

O.D. NEWS



The Newsletter of the Military Vehicle Collectors of Colorado
A Founding Chapter of the Military Vehicle Preservation Association

Volume 36 Issue No. 2

2nd. Qtr. 2012



A Young Deuce Lover at Wings Over the Rockies, June 2012

FROM THE COMMAND POST



The club is now immersed in its 2012 event schedule. The MVCC is becoming too popular...we are getting requests for all kinds of events, many of which we flatly turn down. We are now starting to plan for the Colorado Sport Aviation Airshow weekend at Rocky Mountain Metro Airport in Broomfield . mark your calendars for Aug 24 – 26. If you attend one event this year, this is the event you don't want to miss! Once again we have the prime piece of real estate reserved for the MVCC and invited MVCC associated military re-enactor groups. We will be on site all weekend, so prepare to camp

out in our area, enjoy the shows and displays, and spend time explaining our vehicles and militaria to literally thousands of people each day! We need people to help set up our GP Medium tents, coordinate placement of vehicles and displays, to help the MVCC Women's Auxiliary with cooking meals in the club's newly acquired MKT trailer, assisting with T-shirt sales, etc. As we get closer to the event date we will be developing a schedule for member work assignments. Most importantly prepare to have fun and get to know many of our club members. Stay tuned for more info...

This is a tough year for Colorado with the numerous wild fires which are presently ongoing. I would like to thank the members who have graciously offered their assistance in moving member vehicles, and offers of both indoor and outdoor locations to store items if called upon. Though we haven't received any requests as of this writing, our members have once again stepped up to the plate. It's really rewarding that we have that caliber of people in the MVCC!

I hope everyone is having a safe and enjoyable Summer! See you at upcoming events!

Phil

VICE PRESIDENT'S DISPATCH



Greetings from your VP. Things have been rather busy of late with event planning and dealing with the weather. The high temperatures and fires of the last month or so have made life less than enjoyable. I tried to do a reenactment event up at Eric Engelhard's place a month ago, but between the flooded field and the high temperatures it was a bit of a bust. Ron Li-butti got his truck stuck in the mud and we needed Eric's monster tractor to get it out. Poor Ron is probably still hosing off the mud. Plus the high temperatures brought the event to an early end. I went to

the Wrap Party for a WWII based movie I was part of by the name "Menschen". Check out their Facebook site for lots of photos, some even of me. We shot scenes in Greeley and again at Eric's place. As usual I was cast as a German Soldier. This time I had more than one life, being killed in the early part of the movie but showing up as a POW at the end. The movie will be out in the 4th quarter of the year. An earlier release will be another full length movie "Saints and Soldiers - Airborne Creed", set for release in August. Look for me, Ron LiButti and Dave Dantzler in that one. I have been attending the monthly meetings for the Rocky Mountain Air Show scheduled for August 24-26 and for us it will be much like last year so get your HMMV all cleaned up and ready to go for this important event. I'm told ticket sales are running ahead of last year so there will be plenty of spectators at the event. It is a great opportunity for us to get in front of the public and drum up interest in new members. I have been asked to provide a write up about the MVCC to go into the program, so we should have a nice mention as well. On a personal note, son Kurt is doing fine with his latest assignment in the US Army, although he said I can't tell anyone what he is doing or where he is stationed. A friend suggested he told me that so he doesn't have to answer any questions from his old man. Maybe he is in a "secure location" along with Dick Cheney! While poking around on YouTube I did find a video of a German soldier serving in the Bundeswehr that had an uncanny resemblance to Kurt. Perhaps he is moonlighting over there? Frank

CHAIN OF COMMAND

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EDITOR'S SITREP

Carol and I are so looking forward to the Air Show this year. Menus, plans, and vehicle layouts are being discussed and finalized as of this writing. We are not much for the heat, but really enjoy the pride the Club Members show when displaying their vehicles and equipment to the Public. Please be sure and bring lots of shade, preferably in some green or earth-toned color. The Club will have camouflage nets over certain pieces of equipment and displays, you can always hide under them to escape the Sun.

Again, I am making a plea for articles for the ODN, please assist me with this, as it is YOUR newsletter. Jonathan



TEMPERATURE PROCESSING

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CERTIFIED AEROSPACE, MEDICAL AND AMS HEAT TREATING

PERSONAL 201 FILE



John Robert (Bob) Fetters, Jr.

