MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION
visit us online at www.MTAofNJ.org

Issue: September 2018 Editor: Dave Steinert

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THEN-The M8 Light Armored Car is a 6×6 armored car produced by the Ford Motor Company during World War II. It was used by the United States and British troops in Europe and the Far East until the end of the war. The vehicle was widely exported and as of 2006 still remained in service with some countries.

NOW-The M1117 Guardian, also denoted as the Armored Security Vehicle (*ASV*), is an internal security vehicle based on the V-100 and V-150 Commando series of armored cars. It was developed in the late 1990s for service with the United States Military Police Corps. The first prototypes appeared in February 1997 and serial production of the M1117 commenced between 1999 and early 2000.

MTA 2018 Officers and Key Committee Heads

President- Al Mellini
Tel: 973-723-2166 email: albert.mellini@gmail.com

Vice President- John Sobotka
Tel: 862-266-6284 email: jjsobotka@hotmail.com

Recording Secretary- Carolyn Hoffman
Tel: 862-763-0508 email: ch2112@gmail.com

Treasurer-Ginnie McDevitt
Tel: 845-987-7896 email:

Sergeant at Arms-Andrew Salzano
Tel: 973-831-0920

Membership Chairman- Fred Schlesinger
Tel:908-617-5066 email: fred@mtaofnj.us

Newsletter Editor- Dave Steinert
Tel: 973-347-9091 email: dsteinert@optonline.net

Parade Coordinator- Vacant
Tel: email:

Swap Meet Chairman- Bill Murphy
Tel: 973-803-9725 email: bmurph411@gmail.com

Webmaster- Rudy Garbely
Tel: 973-800-9251 email:rgarbely@gmail.com

THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, SEPTEMBER 6th 2018 AT THE WHIPPANY AMERICAN LEGION, LEGION PLACE, WHIPPANY, NJ. MEETING BEGINS PROMPTLY AT 7:30PM. GET THERE EARLY FOR PIZZA AND OTHER ITALIAN DELICACIES!

Military Transport Association

The MTA September 2nd 2018 Monthly Meeting Minutes

MTA President **Al Mellini** called the meeting to order at 7:30PM, followed by Sergeant of Arms **Andrew Salzano** leading the membership in the Pledge of Allegiance and a moment of silence.

Motion to approve June minutes – **Gary Schultz,** seconded **Terry Weaver** – No discussion, passes unanimously. There was no meeting in July so there are no July minutes.

P&L/Accounting - Al stated that through July 31, the Club had income of $43,768 and expenses of $25,488 which resulted in a profit of $18,280 and a closing bank balance of $52,337. He stated that the Club was in great shape financially and that we now needed to fulfill our mission statement of supporting our vets.

Military Transport Association, Inc.
Summary of Funds Activity
For the Month Ending July 31, 2018

	All Funds
Beginning balance from last month	$ 50,787.35
Income	3,254.81
Expenditures	(814.78)
Closing balance	53,227.38

Swap Meet – a member asked why the SWAP Meet was so successful. Revenue increased due to several changes. We raised the entrance fee to $7 for adults with a discount for military personnel. **Art Swain** felt as a vendor that attendance was down. **Jack Pellington** mentions that we used to hand out tickets. This would help to keep a better count. Al comments that it may be getting slightly boring for repeat attendees. Maybe we need to find a new hook. Terry Weaver makes a great suggestion regarding having Jeeps and smaller vehicles off the main field to try to bring people down into the vendor area. It seems like a lot of people stay in the field. In addition, new food offerings and other economies like reduced golf carts and reduced print advertising helped increase overall income.

Parades – We did 15 parades and have significantly more income this year. We had towns that we had to turn down due to lack of vehicles. Al mentioned that the Clifton and NYC parades are the last to be done this year. He also mentioned that we don't do the parades specifically for money, we do it for comradery and for the fun of the members. The income is a nice extra. In fact, we should have income of about $5,500 this year.

2018 MVPA Convention– **John Sobotka** reports he attended the June convention in Louisville, KY. Saw 6 Stuart tanks in operation. Was very well attended, many vendors as well. Flyers for the Swap Meet were given out as well. 2019 Convention will be in York, PA. John and Art Swain are working on the possibility of a table there. John Sobotka mentioned that we might try to convoy to the York convention.

