



MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION

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Issue MARCH 2021

Editor: Dave Steinert



This Issue is a Lesson in Recovery!

ON THE COVER...



THEN- The M32 Armored Recovery Vehicle was an armored recovery vehicle (ARV) used during World War II and the Korean War by the United States, and was based on the chassis of the M4 Sherman. During World War II, the British also used several hundred M32s, which were obtained through Lend-Lease in 1944.

Lima Locomotive started production of the vehicles in June 1943, with five M32B2s and 46 M32B3s. Pressed Steel Car produced 163 M32s and 475 M32B1s in 1944. They also produced 298 M32B3s. Baldwin Locomotive produced 195 M32B1s, while 398 M32B1s were produced by Federal Machine before the end of 1944. Many M32s were converted into M34 Prime Movers, used to pull heavy artillery. The M32s were used after 1944 during Operation Overlord and subsequent battles in the European Theater of Operations. It was also used during the Korean War. It was phased out after the introduction of the M74 Tank Recovery Vehicle in 1954, when heavier tanks were produced, such as the M46 Patton. The M32 had a 30 short tons winch, 18 ft. boom, and an A-frame jib.

The engine varied between which variant of the M4 Sherman it was based upon, so the M32 and M32B1 model had a Continental R975-C1 or -C4 nine cylinder radial gasoline engine, running at 2,400 rpm, the M32B2 model had a General Motors 6046 twin diesel engine; running at 2,100 rpm, and the M32B3 model had a Ford GAA V8 gasoline engine running at 2,600 rpm. The range and fuel capacity varied between 120–150 miles and 148–175 US gallons respectively depending on the engine. However, top speed remained constant at 24 mph.

It had a Spicer manual transmission, that was synchromesh with one reverse and five forward gears. The suspension was VVSS for earlier variants, and HVSS for variants demarcated with an A1. It had between 0.5 to 2 inches of armor depending on location. It had an armament that consisted of an 81 mm mortar, which was used to cover emergency retreats, and a .50 caliber M2 Browning machine gun combined with .30 caliber M1919 machine gun. There were 20 hand grenades (Fragmentation MkII), and six smoke grenades in the crew compartment. The armament was used only for self-defense, as the vehicle was not designed to be used as an offensive weapon.

Editor's Note-The M32 was considered inadequate for its role as an armored recovery vehicle, especially during the Korean War, because of the narrow tracks which gave the vehicle insufficient flotation to move over poor terrain such as mud and the power of the engine was insufficient to pull large tanks, such as the M26 Pershing.

NOW- The M88 Recovery Vehicle is one of the largest armored recovery vehicles (ARV) currently in use by United States Armed Forces. There are currently three variants, the *M88*, *M88A1* and *M88A2* HERCULES (Heavy Equipment Recovery Combat Utility Lifting Extraction System). The M88 series has seen action most noticeably in the Vietnam War, the Persian Gulf War, the Iraq War, and the War in Afghanistan, and to a lesser extent during the Kosovo War, where they were deployed to help recover heavy armored vehicles of the Allied ground units. As of 2000, the M88A2 replacement cost is around US\$2,050,000.

The design of this vehicle was based on the chassis and parts of the automotive component of the M48 Patton and M60 Patton tanks. The original M88 was introduced in 1961, M88A1 in 1977, with the current M88A2 introduced in 1997.

Originally manufactured by Bowen McLaughlin York (later the BMY division of Harsco Corporation) in 1961, the company would later merge with FMC Corp. to form the United Defense Industries in 1994, which was in turn acquired by BAE Systems in 2005 to become BAE Systems Land and Armaments. In February 2008 the company was awarded a \$185 million contract modification from the U.S. Army to manufacture 90 Army-configured M88A2s, four United States Marine Corps-configured M88A2s and authorized spares list parts.

