

# BMMP MOTORS

Journal of the Bluebonnet  
Military Motor Pool

Volume 9, Issue II

Aug 2009

## WE WERE THERE

### Independence Day Parade—Friendswood, Texas



BMMP members and their vehicles lining up for the parade (left), led off by Lt. Col. Fred Machol, WWII veteran in his restored MB.



### Jim Sanders' M422 Mighty Mite and Ken Smith's M38



Lindsey and Larry Lee with their '42 WC-52 and '42 Ford GPW

### Sept. Membership Meeting

Thursday, Sep 17  
7:30 p.m.  
Jim and Tommie  
Sanders' Place

2508 Bayou Ave.  
Baytown, TX

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Keep 'em rolling

## June Membership Meeting

The second Bluebonnet Military Motor Pool membership meeting of 2009 was held on June 26 at the Bass Pro Shops on Beltway 8. Good food preceded the meeting and some light shopping followed.

## Friendswood Independence Day Parade (Continued)



.Bobby Wright's '43 Ford GPW and Blaine Corman's WWII Navy Jeep



Larry Steed's MB and Bill Warren.s XM5 Jeep



Bob Dayton's M38A1 and M37

## Tool Identification

**Hammer:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive vehicle parts not far from the object we are trying to hit.

**Mechanic's Knife:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing rubber lines or canvas covers.

**Electric Hand Drill:** Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling equipment mounting holes in the floor of a vehicle just above the brake line that goes to the rear axle.

**Hacksaw:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**Vise-Grips:** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**Drill Press:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against the Rolling Stones poster over the bench grinder.

**Wire Wheel:** Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "Django Reinhardt". .

**Snap-On Gasket Scraper:** Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

**E-Z Out Bolt and Stud Extractor:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

**Timing Light:** A stroboscopic instrument for illuminating grease buildup on crankshaft pulleys.

**Two-Ton Hydraulic Engine Hoist:** A handy tool for testing the tensile strength of ground straps and hydraulic clutch lines you may have forgotten to disconnect.

**Craftsman 1/2 x 16-inch Screwdriver:** A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

**Battery Electrolyte Tester:** A handy tool for transferring sulfuric acid from car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

**Trouble Light:** The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin", which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**Phillips Screwdriver:** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.



## BMMP Members Gaston Barmore and Ray Barth took part in the Washington, DC to San Francisco, CA MVPA 2009 Transcontinental Motor Convoy. This is Gaston's comments on the trip.

My son, Cliff, and I completed restoration of this 1942 WC-56 Command Car in 2004. Since that time, the WC-56 and myself have participated in the Iwo Jima +60 reenactment sponsored by the National Museum of the Pacific War, the Patton Museum of Cavalry and Armor's 2005, "Life of a Soldier" Memorial Day Celebration at Fort Knox, KY where I was General Patton's (Art Pope's) chauffeur and the 230th Army Birthday Celebration at Fort McPherson/Gillem, GA. I won "Best Individual WWII US-Allied Impression" at this event. 1942 Dodge Command Car

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It didn't take long after you arrived at Laurel Park, to realize you were among a group of achievers who would not be denied in their attempt to drive their vehicles to San Francisco. This attribute was demonstrated daily during the Convoy as problems were encountered and expeditiously solved. We owe Dennis Boots and his Maintenance Team a debt of gratitude for their outstanding efforts in keeping us rolling.

I recall one incident where I towed Mark and his WC-56, which had stalled on a steep grade, to the crest of the hill where Boots and Ken were waiting to load him on a trailer. The trailer was positioned just over the crest and they used gravity to load him. What a slick move!

It was truly an honor to have my WC-56 selected for display at the "Pentagon 2009 Army Birthday Celebration". What a great experience; even got interviewed by a Washington Post reporter.

All this, however, paled in comparison to the patriotic reception we received from the American people as we traveled across the United States to California. I don't think any of us expected to see such a response to our Convoy. Young mothers with their babies, middle aged gray haired men and women and Vets with service caps all waving and cheering us on. Flags everywhere.

Unbelievable - one morning we saw people standing in the rain to see us depart. Every cross road had people with flags. One small town had a brass band playing as we passed through. There was a nursing home with their residents in lawn chairs and wheelchairs waving flags as we drove by; a man holding his dog waving the dog's paw as we passed and in another town I saw an old lady on crutches waving a flag. We had a "Fourth of July" turn out where ever we went. In one town ladies were handing out lemonade as we passed. Along our Convoy route we saw many people holding signs that read: "Thank you Veterans for Your Service".

During one of our lunch stops, I saw a severely handicapped man hobbling along looking at our vehicles. No one was paying much attention to him. I spoke to him as he approached the WC-56 and told him it was a Command Car made in 1942. He listened intently as I talked and he struggled to say "42", "Cool". when I had finished speaking. It's experiences like these which water your eyes.

The enthusiastic reception we received from the people of East Palestine, OH was only exceeded by the sumptuous lunch which had been prepared for us. They get my vote for the best hospitality we encountered during the Convoy. The most difficult driving day for me was from Murray, UT to Ely, NV. As I wrote in my log book what a "nightmare". The traffic coming out of Murray, traveling miles in third gear entering and leaving Dugway Proving Ground, the dusty then muddy roads and then finally traveling an hour at night in the rain to Ely. I was mentally and physically exhausted. Sorry, Mark, Pat and Steve but I have to mention my WC-56 was the only one of our 3/4 ton group which was not towed nor trailered during the entire trip. Yes, it developed a hellva engine oil leak, but it started and ran, rain or shine, and never let me down in a tough situation. Not too shabby for a 67 year old vehicle! This has been an experience of a lifetime which would not have been possible without the encouragement and support of my family, Thanks Camille, Cliff and Michelle. Would I do another Convoy? "YES, SIR", but first I have to fix that pesky oil leak.



From the Green River, Washington newspaper

RETIRED U.S. AIR FORCE Col. Gaston Barmore takes a break from visiting with local residents during the Military Vehicle Preservation Association Transcontinental Motor Convoy, which was in Green River yesterday. More than 40 military vehicles were on display. The vehicle he's standing in front of is a 1942 Dodge command vehicle from Houston. Star photo by Stephanie Thompson

### The Budget Mechanic

For those who have and work on jeeps. These brake drums that I have are from a CJ and are about .1/10" deeper. They were produced that way so they could be mounted on the outside of the bearing hub and can be removed without removing the hub and bearings. All I have to do is replace the studs in the hub and put the drum on the outside. I talked to about 4 different suppliers and was told that I needed to purchase all new drums at a cost of from \$50 to \$78 each. I called Brent Mullins and he passed on this information selflessly and missing a \$240 sale. He really is a great help! -Mike Gambol

"Machinist's Workshop magazine actually tested penetrants for break out torque on rusted nuts. Significant results! They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment.

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

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.

Your experience may vary."

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**Classified Ads**

MV related items you have for sale or items that you are looking for could be listed here if you would submit them to the newsletter editor.



Tommie Sanders with her WC-54, displays their award for first place S/S Original Vehicle, 1900-1949 at the Baytown Optimist Car Show on Aug 1, 2009

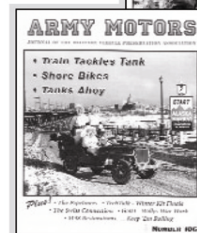
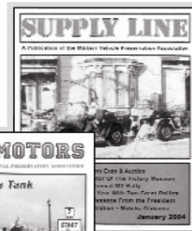
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