



# MOTOR POOL MESSENGER

the official monthly newsletter of the  
**MILITARY TRANSPORT ASSOCIATION**

visit us online at [www.MTAofNJ.org](http://www.MTAofNJ.org)

Issue: AUGUST 2021

Editor: Dave Steinert



NOW



THEN

*In This  
Issue...*

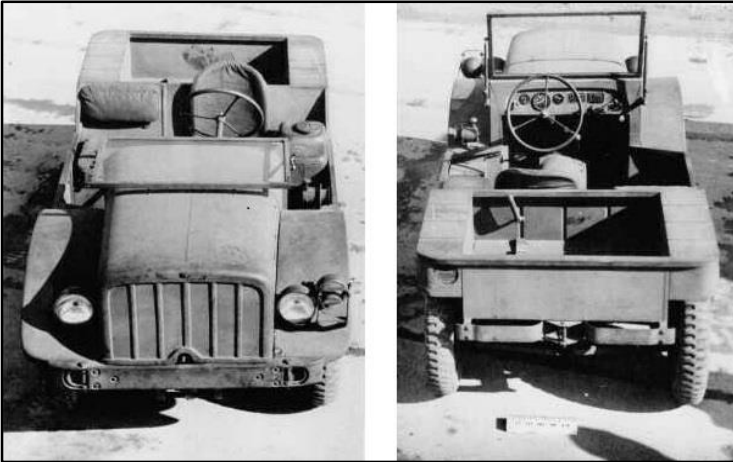
**PLEASE DO NOT TAKE THIS ISSUE LIGHTLY!**

## ON THE COVER...



**THEN-** As WWII progressed, the logistics of getting military vehicles, especially jeeps, to the troops on the ground, where they could be quickly utilized in both transporting personnel and supplies in response to enemy movements, became an important objective for obvious reasons. Many strategies were considered, but the overall consensus was the use of planes to transport these vehicles. This conclusion initiated the decision to produce vehicles that were light duty, air-droppable jeeps. From this the Airborne Lightweight Jeep Program was created. These jeeps became known as extra lights (EL), lightweight jeeps or jeeplets.

A series of specifications for the extra lights were produced by the military and commercial companies were permitted to bid on and submit



prototypes for evaluation. At least six companies responded with prototypes. There were a variety of designs submitted, but the program never advanced beyond the prototype stage, probably due to the issue that the lightweight jeeps never obtain the robust design of the standard jeep. Although the program was terminated, many of the prototypes did survive. On the front cover is one of them. This prototype was submitted by Chevrolet.

**NOW-** The Chevrolet Extra Light (CEL) was a prototype submitted by the company to the Airborne Lightweight Jeep Program. It was powered by a two-cylinder, 90-degree V-type Indian motorcycle engine, displacing 45.44 inches, and developed 20.5 horsepower. The engine and

clutch were built by Indian, but the front axle, transmission and transfer case were built by Chevrolet. The rear axle was a Saginaw Model 705-D-1.



The original specifications insisted on a machine gun mount on the dashboard, but like the other extra light models, the metal structure was not strong enough to support such a weapon. The driver had to straddle the transmission hump and the shift lever between his legs.



It was powered by a two-cylinder, 90-degree V-type Indian motorcycle engine, displacing 45.44 inches, and developed 20.5 horsepower

Chevrolet built two prototypes of their Lightweight Jeep and both survive to this day. The one pictured above was delivered to Aberdeen Proving Grounds in 1943 for testing and is now on display at the Sam H. Werner Military Museum in Monteagle, TN the other prototype is on displayed at the Military Technology Museum of New Jersey in Wall Township, NJ.

