



MOTOR POOL MESSENGER

**THE MILITARY TRANSPORT ASSOCIATION
OF NORTH JERSEY**

January 2007

Website: WWW.MTAOFNJ.ORG

Editor: David Steinhert



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MTA 2007 Officers and Staff

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Web Master.....George Wagner, 973-927-7616
2007 Sussex Show Info.....Ed Marchese, 973-779-6283

NOTICE: The January 2007 MTA monthly meeting will be held on Monday, January 8th at the Whippany American Legion Post, Legion Place, Whippany, NJ. Refreshments at 7:00 PM, meeting begins at 8:00 PM.

Meeting Minutes of the December 11th, 2006 Military Transport Association

Thirty-six members were present when President **Fred Schlesinger** brought the meeting to order at 8:05 p.m. We all said the Pledge of Allegiance and dedicated several moments of silence to our citizens in the armed services of our country.

Our national flag was displayed for all to see from a stand fabricated and donated to the Club by **George Wagner**. I suppose some may find it unusual that I make mention of this seemingly innocuous event, but if you were to lay eyes upon this fabulous 'contraption' you would understand. It takes up very little space, both in and out of use, is portable, and displays a 3'x 5' flag *vertically*! It really is quite ingenious and probably worthy of marketing.

We broke from the routine order of presentation this evening on account of two special 'guest' speakers: **Jim Gilmore**, and **Sven Johnson**; both members of Pennsylvania's *Red Ball Military Transport Club*. Jim and Sven came in to educate and advise us all of the political maneuverings of our Clubs mother organization the *Military Vehicle Preservation Association* (MVPA). Jim was once on the board, and Sven is currently a board member. According to both men, it seems our present board of directors has established what appears to be a dictatorship of sorts and have entrenched themselves in position: surrounding themselves by cronies and 'yes men' to maintain and secure their positions. If this were a military strategy it would present a formidable defense. But it is not and both speakers desire to see the Club "returned to its members."

Jim spoke first and presented us all with specific examples of the shenanigans our elected board has been pulling. For instance, they have created policies buttressed by an extensive 8-page application questionnaire that can readily provide the pretext for the denial of anyone of us to run for an office. There is now a policy on the books that allows only 2 members from any one national *region* to hold an office. It used to be from any one State. What makes this move appear a bit unsavory is the fact that the MVPA board even

determined what the regions were going to be: with what our speakers felt was a political bias. They have divided the

country in such a way that even the most liberal of cartographers might step back and scratch his head wondering what was up.

The MVPA does have By-Laws that are quite specific with regards to running the organization and Sven happens to be on the By-Law Committee. From what he and Jim were relating to us it appears the board has gotten fairly liberal in its interpretation of them. It seems there are supposed to be 8 elected officials running the MVPA. Yet, there are 13 registered voting members on the board! Where did those five EXTRA individuals come from? Well, it seems the board now allows itself to appoint additional members, with voting privileges, as they deem necessary without permission from the general members at large.

I guess one of the biggest complaints Sven and Jim had was the fact that the Board of Directors has subtly and conveniently arranged things so that many of their actions can be undertaken behind closed doors without any input from the plus or minus 9,000 dues paying club members spanning the globe. Sven and Jim want to see this changed. They want the board of directors to represent the *members* at large and to run the organization as they are asked to, not as they want to. It seems the present board of directors like their jobs too much and have no intention of losing them.

The MVPA is a 'Not for Profit' operation, not a 'Non-Profit' 50c-3 entity. Among other things, this means that they do not have to manage monies in their treasury under IRS guidelines to retain that designation. The monies the Club has, nearly \$900,000.00 all toll, can be used as the Club sees fit. Presently, the board has been very frugal with it and the treasurer almost secretive about the Club's financials. On top of that, it was pointed out that the Club is running nearly a \$50,000.00 deficit, despite our massive cash reserves. Add to this the fact that our elected treasurer has not appeared to be as open and candid about the MVPA's finances as some feel he should be, and maybe everyone should get a bit more suspicious about what is going on. Jim and Sven were both of the mind that the funds should be used for the betterment of the Club and not merely squirreled away and out of reach.