Born: 1939

I was born just before World War 2 to Mary Lou Waggener and John R. Fetters. My Mother's Maternal Great Grandfather had first come to Colorado in 1864 looking for gold. He liked what he saw and he went home to Red Oak Iowa and brought his young family back with him. Her Paternal Grandfather left Missouri in 1880 to avoid a dispute with neighbors. He too liked what he saw and he sent for his wife and children to join him. My Father's Grandparents likewise came to Colorado from Iowa and Missouri in the early 1880's. Both of his Grandfathers

were Veterans of the Grand Army of the Republic and they seemed to make the move to take advantage of land grants to Veterans of the Civil War. While the early family moves to Colorado were a desire to "strike it rich" everyone took advantage of the agricultural opportunities by homesteading a farm or proving up on a Veterans claim.

My Mother and Father met each other while attending Colorado A&M and married shortly after my Father's graduation. Those were tough economic times and my Father had several short term jobs at first with the Federal Land Bank and then with Civilian Conservation Corps where he worked his way up to sub-district Commander (probably due to his R.O.T.C. commission.) As a result of his employment, the first few years of my life were spent in places like Wichita, Kansas, Cody and Gillette, Wyoming, and Estes Park and Denver. By the time the war broke out, we were living in the Bonnie Brae neighborhood of South Denver. Dad's commission was activated and he was assigned to the US Army Air Corps 9th Air Force in Pueblo Colorado, so we moved there. When he shipped over to England, Mom and I moved back to Denver to live with her parents. Dad returned from England in a cast and on crutches about 6 months after D Day. My Sister was born 9 months to the day after he got home. We moved back into our Bonnie Brae home and Dad tried his hand at selling homes. He did not like the selling tactics in use then so he took a Job as a Station Agent for Continental Air Lines in San Angelo Texas. My time there was interesting. I learned I had an accent and that I was a "damn Yankee". Not only did I get to fly DC-3's back and forth between Denver and San Angelo space available, on occasion, I got to ride with Dad to the fuel depot in the cabover fuel truck to pick up a load of high octane. I remember hanging out at the station watching him fuel the DC-3's, loading the baggage carts in and out of the planes and ticket selling at the counter. The weather balloons he would send up were neat and I got to bring a few balloons home to play with.

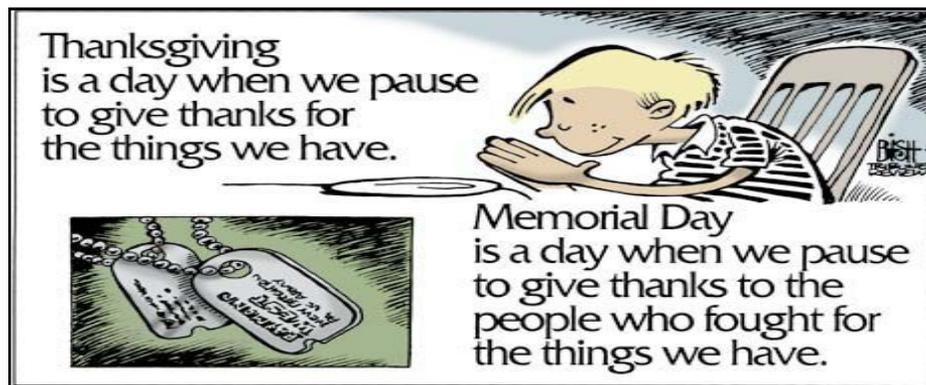
After San Angelo, we returned to Denver and built a home in the newer part of Park Hill. I attended Park Hill and Stedman Elementary Schools and then Smiley Junior High. When I started East High School, I got a job as a sweeper boy at Phillips Elementary not too far from Smiley. I think I started at the whopping wage of \$0.54 an hour, but I remember very clearly that I had worked my way up to \$0.68 an hour by my senior year. I had a variety of summer jobs while attending Colorado State University, they ranged from Mechanics Apprentice for GMC Truck and Coach, Parts Picker/ Stocker in an auto parts warehouse to a Stocker in the fan belt department of Gates Rubber Co.

While College was in session, I had part time jobs that were more relevant to my schooling. Those included work as a Quantitative Analyst for a Beryllium mining company and a really fun job with the Fort Collins water filter plant as a Plant Operator (hunting and fishing included.) I started off as an Electrical Engineer major and changed majors several times until I found a course of studies that really intrigued me. I settled at last as a Physical Science major with the emphasis field of Chemistry. I had accumulated enough credits in Botany and Zoology that either of those could have been my emphasis by the time I graduated.

