

M.T.A. Meeting Nite

April 8, 1991 - Eat at 7 PM
 Meeting Starts at 8:00 PM - At -
 September's Resturant
 East Hanover

Did you know? The original WWII Jeep capstan winch was designed with a roller guide on the front bumper for straight-away pulls. It is shown on an original blue print, dated 1944, in the archives of Dan Janquitto.

For Sale Canvas for M151A1 Jeep or 2 1/2 ton truck Very good and very affordable - Call Richie Bammert at (301) 488-7031

For Sale 1941 Plymouth Staff Car - Restored to GI specs with stars, B.O. lites, siren etc. Re-upholstered interior - \$6000⁰⁰ Call Kirk Stinson (301) 627-0182 after 4:30 PM (Yes - it is the one restored by Harold Ratzburg many years ago. It can be seen in Denville N.J., across from Vo-Tech school on Rt 53)

Local Auto Show Second annual Morris County Classics '91 open class car show - Sunday, Sept 8, 1991 9 AM to 5 PM (Rain date Sept 15) at Mennen Sports Arena, Hanover Ave, Morristown N.J. Admission \$4⁰⁰ Auto related flea market.

OK, So I forgot to pass around the want ad sheet at the March meeting. Next time - remind me, OK? *Harold Ratzburg*

Don't forget - get your ducks in a row for the MTA Rally at the Zinc Mine in Ogdensburg N.J. on Sept 13, 14, + 15, 1991

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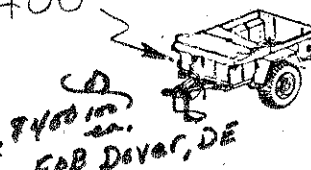
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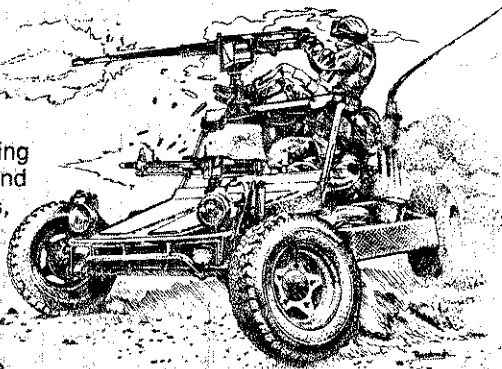


P.O. Box 1148-55, Union, NJ 07083

The Short Life of the Fast Attack Vehicle

BOB Rosenburgh looked at the long list of lifeless numbers in his hands. From this, his mission was to create an artist's concept of the fast attack vehicle the Army hoped would be the centerpiece of a High Technology Light Division then being created at the Army Development and Employment Agency at Fort Lewis, Wash.

It was 1981, and Rosenburgh worked as an artist for ADEA. He'd been called to the office of Maj. Gen. Howard Stone, where he was shown the specifications for what would evolve into one of the most innovative vehicles in the Army's inventory.



"It was to be deployed in large numbers, so it had to be easily movable by air but robust enough to defeat armored targets," said Rosenburgh. "It had to have speed and mobility."

Rosenburgh, who describes himself as "a hot-rodder," immediately recognized that he was looking at the specs for an armed dune buggy. With several desert races under his belt, Rosenburgh could not deny the wild idea that ignited in his head. He went to a local dune buggy dealership and browsed through catalogues full of exotic off-road vehicles with equally exotic names.

Rosenburgh settled on one model called the "Chenoweth Sandaie," then added military touches from his nine years of experience as an armor crewman [see illustration].

"I called it an "unarmored wheeled tank," he said.

When Stone saw the picture, he agreed it was perfect. Or so it seemed.

Instead of building prototypes from scratch, ADEA bought 40 off-the-shelf Sandaies, saving money in the process. They were modified to military specifications and a light attack battalion was developed around them. Also included in the package were three- and four-wheeled all-terrain vehicles and motorcycles. The media fell in love with the idea right from the start, and so did the soldiers who had visions of "hanging ten" across cratered battlefields in surfer-inspired dune buggies.

But problems loomed for the futuristic FAV. Rosenburgh recalled failed experiments where designers tried to mount a 20mm cannon on it. "The first time it fired, the entire chassis collapsed," said Rosenburgh.

Maj. James C. Allard, operations officer with the 199th Separate Infantry Brigade, the Army's only motorized unit, which descended from the early HTLD concept, cited several problems with the FAV. "It was brutal on crews, it kept breaking up, it was costly, it could only carry small ammo loads, and it could not carry three-man crews as the Army wanted."

When Maj. Gen. Donald S. Pihl came to Fort Lewis in 1985, he brought with him a project he had managed for the Army for some time — the High Mobility Multipurpose Wheeled Vehicle. The Humvee struck the death knell for the FAV. "He saw no reason to waste any more time or money on the fast attack vehicle," said Rosenburgh.

Tube-launched, Optically-tracked, Wire-guided missile launchers and Mark-19 40mm automatic grenade launchers were mounted on the Humvees with few of the problems associated with the earlier FAV.

Rosenburgh said 238 of the then 240 FAVs were sold to the Air Force, which used them as remote-controlled moving targets. All but two of the original 238 machines met an ignominious fate in blinding flashes of twisted metal and destruction. Of the two that were not sold to the Air Force, one stands as a memorial in front of 2nd Battalion, 1st Inf. Regiment headquarters. The other is on display in the Fort Lewis museum. Neither works.

A few years ago, a classic car dealer from Bothell, Wash., bought three FAV carcasses at a Defense Reutilization and Marketing Office auction. After cannibalizing them for parts, John Kenner ended up with what Rosenburgh believes is the only operational FAV in existence. — SFC Tony Nauroth

When Eddie Alexander and his dad first spotted the old derelict Army truck in 1982, they didn't realize that their dream of restoring and driving it would take so long to come true.

