

# The Old Hickory Chronicle

Newsletter of the Old Hickory Association

March/April 1999

## **THE BULGE: GOOD, BAD, SAD**

BY BRETT BONDURANT & MARK BURFETE

**The Battle of the Bulge event held Jan. 27-31 at Fort Indiantown Gap, PA was as usual, a mixture of good and bad.**

**Good: length of event, registration and ammo check, barracks assignment, food, flea market, Fridays battle, Saturday entertainment.**

**Bad: Saturday's battle.**

I felt that the added days to the event was very good. The longer I can spend time in my W.W.II uniform in a military setting, the better. The extended event let you ease into the event, as opposed of rushing into things arriving on Friday with registration and ammo check. That brings me to the next item, registration. Check in this year was a breeze with registration and ammo check being done on the company/squad level. Not having to go stand in line with everyone else was a good start to the event. Doing the ammo check in the barracks was nice but it shifted the liability from the event sponsors to the individual units. Thank you Mike Fox or whoever for making the most unpleasant part of reenacting almost pleasant. Thank you Mike again for getting our squad quartered on the bottom floor of the barracks this year. It was so nice not having to lug all our ones stuff up and down the steps as in years past. the food arrangements this year was a welcome addition to the event. Although the food wasn't the greatest, eating in a mess hall type arrangement made things much easier and gave it a authentic flavor. The mess hall was right behind out barracks which made it even more convenient! The other food arrangements was great as well with other public mess halls open if you

wanted a burger instead of army food. Gone are the days of the poor food quality of the catered event food costing too much and standing in line at Funks, the great restaurant just outside the gate. The flea market had its good and bad points. I felt it was good in the fact that At The Front was there with all the movie props from Saving Pvt. Ryan for sale. I think they sold a lot from their parking lot set up. I also felt that the flea market was smaller this year. There were a lot of empty tables and there were additional buildings that people didn't know about. Fridays battle was a nice, sharp, quick battle and involved being chased by two German half-tracks (never can remember the German name for those things.) The two half-tracks did a great job chasing us up a hill and even took hits! I'm still not sure why Courtney Johnson was yelling at them. Helmets off to Squad Leader Sgt. Paul Gill. I'm still amazed at the leaders 30th Division can produce! Saturday night gave us, as usual, a chance to wash the grit and grime of battle off and parade around in out class "A"'s. The USO show was the best I've seen with a group that

*(Continued on page 2)*

## **MY HOW TIME FLYS!**



**It has been two months since we reminded you that it was time to pay your annual dues of \$15.00. If there is a red x in the box below and you did not receive an Old Hickory Association Membership card with this newsletter this will be your last newsletter unless you send your dues to Don Shupe, 414 Cary Pines Drive, Cary, NC 27513**

*(Continued from page 1)*

actually sounded and looked like a group from the '40's. They even had two corny comedians who gave us a few laughs with their best, or worst, slapstick humor.

Now for the bad news. I should have know from the start that the battle Saturday was going to be bad. A few days before the event, Mike Fox e-mailed me asking if I would be the squad RTO (radio man). I had been putting together a combat medic impression for the event but giving my heart and soul to the unit, I agreed to help Mike out. Once Mike arrived at the event, he asked if I could fill in for a ailing Chuck Fraley as Company RTO. Again I said yes. Now came the fun part. Mike introduced the monkey that I would be carrying on my back, the SCR-300/BC1000 man-pack radio. Weighing in at just over 200lbs, (well, it felt like it), he showed me that I although I would be carrying the big radio, the actual radio that would be used would be a small, Radio Shack walkie-talkie. W.W.II ear phones and mic would be plugged into the walkie for actual use. The big radio would be carried just for looks. Although not looking forward to th added weight, I agreed to carry it for the sake of authenticity. I was then introduced o Lt. Hutchinson, of the 29th Division, commander of Co. K for the weekend. I had worked with "Hutch" previously on board the USS NORTH CAROLINA doing living history programs in the past. I along with First Sgt. Mark Burfete, formed the staff for the Co. The battle started off great with the three of us getting to ride a beautifully restored Jeep to the staging area. Anytime I can ride in a W.W.II vehicle, I feel privileged. Once the Co. got on the move, it was discovered that the radio set up I had wasn't working. Although it worked fine back at the barracks, it simply wasn't working now. By disconnecting the mic etc.....and using just the modern walkie, the radio worked. While that was great, I was left carrying this heavy , now completely useless radio on my back for most of the battle. After going a ways, we conferred with the battalion commander about where we were and where we were to go. Hutch and the Captain used compasses and finally figured something out. While they were doing this, heavy fighting could be heard off in the distance. We moved away from the fighting and continued on our way. After walking on very icy roads, watching soldiers fall all around. While making a complete circle and coming back to the parking lot where we had started earlier, a man in the 1st platoon feel going up a steep hill. A call for a medical emergency went out and when I arrive, they were turning the man over. He had a bloody face and was ashy color when they tore open his shirt. They began to do CPR on him as medical help was called. I would like to commend the medical personal in Co. K as well as those who responded and helped from other units. From my aspect, everything that could have been done was done for this man. While this was going on, a small group of Germans decided to attack the unit as they rested at the top of the hill. I'm sure they didn't know what was going on and stopped when informed. After EMS had transported the man to the hospital, a vote was taken to see if the company wanted to continue with the battle. It was decided that the fallen reenactor would have wanted us to

continue, so we did. After marching through the parking lot and behind the gathering spectators, we moved into position in a field to await the German attack. After watching American and German armor spar with each other, we finally received an attack from the Germans up a hill with no cover. This reminded me of Civil War and Rev. War battles I had participated in before.

The Battle of the Bulge of 1999 lived up to the usual saying about the FIG event. Go for the flea market, go to see your friends , go to see the numbers of troops in a winter setting, but don't go the FIG for the battle. I would like to thank Mike Fox for allowing me to witness the confusion that occurs at the headquarters level.

