



# MOTOR POOL MESSENGER

the official monthly newsletter of the  
**MILITARY TRANSPORT ASSOCIATION**  
visit us online at [www.MTAofNJ.org](http://www.MTAofNJ.org)

Issue: January 2019

Editor: Dave Steinert



**NOW**



**THEN**

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# On the Cover



WIKIPEDIA  
The Free Encyclopedia

**THEN-** The M29 Weasel was a World War II tracked vehicle, built by Studebaker, designed for operation in snow. The Weasel idea was introduced in 1942, when the First Special Services Force needed

transportation into Norway to knock out strategic power plants. The vehicle needed to move quickly and easily through the winter snows of Norway. It needed to be air transportable and be able to withstand the effects of being dropped by parachute and would also be able to carry arms, explosives and minimal resupply stocks

**NOW-** The IAV (Interim Armored Vehicle) Stryker is a family of eight-wheeled armored fighting vehicles derived from the Canadian LAV III. Stryker vehicles are produced by General Dynamics Land Systems Canada for the United States Army. It has 4-wheel drive (8x4) and can be switched to all-wheel drive (8x8).

**MEETING BEGINS PROMPTLY AT 7:00PM. GET THERE EARLY FOR PIZZA AND OTHER ITALIAN DELICACIES!**



## Military Transport Association

### *The MTA December 6th 2018 Monthly Meeting Minutes*

The meeting was called to order at 7:03pm by President **Al Mellini**\_\_Al led the membership in the Pledge of Allegiance followed by a moment of silence.

It was moved by **Jack White** and seconded by **Tim Farrell** that the minutes of the November meeting as printed in the December newsletter be approved. *Passes unanimously!*

Treasury Report as submitted by **Ginnie McDevitt**:

Military Transport Association, Inc. Summary of Funds Activity For the Month Ending November 30, 2018	
	All Funds
Beginning balance from last month	\$ 49,331.33
Income	2,578.59
Expenditures	<u>(2,166.40)</u>
Closing balance	\$ 49,743.52

### Committee Reports:

**MTA Membership Report:** The membership was honored tonight by the presence of our Membership Chairman, the honorable **Fred Schlesinger**. Rumors of his possible attendance at this month's meeting must have initiated the huge attendance. There were over 30 members sitting on the edge of their seats in anticipation of his report. The room was uncomfortably quiet as Mr. Schlesinger let these words roll off his talented tongue: *"We have members!"* The membership stood in unison and cheered with enthusiasm.

Mr. Schlesinger when on to report that the MTA currently has 140 paid members and approximately 25 life members. Following the *good news, with the bad news* proverb, he went on to announce:

**ALL 2019 MEMBERSHIP DUES ARE REQUESTED BY JANUARY 31<sup>ST</sup> 2019. IF YOU ARE PLANNING ON PAYING AT THE JANUARY MEETING, A PERSONAL CHECK IS PREFERRED. STARTING WITH THE JANUARY NEWSLETTER YOUR ADDRESS LABEL WILL REFLECT YOUR CURRENT MEMBERSHIP STATUS...**

*...with this announcement, the entire membership booed in unison!*

**MTA Newsletter Report::** **Dave Steinert** thanked **Carolyn Hoffman** for taking the November meeting minutes. He went on to say that he is doing some research on an article for future newsletters on **Jack McDevitt's** father, who served as a Beach Master and Photographer for the U.S. Navy during WWII. He was present at many of the battles in the Pacific Theater. *Stay tuned!*

### MTA 2018 Officers and Key Committee Heads

**President- Al Mellini**

Tel: 973-723-2166 email: [albert.mellini@gmail.com](mailto:albert.mellini@gmail.com)

**Vice President- John Sobotka**

Tel: 862-266-6284 email: [jsobotka@hotmail.com](mailto:jsobotka@hotmail.com)

**Recording Secretary- Carolyn Hoffman**

Tel: 862-763-0508 email: [ch2112@gmail.com](mailto: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](mailto:fred@mtaofnj.us)

