

MOTOR POOL MESSENGER

the official monthly newsletter of the **MILITARY TRANSPORT ASSOCIATION**
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Issue: March 2022

Editor: David Steinert



In this Issue...

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ON THE COVER...



A First Infantry Division patrol, utilizing a M151A1, patrols a dusty road in Vietnam during 1969. The rear-down stance of the vehicle is indicative of its light load-carrying capacity and independent suspension.

The Truck, Utility, ¼-Ton, 4×4, M151 or simply M151 was the successor to the Korean War M38 and M38A1 jeep Light Utility Vehicles. The M151 had an integrated body design, which offered a little more space than prior jeeps, and featured all-around independent suspension with coil springs. It has since been replaced by the larger AM General HMMWV in most utility roles in frontline use. With some M151A2 units still in U.S. military service in 1999, the M151 series achieved a longer run of service than that of the World War II/Korean War-era MB/GPW, M38, and M38A1 series combined.

In 1951, the Ford Motor Company, was awarded the contract to design a ¼-ton 4×4 truck to replace the aging M38 and M38A1 model jeeps. The M151, was developed to specifications and guidance of the U.S. Army's Ordnance Tank Automotive Command. Design started in 1951 and testing and prototyping lasted through most of the fifties. Although the M151 was developed and initially produced by Ford, production contracts for the M151A2 were later also awarded to Kaiser and AM General Corp, a subsidiary of AMC.

Although the M151 mostly retained the same basic layout and dimensions of its predecessors, it was for all intents and purposes a completely new design. Unlike previous jeep designs, whose structure consisted of a steel tub bolted onto a separate steel frame, the M151 utilized an integrated frame design, which integrated the box frame rails and the sheet-steel body into a uni-body structure. Eliminating the separate frame gave the M151 slightly more ground clearance, while at the same time lowering the center of gravity. Although the vehicle's dimensions were only slightly enlarged — the 85-inch wheelbase was 4 inches longer than its predecessor, or 5 inches compared to the Willys MB, and the width was increased 3 inches — combined with the improved space efficiency of the integrated body design, the vehicle was a bit roomier than previous jeeps, while retaining the same light weight.

Another area improved upon in the M151 was the suspension. Dispensing with the rigid live axles in the front and rear that all previous military jeeps used (a layout still used on modern day Jeeps, such as the Jeep CJ and Wrangler), the M151 was instead equipped with independent suspension and coil springs. This made it capable of high-speed, cross-country travel, while boasting high maneuverability and agility. The new suspension also had the added benefit of providing a more comfortable ride.

Due to copyright and trademark issues, the M151 did not feature Jeep's distinctive seven vertical slot grille, instead, a horizontal grille was implemented.

Unlike other military transports, such as the WWII and Korean War-era Jeeps and Dodge and Chevrolet transport trucks, the M151 was never widely released into the civilian market. Over its years being used extensively by the military, the M151 acquired a reputation for a series of rollover accidents. Because of this reputation, it did not meet federal highway safety standards for civilian vehicles. While the high pivot, rear swing axle geometry on the M151A1 was responsible for the rollovers, injuries and fatalities, the industry (Ford and the Army) claimed that they were primarily due to driver errors, with operators unprepared for the increased performance compared to the Jeeps, which it replaced. The swing axle rear design was prone to significant camber changes when subjected to cornering, resulting in the rear lifting, the inside wheel tucking under which often led to a vehicle rollover. Steering input as commonly found in a high-speed emergency avoidance maneuvers or hard cornering, was a recipe for disaster. The vehicle's tendency to lose control was reduced when there was weight in the rear, so drivers would often place an ammunition box filled with sand under the rear seat when no other load was being carried. The box could simply be emptied or abandoned when the extra weight was not needed. Recoilless rifle carrier models were especially prone to rollover accidents due to their stiffer rear springs and were typically subjected to severe speed restrictions any time the gun was not aboard.

First put into service in the early 1960s, the M151 played an active part in American military operations well into the 1980s, when it was phased out in favor of the HMMWV. Despite its official replacement, the M151 had some distinct advantages over its much larger and heavier successor, like being small enough to fit inside a CH-53 heavy transport helicopter. This flexibility was one of the reasons the U.S. Marine Corps deployed M151 Fast Attack Vehicle (FAV) variants up until 1999, in theatres such as Kosovo. Various models of the M-151 have seen successful military service in 15 different NATO countries.

