



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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1st Quarter 2013



1st Annual MVCC Rally, August 2012, Parker, Colorado

A Pictorial 2012 Year in Review Issue

FROM THE COMMAND POST



As I sit here on a cold Front Range morning, I finally have time to reflect on the Club's performance in 2012. 2012 was a busy year for the MVCC; we actively participated in our traditional events, as well as a number of new events...a busy calendar to say the least! 2012 was also a difficult year economically for some of our Members. I theorize given our ongoing national situation, employment issues and high gas prices which resulted in smaller turnouts than in past years. I truly hope things improve in 2013 as I miss seeing some of our Members who have been mostly absent.

I'm happy to report that the Club's finances are in excellent condition as we start 2013. The Club's membership continued to grow in 2012, albeit at a slower pace than in prior years. I'm also amazed at the diversity in the types of vehicles and interests of our Members! This is healthy for the Club, as you can look at so many of the identical vehicles at a display event! One of the Club's milestones was the purchase of the MKT Kitchen Trailer, as a result of the generous financial support of a number of individual Members. The MKT truly proved its value during last Summer's airshow allowing us to prepare meals for a large group of Members and families throughout the 3 day event. Special credit also goes to our Ladies Auxiliary for all of their commitment, hard work and coordination of club events throughout the year! We kick off the 2013 event season on March 16th with the Denver St. Patrick's Day Parade! Hope to see you there!

I'd like to thank our membership for their continued confidence in the club's Officers. I pledge that I as well as the other officers will continue to do everything we can to maintain an active successful club going forward. The club is here to serve all of its members, so please give us your feedback as to how things are going, suggest new event ideas and changes in club operations. We value everyone's input.

I look forward to a great year of Club activities! Hope you all had a most enjoyable Holiday Season!

Phil



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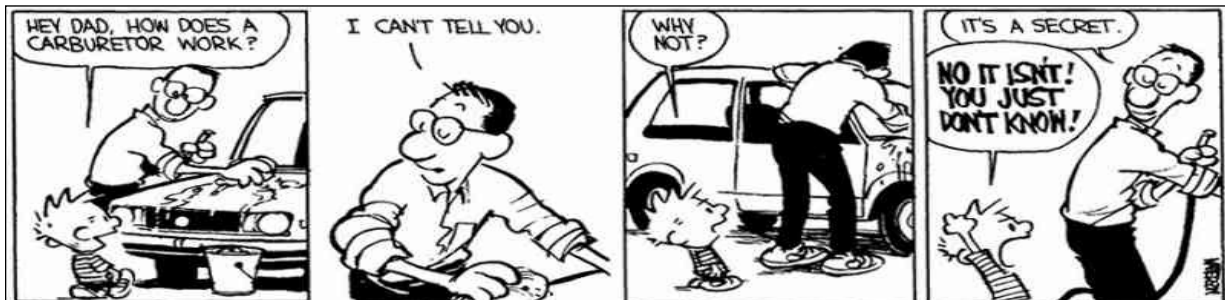


Well, another year has rolled on by and we have had a pretty good year. The big event was the Broomfield Air Show and I was able to bring my M109 with the finished interior this time. I spent a fair amount of time painting the ceiling and walls, putting in cabinets, bench seats and a tile floor, which all came out well. It came in handy when we went to the Colorado Springs Parade and it rained before the parade started. A number of us sat out the bad weather in comfort, high and dry.

The big event for me was Kurt's graduation from AIT at Goodfellow Air Force Base in San Angelo, TX. He completed his training as a Signals Analyst in Military Intelligence. We drove down to Texas on a Tuesday for his graduation on Thursday. It was a long drive and when we got to San Angelo, we checked out the entrance to the base. Turns out the only way to get in was to have Kurt come to the gate and escort us on base. Fortunately we could contact him by cell phone and he came to the gate with just enough time to get in and make the ceremony. Kurt looked very good in his blue dress uniform with his service ribbons. I was very proud to pin his new branch insignia on his uniform. There were 30 other graduates in his class. After we helped him clean out his barracks room, we drove to Midland Texas to see the Chaparral Race Car Museum. After another long drive home, Kurt stayed here for about a week, after which he got on a plane to his new military assignment in South Korea.