## SPARKY'S VIEW

My perspective on this year's Battle of the Bulge re-enactment comes from the company level, as I had the privilege of serving as the 1st sergeant of Co. K. This was a rare opportunity to see how the company operates and interacts with battalion. As Editor Shupe has asked that we be brief, I will mention just a few things that I observed. First is the excellent job that the initial company commander, Captain Les Albers, did in preparing to lead Co. K. He sent out information, warning orders, order formats, SOP's, squad leader's notebooks, and other tools to the company staff and platoon leadership before the event. This is the kind of preparation that our own Mike Fox did when he was company commander last year. Not everyone sees the amount of preparation that goes into the Company K effort, but it has to be done.

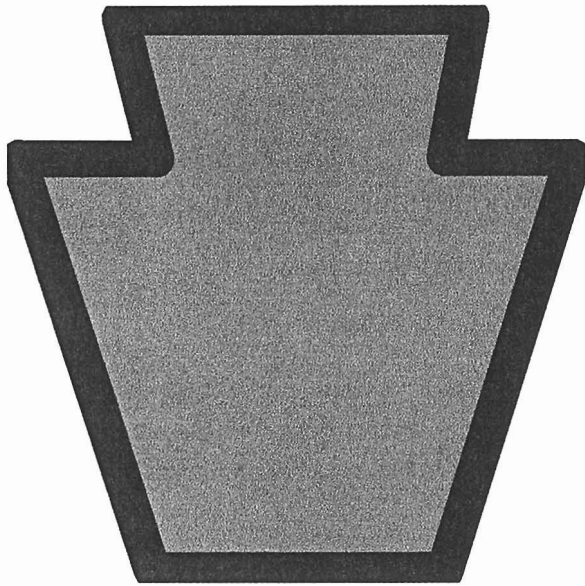
When Cpt. Albers learned that Major Kiester was not going to be able to attend , he (Albers), by default, became the battalion commander. Cpt. Albers immediately began work on preparing a battalion battle plan. He worked to at least 2 AM morning, developing map overlays and making up a matrix to serve as a quick reference for the company commanders. Albers was trained in this kind of thing by the US Army. It was interesting to see. At the same time Lt. Hutchison of the 29th instantly became Co. K CO. He assumed this responsibility seamlessly -- this is a guy who doesn't hesitate in giving orders. To summarize, we had fine leadership, despite the last minute change in personnel. I can tell you that any problems we experienced in the field were not due to lack of planning or leadership at our battalion or Co. K level.

Second observation: many of us don't realize the amount of work our platoon NCO's must do, and they will do even more in future FIG battles. The management and administrative stuff that the squad leaders and platoon sergeants have to do is underappreciated, I think. When the CO tells the 1st sergeant to prepare this report or schedule that duty, it is the platoon NCO's that make it happen. I will also add that in Co. K the NCO's performed as they should, leaving the officers to do what they get paid for: think, plan, and give orders.

Which brings me to my final observation. As you may have guessed, this concerns our 30th ID guys. As a company

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"yes man" in the field, I could watch "our" platoon in action, what little there was of it. I've said it before and I'll say it again, no outfit is as organized and disciplined as the "Old Hickories" in the field. Even when not engaged, you get the feeling that we are ready to take on the mission, even if that involves endlessly sitting and waiting. In all fairness, though, I will say that all of the Co. K units are above average, and the experience we get as members of Co. K goes beyond that of any other Allied outfits.



# Fallen Soldiers

*by Courtney Johnston*

The men of the Old Hickory Association wish to pay respects to two departed comrades from the U.S. 28th Division, who have passed away within the last six months.

The first is Technical Sergeant Barry Glenn, aged 47, of Springfield, Pa. Barry was an electrician by profession, and is survived by his wife, two daughters and a son. Barry suffered a heart attack in September, on a Sunday evening after a reenactment and passed away in the hospital a few days later. Those who attended the HRHR event at Camp Pipsco a few years ago may remember using the Field Telephone system Barry strung for our use, and the defensive positions he dug.

The second is Private Dennis Burt, aged 42, of Haddon Township, New Jersey. Dennis was a History Teacher by profession, and is survived by his wife. Dennis suffered a heart attack in the field at the Battle of the Bulge this January and died shortly thereafter. Dennis was an experienced and active reenactor, participating in French and Indian War, Revolutionary War, Civil War, and World War II. He was an assistant BAR man in First Platoon, Company K at the time of his death, and is remembered by his friends as being one of the most helpful and kindest members of the 28th Division. The Old Hickory Association sent an arrangement of flowers and a card to the funeral of Dennis Burt, expressing our sympathy and condolences to his family.

Both men were experienced and active Reenactors, who made significant contributions to any event they attended, and to the 28th Division. They will be sorely missed by the men of the 28th Division and the entire reenactor community. The Old Hickory Association shares in the grief from the loss of these two fine men.



# UNIT NEWS

## Tar Heel Chapter of 30th Reunion

The Old Hickory Association again has been asked to supply a Color Guard for the Memorial Service at the Tar Heel Chapter's annual reunion in Raleigh on March 19 - 21. As usual we will set up a small display for the Vet's and their families. Anyone interested in attending or participating in the Color Guard should call Don Shupe, (919) 467-3119.

## 30th ID Association 53rd Annual Reunion

The 30th ID will be holding their National reunion in Myrtle Beach, SC at the Holiday Inn - Oceanfront Downtown, October 20 - 24, 1999. As of this time, we have not received any request to participate at this event. Tom Oglesby of the Tar Heel Chapter has suggested to the Reunion Committee that we be invited. The OHA display committee has put together a graduated proposal of different size displays and submitted it to the Reunion Committee to see if they are interested in us supplying any service to them. We have also learned that the 30th ID Association National Reunion for the year 2000 will be held in Winston-Salem NC. Since this reunion will be centrally located for the majority of our membership, we plan to concentrate on that event to be a maximum effort for us.