June MTA Trail Ride – Gary Schultz reported that **Chris Van Orden** organized a trail ride in June that went up to Sunrise Mountain and ended up at the Space Farms. The attendees had lunch at the Space Farms Café. There are discussions of one in early October with a possible BBQ afterwards.

Picnic at Sven Johnson's Farm – Motion to approve John Sobotka's budget of $1,200 for food and supplies for Sven's Picnic, made by **Pat Dolan**, seconded by Terry Weaver. Question as to why we need to approve $1200 if John usually gives back some money. We approve extra as a contingency in case of increased food costs or weather necessitating more drinks. Motion passes unanimously.

Fleet Week Intrepid Event– Pat Dolan – Event held over Fleet Week in May. We had 5 vehicles each day we were there. The MTA was able to sell hats and shirts.

Lead East 50's Car Show, Hilton Hotel, Route 10, Parsippany NJ– Pat Dolan – August 30 through September 2. We are getting 15 spots for MTA Members for the entire weekend. Sunday, August 2nd is Veterans Recognition day. Pat said members get into the show free if they bring a vehicle. Members should call Pat at 917-838-4104 for details. This show is the kick-off of the Toys for Tots 2018 campaign.

The MTA Donation Policy – Al spoke about the current donation policy. When we want to make a donation, we bring it to the membership, publish the proposed donation in the newsletter and then vote on it at the next meeting. Al would like to modify this policy to allow for someone to request a donation under $501 at the current meeting, discuss, and then have the members at the meeting vote and if approved, receive the check at the meeting. Donations over $500 would be suggested, then discussed, then published in the newsletter and voted on at the following month's meeting.

Al said the change would speed up the process for small donations. Art asked who would vet the group or person making the request before we donate. Al said that the MTA member who makes the request would be required to speak about the organization. Discussion will have to occur at the meeting to determine eligibility before any donation is made.

Andrew Salzano reminds everyone that we need to watch how much we donate so that we don't run into a problem. **Pat Kruger** notes that we need to make a budget for donations. Art Swain reminds us that we noted in January that we weren't going to donate any more than we collected via parades etc. Al suggests a $10,000 budget, Andrew feels $10,000 is much too high, Carolyn agrees. Terry Weaver wants to wait a bit as well and keep some money in the bank in case of issues with the Swap Meet or parades next year. Al mentions that Ginnie is comfortable with about $35,000 in the bank and that the current balance is $53,000 but agrees with the initial $5000 budget.

Going forward, any donation up to $500 can be made directly at that meeting, $501 and above must go into the newsletter for all to review and be voted on at the next meeting. John Sobotka reminds the group that we have restored vehicles for museums, etc. as well and should be thinking of projects to work on in that respect. **Jim Mescher** suggests holding other fund raisers, such as beefsteak dinners to raise some money as well. Motion to approve the donation policy change and set a donation budget at $5000 for the remainder of 2018 by Gary Schultz, seconded by Art Swain, passes unanimously.

Al mentioned that there is a line in the By-Laws in the Email Section which states that "For sale item notifications from MTA members to other MTA members. No Vendor/Business/Commercial email of sales offerings" which Al wishes to change to "For sale item notifications from MTA members to other MTA members.

No Vendor/Business/Commercial email of sales offerings *unless judged by the president to be in the best interest of the club*" – Motion to modify made by Gary Schultz, seconded by Jim Mescher. Vote to be taken at September meeting following publication in newsletter.

Quartermaster Report – Gary Schultz – Shirts and hats drop from $18 to $15 at the meeting for the night. Sales are brisk.

Railroad Operating Battalion – John Sobotka said some changes regarding Railroad Operating Battalion need to be made - there seems to be too much "railroad" in the meetings, so we are altering the reports. RROB will only be reporting on the locomotive in Morristown and any Veterans' train trips in Whippany as they are scheduled. We are currently lettering a Veterans' Locomotive for the Dover & Rockaway River Railroad to honor New Jersey Veterans, final lettering to be completed very soon. Will be a ribbon cutting on September 8 at 12 noon at the east end of Main Street in Roxbury. The Toys for Tots train will no longer be discussed at MTA meetings and will be solely under Operation Toy Train, Inc. Spirited discussion followed wherein the members strongly supported the RROB and reminded the group that RR's are just important to the military as vehicles are. In addition, the MTA fully intends to support and staff the 2018 Toys Train as we normally do.

Website Report – Carolyn reminded everyone about the discussion forum on the MTA website.