**ATTENTION MEMBERS!**  
**THE THURSDAY SEPTEMBER 2<sup>nd</sup> MEETING WILL**  
**BE HELD AT THE WHIPPANY AMERICAN LEGION**  
**THE MEETING ROOM IN BASEMENT**

**Food at 6:00PM...Meeting starts at 7:00PM**



**MTA 2021 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- Anita Roberts**

Tel:    email: [akroberts356@gmail.com](mailto: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](mailto:fred@mtaofnj.us)

**News letter Editor- Dave Steinert**

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

**Parade Coordinator- OPEN**

Tel: 973-714-2271                      email: [mtanjevents@gmail.com](mailto:mtanjevents@gmail.com)

**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)

**Quartermaster and MTA Archives Custodian**

**Gary Schultz**

Tel: 973-207-8955                      email: [garyrschultz@gmail.com](mailto:garyrschultz@gmail.com)

**MTA Meeting Minutes**

**MTA Meeting Minutes – August 5th 2021 at Legion Hall**  
 Submitted by **Anita Roberts**, Recording Secretary

The August 5, 2021 meeting of the MTA was called to order by President **Al Mellini**, back from vacation at Camp David and opened with the *Pledge of Allegiance* and a Moment of Silence. Al then called for a motion to approve the July Minutes, motion was made by **Bill Dekker** and seconded by **Pat Dolan**. *Motion carried!* Al shared with the membership that one of our members had celebrated his 17<sup>th</sup> birthday and had just passed his driving test and received his license. Happy Birthday was sung by all so to *Ben Cave*. We then ate delicious cupcakes baked by *Anna Cave!* Ben chose what he wanted from the Quartermaster's table as a gift from the club.

Al then gave the financial report informing the membership that the expenditures covered the club picnic and an insurance premium that was due. We received at last \$3000 from parades and dues. He also indicated that the Club was in a very sweet position and had done a very good job of maintaining its balance sheet through COVID.

**Financial Report**

**July 31, 2021**

<b>Beginning Balance:</b>	\$44,680.83
<b>Income:</b>	1,697.04
<b>Expenditures:</b>	<u>-2266.19</u>
<b>Ending Balance:</b>	\$44,111.68

**Parade Report-** Al mentioned that there are two parades left in the season. **As of August 23, Mendham Boro has cancelled our participation.** Therefore, our last parade for the year is Clifton on November 7th. More details to follow. If you want to participate, please email **Al Mellini**. Al reported we raised the fee to towns from \$300 to \$500.

**2021 Elections Report-** Al reported that we are now in an election cycle. **Gary Schultz** gave an update on the procedure. **Tim Swanick** and **Dave Johnson** are the required two Tellers and **Dave Steinert** is Chairman for the Nominating Committee as appointed by the Executive Board. Following our election process, the August meeting is designated for the first reading of qualified candidates that the Nominating Committee has received. **Tim Swanick**, as Teller read off the four officer candidates to the membership, they are:

- John Sobotka**, candidate for President
- Gary Schultz**, candidate for Vice President
- Jean Swanick**, candidate for Secretary
- Al Mellini**, candidate for Treasurer

At the September meeting the Nominating Committee will have its second reading with any additional candidates that have come forward and the nominations will be closed. Ballots will be included in the September issue of the *Motor Pool Messenger* and will also be posted to the MTA website to download. Ballots must be returned to the address on the Ballot by October 15<sup>th</sup>. The winning nominated officers will be read at the November meeting and will be installed to office effective January 1st 2022. See the July Special Election Issue of the *Motor Pool Messenger* for full MTA election processes.

**Swap Meet –** October 1-3, 2021. Final planning is on-going. Al informed the members present that Swap Meet lawn signs will be distributed at the September 2 meeting for those who want them. This is our last meeting before our 2021 event. Vendors continue to sign up, but we still have open areas. The Newton Rotary is providing food this year for the Swap Meet. The Food Committee is still working on a few issues and the free food situation since all food will have to be paid for by the Club. Only active military will get free food. Cookie (Al) will be providing food to our work crew for lunches on Weds, Thurs and Fri. Al cautioned that COVID may change things. We will follow the Governor's guidelines. The Richards Building may require masks since it's an indoor activity. John spoke of the

problems the MVPA is having regarding insurance with a live firearm incident. The Club will need to remind all attendees that no live firearms are allowed, including active military.