Sven brought to our attention another issue about the Club that he felt needed immediate attention. Although the stated mission of the MVPA and the basis for its existence purportedly centers on military vehicles, it now seems vested interests are drifting at an alarming rate towards promoting and supporting the hobby of military *reenacting*. Although reenacting has a logical tie in with military vehicles, it is not an integral part of the Club charter, nor should it become a principle focal point of a VEHICLE preservation association.

Jim Gilbert and **Sven Johnson** encouraged us all to remain active MVPA members and to send emails or letters to all the board members expressing our displeasure with the way things are being run if we concur with all or some of their feelings and observations. Sven is presently chairman of a MVPA 'By-Law' committee. Hopefully some changes can be implemented through this channel, though Sven seemed doubtful: other board members have too much 'veto power'.

As a last resort, it was mentioned that legal action, possibly even involving the IRS, may have to be brought to bear on the board to sever their stranglehold and force them

to adhere more closely to the official By-Laws and mission statement.

Although I have only touched upon some of the more intriguing points of the presentation here, it was easy to tell by the questions from those of us present, and the undercurrent of whispered disbelief, that something needs to be done. The bottom line, as expressed by both men, is we have to make the MVPA's operating machine more of a Democracy with open voting: bringing free and open elections back to the majority, not just to a handful of individuals controlling the power. (For further information about the brewing unrest in the MVPA hierarchy, check out the G-503 website.)

Sven and Jim brought their presentation to a close at 9:00 p.m., at which point we dove into the scheduled meeting formalities by approving last month's Minutes.

Treasurer's Reports: As of November 2006, **Jack McDevitt** reported we had \$8,237 in our operating account and \$8,489 in our Swap Meet account.

Parade and Events: This newly formed committee (see last month's newsletter) has not had a meeting as of yet; hence there was nothing to officially report. **Peter Schindo** did mention; however, that the Club will have collected nearly \$5,900 from parade participation by the end of this year. We have received \$5,555 to date and are awaiting final payment from one last town.

Newsletter and Membership: **Dave Steinert** thanked **Ed Marchese**, **John Dwyer**, and **Bob Rooke** for contributions to last month's Newsletter. He also noted that beginning next month all members will be asked to pay their \$20.00 annual dues. Several members paid up during the current meeting.

MTA Website: **George Wagner** has incorporated lots of photographs onto the site. Be sure to check them out.

Military Adoptees: **John Dwyer** announced with great satisfaction that ALL recipients' names that were submitted have been sent Goody Boxes and will receive them by Christmas. Once the holiday season settles down he will kick start the program for next year.

2007 Swap Meet: **Ed Marchese** gave us an update. After another walk-thru at the Sussex Fairgrounds it was realized that we will have plenty of space to utilize and fill with activities, but this will also require more volunteers to help out. Ed stressed the importance of good and abundant publicity for the Show and encouraged us all to get the word out. **Jim Moore** suggested we seek out assistance, on any level, from the Red Ball Military Transport Club in Pennsylvania. Our two Clubs have always worked well together and now would be a great time to strengthen that bond. It was also noted that having military re-enactors on site may not work out as originally planned. Conflicting events and the time of year are presenting complications.

Ed is still trying to put together a functional 'Communications Tent' and is in need of equipment and the personnel to organize and operate it. **John Sobatka** is trying to arrange advertising and display space with a local Dodge/Jeep dealer to help subsidize our show expenses.

Admission to the show will be \$3.00 per person. We are hoping to *hire* someone to collect entrance admission fees on each day of the show. Payment would be around \$60 per day.

Railroad Operating Battalion: From month to month it is always a thrill, and surprise, to see what new sorts of rolling stock, machinery, and/or gobbledygook **John Sobatka** will stumble upon while walking the Morristown & Erie Railroad Line (M&E).

Many feel he out did himself this month!