Donation Request – Andrew Salzano - Wyckoff YMCA. Andy stated that we have been doing their Veterans' Luncheon and other events for years. We brought vehicles this past July for

their children's event. They donated $350 to the MTA. He requested a $500 donation to YMCA. Motion made by **Lucas Nooter, Ken Gardner** seconded. No discussion, passes unanimously.

Donation Request - Gary Schultz stated that his niece, Bethany Schultz is a pilot for the Army Air National Guard. Their battalion needs kitchen supplies and microwave. Gary requested a donation to help them with their equipment of $500. Motion to approve made by Jim Mescher, seconded by **Anita Roberts**, passes unanimously.

AFTER ACTION REPORT FROM DONATION REQUEST BY GARY SHULTZ

Hi All

The attached photo (shown above) *is from my niece, Cpt. Bethanie Schultz. She manages the headquarters battalion, a team of about 50 soldiers* (two of them shown in the picture above).

Her team sends along a big thank you for the microwave and all the kitchen supplies (they purchased with the) MTA $500 donation to New Jersey National Guard, 1-150th Assault Helicopter Battalion.

The above picture shows the microwave after they installed it. In addition to the microwave our donation helped in purchasing 10 additional small appliances and cooking utensils for the team breakroom.

I would say a donation well spent!
Thank you all.
Gary

Meeting adjourned at 9:20 PM.

Respectfully submitted by
Carolyn Hoffman

After Action Report: Sven's 2018 MTA/Red Ball Picnic

By John Sobotka

The weather was not kind to Sven's Annual MTA/Red Ball Picnic this year. The forecast on Friday for the weather on Saturday was not good, 90% chance of rain and thunderstorms for most of the day. Talking to Sven's son, Gus on Friday, on whether they were planning to cancel the picnic on Saturday, the reply from Sven was "I got a whole bunch of chickens on ice here, we're having the picnic…no matter what!"

So, as predicted, the rain came and the picnic was moved to Gus Johnson's recently built airplane hangar. Sven and Gus braved the rain outside the hangar to barbeque the chicken. Combine over 50 members from the MTA and Red Ball clubs made the wet trip to the annual feast, and there were about 14 military vehicles in attendance. The pouring rain made conditions on the trails adventurous, not to mention all the work that would have been involved cleaning the mud off the vehicles, so trail rides were kept to a minimal. There was the annual 50-50 smorgasbord of winning prizes, the comradery among those who share a common hobby and of course, the world famous Sven Johnson's barbequed chicken. Despite the weather, a good time was had by all!

COLLECTOR'S CORNER

Airman Collector in Post War Germany

By Harold "the Ole Geezer" Ratzburg

Once upon a time, a long, long, long, time ago, A baby (that was Me) was born on dairy farm in Wisconsin. I grew up on that farm and it was a good place to be a kid. Even back then I was a collector and collected stuff like arrowheads, stamps, etc.

As I got older, I had to participate more and more in the farm work and eventually I got tired of milking those damned cows twice a day, every day, 365 days a year. I also got tired of hauling hay in 95 degree weather and sawing wood in zero degree temperatures and so, after high school graduation, I took off for the big city of Milwaukee where I took on a job where I only had to work forty hours a week in an automobile body factory. That left much more time for collecting, especially collecting girlfriends.

Along came the Korean War, (a.k.a. the Korean Police Action) and Uncle Sam's Draft started breathing down my neck. Being a live coward instead of a dead hero type, I enlisted in the US Air Force to avoid the trenches of Korea.

After Basic Training and ten months of training to be a Radar Mechanic, the Air Force, in its infinite wisdom, put me on a troop ship headed to Europe, instead of Korea. It was the beginning of a very lucky streak in my life.

After a nine day voyage, seven of which I spent feeding the fishes over the ships rail, I arrived in Germany in September, 1951.

Processing through a "Repple-Depple", I found that the Air Force had no openings for Radar Mechanics in Europe or the Near East. After several weeks of sweating out possible assignments to OJT (on the job training) as a cook or baker, a Military Policeman, or a clerk typist, or whatever, I found myself assigned to a USAF Intelligence Wing and was posted to the 7055 Air Intelligence Service Squadron (7055 AISS) in Ulm, Germany, as a Supply Clerk. (OJT).