While blowing up the Chemistry Labs at CSU, I met my wife JoAnn Dransfeldt (Josie). Not only could we talk about Chemistry and all those neat science things, I discovered she was able to talk cars as well. In fact she was really good at putting my transmission shifter bushings back into place with a piece of welding rod while I slid the transmission side cover back in place. We have been a team ever since. We got married our last year in College and I soon discovered I had changed the gene pool in the Cherry Creek Valley. When there are only about 30 families in the Valley, it does not take long before you are cousins to most everyone. My first "real" job was right out of College with the U.S. Food and Drug Administration. It turns out my broader based science background fit very nicely with the wide variety of issues regulated by the Agency. I started as a Field Investigator traveling around doing inspections and after a while I shifted over to being an Analyst in the laboratory. Not traveling so much allowed me to be home long enough to start a family. Susie was born in 1967 and John III rolled around in 1970. After 19 years 11 months and 20 days of working for the FDA, I made a change and opened up a new electric car dealership in Denver. Talk about culture shock. I had a lot to learn in a hurry about how the car industry works. By the early 80's, the electric car fad had waned just as fast as the waiting lines at gas pumps went away and our business had evolved to one of used gas cars. It was then that we made the decision to move our car dealership to Josie's Grandmother's farm and to add the task of helping with her family's farm operations.

My interest in things Olive Drab probably started when my Dad was Base Adjutant at the Pueblo Air Base, but that interest was finally manifested when Josie and I bought an M37 back around 1963. She would sit patiently while I swapped doors or wheels with George Ep-car over on North Brighton Blvd. And she and I would both crawl through the Otter and Sherman that George had for sale. I was wondering how I could afford to buy those and she was wondering on how the hell would we move them around. I think her best line to me was when I was drooling all over a D18 Beechcraft. She opined that while we could afford to buy the plane, we would have to finance the gas. Once we got our M37, we started to add things like an M101 trailer and then we found the GSA and Military Auctions before Government Liquidators took over. That got us some parts trucks and arctic winterization kits and the collections have just kept growing.

Bob Fetters



RECENTLY RECOVERED

John and I had hoped we might be able to add an M816 wrecker to our Air Show display, but too many important parts were missing to drive it home. Mainly the brake master cylinder and push rod assembly and the manual fuel shut off cable. We thought about trying to locate the parts in the area, but we were short of time to locate pick up and install.

We found the front winch drive shaft in the bed. Someone had managed to damage the front winch around the safety brake housing and it appears the shaft was removed to avoid operating a damaged winch. The bumper plate with the vise is missing and that may have some involvement with the broken front air service line and damaged winch.

When we towed it out of GL/Barstow Marine behind our Ford F350, John managed to pull start the engine. The good news is 65 psi oil pressure, 120 PSI air pressure and all the dash gauges functioned including the electrical charge gauge. We found a reasonable storage location and when time permits will return with repair parts.



RECOVERY CONTINUED

Not sure what the tool boxes hold in total. We cut off the padlocks and found numerous clevis' and pins and what appears to be a couple of sacks of tire chains in the rear boxes. There was a loose single pulley and hook similar to the one on the crane in the large open side box. The front two boxes had a nice large bolt cutter which we used to finish taking off the locks. Also several spare fan belts a cardboard box of something and lots of larger diameter rope and a rope hoist. We did not dig under any of that as it was just too damn hot. Barstow was 107 when we were relocating the truck.

The 14 hour drive both ways with not much sleep in the middle and most of the desert area on both sides of Las Vegas was 111/112 degrees.

So at this point, it looks like the Fetters will be bringing Susie's M43, the M220 GMC with trailer, the M817 dump with the M978 ammo trailer, the 5 ton tractor with the M1061 trailer for the cruise missile and possibly John's M37. The 1941 Autocar Tilley is scheduled, but has some work yet to get it movable. Susie is out of town in North Carolina and John will be leaving August 10th for Texas. As soon as we get ourselves organized here we will be more specific.

