



MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION

visit us online at www.MTAofNJ.org

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Editor: Dave Steinert



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GERMAN DAIMLER/KRUPP 7.7-CM SELF-PROPELLED ANTI-AIRCRAFT GUN
Probably France, later 1917



THEN- The M15 half-track, officially designated M15 Combination Gun Motor Carriage, was a self-propelled anti-aircraft gun on a M3 half-track chassis used by the U.S. Army during WWII.

The M15 evolved from the T28 project, an outgrowth of a 37 millimeter (1.5 in) gun mounted on an M2 half-track. Initially designated as the T28E1 Combination Gun Motor Carriage (CGMC), it was accepted into service in 1943 as the M15. While conceived as an anti-aircraft weapon, its 37 mm gun was often used as an infantry support weapon during the later stages of WWII. The M15A1 was an improved variant with air-cooled machine guns mounted below the 37 mm gun. The M15 "Special" was an M15 armed with a single Bofors 40 mm gun.

The M15 half-track was equipped with one M1 automatic 37 millimeter (1.5 in) gun and two water-cooled .50 caliber M2 Browning heavy machine guns. The M15 was based on the M3 half-track chassis, it was produced by the White Motor Company and Autocar between July 1942 and February 1944, and served alongside the M16 Multiple Gun Motor Carriage.

During WWII, the M15 half-track vehicle served the U.S. Army in the Mediterranean, European, and Pacific theaters of operations. In the Korean War, the M15 served alongside the M16 providing infantry support.

NOW- The Avenger Air Defense System, designated AN/TWQ-1 under the Joint Electronics Type Designation System, is an American self-propelled surface-to-air missile system which provides a platform of mobile, short-range air defense protection for ground units against cruise missiles, unmanned aerial vehicles, low-flying fixed-wing aircraft, and helicopters.

The Avenger was originally developed for the United States Armed Forces and is currently used

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by the U.S. Army. The Avenger system was also used by the U.S. Marine Corps.

Two variants were designed based on the Humvee chassis: M998 HMMWV Avenger and M1097 Heavy HMMWV Avenger.

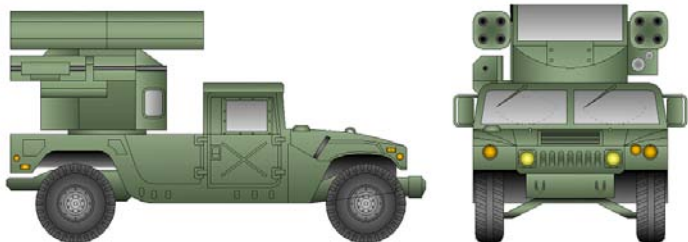
The first operational deployment of the system occurred during the buildup for the Persian Gulf War. With the success of this deployment, the U.S. Army signed an additional contract for another 679 vehicles, bringing the total order to 1,004 units.



The Avenger AN/TWQ-1 weapons consist of 4/8 ready-to-fire FIM-92 Stinger missiles and 1 M3P machine gun built by FN Herstal, a variant of the Browning AN/M3 developed for aviation use during WWII. It is a .50 caliber machine gun with an electronic trigger that can be fired from both the remote control unit (RCU) located in the driver's cab, and from the hand station located in the Avenger turret. It has a 950 to 1200 rounds per minute firing rate. Loads one box of 200-250 rounds at a time

THE NEXT MTA MEETING WILL BE THURSDAY, JANUARY 2ND 2020 AT THE WHIPPANY AMERICAN LEGION, LEGION PLACE, WHIPPANY, NJ. MEETING BEGINS PROMPTLY AT 7:00PM. GET THERE EARLY FOR PIZZA AND OTHER ITALIAN DELICACIES!

Avenger AN/TWQ-1



Military Transport Association

The MTA December 5th 2019 Monthly Meeting Minutes

The meeting was called to order at about 7:00PM by MTA President **Al Mellini** followed by The Pledge of Allegiance followed by a moment of silence.