Wikipedia Moment

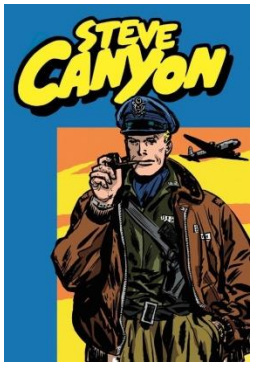
"REPPLE DEPPLES"- A replacement depot in United States military teminology is a unit containing reserves or replacements for large front-line formations, such as field armies, As such,the term refers to formations similar to, but larger than, march battalions in other countries. The slang term "repple" depple" came into common use in the US Army during World War II.

The 7055 consisted of 14 enlisted men and 5 officers with about 25 German civilians working as secretaries and interviewers who would interview any displaced person, (known to us as a Source) who had been held anywhere in the Russian Zone. The idea was to get any little bit of information the interviewers could get from the Sources that might be of value to the Air Force in case hostilities broke out between Russia and the USA. Remember, the Cold War in the 1950's was a very real thing at the time. The German interviewers would write up the reports in English, our GIs would edit them, the reports would be typed up by the German secretaries, stamped as SECRET, and then forwarded to Wing HQ. It was kinda' of funny that once the Secret Classification was put on the reports, no German civilian was allowed to see them again.

A WWII German Opel Olympia car captured by the U.S. 9th Air Force and repurposed as a U.S. Army Staff car.

The "Sources" were people who had been prisoners of war or confined in forced labor camps all over Europe in the Russian Zone so, as to not alarm them with more military or other oppressive surroundings, the 7055 had its offices, interviewer rooms, and quarters for us enlisted men in three large German Villas, overlooking the Danube River. The Villas were previously owned by high level Nazi's who were displaced themselves into less comfortable quarters until they were de-Nazified.

There were no other American Units or facilities in Ulm, so we had our own kitchen, cook, and dining room in one of the Villas, and we enlisted men chipped in $3.00 per month and hired a maid to take care of our quarters. Since we were the only American military unit in town, the AF felt that since there were no recreational facilities for us, every day a movie was shipped to the unit by rail and shown in one of the Villas.



Since we had to entertain ourselves, the AF allowed each enlisted man to have an Officers liquor ration of four bottles of fine booze from the US Army Class Six store in a neighboring town every month. Boy, did we ever entertain ourselves. We had to dream up reasons to have a party. I remember that one of our parties was to celebrate the promotion of Steve Canyon, (a comic strip character,) to full Bird Colonel.

Our Supply section had responsibility for maintenance of the 7055s vehicles, which consisted of two WWII Jeeps, one CCKW truck, and two Opel Staff Cars. I had always been a Jeep nut ever since I saw them in the newsreels of WWII, so as a future collector- owner of a WWII Jeep, this was right up my ally. The two Jeeps that we drove had been modified with weather tight, sheet metal tops, with swinging doors, which were nice in the winter, but prevented me from putting the top and windshield down and tooling around town with the wind in my face as I like to do now that I have my own Jeep.

The CCKW was a long wheelbase model with a soft top that was far from weather tight. On those long trips to the supply depot in the middle of the winter I would have appreciated a solid cab with a heater.

Bottom line, that meant that as an old geezer, I was able to drive collectible vehicles in my youth which I could own and appreciate in my later years.

1944 Soft Top CCKW

Do you see now what I meant about my lucky streak? As they say, it was a lousy job, but somebody had to do it.

The City of Ulm in the 1950s was a scene of desolation. It had suffered several small bombing raids over the time since June 1940, but the big attack came on the night of December 17, 1944, starting at 7:23 PM, when 250 British bombers of Britain's Air Marshall 'Bomber' Harris, dropped 96,646 bombs in a raid lasting 27 minutes. The bombs contained 704 tons of incendiaries and 590 tons of high explosive. The explosions were so powerful that twenty pound pavement blocks hit the top of the Ulm Cathedral bell tower which is 360 feet high.

It has always been a wonder to me how the bombers were able to actually miss the cathedral. Reconnaissance planes had dropped flares around the church to mark it before the raid, but only one bomb actually hit the cathedral and went through a wall and being a dud, it did not explode. All of the 600 people who had run to the cathedral for cover survived the raid. All buildings around the cathedral were blown up or burned out. That is pretty good bombing accuracy when you consider they were dropping the bombs from at least 4 miles above the city. Divine providence must have helped a little bit, I figure.