Apparently the M&E railroad just purchased, through a government surplus auction, 12 vintage Amtrak baggage cars to be used for salvage and replacement parts. Each car is 86' long, has heat, air conditioning, and lights. They are weather tight with six access doors. John saw an opportunity here for the Club so he approached the Morristown and Erie railroad folks and asked if we might be allowed to utilize one of the vacant baggage cars until such time as it is put to further use by the M&E. In light of our good working relationship with the railroad (thanks to John) they agreed and gave us use of Adirondack Vermont RR baggage car #1851 (circa 1950). It is located on a siding off Franklin Avenue in Rockaway. John's thought was we could use it for storage. Several other members thought they might use it as their new home. Seems to me it could be used for both. As you can see, the options are endless! Anyway, the M&E will assume full responsibility for it, even while we use it, and will give us 30 days notification to vacate before they repossess it for their use.

New Business: We have another new member: **Bob Serio**. After introducing himself he told us he owns a fully restored 1967 M38A1 outfitted with a de-milled 50 caliber machine gun. The vehicle has won awards in 5 shows to date.

Being the Secretary of a Club is not the most engaging of responsibilities in this world, yet it does have its brighter sides, one of which is affording me the right to interject thoughts of my own once in a while. This evening's meeting is one of those times. For as long as it was, it carried with it a spiritual glow, an aura that reminded us all of that which is good, unselfish, and gracious in us all: everyone that I could see was in high spirits and a great frame of mind...and it was not solely attributable to the advent of the holiday season.

We have all known for some time about the plight of one of our own, **Frank Eichenlaub**, who has been in desperate need of a donor kidney in order to survive. Month to month, and day to day, Frank's well being has depended upon one becoming available. Well, it was at this meeting that the majority of us all found out that last week Frank's son-in-law, **Jim Moore**, donated one of his *own kidneys* to Frank. Jim is nothing short of a hero in my book. When, quite amazingly, Jim and his wife Ellen showed up at the meeting this evening I think all of us felt that way. As military enthusiasts, all of us are all too familiar with the selfless acts of heroism of which we have read that manifest themselves under combat conditions between compatriots. Is this that much different? Jim literally gave of himself such that another might survive. To date both Frank and Jim are doing well. Let us all keep them in our prayers and thoughts.

Old Business: Our annual dinner, to be held at Picatinny Arsenal, has been moved to February 15, 2007. The Club will pick up the tab.

We learned that Club member **Dan Muchmore** will be going off to Iraq to work as a military contractor.

Before the 50/50, President **Fred Schlesinger** thanked everyone for a great year and jobs well done. The meeting ended at 9:45 p.m.

Best of New Years to EVERYONE!

Robert C. Rooke, Jr.

Phighting in Philadelphia – Fort Mifflin

Photos and Story by **John Dwyer**

Fort Mifflin is a Revolutionary War fort built on the banks of the Delaware River to defend Philadelphia. In October 1777 it was attacked by a combined British fleet and ground force and despite overwhelming odds, managed to hold out long enough to allow the American Army to retreat intact to Valley Forge. It was rebuilt after the Revolution and garrisoned to protect Philadelphia for the next 150 years, although it never fired another shot in anger. During the Civil War, the fort was used as a prison for Confederate POW's and American soldiers who had committed crimes. It would continue as a military post until 1956 when it was turned into a Philadelphia City Historic Park. It is rumored to be one of the most



haunted historic places in the Eastern United States.

The fort is a massive masonry and earthworks structure with twenty foot high walls that are thirty feet thick. It is surrounded by a water filled moat which connects with the Delaware River and can only

be crossed by two small bridges. Massive wooden gates bar the two entrances to the fort. Within the walls are tunnels and casemates which served as barracks and later as prison cells. There are bombproofs (magazines) deep in the walls which held powder and munitions, and ready rooms where the gate guards would stay between shifts. Within the fort itself are two story barracks and orderly rooms where the majority of troops would be garrisoned. Many of the casemates and barracks rooms have working fireplaces for heat. It is remarkably preserved for a site that is in a remote industrial area out by Philadelphia Airport.