Approval of Minutes for November – Approval of the minutes made by **Dennis Dutcher** and seconded by **Dennis Vecchiarelli**. *Passes unanimously.*

Treasurer’s Report: As reported by Al:

Military Transport Association, Inc. Summary of Funds Activity For the Month Ending November 30, 2019	
	All Funds
Beginning balance from last month	\$ 57,392.04
Income	603.75
Expenditures	<u>(1,739.57)</u>
Closing balance	\$ 56,256.22

Donations: A donation request to *Wreaths Across America* submitted by **Andrew Salzano**, voted on in November meeting to donate \$1500. No discussion. Motion to approve by **Dennis Dutcher**, seconded by **Ben Cave**. This donation will buy 100 wreaths for soldiers’ graves. *Motion passes unanimously!*

In September we made a donation of \$1500 to *Tunnels to Towers*. We received a letter of thank you in the mail.

New donation request from **John Sobotka**: Sgt. Peer with the National Guard from Dover Armory reached out for a donation for their annual family holiday party. The Armory supported the Club’s Swap Meet for several years. Sgt. Fred Conklin would also like to invite us up to the flight facility at Pocatiny Arsenal this spring. Motion to donate \$500 made by **Jim Mescher** and was seconded by **Frank Shane**. *Passes unanimously!*

Al reports that in 2018 the MTA contributed \$3332 in donations. In 2019, including the above, we have made \$11,448 in donations! New budget will begin in January.

Events: **Al reminded the club that memberships are up for renewal now**, please send dues by the end of January. Al reports that members that attended 5 or more events in 2019

get free 2020 dues, but Al also says you can still pay your dues to support the Club. **Jim Mescher** agrees that you can still pay if you want to! The list below are those members that qualified for free membership dues

- Dave Ahl 5
- Jeff Bennett 7
- Al Burghardt 8
- Mark Burghardt 8
- Pat Dolan 8
- Nick Kapotes 5 (*only member with a WWII plane*)
- Ken LeSoine 8
- The President 8 (*paying anyway*)
- Nick Morello 8
- Andy Salzano 8
- Gary Schultz 9 (*close to winning a bomber jacket*)
- Frank "WarDogs" Shane 10 (*the winner of the jacket*)
- Jack Shuart 6
- John Sobotka 9 (*officers have to pay anyway*)
- Art Swain 6
- Tim and Jean Swanick 6
- Chris Tamburro 6
- Dennis Vecchiarelli 5 (*just made it*)
- Terry Weaver 5

For the year of 2019 the MTA had a total of 198 vehicles at various events.

Results of 2019 MTA Election: **Albert Mellini** as President, **John Sobotka** as VP, **Anita Roberts** takes over as Secretary and **Ginnie McDevitt** remains as Treasurer. **Fred Schlesinger** mentions that the Club thanks **Carolyn Hoffman** for her multiple terms as Secretary! Thank you Carolyn!

Discussion on Swap Meet Food: Wrap up from **Anita Robert’s** research on Food Trucks at Swap Meet– She contacted 64 vendors and sent a letter and contract to each one. 25 showed interest but never sent the deposit. Two finally responded, Kona Ice and a hot dog cart. Al would still like to get a dessert truck if possible (Zeppolis or Cupcakes, etc.) Al has met with the Newton Rotary who has their own kitchen on site, their menu and prices are good, and they are available 6 am through dinnertime. They still need to work through feeding crew, vets, etc. The Rotary donates all of the profits to NJ non-profit organizations. Club will figure out taking care of the volunteers who spend days setting up. Accordingly, the Food Committee has terminated discussions with food trucks and will sole source the food services to the Rotary.

Swap Meet Vendors: Table Sales start January 1st 2020. Grandstands will be filled by **Andy Sternick**, Fred will offer the vendors who were there in the past other spaces not previously sold. Fred will also let them know that we are not holding a vendor dinner. With those savings we should be able to take care of the overnight volunteers. Business cards for Show are available at each meeting.

Veterans Community Project: The MTA purchased a brick in honor of **Jack Bennett** as a donation. This organization builds small houses for homeless vets. Photos of brick were circulated at meeting.