Bob Fetters



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CERTIFIED AEROSPACE, MEDICAL AND AMS HEAT TREATING



Jim Charnesky and Friends on his M151A2



Major "Pete" with a MVCC Shirt in Afghanistan



Bob Fetters & Jon Hoffmeier Talking Trucks



1st Annual MVCC Rally, Fetters' Farm June



After the Parade at Famous Dave's May 2012



Staging Area Memorial Day Parade May 2012

TIPS & TRICKS BY PHIL CURRY

Here is an easy to make and use a M-Series front tire toe-in measurement tool. This cheap and easy to use toe-in adjustment tool was made from $\frac{3}{4}$ " **THIN WALL** PVC and $\frac{1}{2}$ " PVC. The thin wall $\frac{3}{4}$ " allows a fairly tight slide fit of the $\frac{1}{2}$ " PVC with a small amount of tape on it. I used a 52" piece of $\frac{3}{4}$ " thin wall with a 24" $\frac{1}{2}$ " slipped inside. That should be narrow enough to fit inside most M-series front axles with room to slide the small pipe in and out. I don't know if it will work on Jeep axles but the above lengths will work on M37 and up sized vehicles. The pictures show its use on my M818. I tried to mark the small pipe in $\frac{1}{8}$ " hash marks in the area where the small pipe will be showing at the slide point with the big pipe. Make sure to drive the vehicle straight ahead for some distance to center the wheels. Not shown in the pictures is that after I checked the current setting I jacked up one wheel so it was slightly off the ground and put a jack stand under that side to support it while I made adjustments with the tie rod. I used jack stands to hold the pipe between the front and rear measuring points. Set the rig up on the front side of the tire parallel with the center point of the front axle. Keep the big pipe resting against one tire while you slide the small pipe to make contact with the other tire. I put a small piece of painters tape over the mark that lined up with the slip joint. I moved the rig to the backside and repeated the steps there and then measured the gap between the tape mark and the slip joint to give me a rough toe-in setting. It had been close to a zero toe in setting so I turned the tie rod to increase the distance slightly on the back side. I measured at the same point on a sidewall area of the tires and not toward the very outside of the tread contact area where probably most toe in settings are measured and used smaller toe-in settings. I believe most M-series TMs call for about a $\frac{1}{8}$ " – $\frac{1}{4}$ " **toe-in setting**. I set the M818 at $\frac{1}{8}$ " toe in using the contact points shown in the picture. She tracks and steers well with that setting with no noticeable tire wear. You can use with your own desired settings and tire contact points for sure. It's not an exact tool but at least you can see if your toe-in is close to what it should be, and go from there. (Photos Next Page)

CURRY'S M-SERIES TOE-IN ALIGNMENT TOOL



UPCOMING EVENTS

2012 Air Show Menu

Friday Night - 6:00 pm

Ribs, corn on the cob, salad, and brownies.

Saturday Breakfast - 7:00 am

Biscuits with sausage gravy, fruit, Danish, and jelly.

Saturday Lunch - 12:00 pm

Sloppy Joes, watermelon, chips, and cookies.

Saturday Dinner - 6:00 pm

Spaghetti, French bread, salad with dressings, and brownies/cookies.

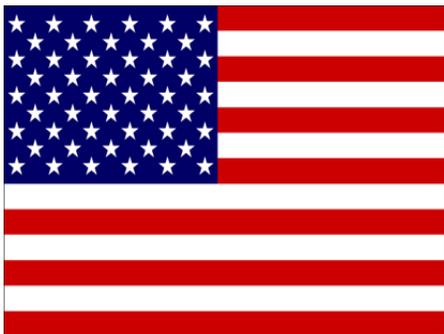
Sunday Breakfast - 7:00 am

Eggs, biscuits, bacon, sausage, fruit and Danish.

Sunday Lunch - 12:00 pm

Fried chicken, salads, and leftovers.

Coffee, water and soda will be provided for Club Members and families.
Re-enactors or any other family members or friends - \$30.00 for all weekend,
no per meal sales.



CLASSIFIEDS

WANTED: A good Ford GPW Engine and Distributor for a '43 GPW. Also a Carter WO Model Carburetor, WWII Vintage Command Car Radio Transmitter/Receiver, and an Original GPW Rear Seat Frame. bailey120805@aol.com Cell

FOR SALE: 5 each Original Jeep Combat Rims. \$200.00 each. Call Fred Harlow 307-413-1642. harlow12f@yahoo.com

WANTED, FOR SALE, TRADE, and FREE to a GOOD HOME Ads are FREE! Email me with your text and photos! mvcsecretary@yahoo.com

WANTED: Jeep Trailer Jeff Franta JFranta@wingsmuseum.org (303)359-3538

WANTED: A set of Troop Seats, Headboard, Bows for an M35. Carlos Ramirez (303)596-7879

FOR SALE: 1951 Deuce Cargo Box in excellent condition with Tail Gate. Photos available via email. Measurements as follows total length to include tail gate: 153 1/4 inches, 86 1/4 wide, wheel well openings 84 1/4 inches, front of box to wheel well front 37 1/2 inches, rear wheel well to back of box 25 1/4 inches. Sale is for the box and tailgate only. No rust, excellent condition, Carlos Ramirez (303)596-7879

