

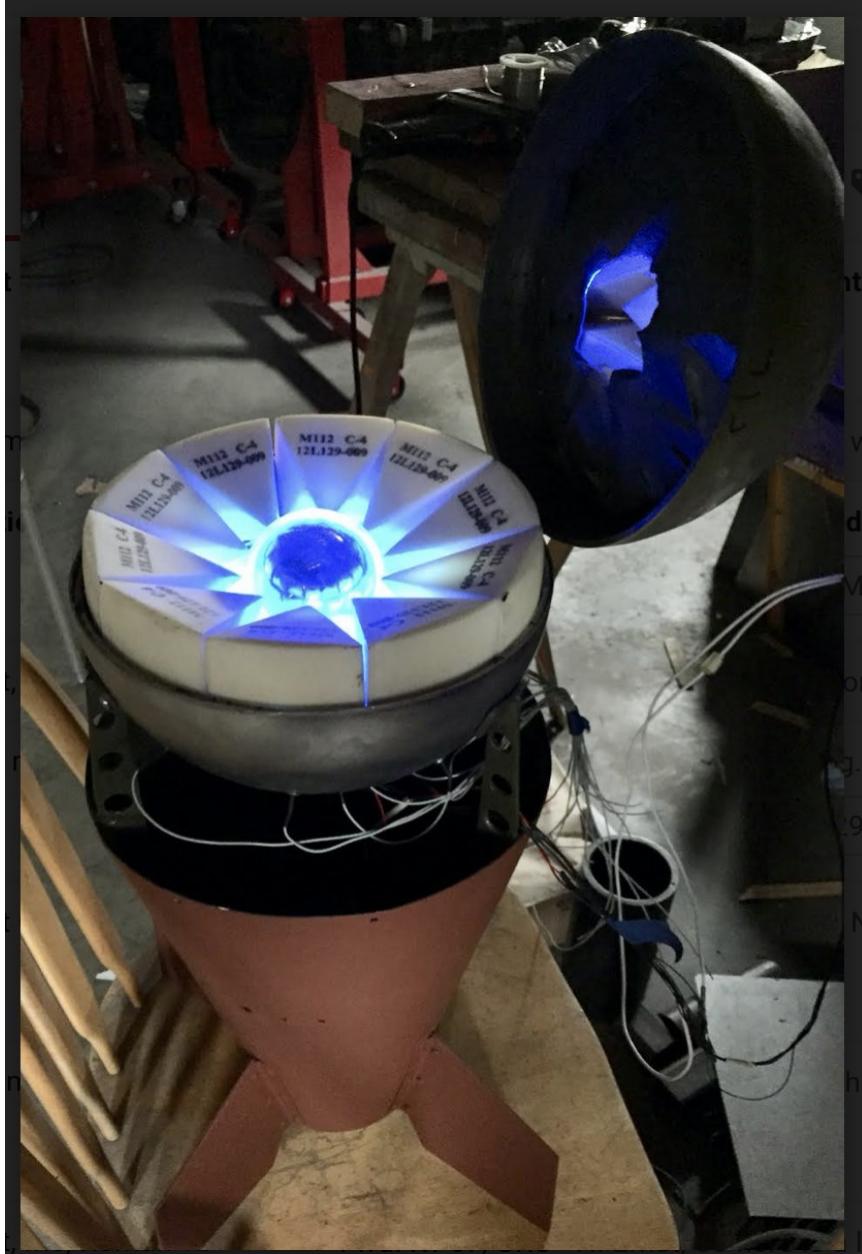
O.D. NEWS



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

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The inside of the W-54 atomic warhead that
will be fitted to the Davey Crocket missile
on Frank Disney's M-38A1D

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FROM THE COMMAND POST

I hope everyone has been hunkering down and staying safe over the past two months or so. This has been a great opportunity for me to take care of a number of projects on my trucks that have been stacking up, without having to adhere to social distancing requirements! However, I have religiously put surgical masks on the front of my trucks! LOL!!

In particular, I've gotten my M1078 back on the road after resolving a tranny issue. It looked great hooked to a 50 Ton recovery wrecker for a trip to a heavy truck repair shop for a tranny power flush, filters and fill (14.1 gallons of Rotella! Not exactly a cheap lube change! Don't even ask me what this cost! However it was a good use for my stimulus check!