On the weekend of December 8, 9, and 10 the 78th Infantry Division (recreated) staged a reenactment of the siege of the Rhine Fortress at the Ludendorff Bridge using Fort Mifflin as a set. Fort Mifflin is easily believable as one of the forts around Verdun, Nancy or on the Siegfried Line in 1944 because of the lack of modern intrusions and the massive nature of the fortification. The event was called "Operation Lumberjack" and it

attracted more than 120 American and German reenactors for this winter event. Soldiers lived in the barracks or bunkers and had only wood fires for heat. Meals were served in a communal mess hall and formations were held out on the fort parade ground. The weather was cold – hovering around 30 degrees with a brisk wind off the Delaware River. Certainly cold enough to force participants into digging out that woolen winter gear that was forgotten about after the Battle of the Bulge last year.



Fort Mifflin is open to the public, so visitors got to experience the sights, sounds, and smells of living history in the barracks and on the parade field, and twice a day the units staged a public battle where the American infantry would assault the fortress in the fight to secure a bridgehead across the Rhine River. It was somewhat reminiscent of Reading's WWII weekend – except much colder and without the commercialism. The event is unique in a number of ways – it gives the participants the opportunity to really stand gate guard on a chilling night and experience in some small way what a GI might have been doing in 1944; it puts the soldiers into unheated, unlighted barracks that makes them deal with sleeping on wooden bunks with just GI blankets against the cold; and with just one latrine across the parade field, the soldiers got to enjoy that cold midnight run in untied boots to visit the john! All things that actual veterans remember from their time in service. (OK Frank – everyone else except the Air Force remembers this stuff!)



The 78th Infantry Division will do a similar event next spring, and again next winter at Fort Mifflin. Several MV owners well known to the MTA are part of the 78th as well. You won't see military vehicles at these events – no way to get into the Fort – but you can experience a taste of soldier life in a unique site. A great event for kids, scouts, and history buffs. It is easy to reach right off of I95 next to Philadelphia International Airport, and

worth the trip. For more of the event photos go to the following websites:

My event photos:

<http://smg.photobucket.com/albums/v79/doctordirt/Ft%20Miffli n%2006/>

78th Website: www.78thinfantry.com

Military Vehicle Preservation Association
www.mvpa.org

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The Collector's Corner By Harold Ratzburg

A few weeks ago, Dave Steinert called me with an idea to make his award winning "Motor Pool Messenger" newsletter even better. Dave proposed that I, and whoever I could get to help me out, create a column called the "TheCollectors Corner" to run in the MPM whenever there was room and he had a column from someone waiting to be inserted.

After thinking about it for a while, I had to agree, it was a good idea, so I will give it a try and hope that volunteers come out of hiding and help me to make it a monthly thing.

My thoughts are that the column could be about ANYTHING that might be of interest to the MTA members. It could cover not only vehicles that we love so much, but anything connected with the military, like webbing gear, uniforms, weapons, vehicle equipment, etc. I found that the interest in our Militaria Antique Roadshow at the meetings was enjoyed by almost everyone.

The column could also contain personal stories of how you found, acquired, and restored your vehicle or other collectible. Volunteering to write a piece for the column gives you the right to blow your own horn and brag as much as you want, so give it a shot. **WARNING LABEL**-----Any bitching, bellyaching, or criticism of the column or its writers automatically obligates the complainer to write the next column. On another subject:

THE THIRTY-FIFTH BIRTHDAY OF THE MTA

This column is a little late for a birthday celebration because the MTA was first formed in Nov, 1972. But here is how it happened, in first person narrative.

I had always loved the jeeps, ever since WW 2 when I saw them in movies and newsreels. My favorite gripe for years was "everybody has a jeep but me" Not true of course, but that's how I felt.

Then, at the age of about 42, I saw an ad in the paper for a WW 2 Jeep for sale in Lake Hiawatha, NJ, for \$200 as I recall. It was sinking into the mud of a backyard, but I bought it and dragged it home. It had the most ugly home made wooden top built on it, but when the top was stripped off, it looked pretty cool to me. It was a start of Military Vehicle collecting for me.

