



# MOTOR POOL MESSENGER

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

Issue: SEPTEMBER 2021

Editor: Dave Steinert



In this  
issue...

We Hope You Will Be Self-Propelled Into This Issue!

## ON THE COVER...



WIKIPEDIA  
The Free Encyclopedia

**THEN-** The M108 Howitzer was a turreted self-propelled 105 mm howitzer (SPH), first introduced in the late 1950s. The M108 Howitzer, along with the M109 (155 mm) self-propelled howitzer, was the indirect-fire support weapon of mechanized infantry. A

howitzer was a lower velocity and shorter range cannon, typically multi-charge propellant, maximum elevation of typically more than 45 degrees, termed indirect fire. Cannon is also used as a generic term for these types of weapons.

The M108 was powered by a Detroit Diesel turbocharged 8V-71T 8-cylinder engine producing 405 hp. The M108 had a M103 105 mm howitzer, and used the same hull and turret as the 155 mm M109 self-propelled howitzer, and components of the M113 armored vehicle. The M108 was phased out soon after the American intervention in the Vietnam War, as the M109's 155 mm was considered a superior weapon.

The M108 weighed 21 tons, had a top speed of 35 mph and a range of 223 miles. The M108 had a 5-person crew, to conduct fire missions, the section chief, the driver, the gunner, and two ammunition handler/loaders. The chief or gunner aims the cannon left or right (deflection) and up and down (elevation). The crew could maintain a 1 round per minute rate of fire, with a max rate of fire of 4 per minute. The maximum range using high explosive (HE) rounds is 7 miles, the newer rocket assisted high explosive (HERA) round range is 9 miles.

The M109 is a turreted self-propelled 155 mm howitzer, first introduced in the early 1960s to replace the M44 and M108. The M109 has been upgraded a number of times, most recently to the M109A7. The M109 family is the most common Western indirect-fire support weapon of maneuver brigades, of armored and mechanized infantry divisions.

The M109 is the medium variant of a U.S. program to adopt a common chassis for its self-propelled artillery units. The light version, the M108 Howitzer, was phased out during the Vietnam War, but many were rebuilt as M109s.

The M109 is also powered by a Detroit Diesel turbocharged 8V-71T 8-cylinder engine producing 405 hp and weighs 27.5 tons, had a top speed of 35 mph and a range of 216 miles. The M109 has a crew of

four: the section chief/commander, the driver, the gunner, and the ammunition handler/loader. The crew could maintain a 1 round per minute rate of fire, with a max rate of fire of 4 per minute. The maximum range using high explosive (HE) rounds is 13 miles, and with the newer rocket assisted projectile (RAP) round range is 19 miles.

**M109A1 (1973)** – A longer barrel and a bore evacuator system added. This allowed the crew to remain in the cab during firing.

**M109A2 (1976)** – A new rammer, and a better recoil system was added, the turret bustle was lengthened to accommodate twenty-two 155mm rounds.

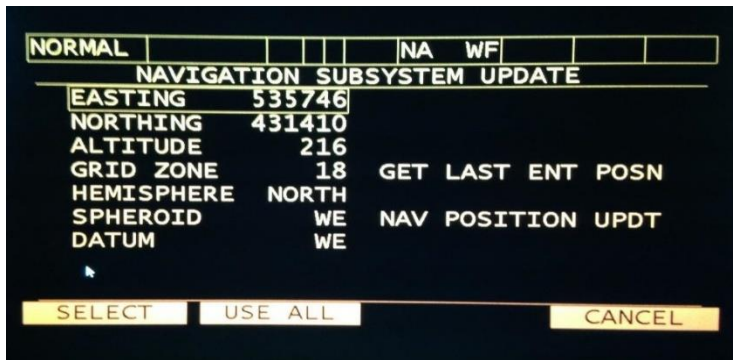
**M109A3 (early 1980s)** – The existing M109A1 in the inventory were upgraded to M109A2 standards and designated A3's.

**M109A4 (late 1980s)** – All M109A2s and M109A3s were modified to improve reliability, and Nuclear Biological & Chemical (NBC) warfare protection was installed. All vehicles brought up to this standard were called M109A4.

**M109A5 (late 1980s)** - The 155 mm M185 Cannon in the M178 Mount was replaced with a the 155 mm M284 Cannon in an M182 Mount, giving the A5 a maximum range of 13.7 miles with unassisted projectiles and 18.5 miles with RAP rounds. The vehicle can carry 36 complete rounds (projectile & powder bags) of ammunition and has a 440 hp engine instead of the standard 405 hp engine.