**Newsletter Editor- Dave Steinert**

Tel: 973-347-9091 email: [dsteinert@mtaofnj.org](mailto:dsteinert@mtaofnj.org)

**Parade Coordinator- Vacant**

Tel: email:

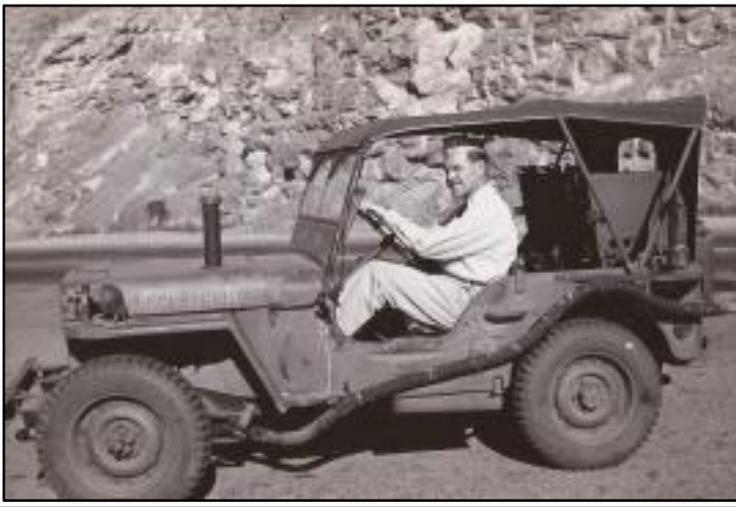
**Swap Meet Chairman- Bill Murphy**

Tel: 973-803-9725 email: [bmurph411@gmail.com](mailto:bmurph411@gmail.com)

**Webmaster- Rudy Garbely**

Tel: 973-800-9251 email: [rgarbely@gmail.com](mailto:rgarbely@gmail.com)

**THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, JANUARY 3RD 2019 AT THE WHIPPANY AMERICAN LEGION, LEGION PLACE, WHIPPANY, NJ.**



**MTA Member Jack McDevitt's father, also named Jack in his Jeep on the island of Iwo Jima during WWII**

**Quartermaster Report:** Gary Schultz reported that we have two MTA Jackets left in inventory and they are for sale at \$50 each (originally sold for over \$100 each). Also, MTA T-shirts are on sale for \$10 dollars each.

Al then proceeded with his usual sales pitch on how great the t-shirts are and how they would make great Christmas presents for family members. Again, hoping that this would generate a *Black Friday* frenzy with members digging into their wallets and purchasing the unwanted inventory...uh, but again that didn't happen!

**Parades:** Al congratulated the club on a tremendous parade season. He is working on the list of members who earned enough parade credits to earn free MTA memberships. He believes there are six members who earned enough credits.

It was mentioned that the town of Cranford was looking for military vehicles to participate in their Memorial Day Parade for next year. Al suggested we add them to our already long list of towns that the MTA participates in and wait to next year to see if we can fulfil Cranford's request.

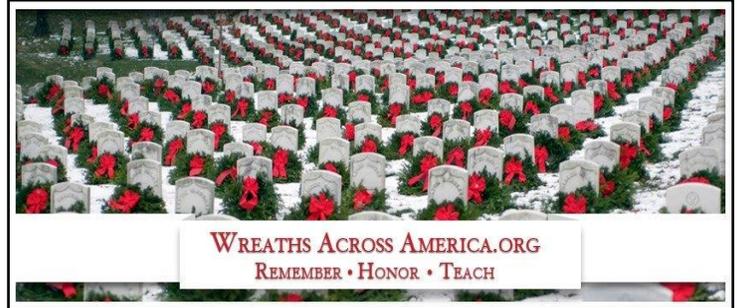
*There was a break in the Committee Reports as Gary Shultz and Dave Steinert gave a presentation commemorating the 100<sup>th</sup> Anniversary of the WWI Armistice. Both Gary and Dave had brought to the meeting some WWI equipment from their personal collections. Each presenter explained the application and the history of the equipment and answered any questions from the membership. The presentation seemed to be well received and Al mentioned he liked to see more members participate in future presentations.*