**Lead East Car Show is on!** Labor Day Weekend. Anyone who wants to attend will need tickets, so you'll need to reach out to **Pat Dolan**. He will provide you with details. MTA will be displaying 6 vehicles. An email will be sent to the LIST for participants. If you have a truck larger than a Jeep, call Pat for instructions. [Pdolan621@hotmail.com](mailto:Pdolan621@hotmail.com). 973-220-9169 cell.

**OMS 7 Report – Pat Dolan** gave a good and thorough report on WW2 jeep carburetors.

**RROB Report – Tim Farrell** gave a thorough report on *Operation Toy Train* efforts to develop a transportation museum in Port Jervis. Tim also mentioned that OTT is planning to run *Toys for Tots* trains this year. Those MTA members who want to participate should contact **Carolyn Hoffman** at [ch2112@gmail.com](mailto:ch2112@gmail.com).

Motion to adjourn the meeting was made by **Pat Dolan**, seconded by **Bill Dekker**.

*Motion carried!*



## MTA Vehicles on Display!



Recently MTA Members Jack McDevitt and Chris Tamburro proudly displayed their HUMVEEs at Camp Ramaquois in Pomona, NY.



MTA Member Robert Cassin represented the club at the First Responders and Military Night at the Orange County, NY Speedway. Bob displayed his WWII Harley Davidson motorcycle. He even got to take his Harley for a spin around the race track. *Thanks for representing the club Bob!*



### **The U.S. Army in the Battle of the Bulge-Part II** **The US Army in the Ardennes on 16 December: The Quality of the Frontline Formations**

Jim Swanick

In the line stretching from Monschau to Echternach on 16 December were two cavalry groups, five infantry divisions, and an element of an armored division. Of the infantry divisions, three were veterans. The 2d Division, which had been resting and refitting in the Ardennes since early October, was attacking through the lines of the 99th Division in an effort to gain the Roer River dams. It had landed on D+1 over Omaha Beach, fighting through Normandy and into the Brittany peninsula, where it had worked to reduce Fortress Brest. The 4th Division, meanwhile, had landed on Utah Beach, smashed through German defenses on the Cotentin Peninsula to seize Cherbourg, and driven to the German border. At the time of the German attack, it had just finished filtering into the line following a hellish stint in the Hürtgen Forest and was 2,700 men short. Both divisions were highly regarded. The 28th Division, on the other hand, had gotten off to a rough start in Normandy. Its original commanding general had been sacked for poor performance after three weeks in the line, and his successor shot and killed by a sniper immediately after taking over. On 13 August one of the heroes of Omaha Beach, then-

Brig. Gen. Norman D. "Dutch" Cota, was given the division in the hope that he would whip it into shape, but it continued to falter: in mid-September, as the division attempted to blitz the Siegfried Line, Cota fired the commander of the 109<sup>th</sup> Infantry after one of his battalions crumbled and withdrew without orders during an enemy counterattack. A four-week rest period ensued, after which the division was sent to fight in the Hürtgen Forest. Here crippling micromanagement from above and several instances of genuinely poor performance combined with terrible weather, terrain, and savage enemy resistance to all but destroy it. Moved to the Ardennes in the third week of November, the division received 3,400 replacements, which it set about training immediately.



**Brig. Gen. Norman D. "Dutch" Cota**

On the opposite side of the coin lay the 9<sup>th</sup> Armored Division and the 99<sup>th</sup> and 106<sup>th</sup> Infantry Divisions. The 9<sup>th</sup> Armored had arrived in France in October and immediately went into VIII Corps reserve, with Middleton intending to commit its combat commands as needed by attaching them to infantry divisions. Its units gained exposure to combat by patrol action, temporarily rotating into the lines of the infantry divisions, and on 10 December it was finally assigned a sliver of the front to call its own, which was given to the 60<sup>th</sup> Armored Infantry Battalion. At the same time Combat Command B was sent northward to operate under V Corps in support of its efforts to capture the Roer River dams, while Combat Command R remained in corps reserve at Trois Vierges, east of Houffalize. The 99<sup>th</sup> Division had made landfall in November and also came immediately eastward; like the 9<sup>th</sup> Armored its combat experience had been limited to that gained through patrolling. On 16 December it was attacking with three battalions in support of the 2d Division. The 106<sup>th</sup> Division, finally, had just made it to the Continent. Having been at the front less than a week, the Golden Lions were as raw as raw could be.