In addition I completed getting the rear cargo barrier, and all of the correct comm gear and a VIC-1 intercom system installed in my M998!

...MORE PHIL MOVISH



This is turning out to be a non-event year for the club. All close-in events have been cancelled! The Denver Auto Show scheduled for April 2-5 was cancelled, and though the organizers indicated it would be postponed until August 25, they have recently indicated that they are presently considering future dates for the show.

HB20-17, the Military Titling and Registration Bill was passed by the House on March 10th and assigned to the Senate Transportation and Energy Committee for consideration on March 12th. Thereafter the Legislature adjourned until March 25 as a result of the COVID pandemic! Accordingly the Bill has gone no further! Though the Legislature is coming back into session, it is unknown if our Bill will be considered, as the Legislature will be concentrating on developing a solution to the state's 3.3 Billion budget shortfall as a result of lost sales tax revenues, etc. In all honesty, our Bill may be deferred until the next legislative session scheduled to begin in January, 2021. I'll keep everyone advised of the Bill's status as I learn more.

If any of our future events materialize, we'll let you know via email. Hope everyone continues to stay safe during this difficult time , and concentrates on their trucks! 😊

Phil

CHAIN OF COMMAND

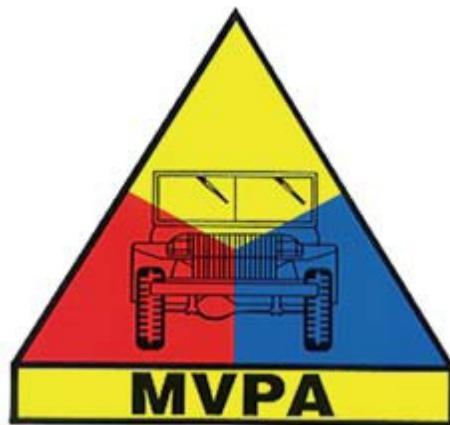
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REMEMBER THESE GUYS - PHIL, LEW & PHIL



NEW ARRIVALS



Peter Odenbech restored his GPW from a survivor of the Leadville Fire Dept. Correct motor and active armament are pending.





The 2020 Denver Auto will be featuring at least two pending MVCC member restoration projects - Frank Disney's recreation of a M38A1D "Atomic Annie" and Frank Scholer & Friends' restoration of the MVCC;s M29C Weasel.



RESTORATION OF THE MVCC M29C WEASEL

PART 1 – ACQUISITION AND MECHANICAL RESTORATION

Back in 200x the MVCC acquired a derelict M29C weasel from an oil field company that had purchased a ranch on the west slope. The weasel was in a barn and they did not know what it was. They contacted the MVCC leadership and sent a picture. We immediately said we would come and fetch it. Several members drove to the ranch and recovered it from snowy and cold conditions. A spare set of tracks were recovered in the spring. At that time, it was delivered to Lew Ladwig's shop to begin the process of getting it running again.

The weasel was pulled into the shop and about 3 wheelbarrow loads of mouse infested seat cushion material was removed. Extensive pressure washing was required to remove the mountain of mouse poop. Then all fluids were changed and all bearings greased. The fuel tank had to be removed to allow the cleaning of 3 inches of maple syrup looking gas varnish. The fuel system was cleaned with acetone and the filter cleaned. We fired it up with the help of two fresh batteries donated by Dan Emich. The weasel engine ran well. Mouse poop shot out the tail pipe for 20 minutes. After a few test drives, we found a small miss to the engine. The vintage plug wires were leaking spark so they were replaced with modern plug wires from my son's 240z. Also, the points had a missing contact pad. The missing pad was found in the fly weights in the distributor. Those were replaced and the engine ran perfectly. The rubber on the tracks was peeling off so the surface was recoated with Hurculiner.

Over the years, Lew traded several spare parts or sold a few for funds to purchase some missing items, including a windshield wiper unit, a spotlight unit, and a rear blackout light. These items are very rare and hard to find.

The weasel had several minor things wrong with it that were fixed as time went by. The biggest issue was the large star crack in the windshield. A rock had hit the glass and cracks radiated out from the strike. Lew hired a windshield company to use the star chip resin and glue the cracks and then a "bullet hole" was drilled at the center of the rock hit. The kids and many adults believe it is a hit from a German Mauser.