In the late 1980s, the M151s began being phased out of service in favor of the HMMWV. A few (perhaps 1,000) were sold via Government Surplus auctions, and those that were not sold via Foreign Military Sales (FMS) overseas were cut into four pieces and scrapped. However, some individuals were able to buy these "quartered" M151s and simply weld the four sections back together, and rebuilt them into drivable condition. Some vehicles sold in the United States were simply cut in half, some of which were simply welded back together and driven. A surplus uncut M151 can be hard to find and may cost a premium to purchase.



M38A1 (1952) & M151 'Mutt' (1959)

ATTENTION MEMBERS!
THE NEXT MTA MEETING WILL BE HELD ON
THURSDAY, MARCH 3, 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, February 3rd 2022 at the American Legion Hall in Whippany, NJ
 Submitted by **Jean Swanick**, Secretary

The February 3rd 2022 meeting of the MTA was called to order by **John Sobotka** with the opening with *Pledge of Allegiance* and a moment of silence. John called for a motion to approve the minutes from last month's meeting as printed in the February newsletter, which was made by **Pat Dolan** and seconded by **Al Mellini** - *Motion carried!* This includes approval of the proposed bylaw verbage tweaks presented last month.

Al Mellini presented the Financial Report for the month as follows:

Financial Report – January 31, 2022	
Beginning Balance	\$46,449.44
Income (dues/movies)	\$ 2,076.67
Expenditures	\$ 1,143.80
Ending Balance	\$47,381.71

Membership Dues-are due-please remind any members you may run into! The club is now able to process payments through Square card service. Thank you Pat Tipton for christening the service tonight! Dues may be collected at our meetings, vendors may pay via the MTA website, swap meet tickets may be purchased on the site as well. A user fee is added on for the service.

TO RENEW YOUR MEMBERSHIP OR JOIN THE MTA BY CREDIT CARD GO TO THE FOLLOWING LINK:

<https://mtaofnj.square.site/product/membership/4>

From the President: **John Sobotka** took a few moments to mention the passing of Jack White's wife Esther and her past participation in club events and parades. Member **Dave Steinert** is on the road to recovery from his serious fall and he sent a message of appreciation to all those who have reached out to him. The newsletter may be arriving slightly late due to the circumstances

Club Business: 50th Anniversary T-shirts delivery is expected on 2/8 and hats are arriving on 2/15. Please sign up to order as quantities are limited to less than 100 of each and a one-time only order.

Swap Meet Update: **Gary Schultz** informed the group that the contract work-up is still in process, hopefully, it will be received in a few weeks. Show fliers and business cards can be picked up for disbursement. Information also available for dash plate reproduction company, see Gary.

Toys for Tots Update: **John Sobotka** reported that the MTA is mentioned in an article in the February issue of *Railpace*

News Magazine. There will be an Open House at the Transportation Center in progress in Port Jervis on Memorial Day weekend and vehicles are welcome to come up and be part of the display. **Tim Farrell** said there is plenty of vehicle space. John and Gary are working on creating a trail ride to this event, details will be available once a route is ironed out.

Parade Report: The club will try to attend 10 parades this year. Memorial Day contracts will be mailed next weekend. Sign up lists will be at the March meeting. The position of Parade Chair remains open, if anyone is interested please contact Al.

MTA 2022 Officers and Key Committee Heads

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

Vice President- Gary Schultz
 Tel: 973-207-8955 email: garyrschultz@gmail.com

Secretary- Jean Swanick
 Tel: 973-647-0148 email: jswanick170@msn.com

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

Sergeant at Arms-Andrew Salzano
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Newsletter Editor- Dave Steinert
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Parade Coordinator- VACANT

Swap Meet Chairman- VACANT

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

Quartermaster and MTA Archives Custodian
Gary Schultz
 Tel: 973-207-8955 email: garyrschultz@gmail.com