Of the two cavalry groups in the line on 16 December, one had been in France since the invasion and the other had arrived concurrent with the 9<sup>th</sup> Armored Division. The former, the 102d Cavalry Group, was under V Corps control in the vicinity of Monschau; the latter, the 14<sup>th</sup> Cavalry Group, was attached to the 106<sup>th</sup> Division and covering the Losheim Gap. As an original member of the V Corps order of battle, the 102d Cavalry Group had landed in France immediately after D-Day.

In six months of combat, it had seized villages, conducted frontal attacks in the *bocage*, taken hills, conducted assault river crossings, and, of course, performed combat reconnaissance, executed security missions, and operated as the advance guard of the corps. On 1 October its 38<sup>th</sup> Cavalry Reconnaissance Squadron settled into positions in front of Monschau. The 14<sup>th</sup> Cavalry Group, meanwhile, sent its 18<sup>th</sup> Cavalry Reconnaissance Squadron into positions in the Losheim Gap immediately after its arrival, and on 7 December its 32d Cavalry Reconnaissance Squadron went into group reserve.

In the first days of the Bulge, each of these units would require quality leadership to ensure their survival. Of this the 2d and 4<sup>th</sup> Divisions had plenty. Maj. Gen. Walter M. Robertson of the 2d Division had taught at both the Command and General Staff College and Army War College during the Interwar Years before taking over a battalion in the division's 9<sup>th</sup> Infantry in 1940. Elevated to division command prior to the unit's movement overseas, under his steady hand it had gained a reputation as a "top-flight division." Maj. Gen. Raymond O. "Tubby" Barton of the 4<sup>th</sup> Division, meanwhile, was universally described as "calm and self-confident." Dependable, tenacious, inspirational, and well-liked by his men, he was a strict disciplinarian that commanded respect but was "not sour or stiff." His Ivy Division enjoyed an excellent reputation. Dutch Cota was a question mark. He had enjoyed a meteoric rise



**Major General Walter M. Robertson**

since 1942, working on the staff of the 1<sup>st</sup> Division during Operation TORCH before being transferred to England to advise OVERLORD planners on amphibious warfare, and had earned a Distinguished Service Cross on D-Day for leading a mix of assault troops, Rangers, and engineers in opening the Vierville draw, which was followed by a Silver Star with an Oak Leaf Cluster in subsequent fighting in the *bocage*. He was a bona-fide combat commander; thus, it had been quite the surprise when he stumbled not once but twice, consecutively, when given a division, although the Hürtgen Forest debacle had been as much the fault of Hodges and Gerow as his. Regardless, the 28<sup>th</sup> Division's lack of marked improvement and collapse in the Hürtgen Forest had done significant damage to Cota's star, as evidenced by Hodges' 8 November

recommendation to Gerow that he relieve the division commander.

Cota was not the only commanding general that been cited for valor. As a major in the First World War, the 9<sup>th</sup> Armored Division's Maj. Gen. John W. Leonard had earned the Distinguished Service Cross for having "personally led the assaulting wave [of his battalion] in an attack under severe shell and machine-gun fire from the front [and] flanks" to take



Major General Raymond O. "Tubby" Barton

his objective, upon which he had rallied and reorganized his men. After the war he had been sent to a tank battalion on the recommendation of then-Maj. Dwight D. Eisenhower and later taught armor at the Infantry School. Maj. Gen. Walter E. Lauer of the 99<sup>th</sup> Division had also spent time teaching during the Interwar Years, having taught military science and tactics at the University of Vermont and St. Norbert College in Wisconsin. He had served on the staff of the 3d Division in North Africa. His senior officers disliked him, considering him "humorless, abrasive, and arrogant," and felt that he was primarily concerned with his own reputation. The 106<sup>th</sup> Division's Maj. Gen. Alan W. Jones, finally, was a Marshall Man, having served with the Chief of Staff at the Infantry School in the 1920's and again at Vancouver Barracks in the 1930's. Appointed to Lt. Gen. Lesley McNair's staff at Army Ground Forces in 1942, he had subsequently been assigned as the assistant division commander of the 90<sup>th</sup> Division before being given the 106<sup>th</sup>. Jones was the only division commander in the line on 16 December with no prior combat experience.