My other activity has been making movies with World War II themes. This year I was in two, "Saints and Soldiers – Airborne Creed" and "Menschen". I've become type-cast and always play a German soldier of some sort. In Saints and Soldiers I was a panzer grenadier and in Menschen I was an infantry soldier. I have now been in a total of three movies and look forward to doing some more, if possible. If you have Facebook, check out my page and the Menschen movie page. My face time in Saints and Soldiers is only a few seconds, but I have a bit more in Menschen. Not exactly Oscar material, but fun none the less.

Frank



CHAIN OF COMMAND

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EDITOR'S SITREP

Well my Friends another year has come and gone, and you have elected me again as your Club Secretary. Thank you all very much for putting your trust in me to carry on in this position for another event filled year. We have already submitted our application for the St Patty's Day Parade in March, so our first large Club event is just around the corner. I heard through the grapevine those Fetters Boys have just acquired another piece of equipment, an M816 5 Ton Wrecker. I understand they are working feverishly to get it in shape for the St. Patty's Parade.

Speaking of working on vehicles, I have two of the Club's vehicles at my place in Strasburg that need some restoral attention. When the weather gets a little warmer, and if you have nothing better to do, come on out and let's have a work party and get these Club assets in shape. The white ex-electronics trailer (XM389) needs to be blasted, some body work done, and painted. The ambulance (M886) also needs some body work and paint. Dave McClure donated ignition parts and radiator hoses for the 886 before he left for Minnesota, so it shouldn't take a lot of work to get her running. I would like to get the trailer done before the Air Show in August, I'm sure we can find multiple uses for it there. Give me a call if you'd like to be a part of the work party.

Jonathan



PERSONAL 201 FILE



Phil Curry was born 10 March 1954 in Boston, MA. After graduating from Bishop Ludden High School in Syracuse, NY, he entered Jacksonville University, Jacksonville, FL. He subsequently earned a full Navy ROTC scholarship and graduated in April 1976 with a BS in Political Science and was commissioned an Ensign in the US Navy. He was selected to undergo Navy pilot training and reported to Naval Air Station (NAS) Pensacola, FL in May 1976 to commence his primary flight training. He reported to NAS Corpus Christi, TX in February 1977 for advanced flight training and was designated a Naval Aviator in June. He then reported to Patrol Squadron Thirty, NAS Jacksonville, FL where he completed training in the P-3 Orion aircraft and attained the rank of Lieutenant Junior Grade. From December 1977 to October 1983, Lieutenant Curry remained in Jacksonville, FL and first serving with Patrol Squadron Sixteen as an instructor pilot in the P-3 Orion where he also completed operational deployments to Iceland, Spain, Sicily, the Azores and Bermuda. In July 1981 he was personally selected by the Chief of Naval Operations (CNO) to fly the CNO's and Secretary of the Navy's executive transport aircraft which was also based in Jacksonville but commenced all trips from Andrews AFB in Washington, DC. During this two and a half year tour he flew the CNO or Secretary of the Navy to most of the major cities in the free world at that time. Some of the more notable cities were Tokyo, Bangkok, Saigon, Buenos Aires, Rio, Oslo, Tel Aviv, Cairo, London, Paris and Rome. Of note, Phil was in Buenos Aires when the Argentine government initiated their attempt to take back the Falkland Islands. In November 1983, Phil reported to Training Squadron Two at NAS Whiting Field, FL where as a senior instructor pilot in basic, aerobatic and instrument flight, he directed the training of 250 student Naval Aviators. Here he was promoted to Lieutenant Commander. In July 1986, he was selected to attend the Naval War College in Newport, RI where he earned a Master of Arts Degree in Strategic Studies and National Security. While in Newport, he also attended Salve Regina College from which he received a Masters of Science degree in Management. From July 1987 to December 1989, he served as Flight Operations Director, Assistant Maintenance Officer, Safety Officer and instructor pilot for Patrol Squadron Forty-Nine again flying the P-3 Orion. This time he deployed west to Cubi Point, the Philippines with some time spent in the garden spot of the world, Diego Garcia. In January 1990, Commander Curry reported aboard Naval Air Systems Command in Washington, DC as Assistant Program Executive Officer for Test and Evaluation where he directed and coordinated the testing of the Navy's tactical aircraft and air-launched missiles. He commenced his final Navy assignment in June 1993 at Wright-Patterson AFB, Dayton OH, where he served as Navy Program Director and where he directed the flight test evaluation of seven major aerospace companies competing for the seven billion dollar Joint Primary Aircraft Training System (JPATS) contract. JPATS is the new primary flight training and simulator system for both the Navy and Air Force. Commander Curry retired from the Navy in May of 1996 on the deck of the USS Constitution. He then went to work for Flight Safety International at the Beechcraft Aircraft factory in Wichita, KS. Here he flew the JPATS aircraft (T-6A Texan II) to verify its flying characteristics for the simulator Flight Safety was manufacturing. In November of 1999 Phil was offered and accepted a flying job here in Denver flying the King Air series of aircraft for a private owner, and has remained there flying the King Airs privately and for a few local corporations. Phil has amassed over 5000 flight hours in the P-3 Orion and is approaching 4000 hours in King Airs. Phil's military awards include the Defense Meritorious Service Medal, Navy Commendation Medal (2), Navy Battle Efficiency Award (2), numerous Meritorious Unit Commendations, National Defense Medal, Sea Service Deployment Ribbon, Coast Guard Special Operations Ribbon and Navy Expert Rifle and Pistol Ribbon. Phil and his Wife Jane live in Franktown, CO and have three children. Oldest Son Dan lives in San Diego, CA where he just got of the US Marine Corps, Son Christian is in the US Army based at Ft Campbell, KY serving with the 182nd Infantry, 101st Airborne. He is currently on his 4th combat tour, this time in Afghanistan. Daughter Samantha just graduated from The University of South Florida.