For the Good of the Club: John suggested the change up of locations for some events over the course of the year in order to be fair to all club members. **Art Swain** offered the idea of having mini swap meets at future meetings. **Tim Swanick** mentioned that the Rockaway Fire Department has given approval for use of the field for the club picnic and meetings with advance notice. **Gary Schultz** announced that the *American WWII Experience Museum* near Gettysburg might be a good trip idea. This museum is tentatively set to open in the spring and is a personal collection that includes vehicles, uniforms and other war artifacts that have been obtained by Frank Buck and his family. **Tim Swanick** looked into the *Armored Museum* on Long Island further and reported there are event weekends planned but dates are not yet posted on their site. *The Redball Military Club* swap meet weekend is March 5 and 6 in Bethel, Pa. The MVPA convention will be held in South Bend, Ind. this year.

Thank you to **Pat Dolan**, along with **Pat Tipton** and **Tim Swanick** who collaborated on this month's informative and

interesting presentation on the 30 cal. 1919 ground-mounted machine gun.

There being no further business to discuss, a motion was made to adjourn the meeting at 8:20 pm by **Pat Tipton** and seconded by **Tim Farrell**.

Respectfully submitted,
Jean Swanick
Secretary

RED BALL WINTER SWAP MEET
MT. Bethel Volunteer Fire Company
2341 N Delaware Dr, Mount Bethel, Pennsylvania 18343
SWAP MEET
Saturday, March 5th, 2022 (9 am - 4 pm)
VENDOR SETUP
Friday, March 4th, 2022 (10 am - 6 pm)

Command Decisions: The Battle Evolves!
Part VIII
By Jim Swanick

The German attack on 16 December was, broadly speaking, a failure. *Sixth Panzer Army* had expected to have its armor rolling at 0700, but by the end of the day only Peiper was on his way, and his advance into enemy territory would not begin until 0400 17 December. *Fifth Panzer Army* had experienced success in the north, where it was poised to pinch off the Schnee Eifel, but farther south results had been disappointing. German General Hasso von Manteuffel, however, remained optimistic that he had stretched the American lines to their breaking point and anticipated that they would burst on 17 December.



General Hasso von Manteuffel

A similar opinion was held by General Brandenberger at *Seventh Army*, though his army had failed to install even one bridge over the Our and Sauer. Thus, while the grand stroke of Model's army group had failed to shatter the American line as dramatically as hoped, looking toward the morrow there was much confidence in the German camp.

Across the lines, the men on the ground and those farther to the rear took stock of what had occurred. The corps commanders, Maj. Gen. Leonard T. Gerow (V Corps) and Maj. Gen. Troy Middleton (VIII Corps), had immediately grasped the extent of the attack. Gerow performed very well, requesting permission at 1100 to halt Maj. Gen. Walter Robertson's 2d Infantry Division's attack on Wahlerscheid before reinforcing Maj. Gen. Walter Lauer's 99th Infantry Division with two battalions of the 2d Division's 23d Infantry during the afternoon.

That evening he secured his own reinforcements from First Army in the form of the 1st Infantry Division's 26th Infantry. His deputy, Maj. Gen. Clarence Huebner, meanwhile visited Robertson to fill him in on the greater details of what was occurring, which inspired Robertson to halt his attack on his

own accord and begin drafting plans for withdrawal from the Wahlerscheid salient.

To the south Middleton responded to the crisis effectively. Early in the morning he identified the road centers of Bastogne and St. Vith as crucial to the success of the *Fifth Panzer Army* drive and took action to protect them, influencing the course of the entire battle. Before noon he successfully lobbied First Army for CCB/9th Armored Division, in V Corps reserve, which he gave to Maj. Gen. Alan Jones' 106th Infantry Division on the condition that he had to authorize its deployment. In the afternoon, he further reinforced the division with an engineer battalion before informing Jones that night that he was sending him the entire 7th Armored Division. With the armor due to be committed in the Losheim Gap and around the southern terminus of the Schnee Eifel, these actions served to fortify the approach to St. Vith. In front of Bastogne was another matter, however. Here Maj. Gen. Norman "Dutch" Cota's 28th Infantry Division was all that stood between the Germans and the crossroads town. Middleton's only recourse, save that of potentially, prematurely committing his only remaining reserve, CCR/9th Armored Division, was to order Cota and his men to hold at all costs. Aware of the vulnerability of the town and its importance to offensive enemy operations, Middleton made the difficult decision to sacrifice the division for time to shore up the defenses of Bastogne.

