



# MOTOR POOL MESSENGER

Issue: February, 2022

editor Dave Steinert

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



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## ON THE COVER...



The current U.S. Army M1 Abrams is a third-generation American main battle tank designed by Chrysler Defense (now General Dynamics Land Systems) and named for General Creighton Abrams. Conceived for modern armored ground warfare and now one of the heaviest tanks in service at nearly 68 short tons, it introduced several innovative features, including a multi-fuel turbine engine, sophisticated Chobham composite armor, a computer fire control system, separate ammunition storage in a blow-out compartment, and NBC protection for crew safety. Initial models of the M1 were armed with a licensed-produced 105 mm Royal Ordnance L7 gun, while later variants feature a licensed Rheinmetall 120 mm L/44.

The M1 Abrams was developed from the failure of the MBT-70 project to replace the obsolescent M60 tank. There are three main operational Abrams versions, the M1, M1A1, and M1A2, with each new iteration seeing improvements in armament, protection, and electronics. Extensive versions such as improved composite armor,



U.S. M1A1s during the Foal Eagle 1998 training exercises in South Korea, with their factory single green paint scheme

better optics, digital systems and ammunition. The Abrams was due to be replaced by the Future Combat Systems XM1202 but due to its cancellation, the U.S. military has opted to continue maintaining and operating the M1 series for the foreseeable future by upgrading with improved optics, armor and firepower.

The M1 Abrams entered service in 1980 and currently serves as the main battle tank of the United States Army and Marine Corps. The export version is used by the armies of Arabia, Egypt, Kuwait, Saudi Arabia, Iraq, Australia and Poland. The Abrams was first used in combat in the Persian Gulf War and has seen combat in both the War in Afghanistan and Iraq War under U.S. service, while Iraqi Abrams tanks have seen action in the war against ISIL and have seen use by Saudi Arabia during the Yemeni Civil War.

Through the 1960s the US Army and West German Army had collaborated on a single design that would replace both the M60 tank and the Leopard 1. The overall goal was to have a single new design with improved firepower to handle new Soviet tanks like the T-62, while providing improved protection against the T-62's new 115 mm smoothbore gun and especially high-explosive anti-tank (HEAT) rounds. The resulting design, the MBT-70, incorporated new

technologies across the board. A hydro-pneumatic suspension provided excellent cross-country ride quality and also allowed the entire tank to be raised or lowered by the driver, with the lowest position placing the top of the tank only 6 feet off the ground. New 1,500 hp-class engines powered the designs which could both reach 43 miles per hour (69 km/h), two new guns were introduced, a US 152 mm design whose primary long-range weapon was the Shillelagh missile, while the Germans introduced a new 120 mm smoothbore design. While the design was highly capable, its weight continued to grow, as did its budget. By 1969, the unit cost stood at five times the original estimates, causing the Department of Defense to suspend the program. Development of the tank continued on an austere basis until January 1970, when the DoD ended its tank partnership with Germany.



U.S. Army M1A2 Abrams with production TUSK with explosive reactive armor package installed.

In May 1973 Chrysler Defense and General Motors submitted proposals. Both were armed with the 105 mm M68 gun, a licensed version of the Royal Ordnance L7, along with a 20 mm version of the Bushmaster. Chrysler chose a 1500 hp gas turbine Lycoming AGT1500. GM's model was powered by a 1500 hp diesel similar to that used on the American MBT-70 and XM803.

Prototypes were delivered in 1976 by Chrysler and GM armed with the license-built M68E1 version of the 105 mm Royal Ordnance L7. They entered head-to-head testing at Aberdeen Proving Ground, along with a Leopard 2 AV prototype for comparison. The Leopard 2 was found to meet U.S. requirements but was thought to be more expensive. The testing showed that the GM design was generally superior to Chrysler's, offering better armor protection, and better fire control and turret stabilization systems, but both the Chrysler and GM designs had their issues.