**M109A6 "Paladin" (1992)** - The greatest differences added to this version the integration of an inertial navigation system (INS), sensors detecting the weapons' lay (direction the barrel is pointing), automation, and an encrypted digital communication system, which utilizes computer controlled frequency hopping to avoid enemy electronic warfare and allow the howitzer to send grid location and altitude to the battery Fire Direction Center (FDC). The battery FDCs, in turn, coordinate fires through a battalion or higher FDC. This allows the Paladin to halt from the move and fire within 30 seconds with an accuracy equivalent to the previous models when manually emplaced, laid, and safed—a process that required several minutes under the best of circumstances. Tactically, this improves the system's survivability by allowing the battery to operate dispersed by pairs across the countryside and allowing the howitzer to quickly displace

between salvos, or if attacked by indirect fire, aircraft, or ground forces.



**M109A6 Paladin Integrated Management (PIM) (2007)**

- The newest M109 version for U.S. service is the M109A7, formerly known as the M109A6 (PIM). The M109A7 now shares common chassis components with the Bradley Fighting Vehicle (BFV) such as the engine, transmission, and tracks. This creates commonality with other systems and maximizes cost-savings in production, parts inventory, and maintenance personnel. The M109A7's on-board power systems harness technologies originally developed for the Non-Line-of-Sight Cannon (NLOS); the electric drive is faster than the previous hydraulic system, and the automatic rammer more consistently

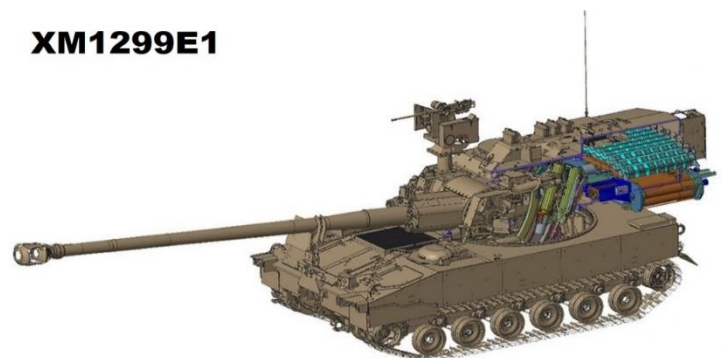
rams the round into the gun for consistent velocities and better accuracy (GPS aided INS). It features a 600-volt on-board power system to accommodate additional armor and future networking technologies as they become ready. The M109A7 can sustain a one-round per-minute rate of fire and a maximum rate of fire of four rounds per-minute. Weighing 39 tons, the M109A7 is 10,000 lb. heavier than its predecessor, the M109A5, and it has the capacity to grow to 55 tons. Even with the weight increase, the M109A7 can travel faster than previous versions at 38 mph and is more maneuverable than a BFV. XM1299 (2015) - Extended Range Cannon Artillery (ERCA) program will introduce a longer range semi-automatic firing 155 mm howitzer.

**NOW**-The XM1299 is based on the existing M109A7. The increased range and accuracy is accomplished by having a longer barrel L/58 gun, a Loader Assist mechanism to help make more consistent rams, the use of supercharged propellant and the XM1113 rocket-assisted artillery shell. Together, this system is able to double the range, being able to hit targets at over 43 miles away.



According to the United States Army, the XM1299 howitzer is planned to be completed this year, to undergo operational assessment in 2023, and is expected to be fitted with an autoloader (XM1299E1) in 2025, which could increase its rate of fire from 3 to 10 rounds per minute.

**XM1299E1**



(Article & pictures submitted by George Wagner)

**ATTENTION MEMBERS!**  
**THE THURSDAY OCTOBER 7th 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:

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**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 – Sept. 2nd 2021 at Legion Hall**  
 Submitted by **Anita Roberts**, Recording Secretary