Middleton's only errors on 16 December came in his handling of the 106th Division. Middleton did not like to meddle, preferring to allow his division commanders the latitude to accomplish their objectives in the manner they saw fit. In the



Bugging Out: a 99th Division truck passes an M10 of the 644th TD Battalion as it retreats through Wirtzfeld. The 644th gave Peiper's patrol toward the town a particularly hot reception.

106th Division and Jones, however, he had a division and division commander that were new to combat. The record shows that Jones oscillated back and forth all day over whether or not his division was in trouble, while Middleton remained steady in his appraisal of the situation. Though early in the afternoon he discouraged Jones from withdrawing from the Schnee Eifel, he later revised his views and from that evening on felt that the position was untenable. Yet when he phoned Jones that evening to encourage him to withdraw, he accepted Jones' view that the division now could hold. This presented an opportunity for Middleton to exert the authority that the situation demanded, but he failed to do so. This reluctance to issue clear orders to Jones would backfire, as when the division commander reversed his position later that night the tragic miscommunication occurred in which Jones received the impression he was to hold, while Middleton believed that Jones was pulling out.

The late-night phone call between Middleton and Jones constituted a double whammy, as it was during this conversation that Middleton informed Jones that he was getting the 7th Armored Division and that he could expect its lead combat command at 0700 17 December. This ETA was totally inaccurate. The 7th Armored Division, Brig. Gen. Robert Hasbrouck commanding, was in XIII US Corps reserve, some 60-70 miles north of the battle area in the sector of Lt. Gen.

William Simpson's Ninth US Army. Alerted for movement around 1730 16 December, the division received its orders southward at 2345, after which it had to concentrate and organize for an administrative move, that is by battalions rather than combat-organized in combined arms task forces, all while waiting to be placed under First Army control and for that headquarters to issue routes and clearances. Having commanded a corps in combat for six months, Middleton should have been aware of the intricacies involved in getting the division moving and the delay that would result. The fact that First Army then delayed the start time was icing on the cake, and when CCB, in the lead, finally got going it was 0530 17 December, only 90 minutes before Jones was expecting it to begin arriving. Considering, that Jones was counting on its arrival at 0700, itself a misnomer- even if the lead element had arrived on time it would take several hours for the entirety of CCB's columns to close in on St. Vith, and longer for it to reorganize for combat. Middleton in making the reasonable assumption that he would have protested being ordered to remain on the ridge with no further reinforcements headed his way, the statement that he could count on CCB so early in the morning has to be counted as a contributing factor in the disaster that ultimately befell the regiments on the Schnee Eifel.

The reaction above corps level was not as swift. Lt. Gen. Courtney Hodges, First Army commander, believed the German effort to be a spoiling attack intended to disrupt his attack on the Roer River dams. Not to be hoodwinked by the enemy, he turned down Gerow's request to halt the 2d Division's drive on Wahlerscheid but robbed V Corps of its reserve, CCB/9th Armored Division, to reinforce Middleton. He did, however, alert the 1st Division and CCB/3d Armored Division for possible employment in the battle area. Reinforcing VIII Corps was the right decision, but the loss of CCB rendered the 2d Division attack moot, as V Corps no longer possessed a mobile reserve to exploit any breakthrough that the division might achieve.

Hodges was not alone in his belief that the German offensive was a spoiling attack; indeed, this was the prevailing attitude at army and army group level. Both Lt. Gen. Omar Bradley, 12th Army Group commander, and Lt. Gen. George S. Patton, Third Army commander, felt that it was a ruse to throw off Patton's looming offensive into the Saar. Only Ike disagreed.