The M88's primary role is to repair or replace damaged parts in fighting vehicles while under fire, as well as extricate vehicles that have become bogged down or entangled. The main winch on the M88A2 is capable of a 70-ton, single line recovery, and a 140-ton 2:1 recovery when used with the 140-ton pulley. The A-frame boom of the A2 can lift 35 tons when used in conjunction with the spade down. The spade can be used for light earth moving, and can be used to anchor the vehicle when using the main winch. The M88 employs an Auxiliary power unit (APU) to provide auxiliary electrical and hydraulic power when the main engine is not in operation. It can also be used to slave start other vehicles, provide power for the hydraulic impact wrench, as well as the means to refuel or de-fuel vehicles as required. The M88 series of vehicles can refuel M1 tanks from its own fuel tanks, but this is a last resort due to the possibility of clogging the AGT-1500s fuel filters. The fuel pump draws fuel from the bottom of the fuel cell, and with it, all of the sediment that has accumulated with time.

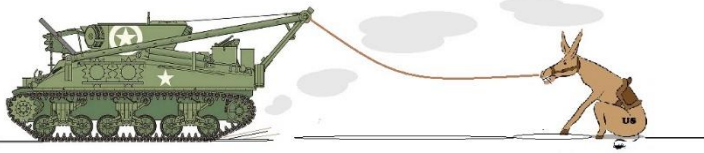
Editor's Note-On February 20, 2017, it was announced that the United States Army had contracted BAE Systems Land and Armaments a \$28 million contract modification for the procurement of 11 M88A2 recovery vehicles.

ATTENTION MEMBERS!

Because of the latest New Jersey Pandemic Restrictions...

THE MARCH 2021 MTA MEETING AT THE WHIPPANY AMERICAN LEGION IS CANCELLED!

...but we will be having a MTA Zoom Meeting on Thursday, March 4th 2021...at 7:00PM



MTA Meeting Minutes

February 11, 2021 – ZOOM Meeting

Submitted by Anita Roberts, Recording Secretary

MTA 2020 Officers and Key Committee Heads

President- Al Mellini

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

Vice President- John Sobotka

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Recording Secretary- Anita Roberts

Tel: email: akroberts356@gmail.com

Treasurer -Ginnie McDevitt

Tel: 845-987-7896 email:

Sergeant at Arms-Andrew Salzano

Tel: 973-831-0920

Membership Chairman- Fred Schlesinger

Tel: 908-617-5066 email: fred@mtaofnj.us

Newsletter Editor- Dave Steinert

Tel: 973-347-9091 email: dsteinert@mtaofnj.org

Parade Coordinator- Ken Gardner

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Swap Meet Chairman- Bill Murphy

Tel: 973-803-9725 email: bmurph411@gmail.com

Webmaster- Rudy Garbely

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**Quartermaster and MTA Archives Custodian
Gary Schultz**

Tel: 973-207-8955 email: garyrschultz@gmail.com

The second virtual ZOOM meeting of the MTA was called to order and opened with the Pledge of Allegiance and a Moment of Silence. With 19 members on the call, Al asked for a motion to approve the Jan 7, 2021 Minutes. **Frank Shane** made the motion to approve and **Andy Salzano** seconded. *Motion carried!*

MTA President **Al Mellini** attempted to take virtual attendance when Andy (Sarge) attempted to sneak into the

meeting. He got caught. **Pat Dolan** finally arrived and was cheered by the virtual members.

Al gave a report on the state of the President. He started the month off with cataract surgery on both eyes so now he can see without glasses and look cool in his *Foster Grants*. He then showed us crutches and proceeded to tell us how he went to his house in the Finger Lakes (Camp David where they had a foot of snow). After clearing the snow, he pulled the car out of the garage only to fall on his hip and fracture his hip socket. He made sure the members knew it was not his fault. But he must stay off his leg for 8 weeks. We all commiserated with him and wished him well.

Financial Report

Jan 31, 2021

Beginning Balance:	\$43,900.
Income:	1,900
Expenditures:	<u>335</u>
Ending Balance:	\$45,475

Al stated that the club's income was primarily from dues but that there were still members that had not paid. He stated he shouldn't have to track down members to pay their dues. **Frank Shane** strongly encouraged the club to start accepting credit cards for dues payments because no one writes checks anymore. Al and Frank debated the issue of using credit cards at the Club. Al said he would speak with Ginnie.

