



MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION
visit us online at www.MTAofNJ.org

Issue: JUNE 2021

Editor: Dave Steinert



In This
Issue...

I Hate to Dump on You
Like this, But...

ON THE COVER...



THEN- The M37, 3/4-Ton, 4x4, XM708 is a member of the M-37 Dodge 3/4-ton, 4x4 Truck Family (G-741). As the X prefix indicates, this vehicle was not made standard.

In 1964, the Army authorities at Fort Benning requested that a lightweight dump truck be provided for the conveyance of supplies and clearance of airfields.



A decision was made to install Gar Wood GA-2 dump bodies on the [conservatively rated] 3/4-ton M37B1 cab and chassis. A few trucks received Hardeman bodies.

It was equipped with a winch and the ambulance-type spare wheel carrier. The XM708E1 model was identical but with a dump body made by Hardeman Company and no winch. The rear springs were upgraded to allow a 3,500lb payload.

The XM708 dash has M37B1 (or M53B1?) data plates with additional data plates for the XM708 modifications. About 200 XM708 vehicles were manufactured and sent to Vietnam.

NOW- The M917A3 is a US Army's heavy dump truck of 3rd generation. The US Army was looking to enhance the capabilities of their M917A2. The previous M917A2 dump truck was a product of Freightliner, produced since 2001. The M917A3 dump truck is based on a Mack Granite commercial truck. Essentially it is a modified version of commercial design, which uses readily available automotive components.

In around 2014 the US Army defined requirements for their new heavy dump truck. The US Army was looking for a modified commercial vehicle in order to keep their servicing and maintenance costs low. Request for proposals was issued in 2017. There were 2 competitors, including Mack Defense and Navistar Defense. In 2018 Mack Defense was awarded a production contract from the US Army for 683 dump

trucks. A first batch of 5 pre-production truck was delivered to the US Army in 2019. These initial trucks were used for testing and verification. In 2019 it was planned that additional 6 pre-production trucks with armored cabs will be ordered for delivery in 2020 for blast and ballistic testing. It is planned that full scale production will begin in 2020.

The M917A3 uses a commercial dump body. It has a payload capacity of 24 500 kg and can carry up to 13.76 m³ of dump. The dump body can be heated. It comes as standard with a swing gate. The Mack granite dump truck can be fitted with optional material control system which can unload the body in smaller and more precise amounts.

The M917A3 has a 2-person cab. This dump truck can be fitted with an armored cab. It provides protection for the crew against small arms fire, artillery shell splinters and blasts. The armored cab is fitted with blast resistant seats. The standard cab can be easily replaced by the armored cab. It is field replaceable. So once environment changes the standard cab can be easily replaced by the armored cab. The majority of M917A3 dump trucks delivered to the US Army have standard cabs.



This military dump truck is powered by a Mack MP8 13-liter turbocharged diesel engine, developing 440 hp. Engine is mated to an Allison automatic transmission. Vehicle has 8x8 configuration. The truck has single tires. The US Army required that the truck would use the same tires and wheels on all wheel locations. Vehicle can be fitted with a cold weather kit which allows to start the engine when outside temperature is as low as -40°C.

ATTENTION MEMBERS!
THE THURSDAY JUNE 3rd MEETING WILL BE HELD AT THE ROCKAWAY BOROUGH FIREMAN'S FIELD
Food at 6:00PM...Meeting starts at 7:00PM

MTA Meeting Minutes

Thursday, May 6th 2021 – ZOOM Meeting

Submitted by Anita Roberts, Recording Secretary

The 5th and final (we hope) virtual ZOOM meeting of the MTA was called to order and opened with the Pledge of Allegiance and a Moment of Silence. 15 members were on the call. Al asked for a motion to approve the April 1, 2021 Minutes. **Gary Schultz** made the motion to approve the minutes and **Jean Swanick** seconded. Minutes approved. *Motion carried!*

Decked out in club gear, our illustrious leader who believes in setting a good example for the club was joined by many members who were now wearing Club gear to attend the meeting. For some reason Al's hat was missing and Andy is still wearing a winter hat that says Army.

Al gave a report on the state of the President. Feeling better every day.

Financial Report: as prepared by **Ginnie McDevitt** and presented by Al;

Apr 30, 2021

Beginning Balance:	\$46,011.36
Income:	420.03
Expenditures:	- 1011.06
Ending Balance:	\$45,420.33

Al stated that the balance was decreasing by about \$500 per month. The club incurred fees and expenses from the recent Trail Ride. Dues generated \$400. Al stated he would be sending members a copy of the MTA membership list to update/confirm email addresses.