**Operation Toy Train:** Jack Pellington summarized the previous weekend's Operation Toy Train New York branch excursion. Jack reported that the weather was terrible; it was raining and cool all day. The toy contributions were very good, but about 4,000 toys less than last year's total. Al blamed the lower contributions on the bad weather, saying it was so wet his hot dog rolls got soggy...followed by a sympathetic, but sarcastic awwhhhhh by the membership!

Al also mentioned he was running short on hot dogs for the upcoming weekend's Operation Toy Train New Jersey excursion and needed a motion for an additional \$100 to buy more. A motion was initiated by Dennis Dutcher and

seconded by Pat Dolan...who both love hot dogs...approved unanimously!

**2019 Swap Meet:** Al and Fred Schlesinger recently visited the Sussex Fairgrounds to measure the buildings for dealer spaces. They measured the Poultry building to better accommodate the dealers this year. So far, everything is on course for the April 2019 show.



**Donations:** Andy Salzano (who was still looking for his gavel and didn't make to the meeting) proposed to Al, a donation to a charity that he researched called *Wreaths across America*. This organization puts Christmas wreaths on the cemetery headstones of veterans across the country. Donations are \$15 per wreath. Initially Andy suggested a donation for fifteen wreaths for a total donation of \$225. There was a short discussion with a suggestion to double the donation for 30 wreaths for a donation of \$450. A motion was made by Jim Mescher and seconded by Jack White. Approved unanimously!

At the last meeting Pete Diamandopoulos had suggested the MTA donate to the USO. It was suggested he investigate to see if there were any New Jersey Chapters of the USO so that the club donation could be more beneficial locally than nationally. Pete reported back that there are two New Jersey Chapters of the USO that the club could donate to.



There was a suggestion that the MTA donate \$250 to each Chapter which would make a total of \$500. The majority of the membership seemed to agree with that suggestion. So, Frank Shane made a motion for the MTA to donate \$250 to each Chapter of the USO and Nick Kapotes seconded the motion. Approved unanimously!

Art Swain questioned Al on whether the \$5000 budget allocated by the MTA for donations to charities was based on the calendar year or the parade year. Al's answer was the calendar year.

**For the Good of the Club:** As per the article in last month's newsletter, John Traflet talked about the experience he and Chris Tamburro had with a lecture and presentation at a local Cub Scout Pack meeting. John expressed his opinion that the Cub Scouts seemed to be very receptive to his talk and really enjoyed being 'up close and personal' to Chris'

deuce. Al reinforced the experience with...*"This is what the MTA is all about!"*



This discussion was a continuation from last month's meeting based on **Jack McDevitt's** concern with a few MTA members doing movie shoots and being paid directly from a studio or an agency and not contributing 10% of their earnings to the MTA.

Al began the discussion with informing the membership that the policy of a member donating 10% of their earnings from renting their military vehicles to a movie or TV studio started quite a few years ago, when **Jack McDevitt** (who works in New York City and has contacts with TV and movie studios) volunteered to coordinate these requests. The stipulation was that members must donate 10% of their earnings to the club as gratitude for the connection the club provided. At the time, there was never any policy written 'in stone' or added to the MTA By-Laws explaining this process.

Jack informed the membership that an estimated \$8000 has been donated to the club through movie and TV shoots over the years leading up to the end of 2017.

**Chris Mee**, a MTA member living in Greenwood Lake, NY was at the meeting and expressed his disappointment in being accused as one of the members of the club not willing to contribute 10% of his earnings to the club. Chris explained he owns a LLC business and has a few military vehicles that he rents for many different events besides TV and Movie shoots. He told the membership that he has made many contacts over the last couple of years and not all of them were through the MTA.