Over the war years, from June, 1940 till April, 1945, the city suffered from 22 air raids. Conveniently, or maybe on purpose, the bombs took out most of the town where the average people lived. The area where the big shot Nazis lived

in the big Villas seemed to have been saved, perhaps to give the future occupying powers (like this little old farm boy from Wisconsin) a nice place to live when the winners took over the country. Or maybe it was dumb luck, we will never know for sure.

Bombed ruins of Ulm, Germany in 1944-1945

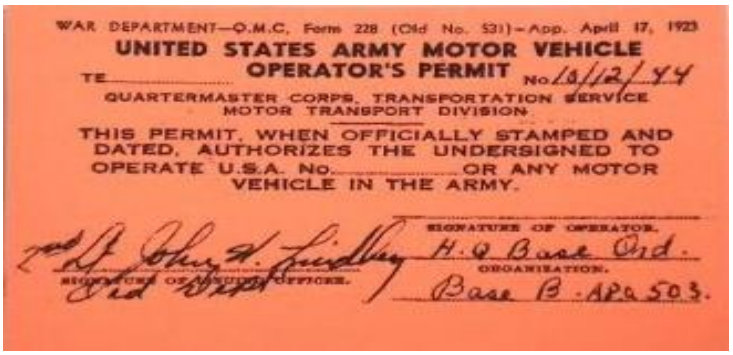
By now you may be asking yourselves, "Hey, what has this story got to do with collecting and the 'Collectors Comer'?? The answer is, probably not much, but it does kinda explain how I got to Germany and what I found when I got there. Next month I will get into the adventures of and opportunities for a shy little ole farm boy, collecting military stuff in a strange, foreign country.

Auf Wiedersehen till next month!

Letters from Korea Part VIII

By Capt. Bill McKelvey

21 April 1959: This is the last letter I will write from Korea. Was informed by the ED Center that they had given me the High School GED test by mistake instead of the College one...So I guess I will have to take the proper ones back in El Paso. On Friday nite there will be a party in the company - free beer - perhaps they will be celebrating my departure? This afternoon I drove a Jeep for the first time since I have been In Korea and I have had a license for 10 months. I had to go down to the market and get a few things and drove a Warrant Officer down to Admin Co. I turned in one duffle bag here at the company and I will have one to take down to Inchon and turn it in there; and one that has all my civilian clothing that will go back to the states with me. Yesterday afternoon two new guys came into our hut so I arranged to have them sign for my foot and wall lockers and bed so I would not have to go and turn them in and they would not have to go and draw them right out again.



WAR DEPARTMENT—O.M.C. Form 228 (Old No. 531)—App. April 17, 1923

UNITED STATES ARMY MOTOR VEHICLE OPERATOR'S PERMIT No. 18/12/44

TE

QUARTERMASTER CORPS, TRANSPORTATION SERVICE
MOTOR TRANSPORT DIVISION

THIS PERMIT, WHEN OFFICIALLY STAMPED AND DATED, AUTHORIZES THE UNDERSIGNED TO OPERATE U.S.A. No. _____ OR ANY MOTOR VEHICLE IN THE ARMY.

SIGNATURE OF OPERATOR: H.Q Base Ord.

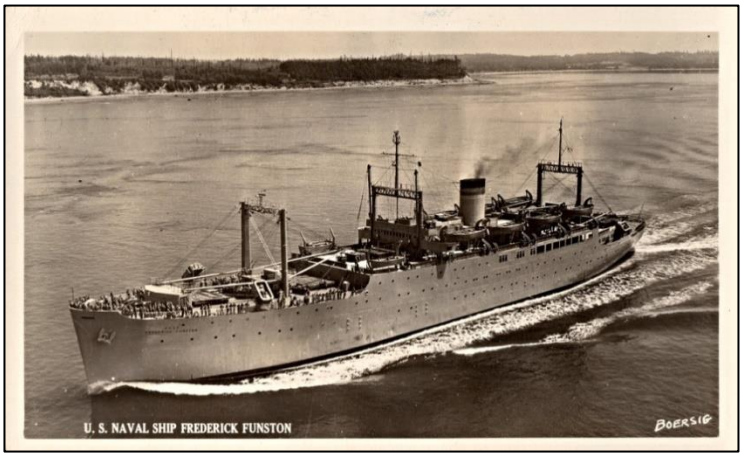
ORGANIZATION: Base B. APO 503.