The September 2<sup>nd</sup> 2021 meeting of the MTA was called to order by Vice-President **John Sobotka**, followed by the *Pledge of Allegiance* and a *Moment of Silence* especially for those 13 service men and women just lost at the close of the war in Afghanistan. John called for a motion to approve the August Minutes, **Gary Schultz** made the motion which was seconded by **Pat Dolan**. John called for a show of hands, motion carried. John spoke about attending the MVPA Convention, held in South Bend, Indiana. Both he and **Jim Mescher** made the 10hr. drive to attend. He informed the club that the next convention for 2022 would be in Indiana as well. There was a shortage of sites for the convention and a 3-year lead time for a bid for the convention. They were given a tour of a plant that made HUMVEES where they viewed the different sections of the vehicle being assembled. Production has gone from a high of 100 per day down to 10 a day. These HUMVEES are primarily for export. This event was open only to the truck buffs. John also mentioned that since or because of the incident with

the loaded firearm, the MVPA Archives are now running the club. They are not a 501 c(3) and cannot legislate. John asked the MVPA if the MTA should alter its procedures and was told to continue what it's doing.

John then informed the club that he bought a new trailer that he needed to paint and told the club that if they had M Series vehicles one could look up the FS number for paint, go to Home Depot and they will mix the paint for you. Great because it's latex.

**Anita Roberts** gave the financial report informing the membership that the Club was in good shape heading into the Swap Meet and had done a very good job of maintaining its balance sheet through COVID.

### Financial Report

**Aug 31, 2021**

<b>Beginning Balance:</b>	\$44,111.68
<b>Income:</b>	905.04
<b>Expenditures:</b>	<u>1,081.11</u>
<b>Ending Balance:</b>	\$43,935.61

John turned things around a little called for members to report on anything for the Good of the Club. **Dave Steinert** wanted to acknowledge **Jean & Tim Swanick's** son, **Jim Swanick**, who contributes articles and **Anita Roberts** for doing the minutes It's a big help to him with the newsletter.

**2021 Elections Report-** John asked for Gary to give an update on the procedure, who turned it over to **Dave Steinert**, Nominating Chairmen, who informed the membership that this would be the second reading of candidates:

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

On behalf of the Nominating Committee **Dave Steinert** indicated that no other nominations had been received and there was no opposition. Dave called for other nominees from the membership floor, none were given.

Gary Schultz advised that Jean Swanick informed Gary and Al Mellini at the August meeting that her family membership was only 3 years, two years short of the By-Laws 5 year requirement for Officer position.

**Gary Schultz** called for a motion for a **one-time exemption** to waive section 4.6-A of the By-Laws, reducing the 5-year officer requirement to 3-years to accommodate the uncontested nomination of **Jean Swanick** for Secretary. **Dave Steinert** seconded. A floor vote was called, 17 ayes, none opposed. *Motion carried.*

Gary advised the Floor that today's Election motion and vote did not have the prescribed 20-member Quorum and the motion confirming positive vote for the One Time Officer 5-year membership Exemption would have to go to the Executive Board for a By-Law override approval of the vote without the required Quorum. The issue is pending EC Board confirmation.

**UPDATE: The Executive Board has since voted to override the By-Law of a 5-year membership requirement for a nominated officer in this election and accept the 3-year**

**membership of Jean Swanick for the Recording Secretary position.**

Dave spoke on Ballots, informing the membership that since there was no opposition to the Officer Slate, no ballots should be necessary to mail out. Dave made a motion that since we have an Uncontested Officer Slate, for the Executive Board to consider not sending out ballots and override the voting process that requires sending out ballots in the Sept. issue of the Motor Pool Messenger. Gary Schultz seconded the motion, the Motion carried.

The Executive Board need to confirm the override motion to voting process requiring Ballots to be sent to all members in the Sept. Issue of Motor Messenger. The issue is pending EC Board review and confirmation to one-time override of the Balloting Process.

**UPDATE: The MTA Executive Board voted to a one-time override of the voting process to not include ballots in the September 2021 newsletter.**

**Parade Report-** Clifton is Nov. 7<sup>th</sup>, Veterans Day. 5 vehicles are needed. Further details will follow. If you want to attend email Al at [albert.mellini@gmail.com](mailto:albert.mellini@gmail.com)

**Swap Meet –** October 1-3, 2021. **Ken Gardner** distributed signs to the membership requesting that they be displayed 10 days prior to the event. John informed the membership that lunch would be provided by Al on Thurs and Friday for all helpers. **Jim Mescher** informed the membership that he would provide steaks for those who worked. **Art Swain** called for volunteers to help set up tables informing membership that set-up is at 9am Thursday. Membership was informed that **Jim Mescher** and **Joe Travelli** would be providing Security on Thursday and Friday.