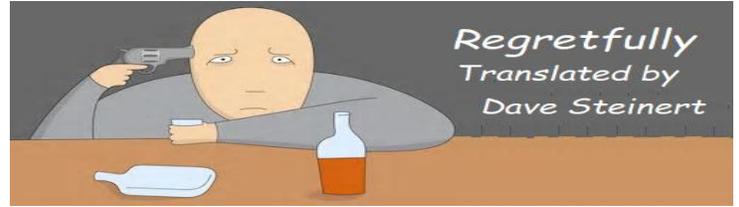
Chris is very willing to work with the MTA and has created a Portal website and is offering members who want to rent their vehicles to post pictures of their vehicles on his website with no cost to the members or the club. He said he would contribute appropriate donations to the MTA and kindly asked the MTA to put their military vehicle renting policy in writing. *Chris gave Al a check at the meeting for his 10% payment.*

The discussion then went on a tangent with members questioning the insurance liability on those members who bypass the club when renting their vehicles to TV and movie studios...and tax ramifications...*at this point the Recording Secretary was drifting in and out of a coma!*

Al finally spared the membership of another 2 or 3 hours of discussion by proposing that we table the decision on this subject until the next meeting where he will present an attempted draft of what the movie rental policy should be.

At this point, **Tim Farrell** pleaded for a motion to adjourn the meeting... **Jim Mescher** seconded the motion...*and the membership screamed in unison...AMEN!*

Meeting was adjourned at 8:59:59PM



## The Goal is to Double the Membership in 2019!

To accomplish this goal we need every member to recruit a new member, or to give a gift membership to a friend or relative.

To make membership more attractive, the Board decided that from now through 1 January 2019 the dues for new or returning members will be reduced by \$5.00!

Active members renewing on or before their due date already receive a \$5.00 discount, and until 1/1/2019 EVERYONE does!

This offer is only valid on Regular U.S., Canadian and Overseas memberships. *Electronic memberships are excluded.*

A personalized gift card will be included with all gift memberships.

Recruiting and gift giving members receive \$5.00 in MVPPA bucks for each new member, so its a win-win situation!

ALSO in 2019 all active MVPPA members are welcome to attend the York, PA convention with no registration fee charged! *Proof of membership will be required.*

REGULAR MEMBERSHIPS - All included in the above offer:		OUTREACH MEMBERSHIP:
<input type="checkbox"/> U.S. Second Class Postage - <del>\$60.00</del>	<input type="checkbox"/> Overseas Air Mail - <del>\$70.00</del>	<input type="checkbox"/> To Organization
<input type="checkbox"/> U.S. First Class Postage - <del>\$70.00</del> \$45	<input type="checkbox"/> Canada Air Mail - <del>\$60.00</del> \$55	or School - <del>\$60.00</del> \$45
<b>\$5.00 discount not valid after 1 Jan 2019</b>		

Gift from or Recruited by: \_\_\_\_\_ MVPPA Number: \_\_\_\_\_

Name of recipient: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone \_\_\_\_\_ E-mail Address \_\_\_\_\_

16 Digit Credit Card #: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Exp. date \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Signature \_\_\_\_\_

Mail application with a check or money order in U.S. funds to: MVPPA, PO Box 520378, Independence, MO 64052  
 Call HQ to use a Visa, MasterCard or Discover at (816) 833-MVPA (6872) or (800) 365-5798  
*Gift memberships are not available online, please, contact MVPPA-HQ*

### President's Holiday Message

Dear Members,

*It's hard to believe that I have been president now for one year. I think you will all agree, it's been a good year. We are financially sound, parade enthusiasm is back, vehicles in movies is clicking, we helped collect 22,000 toys and the Swap Meet was a winner!!! I thank all the member volunteers who contributed to the events. So from the bottom of my heart*

I wish all of you a wonderful holiday and a prosperous new year. I love this Club and "keep 'em rolling". Al

Albert Mellini  
President

## COLLECTOR'S

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### COLLECTORS, COLLECTIONS, AND COLLECTING

By Harold 'The Ole Geezer' Ratzburg

Welcome to the world of collecting, where irrationality reigns supreme.