I was a MV collector orphan at that time because I figured I was the only nut around.

But in looking for parts and info on Jeeps, I came across the NMVCA (National Military Vehicle Collectors Association) and I joined that.

While visiting the Sarafan Military Surplus dealer in Spring Valley, NY, I heard about a couple of other guys with the same interest, Pete Shaw, Ted Bromage and Peter Berendsen in Florham Park, NJ and Dennis Spence of Bloomfield, NJ.

The bottom line is that on a cold, rainy, night in Nov, 1972, Pete Shaw, Dennis Spence and myself met in my office and wrote up the by-laws for the club. A short time later, we had the first club meeting in my family room and the club was off and running.

Here I am, 35 years later, still involved with a great bunch of people. The club has been a big part of my life, and still is, and I have not regretted one minute of my time spent with it.

A Cure for the Olive Drab Blues

By David Steinert

The hustle and bustle of the holidays is finally over. The temperature outside is dropping to the point that doing anything outside without more than 5 layers of clothing can cause hyperthermia. The days are short now and unless your better half has a major project for you inside, the couch becomes your evening refuge. Your military vehicle is winterized and parked in a garage or sits in the yard with a tarp tightly shrouding it from the potentially inclement weather. The event calendar for the MTA is on hold until the birds fly north for the spring. The symptoms of cabin fever are starting to seep into your bones, while the chronic effects of olive drab fever wait for a prescription to soothe the addiction. A prescription that won't be available until warmer weather comes.

But in the meantime, one of the things I enjoy doing to keep my sanity during the long winter months is to build models of my favorite military vehicles from plastic modeling kits. Today, many of the modeling kits sold by companies such as Tamiya, Italeri, Dragon and Revell offer a wide selection of different types of military vehicles, ships and aircraft representing all eras of time. The detailing on these models is fantastic right down to the nuts and bolts. By building these models I have the opportunity to build and

learn about a military vehicle I admire as a substitute for the full size vehicle that I cannot afford.



I prefer building the 1/35 scale models, which is probably the most popular scale to build. With these aging eyes, a scale any less and I would need a microscope to assemble the model and a scale any larger means finding a display area large enough in a house that is already too small from storing other military collectibles.

After purchasing the model I want to build, I find an area of the house that is generally lacking in a lot of traffic and large enough to set up a small card table. Here I can proceed with my assembling without causing a major disturbance in the household. I always pick a place with plenty of lighting, a temperature that's comfortable and a place where I can work and attend to it at my leisure without worrying about having to move it when we entertain friends. I also have a cloth cover handy to throw over the project when I'm not working on it. This is especially important if you have pets. There's nothing more disturbing then seeing your cat's teeth clenched around the turret of a tank and quickly darting to the litter box.

I might get some arguments here, but my preference is to paint the parts of the kit the correct color before gluing and assembling. It's sort of a base coat, which you can touch up later with a brush. I own a cheap modeling airbrush that works off a can of compressed air. In my opinion it does an excellent job. I always spray paint down in the basement or out in the garage so I don't get complaints from the rest of the household on how I'm making them dizzy or sick...for me it provides a nice buzz and with the right music I can imagine myself at Woodstock-1969.

After painting the parts, I gently take a sharp E-xacto knife and cut the parts from the sprue, being careful not to cut off one of my digits in the process. I then take one of my wife's cheap wooden emory-coated fingernail boards, the ones I usually buy her every Christmas as a stocking stuffer, and I proceed to file any excess plastic from parts where they were connected to the sprue. I also file down any mold seams showing on the larger parts.

Now I'm ready to start gluing the kit together. Many of the plastic glues today are non-toxic and so there is no smell or ill affects from using them in a non-ventilated area. But, if you're like me and you want to be nostalgic, you can always drink a few cans of Coors Light beer to get that buzz you got when you were a kid doing models with the toxic glues. But don't be surprised if you end up with the steering wheel being a part of the suspension or a headlight being glued to the exhaust system.