Toys for Tots, Operation Toy Train: **Jack Pellington** reports that over both weekends and mop-up collections, we collected 20,815 toys, bikes, scooters and trikes. Grand total so far has

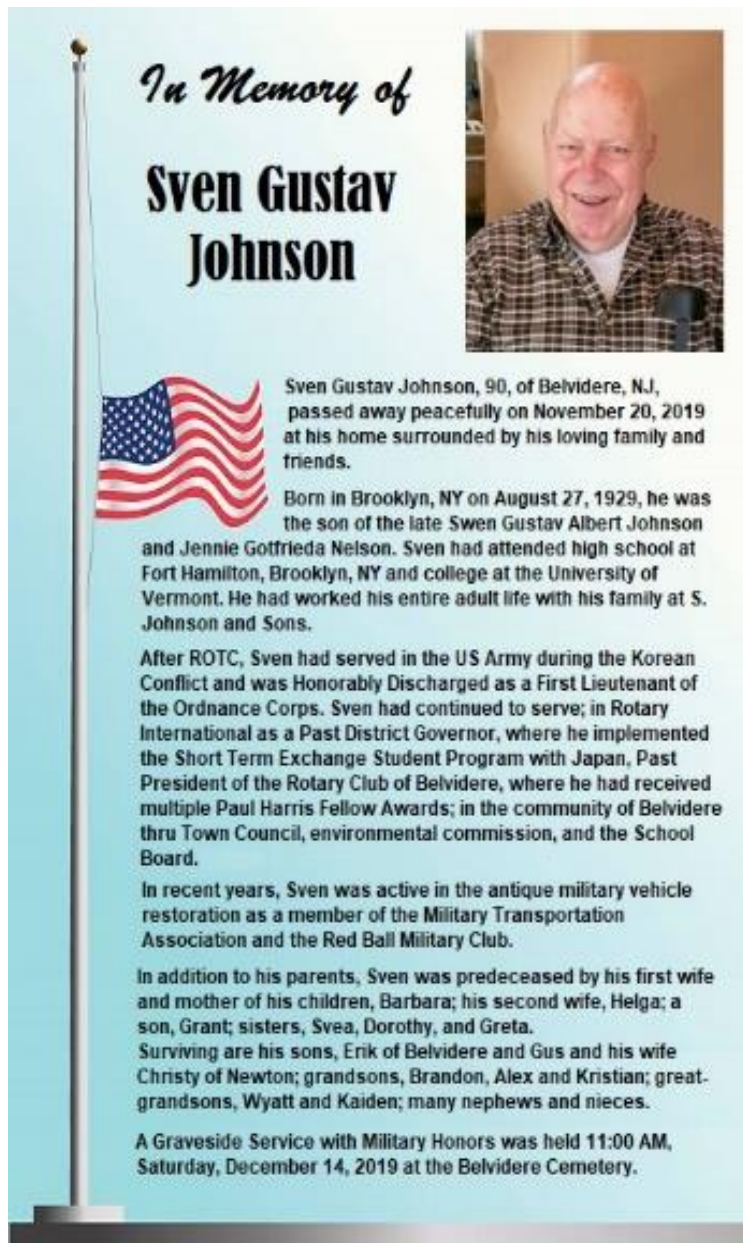
now exceeded 200,000 toys!! John echoes Jack's sentiments in thanking everyone who volunteers or comes out to the train. Thank you to the officers and members of the MTA for their support over the last years.

Presentation: Frank Shane gave presentation and short video on the *War Dogs* organization. The presentation was well received by the attending membership. *Thank you Frank!*


Motion to Adjourn made by **Dennis Dutcher**, seconded by **John Traflet**.

*Respectfully submitted by
Carolyn Hoffman*

As was mentioned in the December issue of the *Motor Pool Messenger*, the MTA had just received word that sadly a close friend and a longtime member of the MTA had just passed away...**Sven Johnson**.



In Memory of
Sven Gustav Johnson



Sven Gustav Johnson, 90, of Belvidere, N.J., passed away peacefully on November 20, 2019 at his home surrounded by his loving family and friends.

Born in Brooklyn, NY on August 27, 1929, he was the son of the late Swen Gustav Albert Johnson and Jennie Gottfrieda Nelson. Sven had attended high school at Fort Hamilton, Brooklyn, NY and college at the University of Vermont. He had worked his entire adult life with his family at S. Johnson and Sons.