**ATTENTION MTA MEMBERS! LOTS OF HELP WILL BE DESPERATELY NEEDED AT THE SHOW BOTH SATURDAY AND SUNDAY - PLEASE ATTEMPT TO COME AND HELP THE CLUB MAKE THIS A SUCCESSFUL SHOW- IF YOU CAN HELP EVEN FOR A COUPLE OF HOURS- PLEASE CALL GARY SCHULTZ AT (973)-207-8955.**

Discussion ensued about having roving ticket collectors and closing off gates to prevent people from entering the Show without paying. **Sue Schlesinger's** Air Stream trailer will be on site for Ginny. Sue is doing Pop-Corn.

**Lead East Car Show** Pat Dolan informed the club that it had been suggested the MTA might be interested in taking over the 50/50 and having a charity of our choosing be the recipient. To be discussed. **This was not instituted.**

**OMS 7 Report –** (no report)

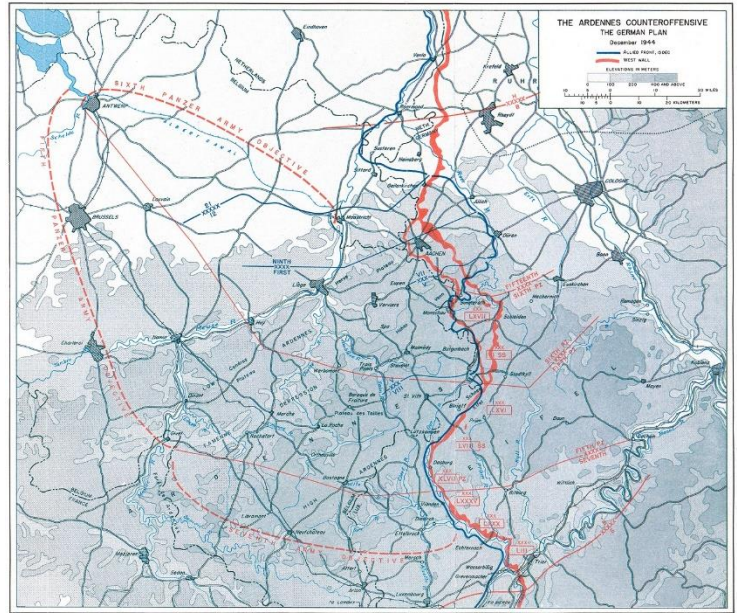
Motion to adjourn the meeting was made by Jim Mescher, seconded by **John Sobotka**.

*Motion carried!*



**The U.S. Army in the Battle of the Bulge-Part III**  
**The US Army in the Ardennes on 16 December:**  
**Dispositions**  
By Jim Swanick

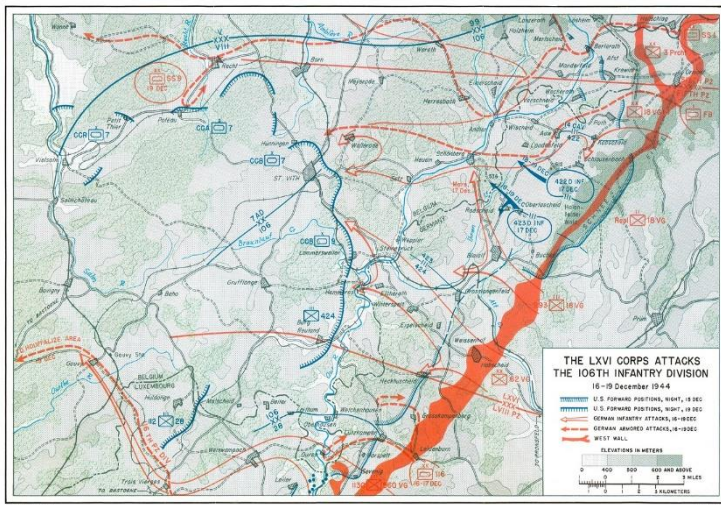
The American units in the front line on 16 December were woefully overextended, with only four divisions covering a front that required at least ten, and ideally sixteen. Thus, the initial fighting in the Ardennes would be laughably lopsided as the leading elements of two mechanized divisions, eight armored divisions, 18 infantry divisions, and four independent brigades slammed into the taut, razor-thin American line.