LOCAL NEWS

I have been driving the jeep to work (at Wal-Mart) in any weather condition for 4 or more years. I had never had any problems and everyone at work had basically adopted it and kept an eye on it, the customers did the same and I kept my eye on it as well. Just the moment when no one was looking, a group of kids worked on stealing it. They were at it for about an hour. They tried pushing it by hand and I believe tried to hot-wire it but they ended up just pushing it from behind with their truck. When I came outside to check on it, it was gone. I missed them by about 10 minutes. The first thing I did after calling the police and trying to see the security video was the start of an all-out campaign. As soon as I got to my computer that day I put it up on G503.com, Steel Soldiers, Facebook, Craigslist, sent in news tips to all the local news stations, did a search for jeep forums on Google, joined the first 10-15 forums and posted on each one with pictures. The main thing was, I immediately got myself in the mindset that it was coming back and in one piece and I never let anyone's negative words take away my peace. I prayed consistently for God to help me keep the peace He gave me and prayed the prayer of faith of not asking God for it's return, but instead thanking Him for returning it and fulfilling the promise He gave me when He gave me an immediate peace after I first noticed it was gone.

Weeks went by and I constantly searched eBay and Craigslist and talked with the police. I also had a friend contact the Mayor to talk to the police as well. I had a few news interviews. I worked constantly on trying to get the video cleaned up, despite the politics that kept getting involved. I drove around and did some looking myself. Whenever thoughts of it entered my mind or someone talked negatively about it I just thanked God for keeping it safe, just like He had for all those years that I had driven it. He knew where it was and when He would reveal it to me.

Well, first off I have to say that it was nothing short of a miracle. A lot of prayers were going up about getting it back and I know that helped more than anything else I did. About 12:50 AM on Saturday I got a call from the Parker Police saying that they had found my jeep. The officer on the phone was so happy about it. He stated just how glad he was that they had found it, and that he missed seeing it at Wal-Mart. They said I could come get it or they could process it. There was no way I was going to leave it sitting any longer. I raced right over. It was only about 5 miles from my house.