After ROTC, Sven had served in the US Army during the Korean Conflict and was Honorably Discharged as a First Lieutenant of the Ordnance Corps. Sven had continued to serve; in Rotary International as a Past District Governor, where he implemented the Short Term Exchange Student Program with Japan, Past President of the Rotary Club of Belvidere, where he had received multiple Paul Harris Fellow Awards; in the community of Belvidere thru Town Council, environmental commission, and the School Board.

In recent years, Sven was active in the antique military vehicle restoration as a member of the Military Transportation Association and the Red Ball Military Club.

In addition to his parents, Sven was predeceased by his first wife and mother of his children, Barbara; his second wife, Helga; a son, Grant; sisters, Svea, Dorothy, and Greta. Surviving are his sons, Erik of Belvidere and Gus and his wife Christy of Newton; grandsons, Brandon, Alex and Kristian; great-grandsons, Wyatt and Kaiden; many nephews and nieces.

A Graveside Service with Military Honors was held 11:00 AM, Saturday, December 14, 2019 at the Belvidere Cemetery.

Most members of the MTA know Sven and his family hosted our annual August Picnic on their large piece of

property in Green Township. Over the years, the picnic at Sven's has been the highlight of the Club's event calendar. *We all looked forward to Sven's Picnic!*

The property at Sven's provided an opportunity for members to bring their military vehicles along with family and friends and give them the experience of riding in historic vehicles on the challenging trails that at times presented more thrills than any roller coaster ride you might find at a local amusement park.

Sven and his late wife, Helga were gracious hosts and Sven will always be remembered for his hours spent before and during the picnic meticulously tending to the rows of chicken breasts on one of the biggest barbecue grills this side of the Mississippi River.

But most of all the picnic provided a friendly atmosphere amongst those who share a common interest where knowledge could be shared, new friendships be made and comradery was enjoyed.

For this we thank the Johnson Family and our deepest condolences from the MTA are sincerely expressed.

Thank you Sven!..Thank you Helga!...may you both rest in peace!

COLLECTOR'S CORNER

An Update on the Bantam Jeep in a Shed Story

By Harold Ratzburg (the 'Ole Geezer')
and Dave Steinert

Way back in the September 2013 issue of the *Motor Pool Messenger*, I wrote an article called, "A Bantam Jeep in a Shed". Here is an abbreviated version of the original story with an update to the story:

Yes, there really is a tired old Bantam Jeep, sitting in a shed in the back yard of a residence in North Jersey, waiting to be brought back to life. The story behind this very rare military vehicle goes like this: Way back in MV history, like about forty plus years ago, there was a group of MV enthusiasts in North Jersey, including "the Ole Geezer" writing this story.

One of the members of this group was Peter "Pete" Shaw of Florham Park, NJ, and about four others who got to know about each other through word of mouth from local MV dealers, like Sarafan, of Spring Valley NY. Eventually, we got to the point of thinking, "why don't we form a Military Vehicle Collectors Club" so that we could get together and share stories and expertise about military vehicles. And so it came to pass that on a rainy November night in 1972, under the leadership of Dennis Spence, this "Ole Geezer", Pete Shaw and Ted Bromage sat down and laid out the by-laws of the first Military Vehicle Collectors club east of the Mississippi, now known as the MTA. At that time, most all of our group had Jeeps and other small vehicles. Pete Shaw had a really nice Willys WWII Jeep with a front bumper mounted capstan winch. He worked for his brother full time fixing small engines and lawn mowers.

Pete eventually went into business for himself in his garage behind his house and later by the purchase of a local garage business in 1977. There he worked on MVs and other FWD vehicles, and always kept an eye open for any good deals

that might come his way. Through an old friend, he heard about a funny looking jeep up in Buffalo, NY that was for sale for \$150.00, (a NOT insignificant sum back in those days), and Pete and his father drove up to Buffalo and hauled it home. *It was the Bantam!*



When he bought it, it was missing the dash instruments but Pete was able to find replacements for them quite easily back then. The Bantam had its original bucket seats, grill, bumperettes, and windshield frame and overall, it was in very good condition, considering its age and rarity. After all, it was one of only 1500 built for the US Army for testing purposes in 1941 and not many had survived to go on the civilian market. Pete was still in the process of establishing a new business when he made the purchase, so when he got it home, it went in his 'time capsule', a shed in his back yard where it waited for Pete to have the time for some TLC to restore the Bantam back to life.