President's Report: Al mentioned he has swap meet cards for anyone attending events elsewhere. He delivered 250 to **Tim Swanick**.



Spring Trail Ride AAR: **Gary Schultz** gave a report on the 2021 Spring Trail Ride that took place on Saturday, April 24. 10 vehicles and 16 club members took part, led by Rob and his USMC 2000 Kawasaki Motor Cross bike. The ride began with breakfast at the *Allamuchy Cafe* and lunch at *Hot Dog Johnny's*. The ride continued to Buttsville Field Flea Market and a trip to Four Sisters Winery. The convoy was back at the rally point by 2pm. A good time was had by all and the club will do it again. We even had an on-the-spot demonstration on how to change out a leaky oil hose. **Tom Tanis'** oil hose on his Jeep broke and **Mark Burkhart** came to the rescue, he carries oil line hoses in his Jeep!! Gary posted photos of the trail ride to Facebook and was contacted by a Central Jersey Chapter member, Russ Wagner, who wants a joint Central Jersey/ MTA Trail Ride. Al suggested they join our Swap Meet or do joint

advertising. Gary indicated that Russ was eager to do a joint call very soon.



Dave Johnson assists Tom Tanis in a oil hose replacement on his Jeep

Upcoming MTA Events - The MTA trip to the New Jersey Military Technology Museum in Wall, NJ will be on Saturday, June 5th, 2021. Members should arrive by 10am at the Museum. Email Gary Schultz at garyrschultz@gmail.com to sign up. Gary informed the members that because of the Covid19 situation, there would not be a rental van this year. Lunch will be provided at the museum.

Address:

Military Technology Museum of NJ
2201 Marconi Rd, Wall Township, NJ 07719

Web Site for additional information: www.mtmnj.com

Reach out if there are any questions, Gary Schultz
Cell 973-207-8955 email garyRschultz@gmail.com

MTA Spring Picnic - is scheduled for June 26, 2021 at Fireman's Field, Rockaway, NJ. At 1 PM. **Please do not arrive until 12:30 as another group is using the pavilion right before us.** Finally, we can gather for good food, an off-road trail ride and NO MASKS if you are vaccinated per May 13 CDC guidance.

Rail Road Operation Battalion - Carolyn Hoffman gave a report on OTT and their efforts in Port Jervis. She announced that OTT has a small engine (donated by the MTA) and a baggage car! Acquisition of other much needed equipment continues. OTT is planning on running a Toys for Tots train this winter and is committed to taking care of the crew and will provide us a galley, restrooms, heat and seating for the event. Carolyn indicated that volunteers would be taken care of and keeping the crew safe was the utmost importance.

Parades: The following towns have scheduled Memorial Day Parades and we NEED your help. We need your vehicles. We need sign-ups for the following parades. The more vehicles the more income generated for the Club! Come on members, we haven't had a parade in 2 years, let's get back on track, enjoy the comradery and give our treasury a boost!!!! DESPITE THE CDC OUTDOOR GUIDANCE, THE TOWNS ARE ASKING FOR US TO MASK UP.

Town & Meetup	Event	Parade Captain	Signed Up (SO FAR)
Secaucus Huber Street Lot 1520 Paterson Plank Rd	Sat. May 22 Line up 10:30. Kick off 12:00	Jack Shuart (201) 983-7913	Al Mellini, Jack Shuart, Jeff Bennett
Morris Plains Franklin Place & Speedwell Ave	Sat. May 29 Line Up 8:30. Kick off 9 :30- No food at end of parade	Pat Dolan (973) 220-9169	Mellini Jeep, Jeff Bennett, Gary Schultz
Midland Park 280 Godwin Ave.	Sat. May 29 Line Up 9:00. Kick off 10:00	Art Swain (201) 916-6487	Art Swain, Andy Salzano
Mountain Lakes school, 51 Glen Rd	Monday, May 31 Details to follow	Pat Dolan (973) 220-9169	In the works
Wyckoff Cornerstone Church 495 Wyckoff Avenue	Monday, May 31, Line up 10:30, Kick off 11:30	Art Swain (201) 916-6487	Art Swain, Andy Salzano

PLEASE EMAIL THE
PARADE CAPTAIN TO
LET THEM KNOW YOU
WILL BE ATTENDING.
EMAIL ART FOR
SECAUCUS

pdol621@hotmail.com

Pat Dolan

aws1@optonline.net

Art Swain

Al would like to inform the Club that Ken Gardner has retired from the role of Parade Coordinator. Thank you, Ken, for your efforts over the last 3 years. Al NEEDS someone to volunteer to fill that role. Email Al or call him with questions. PLEASE STEP UP!!

