

President's Message

Hello everybody.

The first meeting on the NCMVPA went real good. 11 said they will come, 8 showed up, and that is pretty good.

I really feel that a local "support group" will do a lot of good for us and for the public.

There are many ways we can enjoy our MVs, but to me the most rewarding is when I see the sparkle in the eyes of a kid, young or old, when they climb the truck or sit in it. I did not serve in the US Military, I did my service in the Israeli military back in the 60's. Surprisingly (or not) we used the same MVs. We called them something else – M35 was simply a 'Six', different variations of the Dodge power wagons etc. were all called 'Command cars', as near as I remember the M715 was called 'Gladiator' etc. My passion was the Half Track. I don't know if it was an M2 M3 or Mxx, to us it was a half track. I always wanted one, but could never afford it. I have a reason for this attachment and maybe one meeting I will tell everybody the story of "Ofer". But back to club business (I am regressing). The only way the club will work out and grow is if members get involved. There are many ways to get involved and there will be many more ways when we grow. I started many clubs and users groups in my life to know that not everybody will get actively involved and that is OK, as long as enough members do. If you enjoy coming to meeting and shows but don't enjoy holding a position or don't have the time for more than that, that is fine, you need to enjoy the club, not feel like

it is a burden. The group that showed up on the 24th of Aug for the first meeting has quite a few members who I know will be very active (some already are). So far we have 38 members, 26 are MVPA members, a bunch more are going to join.

I agreed to take the roll of President until January 2003 when we will hold elections. In order to maintain affiliation with the National MVPA we have to have a President, Secretary/Treasurer and Newsletter Editor. For now, Bill Stallings is our Sec/Tres and Cabell Garbee is our newsletter editor (please submit articles to him).

The next meeting will be at Spencer NC, September 14, where we are going to attend the Fall Antique Truck Show at the NC Transportation Museum held by the Piedmont Carolina Chapter of the ATHS. A few of us will be convoying from Raleigh and we would like to see more of you joining us. Watch the mailing list and the web-site for more details.

Amnon

Special Photo Note

Doc has been sending us new photos from Afghanistan of MV's and other sites when he can. Look for them on the website under Doc's MV Sightings in the photo section.

Next Event

Fall Truck Show in Spencer, Sept. 14.

NCMVPA

Amnon Nissan – President

Bill Stallings – Sec/Treasurer

Cabell Garbee – Newsletter Editor

www.ncmvpa.com

How to use a winch - NOT

A few weeks ago I was working in the yard and decided to remove a piece of dead root that was sticking up. I used an ax and I used a chain saw but to no avail. Then I remembered that I might as well use that thing mounted on the front of the Deuce, the winch, yeah. Since I never used it before other than to roll it neat, I didn't bother reading about it. Pulled the cable to the root, hooked it on to it, started the truck, put the PTO lever in low, stepped down from the cab, and pushed the lever on the winch itself to Engage. Nicely the cable rolled in and without any effort it pulled the root out of the ground. I pushed the lever on the winch to disengage it and it stopped. I did notice that it was a little harder to move it to that position. I unhooked the chain from the root and started rolling the cable in, again, but moving the lever on the winch. When it looked ok to stop I moved the lever back to stop the movement, and it was again, a little hard to do so. I then threaded it through the shackle on the bumper and hooked it on the other shackle. It was a little loose, so I decided to tighten it a bit. Moved the lever on the winch to start it going again and when it looked right I moved the lever back, or tried to is more like it. Now, if you have a weak heart, stop reading here. The lever did not move, and the winch was now pulling the big nut that locks the cable to the chain in. I ran up to the cab to stop the engine, but not before hearing the most disturbing noise from the winch, and the engine started idling a little easier too. I just knew I destroyed the winch. Turned the engine off, and walked in front of the truck. The part of the winch where all the data tags are riveted to was now bent up like an A frame, where the big nut went through, the shackle on the right side was almost completely off of the pin that holds it in place. I couldn't move a thing, the cable was so tight against the guide that I was afraid it would pop and hurt me. I was so sick of the look of things and of the idea of spending another \$1000 for a new winch that I just walked away for a few minutes. I got on the computer and sent an

email to David Doyle on the Mil-Veh list and explained what I did. Am I glad I did. I was told that all I did was probably shear the pin on the PTO driveshaft. I ran out and crawled under the winch (I forgot about the tight cable) and sure enough there were pieces of aluminum under there. I just yelled, "YES". I was close enough to the shop so I got my trusted air gun and a long extension and started loosening the bolts that hold the guide. To make a long story short, I managed to take just a few bolts off before the cable got loose, I took the top plate and hammered it straight and put the shackle in a big vise to get it back to normal. I took the broken shear pin out and kissed it, and stuck a piece of aluminum wire in its place. The winch worked! Put it all back together and went back to read David's email. Turned out I was using the winch the wrong way. For those of you who never used one here is the right procedure. Pull the cable out and hook it on to what you are trying to pull, engage the lever on the winch, get in the cab, start the engine, push the clutch, engage the PTO lever, and slowly, just like driving, let go of the clutch. Press the clutch to stop the winch. This is the way the winch should be used. According to the TM, a winching job is a two men job, one in the cab and one to signal what is going on out there. I was also told, that in my case all I really had to do is hook the cable and drive backward (makes sense, but no fun :-). DON'T ever use anything but aluminum pins for the winch, they are hard to find but it is well worth it. One MV dealer I called told me that I should use a brass bolt instead. I can just imagine!