SIGNATURE OF ISSUING OFFICER: 2nd Lt Ord

27 April 1959: My time in the 7th Infantry Division Adjutant General's Office and tour of duty in Korea has come to an end. During this time I have met many fine Officers and Enlisted Men in my daily duties as Message Center Chief. I took advantage of the offerings of the US Armed Forces Institute and took several courses during my 13 months. In August I was promoted to Private First Class and just 6 months later to Specialist 4th Class. I received a very nice letter of appreciation for my service in Korea signed by Major E. A. Turrou, Adjutant General. However, later that same day we learned that Major Turrou had been promoted to Lt. Col. So, I walked over to his office stood at attention at his door, saluted and stated: "Sir, Congratulations on your promotion. May I ask that my letter of appreciation be re-issued with your new rank, please." The Lt. Col. smiled and said he would be happy to do so. On the morning of the 29th they loaded us on the train for Ascom. Gen. Costello came through the train to bid us all farewell. Several of the guys that came over with me never made any more than PFC and didn't get any R&Rs, so I guess I had it made. Today, the 30th, we did all our processing. I had to get three shots so my arms will be sore when it comes time to lug my 57-pound duffle bag around.

2 May 1959: My name was up for KP tonight, but when I got there they already had enough guys. Our last meal in Korea was steak with all the trimmings...They got us up at 4am today. It was a short truck ride to Inchon, then we boarded a Landing Craft Tank (LCT). Right next to us was another docked LCT full of new troops. Boy, did we harass them - guys were throwing their shoulder patches from Korea at them. Our troop ship, the USS FUNSTON is a little smaller than the USS BARRETT we had on the way over. The food so far has been excellent. We pulled into Okinawa and were given passes, but it was hotter than hell...A bunch of us took a four hour bus tour for $2.50. In the evening we went down to the main street in Naha, the Capital city where US currency is used. The island is quite modern, much like Japan. Over 10% of the island has military installations. They have beautiful posts and dependent housing areas. The US Navy has several generator ships at anchor to supply

power to Okinawa. Three destroyers and 8 or 10 LSTs docked in the afternoon, disembarking several thousand Marines and their vehicles. They were returning from "Operation Sea Turtle" a joint exercise with ROK Marines and the 7th Infantry Div. at Pohang, Korea. On 5 May we pulled out of Okinawa with about 200 Okinawa Army personnel on their way to the states. The humidity is near 100% and the sun is wicked - the decks are too hot to walk on...So far the sea has been like glass. Yesterday afternoon we hit a wind squall and the ship got to bouncing, but I didn't get sea-sick. We docked at Yokohama at 10am today. From here we will go via Adak, Alaska and then to Seattle, a 12 day trip.



11 May 1959: Here I sit rocking and rolling with the ship...It makes one feel like you are doped up and drunk and have a hangover. It is getting too cold to go up on deck any more, but this morning they made us all go up on deck while they had an inspection of the holds. We are like human cargo...We are crossing the time zones at the rate of one per day. Tomorrow we go through May 13th again...They give us apples or oranges with every meal. The ship must have enormous refrigerated rooms and freezers because we are getting fresh milk daily with our meals. Two days ago we went through a storm which produced waves 30 or 35 feet tall. Just about everyone was sea-sick. Now the waves have settled down to just 10 to 12 feet. The ship makes 18 knots or about 400 miles per day. It has been getting much colder and snowy as we are far north. We docked at Adak and the place was very bleary - no trees - only snow covered mountains. Earthquakes are common here. There are several hundred Navy personnel stationed here along with some Marines on 14 month tours. It was much more pleasant in Korea. Leaving Adak, we ran into a blizzard and couldn't see 100 feet. Here is a breakdown of personnel being transported: From Korea: 300 US soldiers & 2 ROC soldiers; From Okinawa: 100 US Army, 3 Navy & 1 Airman; From Japan: 25 US Army; From Adak: 60 Navy & 14 Marines. Coming into Puget Sound we were ahead of schedule so they had a man overboard drill to see how fast they could turn the ship around and pick up a float. The USS MANN, the ship that left Korea 9 days after us arrived shortly after us. After we docked and were processed, we went by bus to Fort Lauton and from there to Seattle railroad station by taxi. I sent my duffle bag ahead to Fort Bliss by Railway Express - cost $13. The train trip to Portland, OR, was 4 hours. When I got there I called Paul Class and he came down and got me. He showed me all around and I took many photos of streetcars and steam trains. Paul's car is a 1937 Buick - one of the last models made with a wood frame. The tire tread of his car is almost exactly 4' 8½". We went to a disused railroad branch and straddled the grade crossing to get on the rails. Then Paul let some of the air out of the tires. The tires settled right down on the head of the rail and off we went - about a mile or so. When we came to a switch Paul held the steering wheel so it would not veer off on the siding - it fortunately didn't...We also went out to the trolley museum that Paul works so hard for - an old logging railroad base - very interesting! From Portland it was by bus to Los Angeles (terribly smoggy) and on to El Paso, TX.