In 2013, when I was preparing to write the story for the *Motor Pool Messenger*, I contacted Pete to write the story of his Bantam. When he opened the shed, he found that a large family of raccoons had occupied the shed along with the Bantam, but since there were only metal parts, no canvas or anything edible on the Bantam, it was not a big problem except for cleaning the raccoon doo-doo from the shed. Pete was still busy running his business so the restoration of the Bantam was on hold until he retired or had more time to play with it. \



After forty-one years and now retired (somewhat), Pete has removed his 1941 Bantam Jeep from its Time Capsule (the shed behind his house) and he has begun working on its restoration. The engine and transmission for the Bantam have been completely rebuilt and are ready to be dropped into the frame and body. Pete also has the gauges, canvas and wiring harness ready for installation.

Last year, Pete shipped the Bantam body, chassis and frame out to Montana, where former MVPA President Dave Welch now retired and lives, to professionally restore the body

and frame to its original configuration. This past October, Pete drove out to Montana to personally trailer his restored Bantam body and frame back to New Jersey. Pete is hoping to have the Bantam restored and running by the 2020 MTA Swap Meet in April. When finished, Pete's Bantam will be one of eight that are known to currently exist and estimated with a value of near \$100,000.



Pete Shaw and his 1941 Bantam




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 MVPA bucks for each new member, so its a win-win situation!

ALSO in 2019 all active MVPA 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:

<input type="checkbox"/> U.S. Second Class Postage - \$46.00 \$45	<input type="checkbox"/> Overseas Air Mail - \$70.00 \$65	OUTREACH MEMBERSHIP:
<input type="checkbox"/> U.S. First Class Postage - \$76.00 \$79	<input type="checkbox"/> Canada Air Mail - \$66.00 \$55	<input type="checkbox"/> To Organization or School - \$66.00 \$45

\$5.00 discount not valid after 1 Jan 2019

Gift from or Recruited by: _____ MVPA Number: _____

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Mail application with a check or money order in U.S. funds to: MVPA, 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 MVPA-HQ

“The God of Death Has Come:” Amtracs in the Assault, 1944-1945 Part III

Written by Jim Swanick

Tarawa was the first step of the “Central Pacific Drive,” in which American naval and amphibious forces drove across the Central Pacific to the Western Pacific, seizing several important bases in the process. The invasion of the Marshall Islands in February of 1944 provided an excellent arena to test the improvements made to amphibious doctrine following Tarawa, and pitted the 4th Marine Division and Army’s 7th Division against the outer ring of Japan’s defenses in the Pacific. Despite a lack of fortification and effective resistance on the part of the Japanese and the application of lessons learned at Tarawa, the 4th Marine Division, which seized the twin islands of Roi and Namur in the north of Kwajalein Atoll, experienced serious difficulty in simply getting ashore; both the assault troops and the amtrac crews, as well as the naval amphibious forces disembarking them, were green, and had not had time to rehearse. As a result, dozens of LVT’s ran out of fuel and sank on the day prior to the landing during preliminary operations, which delayed the landing the following day. In the southern part of the atoll the 7th Division stormed ashore on Kwajalein proper; their assault went much better. Working with veteran amphibious sailors they pioneered the use of islets and LST’s as amtrac service stations and motor pools, an innovation that immediately became policy. Both landings made use of LVT(A)1’s; these either preceded the first wave or were integrated into it, and provided suppressing fire as the assault troops neared the beach. Once ashore they were used to support the infantry. Three weeks after the seizure of Kwajalein a composite Army-Marine force captured Eniwetok Atoll in the western Marshalls, ending organized resistance in the island chain.



The lessons learned during the invasion of the Marshalls included recognizing the importance of proper training and adequate rehearsal for all assault elements as well as the need for reliable communications. Following Tarawa radios had been installed in the LVT’s; these became swamped in the Marshalls, and as a result amtrac crews and amphibious sailors were taught semaphore. The amtrac battalions reorganized themselves in order to improve their ability to exercise effective command and control, and to improve the lifetime of their machines modified older model LVT’s into recovery vehicles.