In the face of the German onslaught, the presence of trained soldiers would matter as much as experience and good leadership. Only half of the units in the line could say with confidence that their men were ready for combat, however. The 4<sup>th</sup> Division's recent evacuation from the Hürtgen Forest had occurred just as the division was on the brink of collapse; it had suffered 4,053 battle casualties and roughly 2,000 non-battle casualties. In one regiment 71% of the "old men" had become casualties, along with 55% of those that replaced them. By the end of the battle new replacements were being led by those that had arrived only a few weeks before, and unit cohesion within the division was very poor. Thus, it would take time for the unit to recover, as it had to not only absorb further replacements but also train the bulk of its riflemen. The 28<sup>th</sup> Division was in better shape, having received 3,400 men, and immediately after leaving the Hürtgen Cota had commenced relieving and replacing those combat commanders and members of his staff that had been incapacitated or proven

ineffective. These new arrivals, including the commander of the vaunted 2d Ranger Battalion, Lt. Col. James Earl Rudder, were quickly able to raise the fighting quality of the division. The 2d Division and 102d Cavalry Group were in good shape, having been in the line since October, and the 9<sup>th</sup> Armored Division had received high praise for its proficiency during maneuvers back in the United States.

The quality of the soldiers of the 99<sup>th</sup> and 106<sup>th</sup> Divisions was a little more nuanced. Both divisions had furnished trained infantrymen as replacements overseas or to fill out other divisions before being sent to Europe. For the 99<sup>th</sup> Division the loss was slight, only 3,200 men in late 1943, and this number was replaced in March of 1944. The new arrivals were raw recruits fresh from the shuttered doors of the Army Specialized Training Program (ASTP), the purpose of which had been to send high-IQ individuals to college in order to provide the Army with technical specialists, engineers, and scientists. The influx of ASTP men constituted a double-edged sword: on one hand, they generally were found to be superior in all respects to the men they replaced, but on the other, they had to be trained, as they had been drawn from all corners of the US Army or accepted into the program straight out of basic training. The quality of the new manpower was little consolation



Maj. Gen. Walter E. Lauer

to the 106<sup>th</sup> Division, however. On 27 April 1944 it had been designated along with sixteen other infantry divisions to provide trained infantrymen as replacements. This intensified the transfer of personnel out of the division, which would ultimately see 13,657 officers and men pass through its ranks between its activation in March 1943 and its departure to port of embarkation in October 1944. In September 1944 alone it lost nearly 2,800 enlisted men; between April and September it

had given up 5,050, of which 4,225 came from the Infantry Branch, and in the aftermath of being alerted for movement in October it received just under 3,500 officers and men to bring it to full strength. Although the 99<sup>th</sup> Division had had time to train all of its ASTPers as well as conduct unit training up to the division level, the Golden Lions had not.

Thus, the units in the line on 16 December were an eclectic mix of old, new, understrength, and undertrained. The 2d Division and 102d Cavalry Group were the only veteran outfits in top shape; the 28<sup>th</sup> Division was in the process of rehabilitating, and the 4<sup>th</sup> Division had yet to begin. All of the green units were at full strength, but the 106<sup>th</sup> Division was not fully trained. Leadership for some units remained in question; it could be expected that in their next battle both Robertson and Barton would perform with their typical vigor, but there remained a question of whether or not Cota's rank had surpassed his capabilities. Lauer and Jones remained untested as division commanders, and while Leonard was no stranger to leading men in combat, he had not yet done so in the current conflict... **Part III continues in the next issue of MPM!**

I'd like to make reference to the recent article in the July *Motor Pool Messenger* on the subject of military pan scrapers.