CLASSIFIEDs

To add or remove listings from the Classifieds, please email Dave Steinert at dsteinert@optonline.net or call 973-347-9091.

For Sale: 1964 Ford M151, current Odometer: 34252. Currently registered and inspected in New York State. Comes with Army radio, mounted machine gun (disabled firearm) w/ mount and cartridges, trailer, plastics to go over vehicle (no photo included, but available at request) as well as two large boxes of extra parts. Vehicle has always been garage kept. Buyer is responsible for pick-up or to arrange for shipment for out of town sales. This vehicle has not been cut. Asking $18,000. Located in Pine Island NY.Please contact Lodzia - 845-258-4493 or Vince - 845-728-9191.

For Sale: World War II Jeep MB GPW front end differential assembly complete from break drum to break drum, also includes all steering connector assembly including Bell crank and connecting rods. Good condition $140**.** 8 combat rim interlocking rings for World War II MB GPW. $45 for all 8 rings. Located in Long Valley New Jersey must pick up. Call Gary Schultz at 973-207-8955.

For Sale: M36ww; has heater, hard cab, troop seats: M185wow van with work benches in van body; M915 with Allison trans, M818ww, hard cab, heater, M871 28 foot platform trailer with pin locks, 6K RTFL with Detroit engine. Except RTFL, all vehicles have clean New Jersey titles. All vehicles except RTFL have spare tires. All located in Mahwah, NJ. Call 201.310.8615 Mountain std time 1600-2200.E-mail shadyside1983@gmail.com. For sale by member Philip Francis, 1341 N. Barkley, Mesa, AZ 85203, 201.310.8615

For Sale: Replica 81mm mortar. M1 tube and bi-pod. M4 sight. Has incorrect M23A1 two piece base (Nam era?). The tube is original with 1 pin cross welded and a dummy cup welded on. Comes with one practice round (inert) in a newer tared tube. And a wooden ammo crate. Asking $3000.00 . Will take a M35a2 ring mount in trade. Kirk Stinson 862-209-0933

For Sale: I have many Jeep and M37 parts for sale, call Tom Weaver @ 973-627-9448.

Wanted: Folding troop seats or hardware for the cargo bed of a deuce-and-a-half. Call or contact Bill McKelvey 908-464 9335 - mckelvey@lhry.org.

Wanted : Rims for a Ford F250 16" x 6" 8-Lug (6.6") Bolt Pattern Rim. Call Bob @ 973-226-9289.

Military Transport Association
P.O. Box 393
Budd Lake, NJ 07828

*The next MTA monthly meeting will be held on **Thursday, September 6th 7:30PM** at the Whippany American Legion Hall, Legion Place, Whppany.*

MILITARY TRANSPORT ASSOCIATION INC.

A Chapter of the Military Vehicle Preservation Association

The Military Transport Association is dedicated to the education and preservation of historic to present military vehicles. Members enjoy restoring, displaying, and operating military vehicles of all types, from bicycles to tanks!

You do not have to own a military vehicle to be part of this exciting and active hobby, just a desire to do your part in helping keep our military history alive. All you need to join is a member in good standing to sign this form, fill out the rest and you are ready to start enjoying all the MTA has to offer!

If you are not already sponsored by a member in good standing, please check out our website and you are welcome to come to a meeting introduce yourself and start enjoying all we have to offer!

*Contributions, gifts or membership dues made or paid to the Military Transport Association Inc. are non-refundable or transferable and are "not" deductible as charitable contribution for federal tax purposes.

You may mail this form to the address below signed by a member in good standing.

Member in Good Standing_____
Membership # _____
Are you a member of MVPA ☐ Yes ☐ No
Membership # _____
Name_____
Address_____
City, State, Zip_____
Telephone (_____)_____
Email_____
Military vehicle(s) owned_____

Mail completed application with _____ annual dues to:

Check one Single Family
$30 ☐ **$35** ☐

Military Transport Association Inc.
PO Box 393
Budd Lake, NJ 07828
www.mtaofnj.org