## Memorial Day Weekend

The event originally planned at the VFW Hall has been canceled due to a conflict in the Hall's schedule, so we will be falling back to our usual Bond Park event. What we would like to do different this year is instead of a large display, we would like to do a Living History event. This would involve our members being in character and acting out a first person impression. We would also need members to act as interpreters to explain to the public what is going on. Also we plan on a Firing Party for a Memorial Day Salute. The event is scheduled for May 29th, and will be opened to the public from 10 to 4. The town will be supplying lunch, so we need a head count. Anyone interested contact Don Shupe (919) 467-3119 or Mark Burfete (919) 677-0990.

## Time Line planned for Fall of 1999

In celebration of the 100th Anniversary of the VFW, the Cary VFW is planning on presenting a Time Line of U.S. Military Uniforms from 1899 through present day. Present plans are for the event to be televised over a Raleigh TV station. They will be looking for uniforms representing all

services during that time. Here is an excellent opportunity to show off that special uniform. More details as they become available. There is a chance that the living history weekend originally scheduled for Memorial Day will be rescheduled to coincide with this event.

## Historical Naval Detachment Battleship North Carolina

A W.W.II weekend on board the ship is scheduled for April 10-11, 1999. This will be a mini-living history and a work/training weekend for the detachment. Plus, the W.W.II crew are having their reunion that weekend. Chance to talk with the "real" guys. Should be fun. Contact Jeffrey L Bockert <JBOCKERT@prodigy.net> or (910) 251-5797

## Armor Museum Moving to Danville Va.

The OHA has learned that the American Armoured Foundation Tank and Ordnance War Memorial Museum is moving from its present location in Matticuck, NY. to a 300,000 sq. ft. vacant factory site on U.S. 29 in Pitsylvania County, just north of Danville, VA.

Brett Bondurant, who lives in Danville, was asked by yours truly to contact the museum and offer our support and he received the following reply:

Dear Mr. Bondurant

Thank you for the welcome to Danville and also your interest in helping set up the museum.

Once the museum is set up we would like to have your 30th Infantry reenactment group for a living history display. The museum has had some local NY groups do the same and have enjoyed having them.

As of now the museum is still at the stage of what comes first. The building needs a lot of work, and some special renovations before the collection can start to move. A 50 ton tank can not make it though an 8' door! We are presently getting quotes for an oversize door and ramp so that these monsters can be put inside.

I would like to keep your e-mail on file so that the museum can contact you and your group once we have established more of a home in Danville, than in NY.

Again thanks for the welcome and your interest in helping the AAF Tank Museum.

Sincerely

Karen A. Gasser, Director  
AAF Tank Museum

They have a website with information about the museum.  
<http://www.aaftankmuseum.com/>

## **Subject: Camp Davis event**

The OHA has received the following invitation:

On Behalf of the planning committee, I'd like to invite the members of the 30th Infantry Division group to attend a special weekend of activities commemorating the role of Camp Davis in the Second World War. Scheduled for April 24-25, this event will coincide with the arrival of the first commanding general at the base in late April, 1941. As you know, Camp Davis was a huge coastal artillery training facility that is perhaps best known for its role in training anti-aircraft artillery. Camp Davis' construction provided needed employment and good wages during the latter portion of the Great Depression and the influx of troops created a "boom town" in Holly Ridge. Soldiers from Camp Davis provided a valuable service throughout the European theatre, in their role as anti-aircraft artillerymen. Troops trained at Camp Davis downed the first German jet aircraft with ground-fire.

On the weekend of April 24-25, we are planning a series of activities that will interpret and commemorate this valuable piece of North Carolina's heritage. I am heading up a committee that is putting together vehicle and equipment displays, exhibits and living history demonstrations. I have worked with various individual members of the 30th Div. and have been impressed their dedication to authenticity and professionalism and would like to extend our wishes that as many of the unit attend the Camp Davis weekend as possible. The Town of Holly Ridge is seeking some funding for military vehicle gas reimbursement. Details are being worked out and I am finalizing plans each day.

Morris Bass, who is a member of your unit and full-time employee at Fort Fisher State Historic Site will be helping with event coordination. You can contact Morris (910) 592-5148 or me concerning details, needs, questions, etc. It should be a great weekend and I hope that your group is interested in participating in this unique opportunity.

I can be reached at this e-mail address:

ctyndall@ncsl.dcr.state.nc.us

or you can reach me at the Eastern Office-Archives and History; 117 W MLK Drive, Greenville, NC 27858  
(252) 830 6580 FAX (252) 830-6583.... Cliff Tyndall

### **4th of July Demonstration Fort Knox Kentucky**

Some of you may have heard of the annual 4th of July demonstration hosted by the Patton Museum of Fort Knox. This year, we are expanding the event to two days 3 & 4 July. The 3rd would be for vehicle and tactical demonstrations and opportunities for units to recruit new members. The 4th would have a vehicle drive-by of US armor from WW II until today, as well as the traditional 50 gun salute, and the traditional 4th of July battle demonstration. Set up can begin on 2 July in the afternoon. Authentic units are quite welcome

and there will be camp sites set aside in the park for those units. Vehicles are welcome, whether they participate in the battle or not. We want the 3rd to be a showcase for military vehicles and for the living historians willing to attend. I realize that this is late for some of you, and also that it may be some distance for you to travel. I understand if you will not be able to attend. However, if you are at least considering attending, please let me know as soon as you can, so I can begin planning on camps sites and for exhibit areas. Single individuals are welcome to attend as long as they are authentic.