After a four-month delay, on 12 November 1976, the Defense Department awarded a \$20 billion development contract to Chrysler. In January 1978, a production program was initiated. In February 1982, General Dynamics Land Systems Division (GDLS)

purchased Chrysler Defense, after Chrysler built over 1,000 M1s. The M1 Abrams was the first vehicle to adopt Chobham armor, made of a new composite material.

A total of 3,273 M1 Abrams tanks were produced during 1979–1985 and first entered U.S. Army service in 1980. Production at the government-owned, GDLS-operated Lima Army Tank Plant in Lima, Ohio, was joined by vehicles built at the Detroit Arsenal Tank Plant in Warren, Michigan from 1982 to 1996.

About 5,000 M1A1 Abrams tanks were produced from 1986 to 1992 and featured the M256 120 mm (4.7 in) smoothbore cannon developed by Rheinmetall AG of Germany for the Leopard 2, improved armor, consisting of depleted uranium and other classified materials, and a CBRN protection system. Production of M1 and M1A1 tanks totaled some 9,000 tanks at a cost of approximately \$4.3 million per unit.

The Abrams Family of tanks continues to evolve to this day, as technologies propel the upgrade of all the components in its defense and offense systems that are needed to make it the best fighting machine in the world.



## **ATTENTION MEMBERS!**

**THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, FEBRUARY 3rd 2022... MEETING WILL BE HELD AT THE WHIPPANY AMERICAN LEGION IN THE MEETING ROOM IN BASEMENT**  
**Food at 6:00PM...Meeting starts at 7:00PM**

## **MTA Meeting Minutes**

**MTA Meeting Minutes – Thursday, January 6th 2022 at Legion Hall**

Submitted by **Jean Swanick**, Secretary

The January 6, 2022 meeting of the MTA was called to order by President **John Sobotka** and opened with the *Pledge of Allegiance* and a *Moment of Silence*. John called for a motion to approve the December minutes. **Pat Dolan** motioned to approve the minutes and **Tim Swanick** seconded, *motion carried!*

**Al Mellini** presented the financial report as follows:

### **Financial Report - Dec. 31, 2021**

<b>Beginning Balance:</b>	\$46,885.00
<b>Income:</b>	111.00
<b>Expenditures:</b>	- 547.00
<b>Ending Balance:</b>	\$46,449.00

Al reminded all the dues are to be paid by cash (meetings only) or check. **Please submit payment as soon as possible.** Al wanted to remind those of you that receive a paper newsletter that a postage paid self-addressed envelope is in the newsletter for you to use to send your dues check in.

**50<sup>th</sup> Anniversary:** Vice President **Gary Schultz** reminded the group that the club is celebrating its 50<sup>th</sup> year and plans to hold various events, including bringing back some founding members to our fall show. A special anniversary gold logo has been created for the front of the black t-shirts that will be produced in limited 2022 edition. Cost will be \$15 to members and \$18 for non-members. Caps are in the works with the new logo also with price to be determined. Magnets are getting an updated logo that will include the 1972 date. These will be circulated after the limited editions. Gary made a motion to approve \$600 for purchase of the new 50th anniversary apparel to inventory and **Jack McDevitt** seconded, this was unanimously approved. Inquiry will be made on long-sleeve shirts.

**By-Laws Update:** Discussion of vote to update the wording by removing the reference of “MVPA-supplied insurance” as that no longer applies. All other statements remain the same. Also a clerical repair to be made to add “appointed” in Section 5.1. Motions were made to send changes to the Newsletter for all to view and comment on, unanimously approved.

**From the President:** **John Sobotka** took a few moments to welcome the new officers, thank the previous team and thank all the members for their hard work and team efforts last year and years prior. Moving forward his goal is for the club to recruit and retain membership to keep the club strong. It is a group effort and he encourages everyone to offer their ideas for strengthening the club, new projects and trips for 2022.