Editor's prospective on debate between Al and Frank: It was really nice seeing MTA Member Frank Shane's appearance on the monthly ZOOM meeting. Frank was remotely reporting from his Bunker in the northern most area of the Adirondack Mountains. Frank sequestered himself there at the onset of the COVID-19 pandemic to avoid any chance of his exposure to the dreaded disease.

During his debate with Al, it became apparent that Frank, although isolating himself from the COVID-19, did not take the proper precautions in exposing himself to the common, but deranged disease called "Cabin Fever". This became evident when he began feverously blubbing loudly over and over again..."The MTA needs to accept credit cards...the MTA needs to accept credit cards...the MTA needs..." Oh, it's so nice that there is a mute option on ZOOM meetings! We pray for Frank's quick recovery and a vaccination that will prevent others from being infected with yet another dreaded disease.

At this point, Al gave an update on insurance. The Officers and Directors policy can only be changed on its renewal date. He is also working on increasing the liability insurance for the Club. (Update 2-18-21 – liability increase to \$4M approved by carrier).

In other club news, **Gary Schultz** is planning the 2021 Spring Trail Ride to meet at *Johnny's Hot Dogs*. He is working on securing one of two dates, April 17th or April 24th. Preliminary plans are travelling the "Shades of Death" Road to Johnny's. Gary will put a message out to the LIST with a final itinerary and directions to *Johnny Hot Dogs*.

Tim Swanick indicated that we should pick a date for the Club's June picnic. Al agreed to have a Club flea market at the picnic. We may need volunteers to clean the kitchen. Potential dates for the picnic are 12, 19, 26 of June 2021.

Pat Dolan had video issues and could not give his OMS7 presentation on hand grenades but we love him anyway!

The Swap Meet discussion was initiated by concerns with the Aberdeen MV event in Baltimore the week after ours and the Red Ball MV event in Gilbert, PA the week before. Concerns were about vendors not participating since these events were so close together. **(Update 2/17/21 – Recently it was reported that Aberdeen announced their event date as Oct 2-3, 2021 which coincides with our date. Fred Schlesinger, our intrepid Swap Meet Vendor Guardian dashed an intense but polite email out to Aberdeen’s organizer asking them politely if they could move their date for the “good of the hobby”. After a tense two days of not having a response from the promoters for Aberdeen, they finally responded in moving their swap meet to the following weekend. Yay Fred!!)** Al assured the members that the vendors were secured for our event. He stated that the MTA had a very good relationship with the vendors, and none had pulled out.

Pat Dolan indicated to the Club that many members usually paid their dues at the meetings and assured Al that they would be paying their dues. After being *unmuted*, **Frank Shane** suggested, and Al agreed to form a sub-committee to deal with delinquent membership dues.

Al informed members that he had Swap Meet business cards and that Al would send to any who needed them. Al indicated that advertising had started for the October Swap Meet. Pat talked about the Intrepid being furloughed and indicated the event may happen but be scaled down. Pat talked about reproducing Jeep engine manuals with **Pat Tipton** to give out to the club to talk about and have fun with.

No news on the 2021 Lead East Classic Car show in Parsippany. Pat will talk to **John Sobotka** and get back to the club.

Kenny Gardner indicated that it was too early to be sending letters about Memorial Day parades. He wants to increase the minimum that the club charges the towns. Ken and Al will have a separate conversation about parade letters to the towns.

Al attempted to show a video he received former MTA Member **Chris Mazzei** of a huge collection of militaria but had issues with the audio, so Al subsequently forwarded the link for members to view.

Motion to adjourn the meeting was made by **Gary Schultz**, seconded by **Ken Gardner**.

Motion carried!