Between the cable operated variants from the WW2 period and the pivot steer type now in use there was yet another variant in the form of a tractor drawn hydraulic scraper. The tractors were Clark products equipped with a Cummins diesel engine.



Above is a photo from March, 1972 showing several of them pushing each other through a borrow pit in Bien Hoa RVN. Bulldozers were also employed as pushers in borrow pits.



Also a picture from March 1972 showing some engineers struggling with the biggest flat tire in RVN. They were trying to inflate it using a M51A1 dump truck just off camera as an air supply and the dump truck's air pump just wasn't up to the job.

Phil Francis  
Yuma, Arizona

## 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:** 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](mailto: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](mailto: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.

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19th Annual

# MILITARY VEHICLE SHOW & SWAP MEET

OCTOBER 2-3, 2021

## FOR VENDORS:

Indoor tables & outdoor spaces available!

## CHECK-IN:

Friday, October 1st  
4:00 PM - 8:00 PM

Saturday, October 2nd  
6:00 AM - 8:00 AM

## AMENITIES:

Onsite camping  
Heated bathrooms  
Free hot showers

## CONTACT:

Fred Schlesinger  
58 Bunnvale Road  
Califon, NJ 07830  
908-617-5066  
spaces@mtaswapmeet.com

## FOR VEHICLE OWNERS:

Vehicle display area available, including FOR SALE vehicles!

**NO LIVE  
FIREARMS  
OR AMMO!**



held rain or shine at the

## SUSSEX COUNTY FAIRGROUNDS

37 Plains Road, Augusta, NJ 07822

**SATURDAY**

8:00 AM - 6:00 PM

**SUNDAY**

8:00 AM - 3:00 PM

## ADMISSION

adults - \$7.00

veterans & active duty military with ID - \$5.00  
children 12 & under - free!

anyone in active military uniform - free!  
Boy Scouts & Girl Scouts in uniform - free!

**VEHICLE DISPLAYS - REENACTORS  
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VEHICLES, PARTS, UNIFORMS, & MORE!**

Visit our website for more information:

**[www.MTASwapMeet.com](http://www.MTASwapMeet.com)**

The MTA is an MVPA affiliated club.







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

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

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Email: \_\_\_\_\_

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

Are you a member of MVPA?  Yes  No

Military vehicles owned: \_\_\_\_\_

\_\_\_\_\_

Skills or interests of benefit to the group: \_\_\_\_\_

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\_\_\_\_\_

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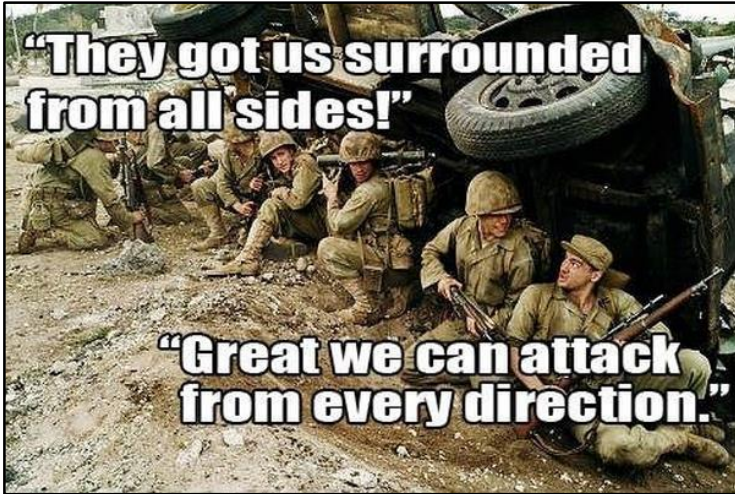
Military Transport Association, Inc.  
P.O. Box 391  
Budd Lake, NJ 07828

*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.*

# Military Transport Association

P.O. Box 391  
Budd Lake, NJ 07828

**THE THURSDAY SEPTEMBER 2nd  
MEETING WILL BE HELD AT  
THE WHIPPANY AMERICAN  
LEGION POST AT 7PM**



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](http://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.*