The battle demonstration is set in Germany, circa April 1945. The mixture of Wehrmacht and SS troops are trying to delay the attacking American forces. A defensive line is partially in place at the start, with most troops moving down the road in front of the crowd into their positions. A PAK front is set, with at least one PAK-38 and a FLAK-36 8.8cm gun emplaced. Vehicles presently scheduled to take part includes two Hetzers, and a Jagdpanzer IV L/70 (if we can get it ready in time). The American forces will consist of elements of a cavalry recon squadron reinforced with armored infantry and at least one medium tank (hopefully more).

I must stress that if you are at all interested, please let me know as soon as possible.

Charles Lemons, Curator, Patton Museum

Contact David Stieghen (931) 987-0965 if interested.

### **W.W.II Fly-in Ashboro Aviation Museum**

We have been asked to supply support personnel and put up a small display at the Ashboro Aviation Museum the weekend of June 5-6, 1999. I know that is the same weekend as the Raleigh Militaria Show but for you guys that are broke or you everything in the world that is OD we could use your help. They could particularly use MP's to help with traffic control. This could lead to a weekend display with the OHA being the featured attraction in the near future. Contact Don Shupe (919) 467-3119.

### **Azalea Festival**

The OHA has been invited to participate the parade that is part the annual Azalea Festival in Wilmington, NC on April 11, 1999. This is the same weekend as the Naval Detachment training on board BB-55. All members participating in the parade are invited to sleep aboard the battleship Friday and Saturday night. They are also looking for display material to be set up on the battleship grounds. There are five vehicles committed already. They need a headcount so if interested call David Howes (252) 243-5254 or Chuck Eatmon (252) 237-0032.

### **Liberty Ship John Brown**

Note on all Liberty Ship Bay Cruises: because of our hard work on the Brown cruise in Charleston last year we might have the opportunity to bring a group of Army troops to Baltimore for one of the day long Bay cruises out of Baltimore. It looks like July is the most likely date at this point. Space is limited and you will definitely have to work for your room and board but its a great experience. Contact Don Shupe ASAP if you are interested so we can get our request in. Anyone interested in the Naval Armed Guard crew for the cruises should contact Jeff Bockert at the USS North Carolina since he is coordinating that aspect with the Naval Historic Interpretive Detachment.

### **Ft. Belvoir, Virginia (near DC): 30 April - 2 May 1999**

Hosted by Rick Kiester's 80th IDMA, this event will closely resemble last year's event at Whitney State Forest which was designed to teach squad and platoon tactics. Paul Gill attended this event and can provide information regarding it. Event fee will be \$ 5.00 a person. Contact Paul if you are interested in attending.

### **Annual Training, June 23-27, 1999 Ft Indiantown Gap Penn.**

Tom Williams and the Marine Platoon have invited other Co. K member units to participate in their annual Wednesday-Sunday training session. While this is not a "boot Camp" it is full immersion training so expect to live and train like a W.W.II soldier while there. Basic instruction will be given in close order drill, manual of arms, military traditions and courtesies. You will also qualify on the range with your service rifle and participate in period physical training. You don't have to be superman to attend but you do have to be willing to participate and give a 100% effort while there. Tom and his guys have offered to assist anyone who wants to come and is willing to learn. If you are interested in attending, contact

Mike Fox for more information.

### **Amphibious Training Demonstration: August 7-8, 1999 Solomon Island, MD**

This second annual event is being coordinated by Tom Williams and the Marine Historical Detachment. Once again, it will involve a Marine Platoon and an attached Army section simulating the amphibious assault of a beach after disembarking from a Liberty ship into landing craft. This will be a highly demanding event from a physical and interpretive point of view. Naval Armed Guard crew is also needed. Anyone wishing to participate should contact Mike Fox for more information.

### **Ft. AP Hill: 1-3 October 1999 (not yet confirmed)**

Hosted by Rick Kiester's 80th IDMA, this event will be a non doctrinal urban combat training weekend. There will be classes on urban combat, practical training and a practical application with both sides having an opportunity to clear the village. This will be an excellent chance to prepare for the GD's proposed western front event at Ft. Pickett's combat town in November. The fee for Ft. AP Hill has yet to be set but anticipate \$ 10.00 if the Army does not charge a facility fee for the village. Contact Paul Gill if you are interested in attending.

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## ***NEW MEMBERS***

Tony Bean  
(336) 721-0481  
Winston - Salem, NC  
Civil War 1976-1989, WWI 1989-1991, W.W.II 1994- present.  
NC EMT, Ham Radio Operator. U.S. Army Reserve.

Joseph Gilmore  
(919) 934-3278  
Four Oaks, NC  
Civil War, Harper Associates

Jim Higgins  
(919) 676-9098  
Raleigh, NC

Kent Triplett  
(704) 523-2787  
Charlotte, NC

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### **OHA Buys Flag Sets**

As approved by the membership at last years annual membership meeting at Camp Butner, the OHA has purchased flag sets to be used at parades and formal presentations such as the Tar Heel Chapter Reunions.

We purchased U.S. Flag, NC Flag, U.S. Army Flag, two 8' flag poles with Army Spears for ornaments, and two bases. In addition we found in a antique store two additional flag-poles with chrome plated Army spears, and chrome plated tapered ferrules for use with carriers for parades. The cost to the group for the 3 flags, poles and stands was \$444.25. The additional poles from the antique store were \$15 each. The two chrome plated Army Spears and tapered ferrules on those poles are worth approximately \$200 if purchased new.

## 30th Division History: 1940 - 1941

1938.

Commanders of the major North Carolina units were Brigadier General Don E. Scott of 60th Brigade of Graham ( Brigade Headquarters was Leaksville); Colonel John Hall Manning of Raleigh, 120th Infantry; Colonel Godfrey Cheshire of Raleigh, 113th Artillery, Colonel Graham Hobbs of Raleigh, 105th Engineers; and Colonel Hodge A. Newell of Henderson, 105th Medical Regiment.