Massing Fires: US Army Field Artillery from North Africa to Normandy

Part IV

By Jim Swanick

Six months prior to its entry into World War II, the US Army concluded its efforts to modernize its doctrine. *FM 100-5, Field Service Regulations, Operations* was issued in May of 1941 and incorporated lessons learned from maneuvers at home and combat abroad. *FM 100-5* lauded the capabilities of field artillery, highlighting its destructive power and effectiveness in attacking the enemy in depth in both offensive and defensive postures. Like its predecessors, it also defined the roles of divisional, corps, and army-level field artillery. Division artillery assumed the primary role of supporting its organic and attached combat elements through firing direct support missions, targeting enemy OP's, performing interdiction fires, and, where necessary, providing counterbattery fire. Corps artillery's primary role was to destroy or neutralize enemy artillery batteries, but it also delivered long-range interdiction fires, sought to destroy hostile defenses, and reinforced the fire of division artillery where necessary. Finally, army artillery was to perform distant interdiction and destruction fires while augmenting the fire of corps artillery. Control over division artillery was to be centralized wherever possible to increase its effectiveness; when this was not possible, each battalion was to be attached to the unit it was supporting.



Cannoneers of the 152d Field Artillery Battalion fire a 105mm M2A1 in support of 43d Division elements during the New Georgia campaign.

The demands of a multi-faceted war effort delayed attempts to quickly replace the Army's arsenal in full. The Army placed an emphasis on manufacturing the 105mm howitzer, and production increased accordingly, topping out at 3,325 units in 1942 before lack of demand caused it to fall to 2,684 and 1,200 in 1943 and 1944 respectively. Manufacture of the new 155mm howitzer began with only 19 units produced in 1942, but nearly 3,500 were delivered over the next two years. This delayed production schedule forced many formations to deploy to combat using obsolete 155mm howitzers, with the last units receiving their new pieces as late as the winter of 1943-44. Total production of heavy artillery in 1942 fell below expectations at 628 units, a trend that continued the following

year. Only in April 1944 would heavy artillery production, which was actually cut over several months between the winter of 1943 and early 1944, be accelerated in response to experience gained in the Italian Campaign.

The advent of airborne regiments in 1941 spurred production of both the 75mm Pack Howitzer M1A1 and the 105mm Howitzer M3. The former piece had been developed during the Interwar Years and was adapted to airborne use through modification of the carriage; greater difficulty was experienced in creating the latter. A shortened M2A1, initial tests of the M3 using standard 105mm shells proved unsatisfactory. Standard shells used slow burning powder, which in the stubby M3 led to excessive muzzle blast and flash as well as incomplete burning of the propellant. These issues were rectified by using fast burning propellant in shells used by the M3, and the howitzer went into production in February 1943 mounted on a modified version of the carriage that carried the 75mm M1A1. It saw limited use with airborne forces, which preferred the more airmobile pack howitzer, but was shortly adopted by the cannon company of the infantry regiment. Early in the war the cannon company, the purpose of which was to provide the regiment with organic artillery support, contained six self-propelled 75mm howitzers and two self-propelled 105mm howitzers, in both cases mounted on the M3 halftrack. Though these pieces were tactically mobile they were inadequate for the task, and in the July 1943 reorganization of the infantry division they were replaced by six M3's. Despite their official replacement, however, the halftrack-mounted howitzers did not disappear from the battlefield, as they remained in service with elements of a few formations throughout the rest of the war. In addition, some units that desired to keep their cannon companies self-propelled later received M7 Priests.



Airborne Arty: A 75mm M1A1 pack howitzer in action with the 463d Parachute Field Artillery Battalion near Hagenau during the repulse of Operation *Nordwind*. January 1945.

The capabilities of all FA units improved drastically in June of 1942. As early as 1935 field artillery officers had advocated placing artillerists in aircraft to obtain the most effective use of aerial observation, but it was not until 1941 that the concept gained real traction. In May of that year a Field Artillery School committee recommended that observation aircraft be made organic to FA units, citing the increased mobility of enemy forces on the modern battlefield and the resultant diminishing returns of standard ground observation as

their cause. Following experimentation with Air Corps-provided air OP's during the 1941 maneuvers, the Field Artillery Branch maintained its position, pointing out that under such an arrangement the availability of air OP's was not guaranteed and that interservice cooperation in conducting effective fires was bulky. The branch was permitted to conduct further testing in the spring of 1942, during which it successfully proved its case, and on 6 June 1942 every field artillery battalion, field artillery group, and artillery headquarters at division and corps level received organic aerial observation in the form of two light observation aircraft, two pilots, and one mechanic.