No Toy Truck

Story by Heike Hasenauer

THE old green Army truck sitting on the civil defense property disposal lot was pretty darned ugly, with dents, flat tires and a torn canvas roof.

For years it sat there in view of Waterloo, Iowa's, sewage treatment plant. Nobody drove it. Nobody needed it. Yet no metal-crushing compactor was going to rid the planet of its ugliness, not if 7-year-old Eddie Alexander had his way.

When he first eyed the vintage three-quarter ton M-37B1 troop carrier in 1982, he imagined it rolling down mud banks and traversing bumpy roads, dodging "enemy" bullets all the way. He pictured it in parades, carrying flags, and envisioned it in heroic battles in history.

The Iowa schoolboy is 13 now and a member of Boy Scout Troop 52, under whose care the ugly old truck has gradually regained its dignity.

Eddie and his dad, Kevin, a 22-year veteran scoutmaster and employee of a Waterloo tractor company, realized that their Volkswagen Beetle could no longer comfortably transport the troop to scouting events but the 8-man truck surely would.

Though its parts had been cannibalized, and it didn't run, Kevin Alexander signed a government hand receipt that allowed him to take the metal derelict home, squeeze it into his one-car garage and begin tinkering. That was in 1983, and he's still tinkering.

Over the years, he and Eddie have launched the old clunker into public consciousness.

The last of its kind was produced in the 1960s, Kevin said. "So we've had a tough time locating repair parts. Without them and an M-37 repair manual, we initially made little progress."

Then, one day, Eddie picked up an old magazine with a picture of a Boy Scout carrying a flag in a military parade. "I figured the Army could help the scouts fix up the old truck," Eddie said.

So, he and his dad began writing letters to anyone who might be able to help restore the old junker to its original, operational form.

Their pleas for help landed in a local Army Reserve maintenance repair shop; on the desks of congressmen, senators, automobile manufacturing magnate Lee Iacoca and Department of Defense officials; and, ultimately, at *P.S.* magazine, the preventive maintenance monthly published by the Army's Material Readiness Support Activity in Lexington, Ky.

"We received our first letter from Eddie in 1985, asking us to help the Scouts fix their truck," said *P.S.* managing editor Jim Boblenz. "It kind of tugged at our heartstrings. We wanted to help them, but we had to find a way to do it without using Army funds."

Boblenz sent the Alexanders an obsolete truck maintenance and repair manual and suggested other potentially-helpful resources such as the Army Tank-



Automotive Command in Warren, Mich.

"Eddie took a lot of initiative himself," Boblenz said. "He wrote to Iowa's governor and adjutant general to find out if the National Guard and Army Reserve could help, and I think the Navy went in and sandblasted the truck so they could give it some new paint."

The story of Eddie's efforts started appearing in local publications, including "*Truckers' News*," a 15,000-circulation monthly newspaper published in Ankeny, Iowa. It drew one unparalleled response.

A well-to-do businessman wanted to donate a working 1953-model M-37 Air Force Dodge cargo truck that was used in the movie, "*The Blues Brothers*." He even offered to pay the Alexanders' expenses to his Highland Park, Ill., home, plus the cost of a trailer to haul the vehicle away.



Left: Eddie (far right) and other Scouts in an M-37 truck used as a model for their own truck restoration. • Below: Eddie and his father Kevin share a happy moment.



Kevin Alexander got a "pink slip" from his employer about that time and didn't work full time again for four years. Money got so tight that he couldn't make mortgage payments, and the bank foreclosed on his home.

Bad as that was, Kevin and Eddie also lost all the truck parts they had collected and stored in the garage, Boblenz said. So, they had to start over.

The Iowa-based John Deere Company helped out during that hard time by donating all its empty aluminum cans to Troop 52. In Iowa, each can has a 5-cent redemption value.

Simultaneously, an employee at a Kentucky maintenance shop read the M-37B1 story and sent an unused, 20-year-old carburetor that he'd found while emptying a former employee's locker.

Gradually, other businesses donated materials — including \$500 worth

of paint — to repair the Army vehicle, and Kevin and Eddie have shared the restored vehicle with the community.

Today, whenever there's a parade in Waterloo, Troop 52's ex-Air Force M-37 is part of it, transporting disabled veterans and displaying the town's MIA-POW flag to represent Iowa's 45 soldiers missing from between World War I and the Vietnam War. They oblige the local chapter of Daughters of the American Revolution with flag ceremonies, and assist other civic groups and the local police department.

But their number one goal remains: "To get the old Army truck up and running," Kevin said. "We've got a real challenge on our hands to make it do what it wasn't designed to do, travel more than 45 mph and cover a long distance — a 2,300-mile roundtrip from Waterloo to Washington, D.C."

The trip will be the troop's reward, Kevin explained. "That's when a group of young boys who might otherwise never see their nation's capital will see it, and they'll see it via a piece of history that they preserved."

During their planned summer 1992 trip, the Scouts will bring flowers from the Waterloo Chapter of Veterans of Foreign Wars and place them at some of the nation's prominent war memorials. They hope to receive additional bouquets from citizens in other cities along their route.

"All we ever hear about kids is their involvement with drugs," Kevin said. "We seldom hear about the good things kids do, things adults and children can do together, like restoring an old truck."

"If I can get other parents to see that scouting is more than going to camp and earning badges, maybe I'll get a little more support; maybe other people will come up with new ideas for projects that will do something positive for kids and their community," he added.

MSgt. Half-Mast, *P.S.* magazine's fictional NCO sage, has already extended his invitation for them to visit, as have employees at the U.S. Army Transportation Museum at Fort Eustis, Va.

Who knows what else might happen between now and then? Eddie's still writing letters and making contacts. □