30th area at Ft. Jackson with Dust Bowl in the background

2 September 1940, Labor Day, was moderately warm and dry, typical North Carolina weather.

But the 4,380 officers and men in the North Carolina units of the 30th Infantry Division weren't interested in weather. They were concerned with an transmitted from the Presidential Special train en route to Chattanooga, Tenn., and a dedication ceremony for the Great Smokey Mountains National Park.

President Franklin Roosevelt had, just before boarding the train at Hyde Park, ordered 60,500 National Guardsmen called to federal Service from 26 states for a year of intensive training, effective 16 September. The move was aimed at increasing the size of the standing Army from 289,000 men to 1.2 million within a year. four full divisions were called.

In the order the mobilization station for the 30th was designated as Camp Jackson, S.C., near Columbia.

At the time the 30th was composed of the following units:

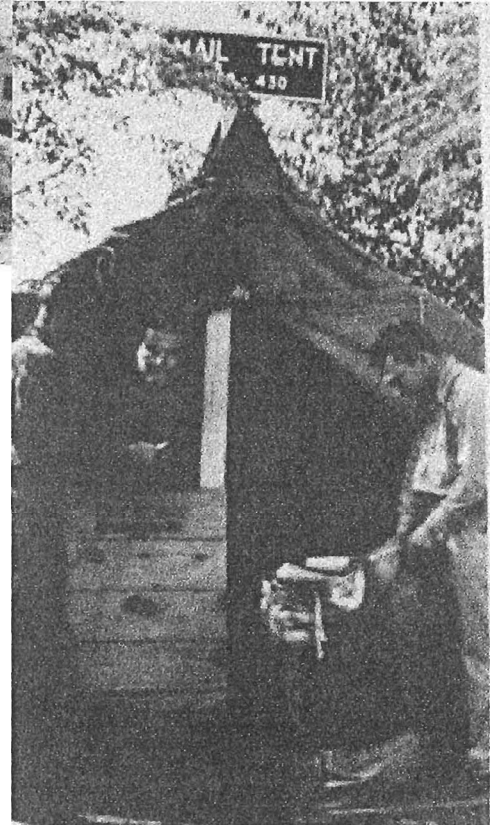
- North Carolina: 113th Field Artillery Regiment ( in the 55th Field Artillery Brigade), 120th Infantry Regiment ( in the 60th Brigade, which had Tar Heel headquarters), 105th Engineer Regiment, 105th Medical Regiment, a portion of the Quartermaster Regiment and some of the division's Special Troops.

- South Carolina: 118th Infantry Regiment, part of the 59th Brigade, part of the 105th Quartermaster Regiment.

- Georgia: 118th Field Artillery Regiment, 121st Infantry Regiment, part of the divisions Special Troops.

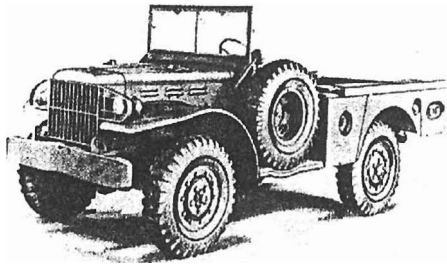
- Tennessee: 115th Field Artillery Regiment, 117th Infantry Regiment, part of the 105th Quartermaster Regiment and part of the division's Special Troops.

The Tar Heel troops were aware such a call-up was in the works; they had participated in intensive training for the previous year. In fact, they had just come home from a three week maneuver with Regular Army and Guard troops in Mississippi and Louisiana in August. In addition, they had had unprecedented field training the previous winter and had participated in Tennessee maneuvers in



120th Mail Tent was a busy Place





# FROM THE MOTORPOOL

Have you always had a secret desire to own a tracked vehicle but they were just too big, too expensive, and too much trouble to move around. Well how about a Weasel?

The Weasel was developed in 1942 by the Studebaker Corporation of South Bend, Indiana as a "snow machine". It was a secret project to be used by the First Special Services Force for an invasion of Norway. The specification for the snow machine were laid out at a meeting in South Bend on May 17, 1942 and 34 days later the first operational prototype was delivered.

Testing of the prototype began in Canada in July and lasted about five months. The testing of the Weasel progressed quickly and many faults were discovered that hadn't been corrected during the rapid development of the prototype. Over 200 track/bogie wheel/suspension variations were tried before settling on one for production. Eventually the bugs were worked out and the machine was accepted for production testing as the T15 Weasel.