The terrain in Maj. Gen. Leonard T. Gerow's V Corps sector favored the defender. In the vicinity of Monschau the cavalymen occupied three miles of high ground that was cut by deep, rocky draws overlooking open fields crossed by hedgerows but completely devoid of true cover. They also held the town itself. The veteran 38<sup>th</sup> Cavalry Reconnaissance Squadron had been here since 1 October and had built a formidable defensive position that relied on mutually supporting machine gun emplacements, minefields, pre-sighted defensive artillery fires, and trip-flares. It had also doubled its telephone and radio nets to protect its communications in case the enemy struck. It retained no reserve. At nearby Höfen the 99<sup>th</sup> Division took over, and for the next 19 miles its lines meandered to a point north of Lanzerath. The terrain in the zone of Lauer's Checkerboard Division consisted of short, steep hills covered by heavy forest and thick underbrush, and the abundance of vegetation restricted visibility to 15-20 yards in most areas. All three regiments were in line, with the 395<sup>th</sup> Infantry on the left, the 393d Infantry in the center, and the 394<sup>th</sup> Infantry on the right. One battalion of the 394<sup>th</sup> was arrayed behind the positions of that regiment facing south, simultaneously constituting a flank guard against the lightly defended Losheim Gap to the south as well as the division reserve. None of the regiments held any reserve worth mentioning. On 13 December the 2d Division had begun to attack through the positions of the 395<sup>th</sup> Infantry, moving against the Wahlerscheid crossroads via the Krinkelt-Wahlerscheid road. Three days of tough fighting ensued, by the end of which the 9<sup>th</sup> Infantry had secured the crossroads. The 38<sup>th</sup> Infantry, committed on 15 December, was on its right battering through the forest. By 16 December the division had pushed a two-

mile salient into the German lines. On the right of the Indianhead Division, meanwhile, the 99<sup>th</sup> Division was attacking in support with two battalions of the 395<sup>th</sup> and one of the 393d. This attack experienced similar success.

The 99<sup>th</sup> Division represented the southernmost element in V Corps, and, accordingly, where its lines ended those of Maj. Gen. Troy Middleton's VIII Corps began. Tied in on the right of the Checkerboarders was the 14<sup>th</sup> Cavalry Group, recently attached to the 106<sup>th</sup> Division. The group had drawn the job of covering the Losheim Gap, a five-mile sector between Losheim and Kobscheid in which the terrain is more conducive to military movement than elsewhere in the Ardennes. This trafficability is relative, for although the ground within the gap is open and flatter than that to the north and south it remains interrupted by hills and woods, and a two-mile belt of forest atop snarled terrain must be crossed before gaining open ground deeper into Belgium. Here the 18<sup>th</sup> Cavalry Reconnaissance Squadron had been in position since its arrival in late October. It had established eight strongpoints within the gap, none of which were mutually supporting, and while it knew that American minefields existed in the area it did not know where they were. Finally, it was in physical contact with neither the 99<sup>th</sup> Division to its north nor the 106<sup>th</sup> Division to its south, with a gap of two miles separating it from the former and a gap of 1.5 miles between it and the latter. These were controlled by patrol action conducted by all three units. It did have a reserve, the 32d Cavalry Reconnaissance Squadron, as well as an armored field artillery battalion at its back. Furthermore, in recognition of the vulnerability of the sector Middleton had positioned eight battalions of artillery to fire into it.