WANTED: A set of Troop Seats for a G-506 Cargo Truck. Carlos Ramirez (303) 596-7879



CLASSIFIEDS CONTINUED

- (1) Test Set, Low Voltage 6,12,24 VDC Complete w/Manual. For M-37 etc.\$150.00**
- (2) Analyzer Set, Engine. STE/ICE-R by G.E. Complete, Like New with Manual on CD \$225.00**
- (4) Two AN/GRR-5 Receivers, Both Receive. \$150.00 each.**
- (5) R-108/GRC Works. \$50.00**
- (6) AM 65/GRC and RT 70. Works. \$75.00**
- (7) Control C-435.GRC \$25.00**
- (8) E-660 Oil, Fuel and Temperature Gauge Tester for early M Series \$30.00**
- (9) Adapter Set, Engine Electrical Test, New For M-37 etc. Sun Model WPW-10 \$50.00**
- (10) Running Spares for RT-66. New in package. Consists of all Tubes and Lamps. \$75.00**
- (11) Hickock Model 547-A Tube Tester w/Manuals. Works, in Steel Case. \$100.00**
- (12) EMC Model 206 Tube Tester, with Charts and Manual. Complete and Operational. In Oak Chest. \$300.00---RARE**
- (13) Six New BB54A Storage Batteries by Willard, Dry Charged. 1951 \$10.00 ea.**
- (14) One CH 291 Battery Box. Holds 3 BB54A. New. \$35.00**
- (15) One CH 291 Battery Box. \$20.00**
- (16) One CH 291 Battery Box, Missing Top. \$15.00.**
- (17) One CH 291 Battery Box, Disassembled but Complete. \$10.00**
- (18) WWII Crown 30 Cal. M1 Ammo Box, Like New. \$20.00**
- (19) WWII ORD 30 Cal. M1 Ammo Box, Primed. \$25.00**
- (20) Two 433/GRC Remote Controllers, Like New. \$25.00**
- (21) One C847/U Controller, \$15.00**
- (22) One Injection Pump for LDT 465-1 Needs rebuild. \$20.00**
- (23) "Ford" Stamped Guide Lamps #GPW 13152. New, some in original Box. \$100.00 each.**
- (24) Adapter FT 304, New in Package. \$50.00**

Contact Mike Herbertson gi@prolynx.com or 303-646-5639

CLASSIFIEDS CONTINUED

WANTED: Blackout Grill and Headlights with Buckets for a Willys MB or GPW. Contact Carlos Ramirez (303) 596-7879

WANTED: Source for 150' of Pontoon Bridge. Needed for a project in Guyana. Contact Lew Ladwig (303) 665-7114

WANTED: M-1 Garand Rifle. Contact Carlos Ramirez (303) 596-7879



“Ran When Parked”

CLASSIFIEDS CONTINUED

FOR SALE: Brand New Midland WR-100 All Hazards Alert Weather Radio. Features include: External Antenna Jack, Color Coded Alert Lights, Telescoping Antenna, Instant Local Weather, Alarm Clock With Snooze. Carol and I have had (2) of these for over a year now, one on the main floor and one in the basement. It has warned us of severe thunderstorms, winter storms, and tornadoes. I got a good deal on a quantity of these, the MSRP is \$29.95, I'm asking \$19.95 apiece. Jon Hoffmeier (303)622-6274 or mvcsecretary@yahoo.com





All Proceeds go to:
Gabby Krause Foundation

CLASSICS FOR KIDS CHARITY CAR SHOW

Saturday, September 8th 2012
Show Time: 9:00am-1:00pm
OPEN TO ALL CLASSIC CARS



Eagle Scout Project Fundraiser For
Tanner Connelly
Troop 88 Parker, CO.

Location: Southeast Christian Church
9650 Jordan Rd Parker, CO 80134
(In between Lincoln and E-470 on Jordan)

Pre-registration \$15 Donation
Day of show \$20 Donation
Check-in: 7:00am-9:00am

Questions?
www.facebook.com/classicsforkids
Or
Email Tanner Connelly @ tanner@tanner@yahoo.com

Donations Are Accepted

Trophy's Awarded For:

- Best In Show
- Best Paint Job
- Most Original Interior
- Most Unique
- Fastest Looking
- People's Choice



Food Will Be Available For Purchase

BOJACAR