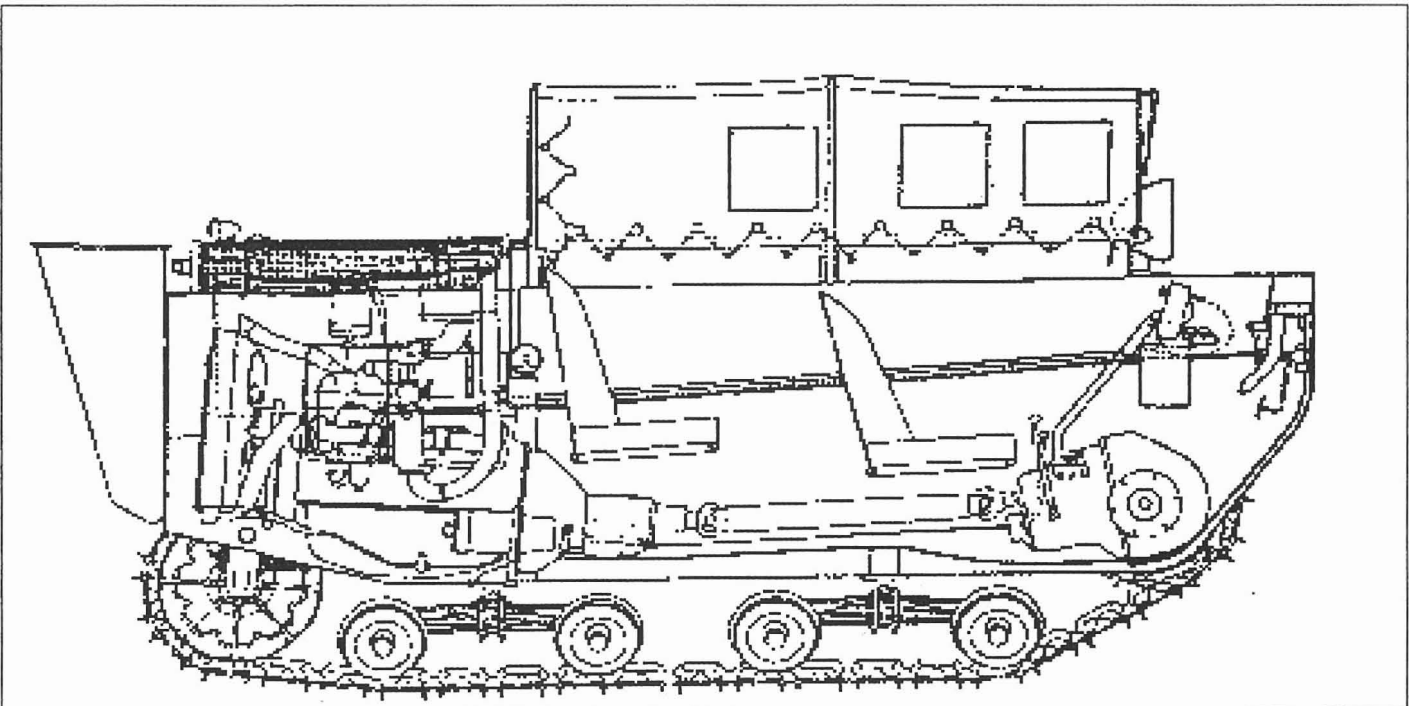
The T15 Cargo Carrier as it was officially known, went into production as the M28 after significant modification. The hull, track contact length, and the gross weight were reduced and the engine was moved from the amidships location to the rear. Production figures show that less than 1,000 T15/M28s were built in 1942-43. The first reported use of the M28 was in the invasion of Kiska Island in the Aleutian chain of Alaska.,

but there is little reported information as this was still a "classified" vehicle.

The engineers at Studebaker were well aware of problems of the M28 and began work on a completely new replacement almost as soon as it entered production. The M28 had been designed for a 1,000 mile life and that needed to be increased. Also they needed to improve the engine cooling, suspension, hill climbing ability, and increase the cargo capacity and flotation on soft ground. Another big problem was the rear mounted engine put so much weight on the rear end that the front end tended to ride up on the snow while the rear end dug a snow foxhole.

With the engine moved back amidships and twice as many bogie wheels on each side and a totally new track configuration with the low end at the front and the high end at the rear the M29 was born. The new appearance of the vehicle gave it the look that it was going backwards and the first models were referred to as "Corrigans", after the flier that flew the wrong way over the Atlantic Ocean. With the engine moved back amidships, it allowed for increased cargo capacity and now four people could be carried instead of the original two.

A desire to make the Weasel amphibious led to the M29C. Although the M29 would float without modification, it could not be considered amphibious as it was very slow in the water, had very little freeboard, and there was no way to



*Line Drawing of M28*

steer it by differential track speed when afloat. The features designed to improve the seaworthiness of the M29C included a front flotation tank, a rear flotation tank, a tiller and twin rudder mechanism, front surf guard, and track aprons on both sides. The track aprons were designed to separate the forward moving upper part of the track from the water outside the aprons. Forward thrust is provided only by the rearward moving lower part of the track.

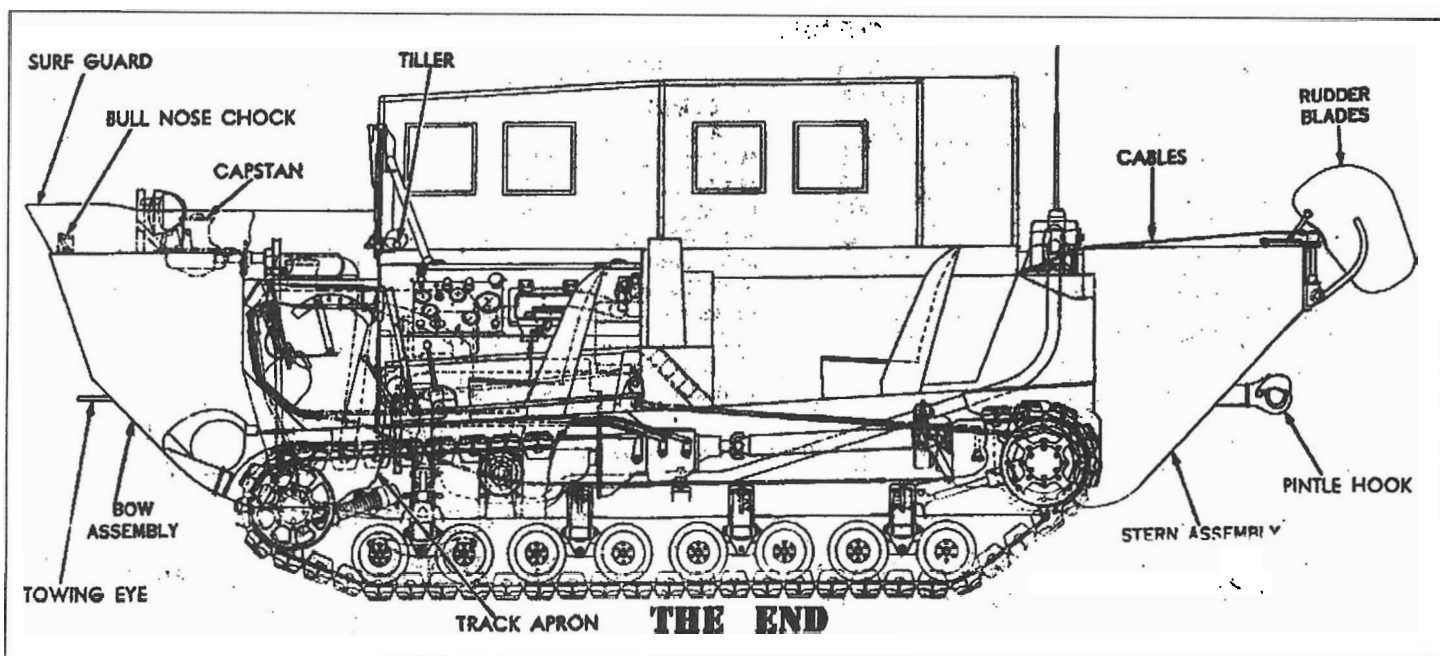
Over 16000 Weasels were built by the Studebaker Corporation with M29C production starting around serial # 5480. Although plans were in place in April 1945 for Ford to begin production of the Weasel, the war ended before they could tool up, thus making the Weasel a unique Studebaker product.

