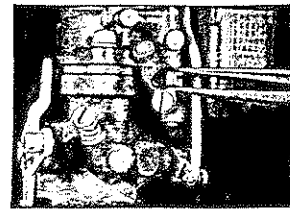


48. Remove metering rod gauge and install metering rod and disk. End of metering rod spring should be inserted through hole in metering rod in 539S carburetor.

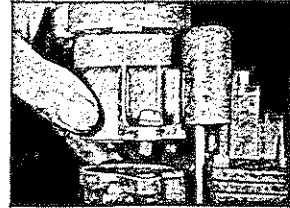


49. Install nozzle and gasket. Install nozzle with flat side facing up. Use tool T109-55.

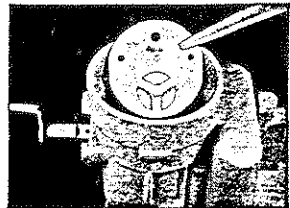
50. Install nozzle retainer plug and nozzle passage plug and gasket assembly.



51. Install air horn and dust cover assembly on body. Tighten screws evenly and securely.



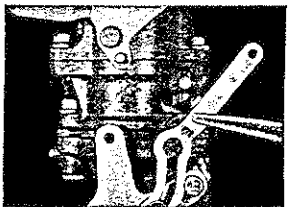
52. Install choke shaft and lever assembly and choke valve. Centralize valve in air horn, then securely tighten screws. Always use new screws.



53. Install choke tube bracket assembly. Connect choke pull back spring.



54. Install choker connector link, spring and pin spring.



**PUMP ADJUSTMENT:** Back out throttle lever set screw. Pump plunger should travel specified distance from closed to wide open position. Pump travel can be measured by placing base of gauge T109-117S on raised portion of bowl cover so that projecting ear of gauge rests on top surface of pump shaft. Hold gauge vertical. The difference between the numbers shown by index mark on gauge at closed and wide open throttle positions will be plunger travel in 64th's. Adjust by bending throttle connector rod at lower angle (Fig. 46).

**METERING ROD ADJUSTMENT:** Insert gauge in place of metering rod, seating tapered end in metering rod jet. With throttle valve seated (back out throttle lever set screw) and metering rod pin resting on shoulder of gauge, tighten adjusting nut (Fig. 47). Remove gauge and install metering rod and disc. Connect metering rod spring.

**ALWAYS USE ALL NEW GASKETS WHEN SERVICING A CARTER CARBURETOR.**

**NO CARBURETOR CAN DELIVER GOOD MILEAGE OR PERFORMANCE UNLESS COMPRESSION IS NORMAL AND THE MOTOR IS PROPERLY TUNED.**

PETE  
To; ~~Dave Anl~~  
Re; Article

December 13, 1999

Dave- for inclusion into our newsletter--or MV # ? as you wish

### Military Vehicle Hobby---As It Leaps Into the Millenium

Recently, an Auction was held in Belleville, NJ at P. Nicolette and Sons, contractors which included three "Military Vehicles".

What was of interest was the prices these vehicles brought.

First, we had what was once Al Axelrads' 1941 Chevrolet 1 1/2 Ton, 4x4 Dump, Model G7107/6. Tom Weaver had done some nice work on this truck recently and only passed into Nicolette's ownership a couple months ago. It sold for \$ 7,000.00 WOW!!!

Second, was a 1943 Dodge 3/4 Ton Command Car, WC-56, (no winch), with French top, and highly modified instruments, sans correct taillights, lockout hubs, but ran and looked good---\$ 18,500.00 DOUBLE WOW!---and I sold one for 10K just 2 years ago---in much better condition! Oh well! The vehicle had a 1992 ALCAN TOUR tag on it ---whose could it have been?? Bob Jenkins' maybe?

Lastly, a 1943 White Halftrack M-16, modified from an M3A1. Serial # 1524 ran well, had near new track, a "Crows Nest" gun mount (severely pitted) and with replica .50 Cal Browning. It was originally a winch model, we thought, since PTO was intact, but sported a roller now. It had post war semi-gloss O.D. It brought \$ 29,000!!!

These prices were evidently too "Salty" for the local collectors present which included Elder Santos from Red Ball, Manny Rogers (you know him), Don Covart (who had some luck with Dodge parts), Frank Malatesta and yours truly. We met a couple more hobbyists from Connecticut, but few familiar faces.

All these military vehicles were purchased by one fellow from Massachusetts, a General Contractor with some money to spend! We seemed to think his only competition was the vehicle owners' rep.---get my drift? But, maybe not.

The auction also included a lot of construction equipment and modern trucks and trailers. There were a number of 1950's Ford pickups. My trailer went home empty--once again. Maybe the days, and the last vestige of an affordable "old car" hobby has left along with the last Millenium. Let's hope not!

John Headley