Swap Meet - Pat Dolan will reach out to the Re-enactors for the Swap Meet. Pat will report back to the Club regarding the Intrepid and an MTA static display. Possibility the Club may be paid.

OMS 7 Report – Pat Dolan gave an update on the T-24 Weasel Project. It's almost ready, needs to be painted and needs to be outfitted with tracks and it's good to go.

Discussions ensued regarding Lead East and the Club's participation, generally agreed that this would be reported back by either **Pat Dolan** or **John Sobotka**. Lead East is ON!!!!

Al is in contact with the Triumph Club on a date for a joint event with them (and MTA Meeting) at Lyons Hospital in July. Stay tuned for new meeting date.

Al acknowledges and apologizes to those members who went to Fireman's Field for the May Mtg. There is an email issue that Al is working to resolve.

Motion to adjourn the meeting was made by **Andy Salzano**, seconded by **Jean Swanick**. *Motion carried!*

MTA 2021 Officers and Key Committee Heads

President- Al Mellini

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

Vice President- John Sobotka

Tel: 862-266-6284 email: jsobotka@hotmail.com

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

Tel: 973-714-2271 email: mtanjevents@gmail.com

Swap Meet Chairman- Bill Murphy

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

Webmaster- Rudy Garbely

Tel: 973-800-9251 email: rgarbely@gmail.com

Quartermaster and MTA Archives Custodian Gary Schultz

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

In Memoriam



The MTA Executive Committee extends their deepest condolences to MTA Vice President John Sobotka and his family in the recent passing of John's lovely wife, Jayne. We wish John and his family strength, courage and peace during this somber time.

COLLECTOR'S

**C
O
R
N
E
R**

Getting to the Point-The Model M1 Garand Bayonet

By Dave "El Armorer" Johnson

I must say, I really miss Harold "the Ole Geezer" Ratzburg's articles that were often published in the *Motor Pool Messenger* under the column, "Collector's Corner". Harold's articles did not pertain just to military vehicles, but also presented information about military collectibles related to the equipment and accoutrements carried by US soldiers. Men who drove and rode in the military vehicles that many MTA members now own. So I figured this younger geezer would pick up the baton from Harold and share an article on one of my favorite accoutrements of WWII...the U.S. Model "M1" Bayonet.

My first M1 Bayonet was purchased in the mid 1990's at one of the Forks of the Delaware Gun shows in Allentown PA. One of my prerequisites when purchasing militaria is it HAS TO BE manufactured during the WWII. This first M1 Bayonet I purchased was manufactured by PAL Blade and Tool Company to accompany my M1 Garand Rifle. Little did I know, it would start an interest to collect other M1 bayonet variations.



My First M1 Bayonet by PAL

The M1 Bayonet was produced from 1943 up through the 1950s and even possibly up to the beginning of the 1960s. But for this article, I'm going to focus on those produced during WWII. The predecessor to the M1 Bayonet was the Model 1905 bayonet, originally produced by US arsenals Springfield Armory (1906-1922AD) and Rock Island Arsenal (1906-1919AD). The M1905 is 6 inches longer overall than the M1 and was stamped "US", with an "Ordinance Bomb", wooden grip, name of manufacturer and the year of manufacture stamped on the blade/ricasso of the bayonet. However, during WWII, Springfield and Rock Island were too busy so, six commercial manufacturers were chosen to re-produce the M1905 Bayonet with manufacturing starting in early 1942 with the difference of a black or reddish-brown/black plastic grip



M1905s Union Fork and Hoe dated 1942 (Bottom) and Wilde Drop Forge dated 1943 (Top). By the way, the only time I used the 1943 Wilde was for cutting my wedding cake back in 2005.

The change from the M1905 to the M1 came from a study by the US Cavalry Board from mid-1942 through early 1943 regarding the feasibility of a shorter version of the M1905. The study was completed and the M1 Bayonet was approved/adopted in February/March of 1943. Of course, the WWII commercial manufacturers having the experience of producing the M1905 were considered for also producing the M1. The six commercial manufacturers of the M1905 were; *Wilde Drop Forge, PAL Blade and Tool Company, American Fork and Hoe, Union Fork and Hoe, Utica Cutlery and Oneida Limited.*

The M1 was just a shorter version of the produced M1905 with an overall length of approximately 14-1/2", a 10" long by 1-1/16" wide blade, a guard of 3-3/8" inches, a fuller (the evil blood groove) with a length of 6" by a width of 3/8" wide. Not to mention, it has a parkerized finish with the new plastic grip. The blade is stamped with; "US", the manufacturer name, the year of manufacture and also with an ordinance bomb. Cross cannons or an ordinance bomb are observed (aka acceptance mark) on the reverse ricasso of the for mentioned markings after passing a strength test.