Why would anyone collect what they collect? What makes us do it? It could be said that collecting is, itself, an irrational act. Why would any rational person want to have a bunch of stamps sitting around that will never be used? Why a green OD truck or trucks that are used mostly for driving in parades or to shows of similar vehicles. Coins that will never be spent, guns that are only to be looked at and caressed, never fired, and musty old things that would even fall apart if you handled them too much.

I will not attempt to defend collecting. It needs no defense. Collecting is not going to go away even though some feel that the era of the collector may be passing. But for now, the hobby, ---or habit, or lifestyle, or compulsion, or anthology, or sacred mission---of collecting something, anything, is very much alive. If you can think of it, someone, somewhere, has a lot of it and is always looking for more. I am convinced that somewhere out there, there is a person who has a collection of garbage cans.

But why? Why do people collect things, things that command much more than their fair share of space (think big trucks or even little jeeps or bikes), time, and money? That is a question that has both no answer and too many answers to count. Maybe there is in us a "collecting gene" from a family where everyone or maybe only Great Grandpa collected something. Maybe it dates way back in history as part of the ancient instinct, as hunter-gatherers, to hunt and gather stuff. That would mean that at least we came by our obsessions honestly and at the very least, we can't help ourselves.



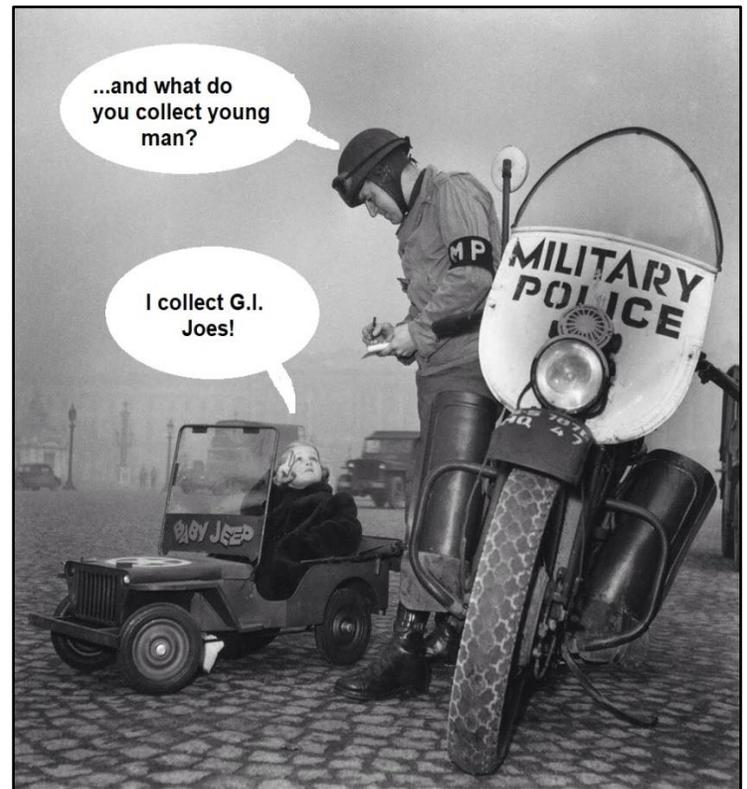
COLLECTING  
TOY  
SOLDIERS?

As something else to think about, how about this? Collectors may be an aging and dying breed. Could be that young folks these days are too preoccupied with technology to chase after low tech, non-interactive things like old jeeps, stamps, toy trains etc.. A study by a marketing firm (yeah, they actually studied this) discovered that "of the estimated 37 million Americans who identifies themselves as collectors in

2000, just 11% were under the age of 36" and "most were over 50." What this means is that our stuff that we collect is less likely to be preserved and cherished by future generations and it may just end up being dumped on an ever-shrinking market, or God forbid, in a dumpster when the kids clean out our attics.