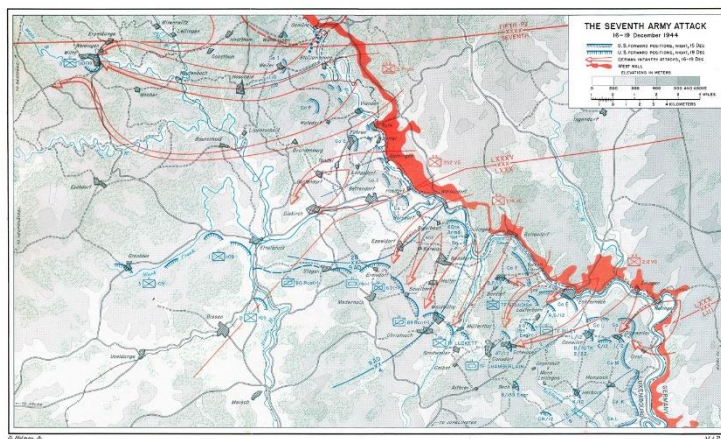


To the right of the 14<sup>th</sup> Cavalry Group lay Jones' 106<sup>th</sup> Division. Two regiments, the 422d and 423d, were positioned atop a long ridge known as the Schnee Eifel; at the southern terminus of the ridge, the line of the latter refused and swept westward along the valley of the Alf Creek. To the south the 424<sup>th</sup> Infantry manned a line between the villages of Grosskampenberg and Heckhuscheid. One battalion from each of the 423d and 424<sup>th</sup> were held as the division reserve, the former in Born, north of St. Vith, and the latter at Steinebruck. A gap of some 4-5 miles yawned between the regiments to the north and that to the south, which was covered by a scratch force of cavalry, infantry, intelligence troops, and cannoneers fighting as riflemen. The positions held by the division's organic elements, which stretched for approximately 18 miles, were those that had been held by Robertson's 2d Division before it moved north into the attack;

therefore, they were all well-prepared, though observation and fields of fire were restricted on the wooded Schnee Eifel.

The positions of the 106<sup>th</sup> Division deserve special mention. Put simply, except for those of the 424<sup>th</sup> Infantry, which had been chosen by the 2d Division, they were not well-sited, as road networks ran north and south of the Schnee Eifel. Both led to the critical crossroads of St. Vith but also connected more locally at Schönburg on the Our River, which ran close behind the entirety of the division's positions. Both were also only slightly held, being located in the Losheim Gap and the gap between the 423d and 424<sup>th</sup> Infantry, which left them open to rapid traversal by the enemy if he attacked in strength. Neither Jones nor his staff were happy with the situation, and Robertson had even requested permission to abandon the ridgeline, which had been endorsed by Middleton but denied by Hodges and Bradley on the grounds that as a breach in the Siegfried Line it could be used as a base for offensive action. Thus, on the eve of the German offensive the 106<sup>th</sup> Division not only had no combat experience but was also thrust out on an easily isolated ridgeline with a river at its back.

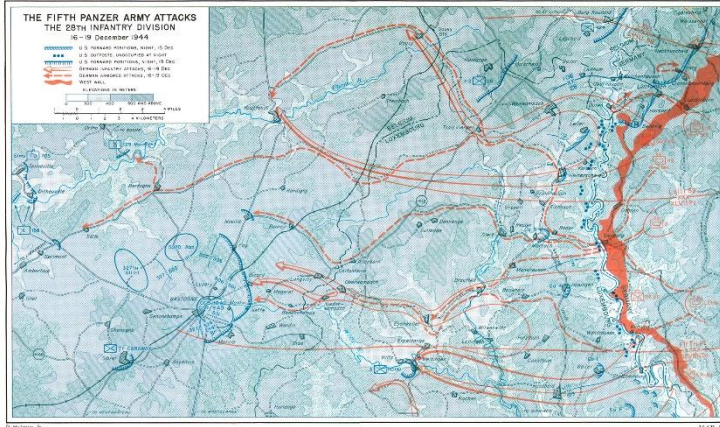
The lines of Cota's 28<sup>th</sup> Division picked up at Lützkampen, just south of Grosskampenberg. Most of the division was arrayed in what could best be described as outpost positions astride or covering the multitude of roads that ran through the sector. In the north the 112<sup>th</sup> Infantry covered Lützkampen and Sevening with two battalions, keeping its third in reserve behind the Our. In the center the 110<sup>th</sup> Infantry was woefully overextended, covering 13 of the 25 miles of division front with only two battalions, as its third had been held back as division reserve. Several roads led westward through the area, and every rifle company in the regiment, as well as several smaller scratch forces, were positioned astride one or in a nearby village. During the day, squad-sized outposts watched the Our River while patrols covered it at night. Like the 106<sup>th</sup> Division, the regiment had a river at its back, the Clerf. To the south the 109<sup>th</sup> Infantry covered 10 miles of front; on its right its 3d Battalion manned a 3,000-yard line in the Our-Sauer triangle, covering a road in the Sauer River valley that led to Ettelbruck. On its left the 2d Battalion, tasked with covering five miles of front, retained outposts watching the Our and, like the 110<sup>th</sup> Infantry, posted rifle companies astride important roads in its zone. The 1<sup>st</sup> Battalion remained in reserve at Diekirch.