I always read ahead in the instructions, so I can understand what the next step will be and plan for it. This is especially true, if a part must be painted a different color than the rest of the vehicle before gluing it in its intended spot. What I also enjoy about the model kits of today is that the instructions are printed in several different languages, so you can actually learn another language while you are building the model. All of today's

manufacturer's of plastic model kits have really good instructions and illustrations on how every section of the model goes together. If you can read, you should have no problem...in fact it's "so simple a caveman could do it"....my apologies to my Neanderthal ancestors.

From experience I've found that patience is the key to enjoying the hobby of model building. Don't create pressure on yourself by setting a time limit when the model should be complete. Just try and work at it in small steps making sure both glued and painted parts are completely dried and hardened before advancing to the next step. I usually use wooden toothpicks for applying glue to the small parts...I usually put a box of toothpicks in my wife's Christmas stocking each year and that usually gets me through a couple of model builds (besides, with dental floss, who uses wooden toothpicks any more). Glue should be applied sparingly to parts, just enough glue to secure the joints when it dries. Too much glue applied will deform the very small parts.

Once the model is completely assembled...using an airbrush or the dry brush method, I apply some simulated wear and tear to the model using a light tan or watered-down brown paint. In my opinion you want to make it look like it was in a battle, but not on the receiving end of an artillery barrage.

Sometimes I like to go a step further and design a diorama for my finished models. Most hobby shops carry a variety of supplies of modeling landscape, gravel, bushes and trees. Some manufacturers offer bombed out buildings and accessories. Additional painted figures can be added to the diorama for more realism.



A diorama by the author

My intention for writing this article is to generate some interest for MTA members to build military models of their own over the next few months. As a member of the MTA Military Vehicle Show Committee for April 2007 at the Sussex County Fairgrounds, I'd like to see a nice display of military models and dioramas at the show. This would be a great project not only for members who own full size military vehicles, but also those MTA members who don't.

ATTENTION-MTA Membership dues for 2007 are now due. Please send \$20 to: MTA, BOX 393, BUDD LAKE, NJ 07828.

CLASSIFIEDS

If you miss a meeting and want to post an item in the Classified Advertising column of the newsletter, please feel free to call Dave Steinert at 973-347-9091 or you can email him at: steinert@worldnet.att.net.

For sale- Jeep, 1946 CJ2A, rolling chasis, frame sandblasted and painted, engine rebuilt, new springs/shocks, drive train in good shape, new crank out split windshield. Tub and body parts dismantled, need to be mounted and painted. Front seat frames. Runs great! Needs new tires. Asking \$4,000 o.b.o. Call Ollie (732)-356-6789 or email at JBream418@aol.com.

For Sale: Brand New SPX #1178 slide hammer set with four sets of jaws (2.4" to 7.5") for pulling bearings and seals. Retail \$312.95. Sale \$179.95. Sun low voltage automotive military test set, \$100. Machine gun and CUCV manuals cheap. Back issues of Military Vehicles magazine. All at swapmeettave.com or call Dave Ahl, 973-285-0716. (12/06)

For Sale-1953 M37 Dodge with winch, soft top, troop seats, good rubber. Looks and runs great. \$14,000 or BO. I also have lots of M37 Doge parts and a M37 dump model project truck. Give me a call with your needs. Call Don Covart at 973-390-4876. (12/06)

For Sale-1969 Mercedes Unimog 404, great shape, needs very little and runs well, 17,500 KM, extra tires, tool boxes, \$6500. Call Mike Pop at 732-245-8317, email: mppop5555@AOL.com. Located in Wall, NJ.

For Sale-Dual Range Welder, 30-140+40-230 AMP, \$125. Located in Rockaway Twp. Call Tom Weaver at 973-627-9448.

For Sale-OD Green Low Luster Paint, 4 gallons, #24087, \$80, call Jack 845-987-7796.