Since getting it running again, it was used in a variety of public events to display it to the general public as an historic artifact of the World War II period. The 10th Mountain division used weasels at Camp Hale in Colorado but few made it to Europe. Many were used by other infantry divisions in the ETO. There were weasels on D day. They were also used in the PTO. Very handy in wetlands and jungle areas. This weasel is an M29c with indicates it was the amphibious version however all the appurtenances for flotation, such as the flotation tanks, rudder assembly, tiller mechanism and capstan are missing. In addition, a previous owner torched a few holes in the bottom of the hull, so its amphibious days are over.



PART 2 – GENERAL MAINTENACE, REPAIR AND REPAINTING

In late 2019 at a membership meeting it was agreed that, to complete the restoration, the weasel would be given a new paint job and generally cleaned up where necessary. Frank Scholer agreed

to head the effort and to do the work at his residence in Franktown. Frank and his son Kurt went up to Lew's shop with truck and trailer to retrieve the weasel and begin the work.

The first thing was to check out the overall condition and to ask Lew what problems he was aware of that might need attention. One item was a slow loss of coolant with no apparent leak. More about that later. Mechanically, it appeared to be in reasonably good condition. It appeared that we would be focusing on a new paint job and adding things like insignia and unit numbers. There were a number of electrical issues and the wiring under the engine cover was a bit of a mess, having been altered by previous owners. Ron LiButti "volunteered" to handle all those issues.

We began the restoration effort by removing the body panels that enclosed the engine compartment and the instrument panel. Since the coolant system was having problems, the system was drained and a portion of the coolant was collected for examination. The coolant drained from the system looked pretty nasty. The radiator was removed and flushed with a cleaning solution and hot water, after which it was rinsed and refilled with clean water for a pressure test. It was discovered that the pressure cap did not seal. There was a slow but constant drip. A rubber gasket was added under the cap to see if that helped, which it did. Otherwise, the radiator was solid, with no leaks.

While the radiator was out, we examined the drives belts for the water pump and the generator. One was almost cut thru and the other was in bad shape. We were able to find replacement belts for both and these were installed. The water pump belt was a bit unusual since there was no apparent adjustment between the crank pulley and the pump pulley. Checking the manual, the front half of the pulley on the pump screws on and off the pump pulley hub. To tighten the belt, one screws the front pulley on the hub to bring the two halves of the pulley together. There is a set screw to hold it in place. All the radiator hoses were also replaced.

When we took to top radiator hose off the engine, we noticed that there was no thermostat installed. Both the thermostat and sleeve had been removed by a previous owner, a bad idea. After checking local auto stores with no success, a replacement was found at an on-line Studebaker parts supplier. The thermostat kit came with the necessary gaskets, thermostat and sleeve, which was necessary to hold the thermostat in place.

The coolant system was then reassembled with a new water temperature gauge, filled with water and leak checked. After some adjustments, it was drained and refilled with a 50/50 mix of antifreeze and water. When we started the engine for the first time, it came up to temperature quickly and the thermostat opens at 185 degrees.

We also did a compression check, both wet and dry. Cylinders 1 thru 5 were all about 90psi. Cylinder #6 was at 75psi, possibly a consequence of overheating due to the missing thermostat, which can starve the rear end of the engine of proper cooling. But the engine runs pretty well. Lastly, we changed the oil and filter and cleaned and reoiled the air filter.

As part of the electrical repairs and restoration, Ron repaired the hand held trouble light and wire reel, fixed the head light and repaired the wiring for the headlight and windshield wiper, all of which are now fully functional. He was able to get some original style wiring and sleeve material. Old incorrect wiring was removed and the wiring bundles were generally cleaned up and made better. The

rear blackout marker light has been mounted on the rear of the vehicle while the trouble light and cable reel are mounted in their correct position within the hull.

We spent many hours on the body, fixing some of the bigger dents and repairing rust holes. It was completely sanded and primed where necessary before being given a few coats of late war lusterless OD. During the preparation we elected to take up the hull floor panels. There was a large amount of oil and grease in the bilge which we scraped out and then cleaned with a degreaser and hot water at the local car wash. It is not perfect, but it is a lot better. Short of pulling the engine/transmission not much more can be done.

We had to fabricate a new rear axle inspection cover that was missing. In addition, we had to replace many of the rusted and stripped bolts that secured the hull floor panels. Three of them were metric bolts! We re-tapped the capture nuts so it would go back together easily.