Amnon

Meeting Minutes

The meeting was held on Saturday, 24 August 2002. The following were in attendance:

Amnon Nissan
Lou Buchli
R. Galen Dilworth
Don Shupe
Cabell Garbee
Don Chapman
Jerry Wilson
Bill Stallings

After parking three military vehicles in the Golden Coral parking lot in Cary and speaking with interested on lookers, we went inside at appx. 1:30, ate, and began the meeting.

Amnon opened the business part of the meeting. We discussed the following issues:

1. What are the benefits of being affiliated with the national MVPA? Credibility, Integrity, etc.
2. We need articles for the newsletter. Send articles to Cabell Garbee short term.
3. To publish or not member information.
4. Cabell suggested creating members' only section on website.
5. Amnon will take the responsibility for the website.
6. We need to have a President, Vice President and Newsletter Editor.
7. Pleased with the turn out for first meeting.
- 8 out of 11 who said they would attend showed for the meeting.
8. Bylaws are not required at the local level if affiliated with national. This is to the best of our knowledge.
9. Name interim officers for now with regular term elections to be held in January of 2003.
10. Interim Officers President - Amnon Nissan, Vice President - Bill Stallings, Newsletter Editor - Cabell Garbee
11. What do we need to do as a club? Go to schools to educate the children, Parades, Holiday Events.

12. Don Shupe will establish a relationship with the State Capital event planners on behalf of the NCMVPA.

13. Cabell passed out registration forms for Antique Truck Shows. They will allow a section just for us.

14. NCMVPA will convoy with Cabell and Amnon to the shows if possible. Email them if you wish to ride.

15. Discussed purchasing a banner.

16. How should we use donations when and if they come in? All donations to be recorded and published to the members for accountability.

17. What should we put on the banner? We will buy the MVPA banner and add our website as an attachment.

18. Check price and delivery on tshirts with pockets. Logo to be on pocket. Cabell and Bill to check on this.

19. Possibly hosting our first show in 2003 after election of new officers.

20. Possible club house. Need to get together if interested and make it usable.

21. Bill Sandifer with the Cary News showed up to do an article.

22. Next unofficial meeting will be in Spencer, North Carolina at the ATHS Truck Show.

23. Bill Sandifer began to interview the members of the club.

Bill Stallings

Personal Note One

I really enjoyed our first meeting. My 9 year old daughter has already informed me she wants to attend some functions to see and ride in the military vehicles. She really thought it was cool. Case in point the education with the children.

Bill Stallings

Editor's Moment

I've always had a fascination with military vehicles both from a fascination with their "form follows function" design and from a respect for what they, and the people that use them, have meant to my life. I never acted on my desire to own one until I acquired a M37 as part of a deal to acquire a civilian Dodge Power Wagon. In 1997, I purchased a 1953 Dodge M37 from a farmer just outside of Huntsville, Alabama. I had originally contacted him when a buddy of mine from outside Atlanta called me to let me know that he had located a civilian Power Wagon for me to go look at. The short version of the story is that after driving from Raleigh to Huntsville to look at the 1950 B2 Power Wagon that the farmer had for sale, I ended up making a package deal for the civilian truck and two M37's. It should be stated that all three of the trucks were in very sad shape, but I had the fever...

My plan was to get the M37 fixed up just well enough to be usable as a "beater," then to restore the civilian truck. After I had the civilian truck fixed up, I figured I would sell off the M37 and its parts truck to someone else.

Plans changed. The more I worked on the M37, the more I liked it. Meanwhile, the civilian Power Wagon had a lot more problems than I had originally noticed during my trip to Alabama, and work on it kept getting postponed. One day, I had a phone call from a guy in Georgia who heard that I had a civilian Power Wagon that might be for sale... Two weeks later, I had parted with the 1950 B2 Power Wagon.

Since then, the M37 has gotten a new front bumper, fenders, and a coat of paint to go along with new bed wood and canvas. The tired, original flathead has been replaced with a Cummins 4BT (I know that the purist will cry, but it is infinitely more usable) and upgraded brakes. I have also been busy

picking up accessories to go along with it such as a M101 trailer.

I suspect that Tarheel Tracks during my tenure as newsletter editor will be similar to my ownership of the M37. I'm going to start out by getting it running, and then we'll massage it into something that looks right to us but is infinitely more usable than the original.

Cabell Garbee

Personal Note Two

As we were leaving the Golden Corral after our first meeting of the NCMVPA, a gentleman wearing a baseball cap identifying him as a veteran approached me. He walked up to the M37 and myself and asked what we were doing with there in the parking lot with the trucks. After talking to him a bit about the meeting and our intentions for the NCMVPA, we started talking about my truck. One of the first things that he did was to rub his hands on the USMC hood marking and tell me that it was a "shame" that I had marked the truck that way. I told him that I had reproduced the original markings that I had found when I sanded off the fire department paint. He said that in that case, it was ok. It turns out that he is third generation NAVY (SEABEE) and he had an opinion about MARINES... After telling me that his family could trace their military service through each generation back to the Revolutionary War and that he currently had a son in the 101st Airborne we parted company, he to the Golden Corral, and I to my home the richer for another parking lot encounter...

Cabell Garbee