**Toys for Tots Update – Tim Farrell** on behalf of **Jack Pellington** thanked everyone for their help on the train weekends. This year proved to be the largest collection of toys on record since starting this event in 2009. And the numbers are: 31,824 toys plus 15 bikes plus 2 wagons, 2 scooters, 2 and 2 sleds. The additional “loose ends” collection netted another 1,028 toys plus 2 more bikes for a grand total of 32,882 items collected on two weekends, creating a brighter holiday for approximately 6,000 children. One goal for improvement next year is acquiring additional trucks at stops to offload and deliver to Picatinny Arsenal to keep up to prevent backlog and storage issues. Picatinny marines do not have transport vehicles available.

**Newsletter:** A huge THANK YOU to **Dave Steinert** for his continued efforts in producing our newsletter. Dave took a serious fall recently, best wishes to get well soon!

*I just want to thank all those MTA Members who reached out to me with their concerns...it was very humbling and I realized I've been Blessed with so many great friends in this organization! Thank you again! - Dave Steinert*

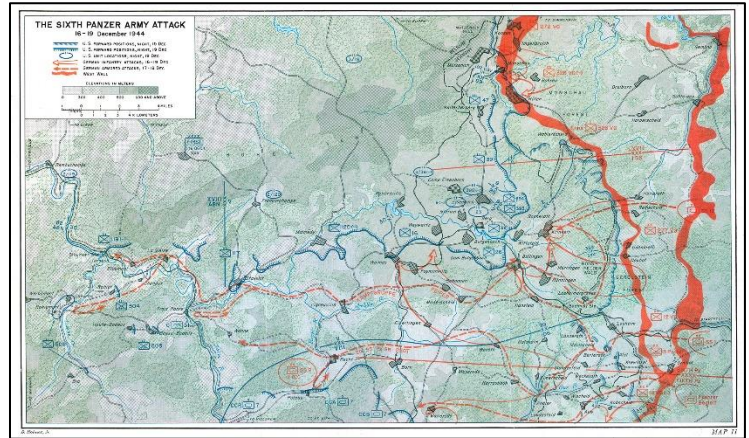
**For the Good of the Club:** Pat Tipton will be conducting a workshop on Sat. 1/8 at 10 a.m. at his farm for those who are interested in attending and learning how to pull a Studebaker engine. Check out his recent videos on YouTube on repairing a paratrooper scooter and Weasel repair. Trip ideas were offered by members for the group to consider; **Tim Swanick** suggested a visit to the Tank Museum on Long Island, **Bill McKelvey** suggested a trip to the Mahan Collection Foundation in Basking Ridge to visit the stunning Mack collection. The group discussed the annual picnic and a tentative date of June 18<sup>th</sup> was favored and Tim will make the arrangements. **Gary Schultz** is planning the 3<sup>rd</sup> annual Sussex Trail Ride to Hot Dog Johnny's. A trail ride to Port Jervis is also in the planning if a suitable route can be found along the Delaware River.

There being no further business to discuss, a motion to adjourn at 8:07 was made by **Bill Dekker** and seconded by **Ben Cave**, motion carried.

Respectfully submitted,  
**Jean Swanick**  
 Secretary

Schwerpunkt: *Sixth Panzer Army Attacks!*  
 Part VII

By Jim Swanick



(Waffen-SS) Gen. Sepp Dietrich's *Sixth Panzer Army* was to carry out the main effort of AUTUMN MIST. Built around a core of SS panzer divisions, the army had orders to blast through the thin American lines north of the Schnee Eifel and drive 26 miles to the Meuse, which it would cross at Liège before turning north to Antwerp. On the army right Maj. Gen. Otto Hitzfeld's *LXVII Corps* would attack on the flanks of Monschau to cut the Mützenich-Elsenborn road before taking up blocking positions to protect the northern flank of the operation. On the army left (Waffen-SS) Maj. Gen. Hermann Priess's *I SS Panzer Corps* would strike on either side of Udenbreth and through the Losheim Gap to swarm over the Hohes Venn and gain the Meuse. This complete, (Waffen-SS) Lt. Gen. Wilhelm Bittrich's *II SS Panzer Corps*, thus far held in reserve, would enter the battle for the final advance to Antwerp.