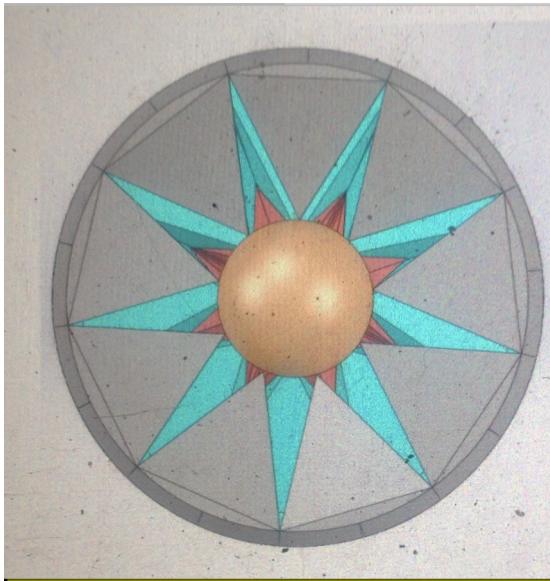
Using the information on the existing data plates we were able to determine the correct serial number for the vehicle (8325) and the manufacturing date (November 1944) which corresponds to a US Army registration number of 40186023.

We did some research to find a war time picture of a M29 and found a 4th Infantry Division weasel located in Sainte-Marie du Mont on D-Day, behind Utah Beach in Normandy. It carries the unit ID number of 4-8-I and HQ, which have been applied to our vehicle. The locations of the various numbers replicate the locations shown in this picture. Coincidentally, the 4th ID is currently stationed at Ft Carson.

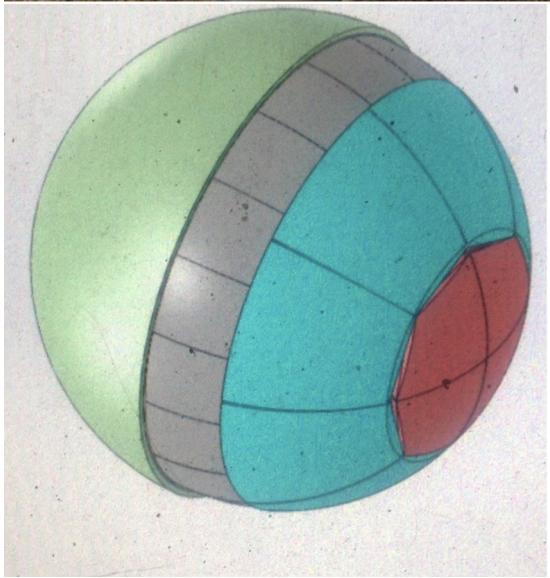
The result of this work is a more functional weasel with a fresh paint job and. Lots of thanks go to Ron Libutti, Kurt Scholer, Marc England and Jim Czarnowski who all helped in the restoration effort.