But of course, they may be wrong. Other people in the know say that collecting is as popular as ever---even if certain items sometimes go in and out of vogue.

How about the guy that maintains that he is not a collector, he claims that he is just the opposite of a collector? If he had an old family heirloom and took it to the "Antiques Roadshow" and somebody offered him \$5000 for it, he would sell it on the spot. I guess there are people like that. But when you question others that claim not to be collectors, you might find that indeed they are. One definition of a collector is that if you have more than three of any one item, you are a collector. So if a friend of yours, for instance, has a lot of pewter picture frames around the house, he may claim that he is not a collector, he just likes the way they look. My call is that he is indeed a collector even if he won't admit to it.

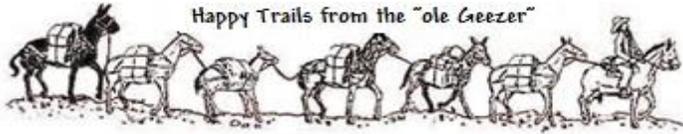


The point is that we don't really know how many people in our midst are collectors of something or other. Go to any flea market or rally or collector show of any kind, and you will see the place teeming with collectors, hunter gatherers, accumulators, scavengers, fanatics, pack rats, obsessives, and of course, the people with them who love and/or tolerate them. Lucky is the guy whose wife or significant other has similar interests. In my case, my little Frau and I are partners in the collection hobby. I search for, find and buy all kinds of stuff that I think might be good for resale, and my Little Woman just loves to set up tables at Military Vehicle Rallies and gun shows and sell the stuff. Do we make any money at it? Of course we do, but it certainly is not anywhere near enough to make a mortgage payment or

take a vacation on the profits. We both do it as a hobby, for the love of it.

That you see is the real reason that people collect things and/or pursue a hobby, because they love it. It doesn't matter why, or if they even know why. It doesn't matter if these things are obsolete or ungainly or ugly, (think big green Army trucks again) that they cost far too much and take up a ridiculous amount of space and serve absolutely no practical purpose whatsoever.

**IN COLLECTING, IRRATIONALITY REIGNS SUPREME!**



**The U.S. Cavalry in WWII**  
By Dave Steinert

When World War II appeared on the horizon in 1939, the U.S. Cavalry was still a force of horse mounted soldiers as essentially it had been since the Revolutionary War. But in a very short period of time, the cavalry branch lost its horses and nearly its mission. To restore their role and pride, the once proud cavalymen had to leap off their horses and mount steeds of steel on the now mechanized battlefields of the world.

The new mechanized cavalymen scouted and fought in tanks, armored cars, and jeeps; battled on and from the sea in tracked amphibians; stormed beaches from landing craft; slipped ashore in rubber rafts from submarines; climbed mountains; battled hand-to-hand on foot like any GI; and even occasionally rode horses.

Some of the military vehicles used by the mechanized cavalry units during WWII were altered and modified with equipment for cavalry warfare. Here are some examples that shows how "Yankee ingenuity" enhanced the mobility and operation of standardized military vehicles for cavalry use:



There were 62 Bantam 40 BRCs built with four-wheel steering as requested by the US Cavalry (photo above). Sadly, the company never again produced vehicles. Having been first to suggest and build a 'jeep', Bantam was made to share their plans with competitors then lost out in securing

any work under contracts for the universal jeep and spent the rest of the war building trailers, aircraft parts and torpedo motors.

The WWII cavalry reconnaissance troops and squadrons used by the US Army served as advance "eyes and ears." This mission demanded an emphasis on speed and agility, rather than firepower and armor. When on the march, the cavalry's mission was to make contact with enemy forces at the earliest practical moment and maintain it thereafter. In this role, the recon troops identified hostile units and reported their strength, composition, disposition and movement. During withdrawals, the cavalry often served as a screening force for the main units.