A deuce-and-a-half, primary prime mover of the 105mm howitzer, on the move with its piece in North Africa during Operation TORCH.

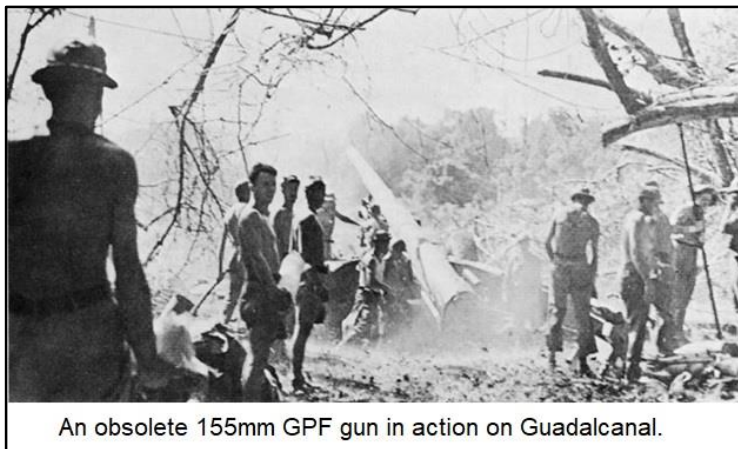
Thus, the Field Artillery Branch marched off to war. The validity of the new fire direction system found its first test in the doomed defense of the Philippines, where it earned high praise from MacArthur: "On every occasion when artillery was used with audacity the Japanese were checkmated and seemed completely bewildered. The strong effect of massing artillery fire, using a fire direction center connected with all observation posts available, was proven beyond question... I can make no suggestions for the improvement of the methods taught at Fort Sill." Such glowing accolades were not unique to MacArthur; in the aftermath of the Tunisian Campaign, Omar Bradley's II



Under Cover: A 105mm howitzer of the 1st Division's 33d Field Artillery Battalion in position at Kasserine Pass, 20 February 1943.

Corps recorded that "it is felt that the American field artillery technique of massed fires was a major contributing factor toward the early and successful conclusion of the operation." Bradley had good reason to be satisfied. Massed artillery fire had prevented Rommel from exploiting his success at Kasserine Pass, and later, in March, it had slaughtered the 10th

Panzer Division at El Guettar in a performance of killing power that moved even Patton. Moreover, massing the fire of a division or more wasn't a tactic reserved for emergencies- it was standard procedure. The commander of the 1st Armored Division's artillery stated that he preferred to mass the entirety of his artillery on any important target; the 1st Infantry Division evidently shared in his sentiment, as it conducted a division shoot in the early morning hours of 17 March 1943 to knock out what turned out to be a single enemy tank.



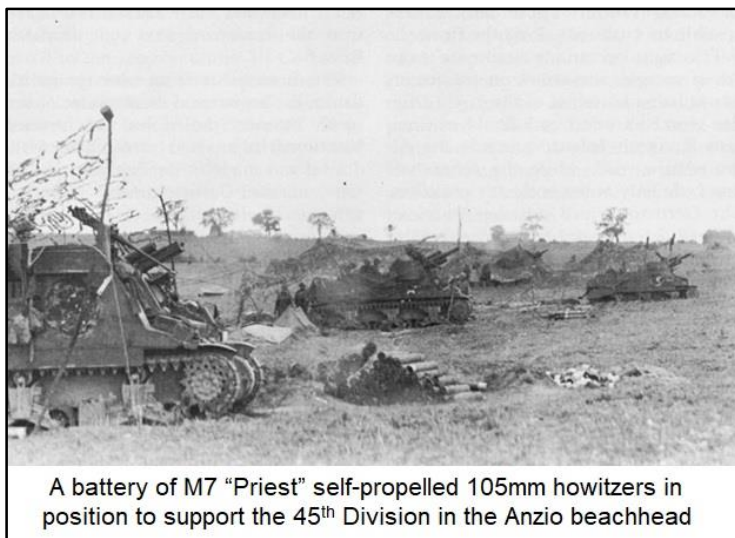
An obsolete 155mm GPF gun in action on Guadalcanal.