For Sale-1986 Chevy M1009 (Blazer), solid, good running truck, used daily with 112K miles, has Block heater, radio racks and new rear end. Passed NJ Inspection in May 2006 and has a clear NJ Title, \$6500 or BO. M23 Cradle for .50 cal with a ammo can holder, new \$485. Hot water cab heater kits for 2-1/2 and 5 ton trucks, \$325. New issue replacement mirrors for West Coast mountings on 2-1/2 and 5 ton trucks, \$22 each. Call John Sobotka, at 862-266-6284

For Sale: Looking for a military vehicle? From projects to ground-up Restorations and everything in between!
Check out: WWW.USMILITARYVEHICLES.COM

well. Portable light sets, on wheels, on an generators, electric start **For Sale-**2 ½ ton & 5 ton trucks in stock- 30 to choose from. M812 Bridge truck with front and rear winches, Cummins diesels, some with recent MWO rebuilds. 5 ton with twin boom wrecker, gas engine, rough but runs \$3750. Military International Paystar 5000 dump truck with turbo Cummins, auto trans, 1500 hours - super clean \$16,750. M813 Cummins C&C with 14 foot rock body dump truck. 2-½ ton van truck, photographic development body, gas engine, \$3000, bill of sale only. 6- M35A2 coming in, some with winches. M880 dodge pickup truck, 1976, \$2775. M38A1 with plow, no cab top, runs well, rough, \$975. Bulldozers: AC HD5 Detroit diesel & Cat D8 cable blade with pony start- both run operate \$1275 really bright lights! Dave Newman 215-598-8227 www.easternsurplus.net or e-mail dave @easternsurplus.net. (9/06)

For Sale- Transmission w/PTO from '53 M37, very low miles \$100 firm. Robert 908-770-0111 Far Hills.

For Sale-Prices Reduced-1952 GMC M211 2-1/2 ton Cargo truck with 50 cal. MG.-\$2500, 1975 Chevrolet Automatic C60 Air Force Tanker, \$2500. M151 Jeep curtains-\$50 a set. Jeep rims -\$75 with tire and tube-\$125. Heavy duty tow bar -\$200. 1964 American La France Fire Truck, Class A Spartan Pumper (1000 gals per minute). Repowered in 1980 with a Detroit Diesel Engine 6-71N, new power steering, new clutch, new air brakes, kept inside, good condition \$5000. 8" snatch block-\$75. Boarding ladder-\$25, **8ft. pick up cap-\$100**, Water Buffalos, good condition, \$500. M105 trailers, \$250 each. Tandem car trailer-\$750, Search Light trailer-2 spots and new generator-\$500. 30 ft. Army Box trailer with drop sides, tandem 9:20 tires-\$500. Jeep pedestal gun mount-\$250. Call Wally Carter between 7PM and 8PM (973) 366-5140. (7/06)

For Sale-1952 M38A1, good shape, \$7500. 1970 John Deere Loader Tractor, 3-point hitch & attachments, \$4500. 1960s CJ5 Jeep, 1000 made w/ factory winch, rare vehicle, \$3500. Two M35A2s, call for details. M416 trailer, \$500. Call Jude Meehan at (732)528-5422. (5/06)

For Sale-1969 AMG M35A2, multi-fuel, new canvas, about 2800 hrs, good condition, \$8000. 1953 Checker trailer M105A1, good condition \$2000. Both truck and trailer, \$9000. Call Pat Coughlan @ (908)-459-4696.

For Sale-Trailer, 1/4 ton, M415, (with the square fenders) Pretty decent condition, needs WD-40, sand blasting, and some work on the Floor which is rusted in places, but holds water. Price is \$250. Shop Trailer, 3/4 ton, suitable for M-37 Truck. It has a metal, domed, lockable, water-tight cover and the inside is compartmented to hold tools. Needs sandblasting and some TLC. Price is \$300. The trailers may be seen at the Sterling Hill Mining Museum in Ogdensburg, NJ. Call Bob Hauck at 973-875-9444 after 6 PM.