Now, adoption didn't mean to stop production of the M1905. The logistics of producing the M1905 also included the phasing in of the M1 as the M1905 phased out. This required time to sync up, especially with the supply and demand for bayonets quantities adequate enough for the production of new service rifles. Not to mention, what do we do with all the longer M1905s. Well, the point is, I'm getting there...

The M1 no longer required the year of manufacture stamped onto the blade. However, during the transition of M1905 to M1, some M1s had their year included and are considered scarce examples. Around twenty years ago, I was fortunate to locate a M1 stamped 1943 and had it shipped to me from Europe. The M1 stamped 1943 is approximated to be the month of April 1943 during the M1905/M1 transition period, occurring when the lowest quantity of M1 Bayonets were produced (first production month).



M1 Bayonet Manufactured by Oneida Limited stamped with 1943 Year of Production with Cross Cannon acceptance.

Since the study approved the use of the M1 with a 10-inch blade, a decision was made to "cut down" the existing M1905s from a 16-inch to the 10-inch blade for standardization. Of course this was not a full recall. Just cut down and re-parkerize what was available on hand, including those that came back in for repair. Not only was this for the M1905s produced in 1942/43, it also included the M1905s produced by Springfield Armory and Rock Island Arsenal that were pre WWI, during and post WW1 as well.

Two variations of these "cut downs" exist. One is called the "Spear Point" and the second is called the "Bowie" or aka "Beak Point" by most collectors. I prefer the "Bowie" nomenclature. There has been some information noted indicating the lack of strength due to the fuller location, without enough material/strength toward the back (non-edge portion) of the bayonet possibly resulting in the Bowie point.

In the photo below the bottom bayonet is an example of a "Spear Point" M1, originally manufactured in 1906 from Rock Island Arsenal modified by Union Fork and Hoe with a new plastic replacement grip. The bayonet pictured on the top is an example of a "Bowie" Oneida Limited originally manufactured in 1943 and modified by American Fork and Hoe. Note the thinner back on the "Bowie". On both examples, please note how the fuller goes all the way to tip of the blade with a continuous depth.



Oneida Limited "Bowie" (Top) and a Rock Island Arsenal "Spear Point" (Bottom)

Out of the six commercial manufacturers producing the M1905 during WWII, only five produced the cut down modifications along with standard new production of the M1. Wilde Drop Forge is not known for producing M1s nor "cut downs" as their contract was ended due to poor quality and difficulty producing M1905s. The only known Wilde M1s are "cut downs" modified by the other five commercial manufacturers.

Two other examples of "cut downs" modified to "Spear Point" M1s are the one to the right and the other to the left of center. See pictures below. All three are Union Fork and Hoe M1s but the center bayonet is unique. The right and left have the same ricasso markings and their fullers running all the way to the tip. The right has a Modification mark by Utica Cultery on the ricasso. The left has a Modification mark by its own company Union Fork and Hoe and a six-digit number on the Tang.



All three M1s Union Fork and Hoe. Modification mark (Far Left) on Tang "UFH020192". (Center) No modifications to show, only Fuller depth difference. Modification mark (Far Right) on reverse ricasso "U.C.-

MOD." only.



All three M1s Same left to right as above picture. Ricasso Stamp (Center) greater depth and wider lettering compared to the "cut downs" to the left and right of center.

The center Union Fork and Hoe has a deeper ricasso stamp however it has no modification markings. The fuller does not run down all the way to the tip on one side (an inch away) the false edge is precisely ground, there is no modification mark and the fuller at three inches from the tip on both sides increasing in thickness (shallow depth). A normal fuller would have the same depth on a "cut down" all the way to the tip. If this was a M1905 made in 1943 and cut down, the fuller depth would not increase. Again, it would remain the same depth all the way down to the tip. Also, it would require modification marks by one of the manufacturers but there is none. So what is it? The holy grail rare bayonet find of the century? Nope. It's just an artifact that something went wrong in the process. My guess as a collector is one of three: 1. It's a transition period marked 1943 where the fuller was rolled or stamped during forging and did not properly clear all the way as the blade was drawn out. 2. It was a rejected M1905 because the fuller depth was not continuous. Then, reground perfectly and did not require the modification stamp because it was never originally accepted by quality control for the ordinance department. 3. It was a M1905 of poor quality with this fuller

and it missed receiving a modification mark/stamp. 4. *No wise guy, Dave Steinert...it's not a fake!* If anyone has a serious number 4, I'd like to hear it.