Four months after the Marshalls were secured V Amphibious Corps swept into the Marianas, landing the 2d and 4th

Marine Divisions on Saipan. *Eight thousand* Marines were placed onto the beaches by 599 LVT’s in the first half hour, supported by 120 armored amphibians. All but twenty reached shore in the face of heavy fire, of which only twelve fell to enemy fire. Casualties among the initial assault echelon during the ship-to-shore movement numbered only 204; this was the ultimate vindication of the effectiveness of the amtrac in the assault. Not everything went so smoothly, however. Casualties along the corps front were heavy after reaching shore, and most of the tanks involved in the assault were lost to foundering or enemy fire. This forced the armored amphibians to assume the role of conventional armor, in which they were found wanting due to their fragility. Despite this however by the end of the day the Marines were firmly ashore, and for the next ten days the cargo amtracs would perform exemplary duty in keeping the advance moving over rough terrain. The island was secured in mid-July after a hard fight against well-prepared Japanese defenses and was followed by the successful seizures of Guam and Tinian, thus securing the Marianas and piercing the inner ring of Japan’s defenses.



The fall of the Marianas marked the end of the Central Pacific Drive; it had taken only nine months for American forces to rampage through three island chains, seizing four atolls and three islands in division- or corps-scale assaults. Now the Pacific War began to take on a new character. In September 1944 Marines of the 1st Marine Division stormed Peleliu in support of MacArthur’s drive into the Philippines, running into the teeth of a tenacious Japanese defense anchored in coral ridges that they didn’t know were there. Though many Japanese emplacements in front of the assault beaches were neutralized by naval gunfire, several positioned off to the flanks (and elevated) were left untouched. As a result, the defenders were able to deliver a heavy and constant stream of machine gun and anti-boat fire into the assault waves and down the length of the beach; unlike prior assault landings, where material losses began mounting *after* hitting the beach, at Peleliu the amtracs began taking casualties as they climbed the reef. This attrition continued as the tractors drove on, and soon there was a plethora of burning LVT’s littering the beaches. Losses continued to mount over the course of the day, to such an extent that the division reserve could not be landed for lack of tractors.

Assault unit commanders at Peleliu estimated that up to 60 amtracs, 20% of those involved, were knocked out on D-Day, with 26 completely destroyed. These losses undoubtedly would have been heavier had LVT’s not been employed in leading Sherman tanks ashore by probing ahead for deep water. This maneuver proved extremely effective; unlike at Saipan all but

three tanks (lost to enemy fire) made it ashore, allowing for substantial armored support to become available within the first half hour of the assault. Three LVT's also provided able service as test platforms for the Navy Mark I flamethrower, a new weapon capable of delivering a 150-yard stream of napalm for up to 80 seconds. The flamethrower proved an excellent weapon, and was later installed to great effect on the M4 Sherman.



The assault on Peleliu

The assault on Peleliu, though savage, was ultimately a sideshow to MacArthur's return to the Philippines. During this campaign LVT's provided invaluable service in many roles, including carrying XXIV Corps ashore at Leyte Gulf in October 1944 and Sixth Army into the beaches of Lingayen Gulf in January 1945. Both cargo amtracs and armored amphibians served as riverine gunboats, conducted reconnaissance patrols, carried infantry in overwater flanking maneuvers, and raided enemy positions along the shoreline. LVT's played a key role in the Raid on Los Baños, where they transported troops into the camp and evacuated internees, helping to rescue over 2,000 prisoners. Fighting in the Philippines also saw the first use of LVT(A)4's as artillery pieces, making use of their 75mm howitzers after the initial landing and pioneering what would for the rest of the war become one of their primary missions.

As fighting in the Philippines raged V Amphibious Corps descended on the Volcano Islands, just 660 nautical miles from Tokyo. On February 19th, 1945, the 4th and 5th Marine Divisions (with the 3d Marine Division in reserve) hit the beaches of Iwo Jima in 371 cargo LVT's preceded by a first wave of 68 armored amphibians. Initial resistance was light, with scattered mortar fire falling among the amtracs as they churned ashore. Once on the beach the assault troops organized and began to move inland; it was at this point, when the forward elements of four regimental combat teams had climbed the sand terraces and were exposed on a flat, open plain flanked by high ground, that the defenders opened fire in earnest. Japanese artillery of varying sizes began pounding the beachhead with prearranged fire while pillboxes, concealed emplacements, and dual-purpose anti-aircraft guns let loose, tearing into the advancing Marines. At the water's edge cargo amtracs were confronted with a logistical nightmare that worsened every minute because of the soft, ashy sand of the beach, which caused conventional landing craft and vehicles to get stuck and broach. LVT's went to work dragging stuck vehicles and equipment clear of their landing craft and up to the front or into dumps, while DUKW's laden with artillery pieces were dragged up and over the sand terraces into firing positions.