Fighting in the Mediterranean and the Pacific conjured a slew of "lessons learned," much of which related to operating in difficult terrain. The 25th Division reported that further training was required in conducting high-angle fires, a tactic it had employed to avoid short rounds in the mountains and jungles of Guadalcanal. Further experience on New Georgia and Vella Lavella inspired the division to recommend bulldozers be issued to jungle-going battalions so that proper firing positions could be cleared. In the aftermath of fighting on Bougainville, the 37th Division advised that cannon companies required better training and a full complement of fire control, survey, and communications equipment if they were to be attached to FA battalions as a fourth battery. Experience gained in the Sicilian Campaign was no less valuable, as the need to train infantry officers to act as FO's in case of emergency and conduct round-the-clock harassing fire were realized. More common than realizing *what* was required, however, was identifying *how* to accomplish a known task or mission under trying circumstances. Field artillery units for the first time took part in a prolonged pursuit and adapted well, at times taking up position in front of the infantry to fire on the withdrawing enemy. Field pieces were constantly emplaced in "impossible" positions, with cannoneers using explosives, truck-mounted winches, and elbow grease to site their guns. Most displacements were made at night, and the 45th Division adopted a process of identifying new battalion positions as they were still being fought over. Although it was found that air OP's had to operate far closer to their targets than originally theorized, they proved a resounding success, demonstrating themselves to be especially useful for spotting enemy batteries and conducting counterfires. Rolling barrages were used successfully on several occasions, and the incredibly deadly nature of well-employed time fire (airbursts), first noticed in Tunisia, was confirmed.

In September 1943 Mark Clark's Fifth US Army stormed ashore at Salerno, opening the Italian Campaign.

Field artillery proved critical from the outset as battalions came ashore and immediately engaged German armored and mechanized forces attacking the beachhead, thus cementing the importance of landing artillery early in an assault landing.

Combat in Italy was a grueling, exhausting process, a seemingly endless crawl through extensive, stubbornly contested mountain ranges and across raging rivers swollen far beyond their banks by the rains of the wet season. In such conditions the necessity for adequate artillery support came to the fore. Initial experiences in the campaign saw attacking infantry learn to follow barrages closely while their officers learned to ask for heavier firepower when needed. The "outstanding" lesson of the first six months of the campaign was the need for a high degree of flexibility: "Common-sense, flexible operating procedure, designed to meet all the conditions and situations prevailing, has been the rule. Rigid adherence to set procedures has been avoided, and throughout the Campaign artillery technique has been so applied as to provide the maximum support of massed fire, whenever and wherever needed by the infantry." To attain this standard, baseline methods of communication were substantially reinforced in virtually all FA units through the use of captured, salvaged, and requisitioned equipment. The massing of up to seven battalions through a single FDC, adjusted by a single FO, became routine, and time-on-target (TOT) concentrations, in which multiple battalions are massed in such a fashion so that all rounds impact simultaneously, was recorded as especially effective in producing large numbers of enemy casualties. Massing the artillery of an entire corps, referred to as a "serenade" in II Corps and a "bingo" in VI Corps, was not an unusual occurrence, and its effect was awesome. On one such occasion, a German tank-infantry battlegroup was spotted by a 45th Division air OP as it formed up to assault division positions within the Anzio beachhead. Directed by the aerial FO, VI Corps artillery executed a bingo, massing the fire of 224 British and American guns in 12 minutes to obliterate the enemy formation before shifting fire to four other targets in the next 50 minutes.



A battery of M7 "Priest" self-propelled 105mm howitzers in position to support the 45th Division in the Anzio beachhead

During the winter and early spring, as II Corps butted up against the Gustav Line and VI Corps hung on for dear life within the Anzio beachhead, the campaign, now thoroughly static, took on the characteristic of an artillery battle. 105mm M7 Priests not only gave able service as roving guns to deceive

the enemy as to the location and number of artillery pieces under II and VI Corps command, but also went into action as prime movers to help in maneuvering and positioning towed 105mm M2A1's. Two divisions, the 85th and 88th, experimented with six-gun batteries in their organic FA battalions, which was found to be quite effective. The 4.5-inch Field Gun M1, 8-inch Howitzer M1, 8-inch Gun M1, and 240mm Howitzer M1 all made their combat debuts, with the 8-inch howitzer gaining a shining reputation among infantrymen (who often asked for them to provide close support) while the 240mm howitzer made a name for itself as a bridge-buster. All provided excellent service in the counterbattery role. Finally, the need for overwhelming firepower in breaking through the German positions around Monte Cassino and the Anzio beachhead provided planners with valuable experience in crafting complex artillery plans.