Here are two other M1s by the remaining two manufacturers. One is an American Fork and Hoe and the other is Utica Cutlery. The unique part of the American Fork and Hoe is the H stamp on the pommel showing it went through a later improved heat treatment process.



A number of my M1s were acquired from *S4 Surplus* located in Hackensack NJ and also from the Militaria show at the *Totowa Boys Club* in Totowa NJ. Unfortunately for me, Diane at *S4* retired and closed the store a few years ago. As with any military surplus, bayonets that were for sale there were always hit and miss, depending on availability, but no matter what, it was always great to shop or visit. Eventually, the Totowa Militaria show started to have less and less US Militaria so my interest dropped off and I never received any more post cards in the mail for up and coming dates. The best part is I still have the all the M1 Bayonets except one that I horse traded for a different item with my friend George.

Nomenclature describing variations are subjected to different terms unique by collectors. Some collectors call the 16-inch blade M1905 Bayonets produced in 1942 through 1943 as "M1942" or "M1905/42".

Collectors also refer to the "cut down" or "modified M1905" Bayonets shortened to the 10-inch blades as "M1905E1 Type 1 Bowie", "M1905E1 Type 2 Spear Point". There is even a "Type 3 Spear Point" description indicating a longer false edge. I prefer "Bowie" or "Spear Point" to describe the "cut downs". Otherwise, if they have a 10-inch blade, they are all M1s in accordance with US Ordinance publications. After all, the ordinance department is not a bunch of collectors. And by the way, both M1 and M1905s bayonets not only fit on the Garand rifle, they also fit on the M1903 Springfield Rifle as well. Whatever terminologies you use or reason for collecting, just have fun. *Hopefully I've made my point clear!*

CLASSIFIEDS

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

For Sale: 1971 M35A2 W/OW, solid body, original canvas top in very good condition. Comes with 11 brand new NDCC OZ tires and MANY brand new parts. Buy to complete or to use as parts. Asking \$2000.00. Clean transferable New York registration, in New Hampton N. Y.. Please contact Dave at, dmz0462@gmail.com or text 845-490-1082

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 Vehicle Preservation Association
Since 1976

www.mvpa.org

Military Vehicle Preservation Association
History In Motion

Since 1976 the Military Vehicle Preservation Association's mission is to provide an international organization for military vehicle enthusiasts, historians, preservationists and collectors interested in the acquisition, restoration, preservation, safe operation, public education and display of historic military transport.

All membership types include the bi-monthly MVPA Periodical History In Motion

U.S.A. MEMBERSHIPS		MEMBERSHIPS OUTSIDE THE U.S.A.		OUTREACH SPONSORSHIP		Electronic Membership	
<input type="checkbox"/> Second Class Package - \$10.00	<input type="checkbox"/> Canada Economy Air - \$20.00	<input type="checkbox"/> To US Organization in Detail	<input type="checkbox"/> Worldwide E-Membership - \$20.00	(does not include Periodicals)			
<input type="checkbox"/> First Class Package - \$70.00	<input type="checkbox"/> International Economy Air - \$50.00	<input type="checkbox"/> Second Class Package - \$40.00					
<input type="checkbox"/> Recurring 1 year memberships - \$19.00 or - \$15.00							

MVPA Recruiting Member _____ Membership Number: _____

Name of Applicant _____

Address _____

City _____ State _____ Zip _____

Telephone _____ E-mail Address _____

16 Digit Credit Card # _____

Exp. date: ____ / ____ / ____ Signature _____

Complete this application and mail with check or money order (on a U.S. bank or U.S. funds) to the address below.

MVPA • PO Box 520178 • Independence, MO 64052

Phone: (800) 361-5798 • E-mail: hq@mvpa.org • Fax: (816) 833-5115

Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

**THE THURSDAY JUNE 3rd MEETING
WILL BE HELD AT THE ROCKAWAY
BOROUGH FIREMAN'S FIELD**

It's Never a Good Idea to *Dump* Your Dump Truck!



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

Contributions, gifts, or membership dues made or paid to the Military Transport Association, a 501(c)(4) organization, are non-refundable or transferable, and are NOT deductible as charitable contributions for federal tax purposes.