Frank Scholer

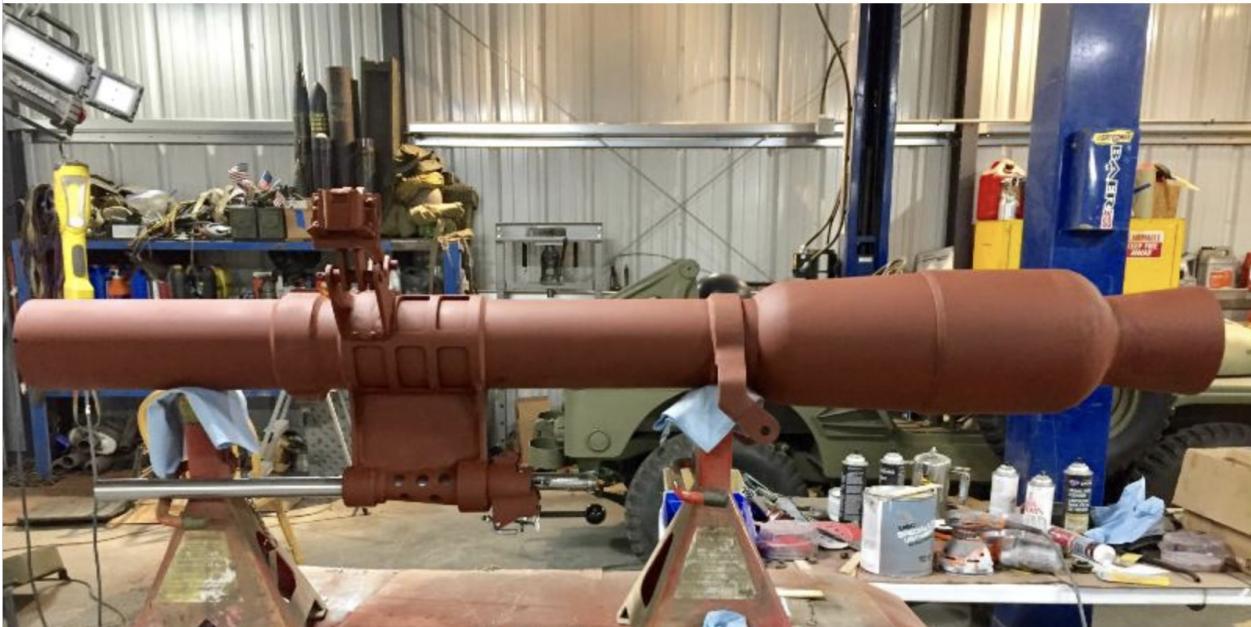




**THE INSIDE OF FRANK DISNEY'S
W-54 ATOMIC WAR HEAD.
THE WHITE PIECES ARE THE
SHAPED CHARGES SURROUND-
ING THE BLUE GLOWING CENTER
CORE OF U238 AND U239.**



FRANK HAS BEEN SENDING THE “OD NEWS” PROGRESS REPORTS OF HIS RESTORATION/RECREATION OF A M-38A1D SINCE MAT 2019. FRANK OWNS TWO M-38A1D ORIGINAL BODIES. THE 122MM DAVEY CROCKET MISSILE AND ITS W-54 WAR HEAD WAS TOTALLY RESEARCHED AND FABRICATED BY FRANK; THE LAUNCHING FRAME IS ORIGINAL.





Computer generated spotting rounds for the 122mm gun on the M-38A1D

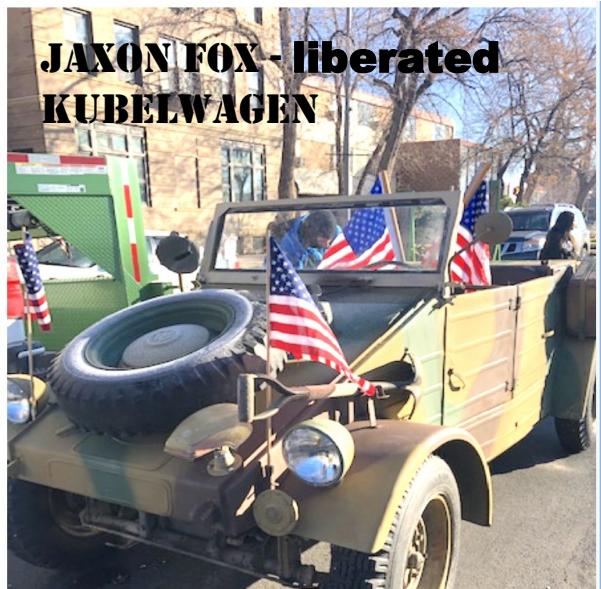
Gun mount for the M-38A1D



**VETERANS DAY 2019
DENVER & COLORADO SPRINGS
PARADES**



**SMG HARPER - USMC M115
GLADIATOR**



"Battin Betties" - Denver Parade







**BILL RAMSEY - M35A2, MIKE LEWIS - USAF J-20 ambulance -
Mike did both the Colorado Springs and the Denver Parades, DAVE
BEADLES -M38A1, LIVING HISTORY COLORADO, THE LONG
GREEN LINE LEAD BY PHIL MOVISH - M998 HMMWV & CHRIS
RAASCH - M1010 ambulance**





Funeral of SSgt Clyde Baldwin, USAF ret., at Pikes Peak National Cemetery, In a display of kindred community hundreds of folks braved a February snow storm to attend a funeral that the family could not attend. MVCC members were there including Dave Beadles and his M38A1.



“Operation Blizzard” featuring Dan Emich and company - photo by Jeff Somewhere at Camp Hale, CO

JEAN & PHIL CURRY PLAYING WITH COANG AIRCRAFT



OR
LAST LOOK



Will Phil's HMMWV fit into a CH-47?
I know a MUTT will but that was 1968.