For Sale-Original WWII Manuals. TM 9726-Light Tank M3 (Stuart), 252 pages, dated July 15, 1942, VG Cond.-\$45. TM 9-1727B-Engine Cooling, electrical and fuel systems for Light Tank M5 and 75 MM Howitzer Motor . **For Sale:** M416 ¼-ton trailer sandblasted and ready for your custom paint. Located near Quakertown, PA., \$850. or best offer. Please call Ron at (267)-377-0069. (3/06)

For Sale: 1987 Humvee loaded with options. NJ title AMG87xxxxx 20k miles, 4 door fiberglass hardtop, radials, high back buckets, winch, louverne brush guard, airdrop bumper, swingaway spare tire & dual fuel can mounts, VIC1 intercom, new glow plugs/controller, manuals, spares, pioneer rack/tools, 3 radio antennas , radio mount, (sorry radios sold) sunvisors, wc mirrors. trans park/led marker/fording kits need to be installed \$35,000 free delivery within 100 miles. Pictures can be seen at <http://solo11.abac.com/zorroab1/VEHICLES/HUMVEE.htm>
Jeff Ciccone 609-641-2594 email humveejeff@yahoo.com (10/05)

For Sale-½ ton trailer racks- front or rear \$25.00 each. Military Fuel Cans-\$10.00.. Alice belt clips- \$0.50 each, P/S magazines \$1.00 each, Hummer Jack & Handle-\$20.00, Complete set of bows & canvas for a M1101 trailer (new in box) \$300.00, Keith Boda-732-297-1751. (10/05)

For Sale-Carpenter's Shop Trailer with lift gate on M105 1-1/2 ton trailer. 15" radial Delta arm saw. Great condition, must see \$3500. Art Swain 201-387-8961 E-mail: aws@mtaofnj.us (8/05)

For Sale -24-volt portable Twiney Generator. Call Brian @ 973-209-0454.

WANTED: M38 rearview mirror, arm and mounting bracket. NOS or Used/take off OK. Also looking for M38 door frame kit (both sides) and side curtain mounting rods for both sides. Call Ed 973-779-6283 (evenings/wknds).

Wanted-Vietnam militaria for re-enactment. We want to educate people on what life was like for soldiers in Vietnam. Items are not for resale. Ed Pavlick, (973)-347-3866, leave message

Wanted-need front or back panel or both for a M416 trailer, need to repair a trailer. contact BIG LOU. Call at 732 761 9317 or EMAIL:topmikepapa@hotmail.com

Military Transport Association Of North Jersey

P.O. Box 393
Budd Lake, NJ 07828



The MTA's Parade Coverage Plan for 2007

Military Transport Association of North Jersey A Chapter of the Military Vehicle Preservation Association

The Military Transport Association of North Jersey is a non-profit organization for people interested in collecting, restoring, displaying, and operating historic military vehicles. Members of the club participate in 15 to 20 parades every year as well as educational events, militaria and truck shows, rallies, trail rides and visits to veteran's homes.

Members also participate in projects such as restoring a jeep for the National Guard Museum, the National Night Out, USMC Toys for Tots campaign, fund raising for the National WWII and Korean War Memorials, Boy Scout projects, and National Guard recruiting campaigns.

Meetings are held on the second Monday of every month at the Whippany American Legion Hall, Legion Place, Whippany, NJ. You can come between 7:00 and 7:30 p.m. to eat pizza, sandwiches and enjoy other refreshments. Beer and wine is available from the Legion Hall. The meeting starts at 8:00 p.m. and is normally over by 9:00 p.m.

Join the MTA now and receive:

- 12 issues of the *Motor Pool Messenger* newsletter.
- FREE classified sales and want ads in the newsletter.
- Notices of parades and events in which you can participate.
- FREE annual picnic and FREE annual pizza party.
- FREE MTA embroidered patch (when you attend an event).

To join the Military Transport Association, send this form (or the same information on a blank sheet of paper) with \$20.00 annual membership dues (\$25.00 for Family Membership) to the address below. Dues are for the calendar year.

Name _____

Address _____

City, State, Zip _____

Telephone (_____) _____

Email _____

Military vehicle(s) owned _____

Mail completed application with \$20.00 annual dues to:

**Military Transport Ass'n of North Jersey
P.O. Box 393
Budd Lake, NJ 07828**