The jeep was sitting on the side of the road right at the intersection of Delbert and County Line. It was sitting on a patch of dirt and the tracks on there suggested it was dropped off of a trailer. It's my belief that it was dropped off Friday when it was dark and there was little traffic because that intersection is surrounded by open fields so it would have stuck out like a sore thumb in daylight. I believe the heat I was putting out there just became too much. Anyways, it was drenched with bleach from front to back plus it was full of leaves and bird droppings. Oddly enough, there was only 5 miles on the odometer. Wires were dangling down from trying to find what wires to hot-wire and the ignition switch was gone. I honestly don't think they figured out how to start it. The spare tire bracket was smashed pretty good from them pushing the jeep. The front grill was smashed in on one side and the front of the tow bar was smashed in as well. They bent the front lip of the hood trying to close it over the top of the tow bar of which it looks like they tried to remove as well but couldn't break the lock I had on it. They had pulled the horn out over the fender in the way of the hood closing so when they closed the hood they slammed it down and crushed the trumpet on the horn (which was an original). The lids on the toolboxes in the back were all bent up from being pried open to get inside them. Oddly enough, of everything on there the only thing that was missing was the ignition switch, a flashlight and a bungee cord for holding the top down. The didn't try removing any of the items I had chained and locked. These kids were just amateurs, thankfully. There was some more damage on the passenger side near the exhaust pipe. All in all, it could have been much worse. I got in, hot wired it, and drove it home.

My advice to anyone who gets their jeep taken no matter what security efforts you had in place, is keep a positive attitude, make LOTS of noise (turn the public against them), never stop working on some angle, and most important pray a lot! I want to thank all those of whom helped spread the word and keep an eye out. Your contribution no matter how big or small was so greatly appreciated and not forgotten by any means.

Editor's Note: Some of you may be familiar with this unfortunate situation, it happened last Summer. I re-printed this article courtesy of Malachi Springer, the person that belonged to that Jeep.

VETERANS DAY PARADE, COLORADO SPRINGS



CREEKSIDE SCHOOL DISPLAY



DENVER ST. PATRICK'S DAY PARADE



ROCKY MOUNTAIN AIRSHOW



COMMERCE CITY MEMORIAL DAY PARADE



OTHER CLUB NEWS



Susie Fetters eloped with Gary Birkhead. The two were married Saturday, September 22 2012 in Breckenridge, CO after a whirlwind courtship. Susie gained three beautiful, intelligent, loving stepchildren in Albuquerque, NM. Gary gained in-laws who resemble Duck Dynasty without the beards and duck calls, but they do bring a fleet of military trucks and assorted paraphernalia. The couple currently resides in the little acid apple green house on the farm that may one day have turquoise trim with two dogs and a very old male Betta. Text courtesy of Susie Birkhead.

MOTORPOOL TIPS AND TRICKS

The speedometer recently stopped working in my M35A2. My instant diagnosis... must be a broken speedo cable. Simple, I ordered a replacement from Saturn Surplus for \$48 plus shipping. After reviewing the TM for the proper procedure I went to work "by the book." Step 1: remove the instrument cluster. Simple- unscrew four screws and pull out the panel...Wrong! The panel cannot be removed until you remove the tach and speedo cables from the gages as they do not have any slack. OK. IN order to remove the tach cable, which must have been screwed on tight by a 900 lb gorilla, I had to remove the LS454 speaker mounted to the bottom of the dash. Quick observation: clearance really sucks to get a 1" wrench into the correct spot to loosen the tach cable nut. OK done...Step2: Pull out the instrument cluster. NO problem. Step 3: Remove the gear shift. OK In my case I had to first remove the arctic cover on the shaft. Step 4: Remove the front and middle sections of transmission tunnel. OK. Why did they have to install so damn many bolts? Step 5: remove the cable clip under the driver's floorpan attached to the accelerator pedal stop bolt. Observation: a royal PITA if you don't have a "Soldier B" to put a wrench on the stop bolt. Great opportunity to use a pair of vise grips to hold the bolt. Step 6: pull the speedo cable down from the cab. No problem! Step 7: remove various cable clips. OK. Step 8: unscrew and remove the speedo cable from the right angle drive which is installed on the transfer case. OK, no problem. Step 9: install the cable onto the right angle drive. OK, but note having a flashlight for this step is a really good idea (more to come on this later). Step 10: Route the new cable and attach cable clips where required. OK. Step 11: Reinstall the cable clip under the stop bolt and tighten the nut. OK. Step 12: route the cable up into the cab. OK. Step 13: reinstall the transmission tunnel. OK. Step 14: reinstall shift lever and arctic cover. OK. Step 15: connect new speedo cable to speedo and reinstall tach cable. OK. Step 16: reinstall instrument cluster. OK. Step 17: reinstall speaker. OK. Step 18: test drive truck to check operation of the speedo. Result: the speedo stayed at zero MPH!...Not Good! Step 19: this time using a flashlight go under the truck and check your cable connection. OK but Hmm something doesn't look right! Study the picture below which shows the original right angle drive (after removal) on top and a replacement right angle drive on the bottom.