The 60<sup>th</sup> Armored Infantry Battalion of Leonard's 9<sup>th</sup> Armored Division and the 12<sup>th</sup> Infantry Regiment of Barton's 4<sup>th</sup> Division made up the remainder of the American line. The insertion of the former on 10 December had shortened the line of the 109<sup>th</sup> Infantry by three miles; the armored infantry had two of its three companies forward, dug in on high ground overlooking or just behind the Sauer. The 12<sup>th</sup> Infantry, meanwhile, had positioned

itself similarly to the 110<sup>th</sup> to the north, occupying five villages on the western bank of the Sauer to control the road network. Despite being stretched across a nearly 14 mile front it held one battalion in reserve, but all of its rifle companies were short at least 40 men; on its arrival in Luxembourg nine days before the unit had been graded as "a badly decimated and weary regiment". In the zones of both outfits the risks inherent to dispersion was exacerbated, as many gullies and ravines led up from the river and could allow an enemy to infiltrate through the American lines with little risk of his movement being observed.

Taking into consideration the problems of overextension, the units in the line occupied sensible positions for the most part. They primarily focused on the roads and rivers, positioning troops to control the former and observe the latter. Only in the 106<sup>th</sup> Division's zone was there a critical oversight, which were the decisions to sparsely garrison the Losheim Gap and the gap between the Schnee Eifel and the 424<sup>th</sup> Infantry. Contingency plans existed, but the problem of the recent arrival of the 106<sup>th</sup> Division complicated matters; at the time of the German attack the division's staff had only finished inspecting its positions the day before. The 2d Division, leery of the vulnerability of the cavalry in the Losheim Gap and its own positions on the Schnee Eifel, had identified fallback positions and developed plans to rebuff enemy attempts to flank the ridge from either end, but efforts by the 14<sup>th</sup> Cavalry Group to confirm the status of these plans with Jones' headquarters bore no fruit. Finally, the group headquarters, itself having only recently arrived in the gap, was having issues of its own, having completed a defensive plan on the night of 15 December that specified routes of withdrawal and defensive lines to its rear but which was never circulated prior to the German attack. Thus, not only was the most traversable ground along the line inadequately protected, but those precious few forces charged with its defense had also not yet begun to effectively coordinate their actions.



The Ardennes is poor country over which to mount a large-scale mechanized offensive, particularly one directed to the west. The region is comprised of three distinct compartments, generally in parallel with the Meuse along the Namur-Huy-Liège axis and echeloned from north to south. The Low Ardennes, the northernmost section, consists largely of open and rolling country; below it, the Famenne Depression constitutes a narrow band of traversable terrain. The southernmost section, the High Ardennes, is a wide plateau rich in woods and forested hill masses that serve to compartmentalize the battlefield. The terrain here is often sharp and features deep gorges and ravines. At the German border the region blends with the Eifel, itself a sprawling forest atop ranges of hills that includes the Schnee Eifel and, between the axes

Monschau-Malmédy and Eupen-Spa, the Hohes Venn, a long tableland topped by lakes and marshes. Any movement east or west must contend with several rivers that run north-south, and several others running east-west further compartmentalize the prospective battlefield.

Due to the constrictive terrain early and rapid capture of the road net would be paramount to the success of the German offensive. The main roads were hard-surfaced, a product of the region's value as an interwar tourist destination, but generally ran north-south; there existed no main highway that ran east-west across the entire Ardennes. Instead, formations would have to transit through several road centers and rural crossroads in their advance to the west. Only by seizure of the road junctions could *Army Group B* attack westward with any speed, for they bestowed upon its formations the ability to maneuver. This point is critical to understanding how the Battle of the Bulge unfolded, because for the offensive to have any chance of success, poor weather would have to ground Allied airpower. Poor weather in winter in the Ardennes brings precipitation to ground that already canalizes the movement of an army; with rain and snow and sleet this ground then turns to mud, making cross-country movement very difficult and expediting the destruction of secondary roads under heavy usage. Thus, if forced off the macadam roads by American resistance the attack would slow, and if it slowed long enough it would stall. And if it stalled, the operation would fail.



**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- Military 500 Gallon Water Buffalo for sale; \$300 or BO. Call John Sobotka at (862)-266-6284.**

**For Sale:** 1971 M35A2 W/OV, 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 : [Mattziegler@gmail.com](mailto:Mattziegler@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.

# Military Transport Association

P.O. Box 391  
Budd Lake, NJ 07828

**THE THURSDAY OCTOBER 7th  
MEETING WILL BE HELD AT  
THE WHIPPANY AMERICAN  
LEGION POST AT 7PM**



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: \_\_\_\_\_

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.*