An M33 prime mover, an expedient based off the M31 Tank Recovery Vehicle (itself based off the hull of the M3 medium tank), towing a 240mm howitzer in Italy in January 1944. These vehicles were used as a stopgap until delivery of the M6 HST.

Experience gained in the Mediterranean and the Pacific was a critical prerequisite for successful operations in Europe. Although mountain and jungle warfare would be limited in France, Germany, and Belgium, shock tests of equipment, organization, theory, and tactics in these locales informed the Army as to what worked and what did not. As there "had to be a Tarawa" to test to the limits of the validity of Marine amphibious doctrine, there had to be a litmus test for the weapons, equipment, and fire direction system of the Field Artillery Branch. Having passed with flying colors this examination in North Africa, the Mediterranean, and the south, southwest, and central Pacific, the Field Artillery Branch was now prepared for the Big Show: the invasion of Fortress Europe. *...continued with Part V in the next issue of Motor Pool Messenger!*



CLASSIFIEDS

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

For Sale: 1972 M151A2 by AMG, uncut Mutt w/radios, full canvas, Fording Kit, licensed N.J., Reg., w/extra parts including OEM in the box, windshield and frame, restored in 2001. Asking \$15,000 or B.O. Delivery Available at extra cost. CALL VINNY SCHWARTZ at 973-476-9544, vsaws@optonline.net

For Sale: Two 1952 Dodge M37s. One restored and in good condition, \$4500. Another 1952 M37 unrestored, \$3200. I also have many Jeep and M37 parts for sale, call Tom Weaver @ 973-627-9448.

FOR SALE - M725 \$3,800.00, Ammo trailer \$350, 1957 DAF 1-ton troop carrier. Rare, not many of these around \$6,000, M109A3-shop van with benches and shelves. Good shape \$4,500. Call or text Jude Meehan 732-433-3359.

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.

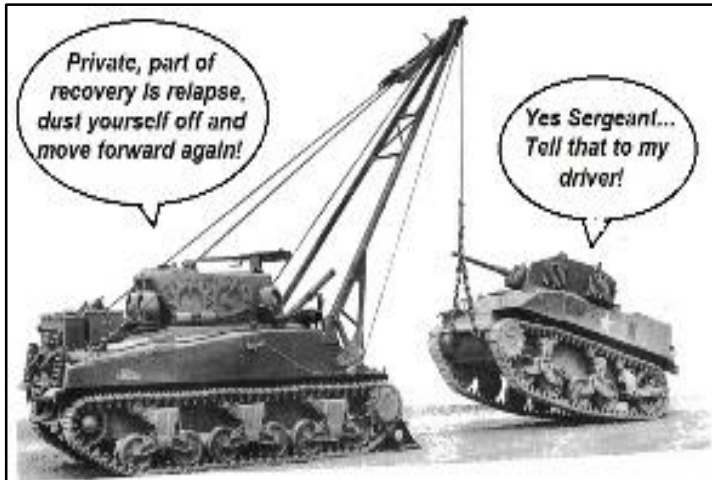
For Sale: Replica 81mm mortar. M1 tube and bi-pod. M4 sight. Has incorrect M23A1 two-piece base (Nam era?). The tube is original with 1 pin cross welded and a dummy cup welded on. Comes with one practice round (inert) in a newer tared tube. And a wooden ammo crate. Asking \$3000. Will take a M35a2 ring mount in trade. Kirk Stinson 862-209-0933.



Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

**THE MARCH MTA
MEETING WILL BE A
ZOOM MEETING ONLY!**



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.
P.O. Box 391
Budd Lake, NJ 07828

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