If you are thinking about restoring a Weasel parts will be a principle concern. The most difficult part to find are the Tracks. The tracks consist of rubber encased steel cables and once they have set outside and the rubber starts to crack, water gets in starts to rust the cables. The Weasel engine was basically a slightly modified passenger car model and its parts are still fairly easy to find. Prices for Weasels can vary anywhere from \$700 to \$7000 depending on condition, with most relatively complete and restorable ones in the \$1000 to \$3000 range. Number 1 thing to check is the tracks.

Information for this article was obtained from a three part article by Philip R. Kern appearing in Military Vehicles magazine.

## SPECIFICATION SUMMARY M29C WEASEL

<b>Manufacturer</b> .....	Studebaker Corporation, South Bend, Indiana
<b>Production</b> .....	10,647 vehicles, 1944-45
<b>Crew</b> .....	2+2
<b>Length</b> .....	16'-0"
<b>Width</b> .....	5'-6"
<b>Height (With Top)</b> .....	5'-10"
<b>Gross Weight</b> .....	5,975 lbs.
<b>Payload</b> .....	1,200 lbs.
<b>Towed load</b> .....	4,200 lbs.
<b>Ground Clearance</b> .....	10.5"
<b>Angle of Approach/Departure</b> .....	47/36 degrees
<b>Freeboard (Stern)</b> .....	8"
<b>Ground Pressure</b> .....	1.97 psi
<b>Fuel Tank</b> .....	US Rubber Co. self sealing, 33 gallon capacity
<b>Electrical System</b> .....	12 volt
<b>Capstan Winch</b> .....	Bradley Winch Co. model J2
<b>Transmission</b> .....	Wamer T84-J synchromesh, 3F/1R speeds
<b>Clutch</b> .....	Borg & Beck single dry plate
<b>Differential</b> .....	Limited slip Clark model 3-127D-1, two speeds
<b>Steering/Brakes</b> .....	mechanical band brakes on differential output shafts
<b>Suspension</b> .....	transverse semi-elliptic leaf springs
<b>Tracks</b> .....	20" wide cable reinforced rubber, 4.5" pitch
<b>Hull</b> .....	welded 18 gauge sheet steel
<b>Maximum gradability</b> .....	100%
<b>Turning Radius</b> .....	12 feet
<b>Vertical Obstacle</b> .....	10"
<b>Range</b> .....	175 miles
<b>Maximum Speed</b> .....	land 36 mph/water 4 mph
<b>Engine</b> .....	Studebaker model 6-170 Champion
<b>Displacement</b> .....	169.6 cubic inches
<b>Compression Ratio</b> .....	6.5:1
<b>Horsepower Rating</b> .....	75 @ 3,800 rpm
<b>Torque</b> .....	130 ft.-lb. @ 1,800 rpm
<b>Fuel Consumption</b> .....	7 mpg land/1.3 mpg water



# Quartermaster's Corner

## Selected excerpts from quartermaster Bulletins:

### CANNED RATIONS

A "5 in 1" canned ration, including ham and eggs, and consisting mainly of canned and dehydrated food, has been produced by the Army especially for motorized and mechanized forces. It contains three full meals for five men for one day and is prepared in a few minutes merely by heating - - Army and Navy Journal, October 17, 1942.

### DEDUCTION FOR OLD SOLDIER'S HOME

Members of the Regular Army will find their checks increased by the sum of \$.15 per month. WD Circular No.343, reduces the deduction for the Old Soldier's Home from \$.25 to \$.10. - - October 27, 1942

### NEW TENT

The Tent, Squad, Experimental, 1942, may replace the Tent, Hospital Ward; Tent Pyramidal; Tent, Wall; and Tent, Storage. - - November 2, 1942

### PLASTIC CANTEENS

Plastic canteens have been ordered for experimental purposes.- - November 2, 1942

### MACHETE SHEATHS

A new canvas sheath for the 18" machete - a tool used to cut jungle underbrush and to clear trails - has been developed by the Quartermaster Corps to take the place of the leather sheath, the War Department announces. The canvas sheath is made of cotton duck, vat-dyed in olive drab. It is mildew-resistant and has a water-repellent finish. Ed. note - The new sheath is probably the result military attaches' recent confidential reports on the inappropriateness of leather in tropical climates.- - November 2, 1942

### $\frac{1}{4}$ -TON TRAILER

Characteristics of the  $\frac{1}{4}$  ton trailer are given in MCM No. 24a, dated September 3, 1942. The payload is 500 lbs. and the gross weight is not to exceed 1,000 lbs. An interesting feature of The trailer is its water-tight body capable of floating when loaded with rated payload. The axle ground clearance at full load is not less than 8 inches. This trailer is suitable for use with standard truck,  $\frac{1}{4}$  ton, 4 x 4; truck  $\frac{1}{4}$  ton, 4 x 4, amphibian; truck,  $\frac{1}{2}$  ton, 4 x 4 ; and truck,  $\frac{3}{4}$  ton, 4 x 4. - - November 9, 1942

### IGNITION SWITCH

Vehicles now coming off production lines are equipped with a lever-operated ignition switch - - keys are out. Vehicles already in the field are equipped with key ignition switches.