(Waffen-SS) Gen. Josef "Sepp" Dietrich, *Sixth Panzer Army* commander

The infantry formations afforded to Dietrich were typical of those involved in the offensive. Both under Hitzfeld's control had been destroyed in Normandy and rebuilt, the *272d VG Division* with the usual assortment of sailors and airmen and the *326th VG Division* using ethnic Germans from Hungary. Those of *I SS Panzer Corps* were similar in nature, with Air Force ground crews staffing the *3d Parachute Division* and ethnic Germans from Croatia, France, and Austria making up the *277th VG Division*. These had also been destroyed in Normandy. The final infantry division in the corps was an anomaly, for though the *12th VG Division* was yet another resurrectee, it had emerged as a crack outfit during the savage fighting around Aachen. Reformed around a talented staff in East Prussia early in the fall from the remnants of the storied *12th Infantry Division*, which had been in continuous combat since 1939 and destroyed in

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the east in the summer of 1944, the relentless First Army drive in November had forced its commitment as a fire brigade time and time again; by the time it was pulled out of the line during 2-3 December and reconstituted, it had been used up.

The *I SS Panzer Corps* plan of attack represented a textbook attempt to break through a prepared position and



Maj. Gen. Leonard T. Gerow  
V Corps Commander

exploit the breach. Attacking with the *277<sup>th</sup> VG Division* on the right, the *12<sup>th</sup> VG Division* in the center, and the *3d Parachute Division* on the left, the infantry would attack to secure five roads leading over or around the Elsenborn ridge. The tanks would then pass through the infantry, the *12<sup>th</sup> SS Panzer Division* utilizing the northern three routes (A, B, and C), the *1<sup>st</sup> SS Panzer Division* the southern two (D and E). If all went according to plan, by nightfall of the third day the armor would be at the Meuse.

Elements of Maj. Gen. Leonard T. Gerow's V US Corps would meet the attack. In the north, at Monschau, lay Lt. Col. Robert O'Brien's *38<sup>th</sup> Cavalry Reconnaissance Squadron*. The line here was taut- the squadron held no reserve across a six-mile front- but bristled with carefully sited, concealed, and fortified machine guns, mines, flares, and wire. Three battalions of artillery backed up the position, which ran along the heights west of Monschau and within the town itself. At Höfen the lines of Maj. Gen. Walter Lauer's *99<sup>th</sup> Infantry Division* picked up and ran south along heavily wooded, short, steep hills for 19 miles to the corps boundary in the Losheim Gap. Lauer had all of his regiments forward, with Col. Alexander Mackenzie's *395<sup>th</sup> Infantry* on the left, Lt. Col. Jean Scott's *393d Infantry* in the center, and Col. Don Riley's *394<sup>th</sup> Infantry* on the right. He held Major Norman Moore's *3/394* as division reserve at Buchholz Station.



Maj. Gen. Walter Lauer,  
99<sup>th</sup> Division CG

Attacking through the zone of the *395<sup>th</sup> Infantry*, meanwhile, was Maj. Gen. Walter M. Robertson's *2d Infantry Division*. Unbeknownst to Dietrich and his subordinates, on 13 December the hardened Indianhead Division had begun attacking toward the Wahlerscheid crossroads as the southern prong of the V Corps Roer River dam offensive. In three days of hard fighting, it had secured the crossroads and pushed a two-mile salient into the German line, the *9<sup>th</sup> Infantry* having borne the brunt of the cost. Lauer's *99<sup>th</sup>* had supported the attack by committing the *395<sup>th</sup> Infantry*, with *2/393* in place of *3/395*, on its right, which experienced similar success.