The M8 Light Armored Car (photo above) performed this function with distinction. Each M8 armored car was equipped with a long-range radio set to assist in the exercise of command, or for the purpose of relaying information received from subordinate elements to higher headquarters. Another short-range radio set served to communicate within a cavalry reconnaissance platoon, reconnaissance team, or with headquarters. The M8 weighed 17,400 lb (7,900 kg) fully loaded with equipment and crew, and was capable of cruising 100–200 mi (160–320 km) cross country or 200–400 mi (320–640 km) on highways without refueling. On normal roads, it was capable of a sustained speed of 55 mph (89 km/h), hence its nickname Greyhound.



The M3 Scout Car (photo above) was an armored car in U.S. service during World War II. It was also known as the White Scout Car, after its manufacturer, the White Motor

Company. It was used in various roles, including patrol, scouting, command vehicle, ambulance and gun tractor.

Design of the vehicle began at the White Motor Company, based in Cleveland, in 1937. It had .25 in face-hardened armor, full-time four-wheel drive (with no way to disengage it), four-speed manual constant-mesh (non-synchromesh) transmission (with one reverse gear) and two-speed transfer case, leaf spring suspension, manual steering and vacuum-assisted (power) brakes. The wheelbase was 131", tread 65.25". The wheels were 8.5" wide, 20" diameter, and used standard 12-ply military non-directional tires. Fuel capacity was 30 US gal.

The original order was for 64 units, all of which were given to the 7th Cavalry Brigade. Eventually, the Army decided to adopt an improved version, designated M3A1. The new version had a longer and wider hull. In front of the bumper, an "unditching" roller was mounted. The M3A1 could carry up to seven infantry and provide fire support with three machine guns - one .50 caliber and two .30 caliber - mounted on a skate rail around the hull.

Going forward the cavalry would never be the same, but the importance and the mission would always remain as it was.

### The Last U.S. Cavalry Charge on Horses

On the morning of January 16, 1942, a 27-man force swung west and cautiously approached a seemingly deserted Philippine village on the Bataan Peninsula -- a small village composed of grass huts suspended on stilts. At the village outskirts, the force was reorganized into squads and a four-man point unit was ordered to lead them in on horseback. The Japanese troops outnumbered the cavalymen and they knew that launching a cavalry attack (something the US Army hadn't attempted in 50 years) was the U.S. troops' only option.



At the shout of "CHARGE!" the troops galloped in, firing their pistols and smashed into the surprised Japanese soldiers. Only three U.S. troops were wounded that day, and the cavalry was able to hold off the Japanese until reinforcements arrived.

The horses did not fare as well. In March of 1942, troop rations started running low and food for the animals was near to gone. As a result, all horses were ordered to be slaughtered for food, turning them from heroes in their own

right to sustenance for surviving soldiers; a tragic conclusion to horse-mounted warfare.



## CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at [dsteinert@mtaofnj.org](mailto:dsteinert@mtaofnj.org) or call 973-347-9091.

**For Sale:** I have some good condition seat parts left over from a recent upgrade to my Willys CJ. Here is a web page link with some images.

[http://www.gmwgaragesale.com/parts\\_for\\_sale\\_files/garage/index.html](http://www.gmwgaragesale.com/parts_for_sale_files/garage/index.html)

For Sale, \$25.00 For each set. Please help me make room in the garage. George Wagner. Nine-Seven-Three-927-7616.

**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:** 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](mailto:mckelvey@lhry.org)

**Wanted :** Rims for a Ford F250 16" x 6" 8-Lug (6.6") Bolt Pattern Rim. Call Bob @ 201-226-9289

# Military Transport Association

P.O. Box 393  
Budd Lake, NJ 07828

The next MTA monthly meeting  
will be held on **Thursday, January 3rd**  
**7:00PM** at the Whippany American  
Legion Hall, Legion Place, Whppany.

They Shot  
Horses didn't  
They?



The WWII Cavalry following the  
protocol of the old horse cavalry

**NOTE: MTA MEMBERSHIP DUES  
ARE REQUESTED  
BY JANUARY 31<sup>st</sup> 2019**

## **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!

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](http://www.mtaofnj.org)

\*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.