MOTORPOOL TIPS AND TRICKS (CONTINUED)

Note that a minor part is missing from my original right angle drive...namely the side gear and cap with the Zerk which must have fallen out. Though the TM says nothing about having any light to do this repair, obviously had I used a flashlight I might have noticed that the right angle drive was toast! OK! After kicking myself in the butt for being such an idiot I rustled up a replacement unit complete with side gear and cap and installed same. OK! Test drive No.2: Result...the speedo stays on zero! Hmm? Remove the right angle drive and swap the side gear into the other side of the drive assembly. Reinstall speedo cable: OK. Test drive No.2: Result: wow I have a working speedo after screwing around for an entire day! A most rewarding repair! The moral of the story: Do a bit of checking (with a flashlight) before assuming you really know what the problem is and start following the TM step by step! A final observation: you should not have to remove a shift lever and transmission tunnel to replace a lousy speedo cable...

Phil

Machinist's Workshop Magazine™ recently published some information on various penetrating oils that I found very interesting. Some of you might appreciate this. The magazine reports they tested penetrates for break out torque on rusted nuts.

They are below, as forwarded by an ex-student and professional machinist. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating Oil	Average load*
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
*ATF-Acetone mix.....	53 pounds

*AFT=Automatic Transmission Fluid

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test. Our local machinist group mixed up a batch and we all now use it with equally good results. Note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price. The ATF-Acetone mix is the best but you can also use ATF-lacquer thinner 50 - 50 mix.

Submitted by Bob Fetters

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 (303) 229-0117 Home: (303) 814-2756 Floyd Merenkov

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

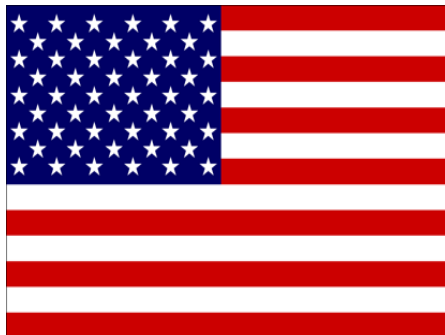
WANTED: Blackout Grill and Headlights with Buckets for a Willys MB or GPW. Contact Carlos Ramirez (303) 596-7879

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

(1) Test Set, Low Voltage 6,12,24 VDC Complete w/Manual. For M-37

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 mvccsecretary@yahoo.com





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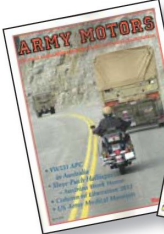
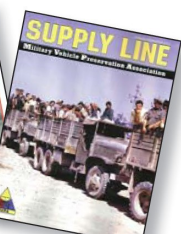
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MVCC MEMBERSHIP APPLICATION

Dues are \$30 per year and include a subscription to O.D. News, and liability insurance coverage when you travelling to/from or participating in an MVCC meeting or event. All dues are payable at the beginning of each calendar year in January. **Current members please provide all requested information below so that we may update our records.**

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Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Other Information:

Signature: _____

Please mail your completed application with a check for \$30 made out to MVCC to: Phil Curry, 10917 Holden Circle, Franktown, CO 80116.

If you haven't submitted pictures of your vehicles for addition to the MVCC website, please send digital image files to president@mvcconline.org or pcoric@msn.com