Maj. Gen. Walter M. Robertson,  
2d Division CG

The Roer River dam offensive prematurely disrupted the *Sixth Panzer Army* drive. To the north the *78<sup>th</sup> Infantry*

Division tied down the *272d VG Division* in the vicinity of Kesternich, preventing it from moving south into the battle line. In the south Dietrich remained blissfully unaware of the presence of the *2d Division*, believing it to be somewhere to the rear in reserve. Thus, on the eve of battle the combat strength of *Sixth Panzer Army* had ebbed as that of V Corps had swelled.

The *Sixth Panzer Army* drive opened with a bang. At 0530 on 16 December, 673 guns and 340 multi-barreled rocket launchers began hammering the V Corps line in a progressive two-hour barrage that began at the front line and methodically shifted rearward to batter the defenders in depth. In the *99<sup>th</sup> Division* zone bleary-eyed "Battle Babies" tumbled out of their dugouts, scrambling to fighting positions dotted amongst the firs to meet the attack they were sure would follow. Unlike Manteuffel, Dietrich had not opted to infiltrate the American lines before H-hour; thus, when the infantry attacked it ran into defenders that had shaken off the effects of the barrage and prepared to defend themselves.



99<sup>th</sup> Division GI's question a prisoner in November 1944. Note the density of the forest; this was the terrain of the entire division front.

In the zone of the *38<sup>th</sup> Cav* the *326<sup>th</sup> VG Division* ran into a brick wall. Here the cavalry had been on alert since midnight, as the substantial number of reports of unusual and increased enemy activity across the front the day prior had convinced O'Brien that something was up. At 0600 *volksgrrenadiers* attempting to infiltrate Monschau using the steep, twisting banks of the Roer River for cover stumbled into Co. F's *2d Platoon*, which immediately opened fire with canister shot and machine guns at 50 yards before bringing mortar and artillery fire down on the attackers. A Troop C patrol sent toward Menzerath, meanwhile, quickly spotted reinforcements pouring out of that town and broke them up with artillery fire. A second column, advancing on the town via the Imgenbroich road, hit Troop C at 0830; this attack was smashed by machine gun and artillery, and by noon the squadron front had quieted down.

The *326<sup>th</sup> VG Division* attack against *3/395* at Höfen met a similarly disastrous fate. Lt. Col. McClernand Butler's battalion occupied positions with good fields of fire, and thus, when at 0600 two enemy battalions plodded forward, they did so into a killing zone. Illuminated by searchlights intended to aid their advance, the *volksgrrenadiers* were butchered as they struggled up a steep incline in front of the American positions.

Some 30 got into the houses in the battalion center, but these were rapidly isolated from reinforcement by a curtain of mortar and artillery fire, and by 0745 the attack had petered out.



On the army left the infantry divisions of *I SS Panzer Corps* plunged into the forest. Col. Wilhelm Viebig's *277<sup>th</sup> VG Division* lashed out at the *393d Infantry*, intent on opening up Routes A and B. At 0640 the *989<sup>th</sup> Grenadier Regiment* struck Lt. Col. Jack Allen's *3d Battalion*, on the regimental left and spread out over three miles. Advancing down Route A, the *989<sup>th</sup>*'s lead battalion became embroiled in confused fighting with Co. K that by 1100 had forced Allen to bring both of his northern rifle companies south to stem the bleeding. Maj. Matthew Legler's *1<sup>st</sup> Battalion*, meanwhile, absorbed the brunt of the *277<sup>th</sup> VG Division* assault. At 0700 Co. C, on the battalion right, came under attack from the *990<sup>th</sup> Grenadier Regiment* and division Fusilier company. This initial drive was smashed in the fields in front of Co. C, but since Route B was capable of supporting mechanized traffic and therefore more important



Troops of the 2d Division's 9<sup>th</sup> Infantry take cover in a ditch during fighting for the Wahlerscheid crossroads

than Route A, Viebig reinforced the attack by committing the *991<sup>st</sup> Grenadier Regiment*. At 0800 the assault was renewed, and by 0935 the *volkgrenadiers* had broken into the battalion front at frightful cost. Legler reacted immediately, at 1000 hurtling Co. A toward the breach in B Co.'s line while at 1040 a scratch force under the battalion S-3 fixed bayonets and tore into the enemy in the Co. C zone. By midday these counterattacks had largely restored the battalion line.