In 36 days of hellish combat V Amphibious Corps hurled approximately 72,000 troops into the breach at Iwo Jima; about 26,000, or 36%, became casualties. In the aftermath of D-Day the amtracs reverted to their logistical roles; at one point armored amphibians attempted to shell positions on Mt. Suribachi from the

water, but since their howitzers lacked gyro stabilizers the tide rendered this ineffective. Because the assault elements had successfully driven inland on and immediately after D-Day while the LVT's worked the beaches material and personnel losses in the amtrac battalions were light. The assault on Iwo Jima was the final opposed major landing made by US forces in the Pacific; the invasion of Okinawa in April, executed by Tenth Army and facilitated by over 1,000 LVT's, led to a long and costly battle of attrition, but the assault was conducted against extremely light and scattered resistance.

The impact that the LVT family had on the war in the Pacific is hard to overstate, when put into perspective. The Central Pacific Drive and subsequent thrust into the Western Pacific propelled American forces from Pearl Harbor to Japan's doorstep in under a year and a half, and brought the Home Islands into effective range of strategic bombers and submarines, the latter of which played an incredibly significant role in the defeat of Japan. These offensives made it possible to neutralize important enemy bases through blockade rather than outright seizure, and forced the Japanese to split their already thin forces in the Pacific between two fronts. The Central Pacific Drive's relatively low cost and the speed at which it was conducted proved decisive, shortening the length of the war and saving a substantial amount of lives in the process. It is possible that it could have been carried out using conventional landing craft, but the tradeoff in lives, time, and material resources would have been so great that it very well may have been cancelled in favor of a single concentrated advance through the Southwest Pacific, where the Allies were already engaged in a war of attrition. The LVT made the Central Pacific Drive and subsequent operations in the Western Pacific possible; it gave American planners the flexibility to land division, corps, and army-sized assault elements directly ashore and intact at points of their choosing, regardless of offshore terrain features, and the ability to sustain forward movement across rough terrain. This capability, adroitly employed, was a primary contributor to the success of the amphibious offensives of 1944-1945, which ultimately proved instrumental in the defeat of Japan.

CLASSIFIED

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

Parts For Sale- 230 CI M725 motor, ran when pulled, burns oil \$200, M725 litter racks-best offer, M725 Rear doors, some dents, no rust \$200 for the pair, M715 windshield frame, minor surface rust \$150, NOS in packing Southwind heater for M725 possible M-43 best offer, M37 windshield frame outer only \$75, M725-M715 rims with lock rings -make offer. Many more items available, too many to list. Call for more information. Call Matt Ziegler, cell 973-445-3890, email : Matrziegler@gmail.com

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: 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.

Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

The next MTA monthly meeting
will be held on **Thursday, January 2nd**
7:00PM at the Whippany American
Legion Hall, Legion Place, Whippany. NJ



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.

But trucks and Jeeps aren't all we do! Join today and participate with us at our annual Toys for Tots train ride and toy drive, help at our annual Swap Meet at the Sussex County Fairgrounds, or attend our special events for veterans. Our lively, informative monthly meetings are held in Whippany, NJ.

You do not have to own a military vehicle to be part of this exciting and active hobby - you just need a desire to do your part in keeping our military history alive. All you need to join the MTA is to fill out the the form below, include your dues payment, and mail it to the address below. Alternately, you can give your form and dues to any MTA member you meet at any of our events.

for more information, visit our website at www.MTAofNJ.org

Name: _____

Street: _____

City: _____ State: _____ ZIP: _____

Phone: (____) _____ - _____ (cell preferred)

Email: _____

MTA Membership Level: Single (\$30) Family (\$35)

Are you a member of MVPA? Yes No

Military vehicles owned: _____

Return form with \$____ annual dues and \$____ donation to:

Military Transport Association, Inc.
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