Motor Transport Technical Service Bulletin No. D - 4, September 15, 1942, explains how to file the H700 key to prevent its removal from the switch.- - November 2, 1942

### COFFEE AND THE ARMY

After the first of the year, Army master menus (scientifically prepared by the Quartermaster Corps food experts) will call for the serving of coffee at only one meal per day in the zone of the interior. However, soldiers on duty overseas will continue to get as much coffee as previously. ARMY AND NAVY JOURNAL, October 31, 1942 - - November 2, 1942

### GAS MASK SPECTACLES

Spectacles, gas mask type, are to be issued to military personnel only if they have a visual acuity of 20 - 50 or worse. Section IV, WD Cir. 356, 1942 - - November 2, 1942.

THAT'S IT FOR THIS ISSUE. SEE YOU NEXT TIME.

## **“A Man With a Dream” by Will Vanderburg**

If you've ever had love of any one subject, you may relate to the following article.

China Grove, North Carolina is home to Mault's Texaco, a full service filling station and auto repair center. However, this is no ordinary gas station. Situated at the intersection of Highways 152 and 153, Mault's Texaco is slowly becoming a museum, devoted to the military history of America.

Bobby Mault has been collecting military items and uniforms for about 20 years. The uniform collection alone, which encompasses over 200 uniforms, contains items from the U.S., Japan, and Britain, including all wars from WWI, WWII, Korea, Vietnam, and the Persian Gulf. All arms of service are represented. The militaria collection ranges from weapons, footlockers, tools, radios, to a B-52 urinal.

Mr. Mault's love of military items stemmed from his older brothers having saw combat. He collected their uniforms when they returned stateside. (He was drafted during Korea but was never called to serve). Then, things just began appearing at his doorstep, or people, mostly veterans would come by and give him their memories and uniforms.

The collection is currently housed in the sales area and service bays of his gas station. Each uniform is carefully wrapped in plastic and hung out of the sunlight above the windows. Each is named to an individual, dated, and has a personal history or story connected with it. There's even a mannequin dressed in navy whites. (The veteran who donated this item was so small in the navy, the uniform will only fit a boy mannequin).

Mr. Mault's collecting philosophy is twofold: 1) He doesn't ask for or pay for any items, and 2) if you donated something to him and decide later you want it back, it's yours anytime.

Bobby Mault's dream is to move the collection to a more permanent place. He has tried unsuccessfully for several years to lobby Rowan County Officials about creating a museum dedicated to the memory of vets and the sacrifices they made here and overseas. He feels the county has some surplus buildings that would be ideal for a museum, but no building has been forthcoming. He asks only for the building, but no money to rehabilitate it or run the museum. He knows several friends and vets in the area who would be more than willing to help. But, there are fewer and fewer veterans still around. In fact, less than a half dozen men who have donated items are still living.

If you love military history, accouterments, uniforms, and other paraphernalia, you owe it to yourself to visit Mault's Texaco, located 5 miles West of China Grove and 3 miles West of Landis between Highways 152 and 153.

(Some information for this article was borrowed from the Salisbury Post)

# Coming Events

**March 13 -14, 1999**

Militaria Show. National Guard Armory, Fayetteville, NC.

**March 19 - 21, 1999**

Tar Heel Chapter of the 30th ID Association Reunion in Raleigh.

**April 10 - 11, 1999**

Naval Detachment weekend aboard the Battleship North Carolina.

**April 10 - 11, 1999**

Azalea Festival, Wilmington, NC.

**April 24 - 25, 1999**

Living History Display at former Camp Davis.

**April 30 - May 2, 1999**

Ft. Belvoir, VA.  
Teaching squad and platoon tactics.

**May 1 - 2, 1999**

Military Display at NC Transportation Museum. See letter and registration form in this newsletter.

**May 20 -22, 1999**

Aberdeen, Maryland. 26th East Coast Military Vehicle Rally. Large flea market/swap meet, Plus an opportunity to visit the Ordnance Museum. Aberdeen Proving Grounds. Exit 85 on I-95.

**May 22, 1999**

John Brown Spring Chesapeake Bay Cruise.

**May 29, 1999**

Living History Display at Bond Park, Cary, NC.

**May 29,30 1999**

Memorial Day Display at VFW Hall in Cary, NC. **Canceled**

**June 5 - 6, 1999**

Militaria Show  
State Fairgrounds, Raleigh, NC

**June 5 - 6, 1999**

W.W.II Fly-in at Ashboro Aviation Museum. Ashboro, NC.

**June 12 - 13, 1999**

Militaria Show. Lancerlot Sports Center (Vinton), Roanoke, VA

**June 23 - 27, 1999**

Ft. Indiantown Gap, PA  
Training

**July 10 - 11, 1999**

Militaria Show. Elks Lodge. Wilmington, NC

**July 17, 1999**

John Brown, summer Chesapeake Bay Cruise.

**August. 7 - 8, 1999**

Solomon Island, MD  
Amphibious training demonstration.

**August 13 -14, 1999**

Militaria Show. Fri. 3-8, Sat. 9-6  
Smoky Mtn. Convention Center  
Pigeon Forge

**September 4, 1999**

John Brown, Fall Chesapeake Bay Cruise.

**October 20-24, 1999**

National Reunion - 30th Division Veterans  
Myrtle Beach, SC

John Hedgepeth in the Veteran's Day Parade in Warsaw, NC



The Old Hickory Chronicle is the newsletter of The Old Hickory Association. It is published 6 times a year in January, March, May, July, September, and November. The editor of The Old Hickory Chronicle is Don Shupe and he should be contacted concerning any questions or suggestions. Articles are contributed by members of the association.

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