Brig. Gen. Gerhard Engel's *12<sup>th</sup> VG Division* was charged with opening Routes C and D. Engel sent one regiment down each road, the *48<sup>th</sup> Grenadier Regiment* attacking on the right to open Route C as his left, the *27<sup>th</sup> Fusilier Regiment*, moved down Route D ignorant of Moore's battalion at Buchholz Station. Between 0705 and 0930 the Fusiliers brushed into an L Co. outpost, which fell back while Moore prepared an ambush that surprised the Germans in



Two members of the *12<sup>th</sup> SS Panzer Division*, now Prisoners of War. The "Hitler Youth" Division had been destroyed in Normandy in combat against the Canadians and only recently rebuilt using teenagers

march formation. Opening fire at 200 yards, Co. L sent the enemy reeling; a group of nearly 200 careened to the northeast and into Co. A, where they were chewed up and spit out by early afternoon. Interrogation of POW's captured early in the fighting revealed the extent of the German assault, and Moore placed K Co. on the battalion right, blocking Route D, where it repelled a sizable German attack at 1100. The *48<sup>th</sup> Grenadiers*, meanwhile, continued to wade through the woods toward Losheimergraben. Initially slowed by mines and tripwires, the lead battalion was shattered when it was shelled by its own artillery, creating a delay until the second battalion could come forward to take over the role of spearheading the attack. At 0900 the regiment finally crashed into the *1/394* sector, hitting the seam between Co.'s B and C and forcing the former back 400 yards over the course of the day. This and the action in the Co. A zone led Moore in the early afternoon to withdraw with permission some 500 yards to the northeast to properly tie in with *1/394*, which by now had been severely weakened by the repeated enemy attacks. Under orders from Col. Riley, reluctant to abandon Buchholz Station entirely, two platoons of Co. K remained behind covering Route D.

The extreme right of the division consisted of the I&R platoon of the *394<sup>th</sup> Infantry*, positioned on a hill overlooking Lanzerath along Route D. A detachment of towed tank



Route A today: still little more than a dirt track in the forest

destroyers outposted the village, but when the shelling stopped they pulled out under orders. Shortly afterward Air Force Colonel Helmuth von Hoffman's *9<sup>th</sup> Parachute Regiment* descended upon the platoon. All day it threw itself against the hill in ghastly frontal assaults until a veteran sergeant finally broke with Hoffman's orders and led a detachment of men around a flank to induce the surrender of the outpost. By then, however, it was dark. Reports of an enemy battalion lying in wait in the woods led Hoffman to hesitate in following up his success, and the paratroopers went to sleep.

As the battle unfolded the reaction at the top was mixed. Late in the morning, a captain on Lauer's staff telephoned Brig. Gen. John Hinds, commander of 2d Division Artillery, requesting the use of a portion of the 2d Division's attached towed tank destroyer battalion. Suspicion aroused, Hinds notified Robertson of the call and the two headed off to Lauer's CP, which they found in disarray as the CG himself played the piano. Lauer, for his part, maintained that he had the situation under control, but Robertson was not convinced. Aware that a major penetration along the 99<sup>th</sup> Division front could cut off his division, he began making preparations for his reserve, the 23d Infantry, to take up positions behind Lauer's command. Two battalions of the regiment were soon transferred to 99<sup>th</sup> Division control, as Lauer became more concerned during the afternoon and asked Gerow for reinforcements. Robertson, meanwhile, on his own accord began making their preparations to withdraw from the Wahlerscheid crossroads if necessary and halted all further attacks there.

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

**For Sale:** 1952 M37 unrestored with good bill of sale, \$3000. 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)



GI's of the 2d Division's 9<sup>th</sup> Infantry move up on 13 December during the attack on the Wahlerscheid crossroads

Just prior to midnight a short man in camouflage walked into Hoffman's CP. A veteran of five years of war and a fanatical Nazi, (Waffen-SS) Col. Joachim Peiper was 18 hours behind schedule and irate. Incensed at Hoffman's timidity, he demanded and received the support of a battalion of paratroopers, setting his attack for 0400. *Kampfgruppe Peiper*, the "Sunday Punch" of the 1<sup>st</sup> SS Panzer Division, was coming through. Its path of advance was Route D. ... **to be continued in the March issue of Motor Pool Messenger.**

**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:** 1963 Dodge M43 B1 w/o winch in very good condition. Comes with a large amount of spare parts and accessories. If there is an interest, contact Michael Maglio at 973-697 9419.

# M1 ABRAMS

THE M1 ABRAMS MAIN BATTLE TANK  
IN U.S. AND FOREIGN SERVICE, 1981-2018



20th Annual



# MILITARY VEHICLE SHOW & SWAP MEET

## OCTOBER 22-23, 2022

Join us for our 50th Anniversary events!



### FOR VENDORS:

Heated indoor tables & covered outdoor spaces available!

### VENDOR CHECK-IN:

Friday, October 21st  
10:00 AM - 7:00 PM

Saturday, October 22nd  
starting at 6:00 AM

### AMENITIES:

Onsite camping  
Heated bathrooms  
Free hot showers

### CONTACT:

Tim Swanick  
170 Church Street  
Rockaway, NJ 07866  
973-647-0148  
spaces@mtaswapmeet.com

held rain or shine at the

## SUSSEX COUNTY FAIRGROUNDS

37 Plains Road, Augusta, NJ 07822

### SATURDAY

October 22, 2022

8:00 AM - 6:00 PM

### SUNDAY

October 23, 2022

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!

**NO LIVE  
FIREARMS  
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The MTA is an MVPA affiliated club.



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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)

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

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

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

Military Transport Association, Inc.

Are you a member of MVPA?  Yes  No

P.O. Box 391

Budd Lake, NJ 07828

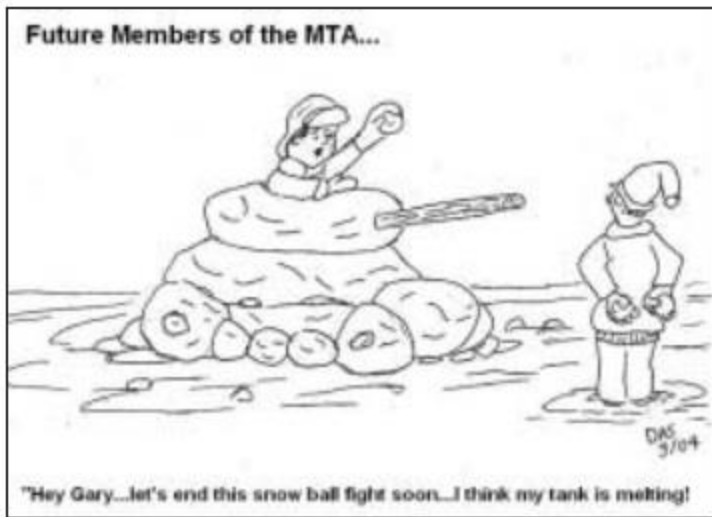
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# Military Transport Association

P.O. Box 391  
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL  
BE HELD ON FEBRUARY 3<sup>rd</sup>  
AT THE WHIPPANY AMERICAN  
LEGION POST AT 7PM**



**a chapter of the MVPA**



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.

**Or, join online today 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.*