Lt. Gen. Courtney Hodges,
First Army Commander

Gen. Dwight David Eisenhower knew what it felt like to lose a battle. Nearly two years prior he had been theatre commander in North Africa when two German armored divisions came swirling out of the Tunisian desert. The resulting Battle of Kasserine Pass had not only been a scathing defeat but an outright humiliation for the US Army, resulting in 6,000 American casualties and the loss of nearly 1,000 tanks, guns, halftracks, jeeps and trucks. Among the plethora of heads that rolled afterward, Ike's was not among them, but it should have been, as his failure to exercise effective command and control over his subordinates prior to

the battle was a major contributing factor in the defeat. On the condition that his deputies be British to appease those that doubted him, he was retained in his role for the invasion of Sicily due to his knack for keeping the Anglo-American alliance intact in the field. Again, however, he was unable to control his field commanders. Patton and British Gen. Bernard Law Montgomery trampled over his ground forces commander, British Gen. Sir Harold Alexander of 15th Army Group, and as the two generals



Field Marshal Bernard Law Montgomery and General of the Army Dwight D. Eisenhower. It appears that "Monty" is lecturing "Ike"- a frequent occurrence.

bickered and strove to outdo the other the Germans evacuated 40,000 men, nearly 10,000 vehicles, and almost 20,000 tons of supplies across the Strait of Messina to Italy.

It was in France that Eisenhower came into his own, due not to any great operational skill but to his unique ability to keep an increasingly unruly alliance together. A genuinely great general in most respects, Montgomery was nevertheless insufferably arrogant and badgered Eisenhower incessantly with opinions on strategy and demands that he be given overall command of Allied ground forces. Bradley, meanwhile, feared being subordinated to Montgomery and sought his own acclaim, which he pursued by insisting on reinforcing Patton's secondary operations in Lorraine at the cost of adequately supporting his primary effort, that of First Army on Montgomery's flank. Compounding these issues was a total lack of coordination between the army group commanders. Such fractious conduct, amplified by Eisenhower's lingering reluctance to wield his position with authority and the need for substantial tact in dealing with his allies, nevertheless failed to overcome his efforts to keep the coalition together and advancing, if not as efficiently and more haphazardly than desired.

On 16 December, Eisenhower was at his headquarters in Versailles. He began the day with his usual mid-morning conference, after which he attended the wedding of his orderly and an awards ceremony. Around 1500 Bradley arrived to discuss the pressing shortage of infantry replacements, and he, Eisenhower, and Ike's Chief of Staff, Lt. Gen. Walter Bedell Smith, went into conference. The pow-wow was soon interrupted, however, by Ike's G-2, British Maj. Gen. Ken Strong. Whispers of the fighting had filtered in throughout the day, and now Strong delivered unsettling news: the enemy had attacked and achieved five penetrations across the VIII Corps front.



Gen. Omar Nelson Bradley,
12th Army Group Commander

Eisenhower reacted to the news with impressive foresight and conviction. For the first time he truly assumed control of a battle, squashing Bradley's attempts to downplay the severity of the situation and directing him to send the 7th

and 10th Armored Divisions (the latter in Third Army reserve) to reinforce Middleton. This done, he retired to his quarters and went to bed.

The stage was thus set. At the front *Army Group B* stood poised to break through the overstretched and hard-pressed American line. To the rear, the initial echelon of reinforcements began to mobilize and move into the maelstrom... ***to be continue in the April issue of Motor Pool Messenger.***

M151 U.S. Jeep Variants

- M151 (1960) – Original, standard version of the clean-sheet, Ford designed, all new jeep. Because of its simple independent rear suspension, it had a dangerous tendency to flip over when cornered too aggressively by unaware drivers. The cheap swing-axle rear suspension design
- M151A1 (1964) – Second version: minor changes in the rear suspension, mostly aimed at allowing the vehicle to carry heavier loads. Addition of turn signals to front fenders. The essentials of the rear suspension remained unchanged and the same applies to the handling problems in corners.



- M151A1C – The M151A1C equipped with a 106 mm recoilless rifle on a pedestal-mount. Capable of carrying six rounds of ammunition and weapon tools. Including the driver, it provides space for two men and has a cruising range of 442 km or 275 miles.
- M151A1D – Tactical nuclear variant. This was an M151A1C modified to mount the Davy Crockett Atomic Warhead Launcher (in parallel development with a similarly equipped M38A1 and other tactical vehicles).
- M718 – Front-line ambulance variant with an extended rear body to enable the transport of wounded patients on litters.^[3] Crewed by two — a driver and a medic, it could carry three

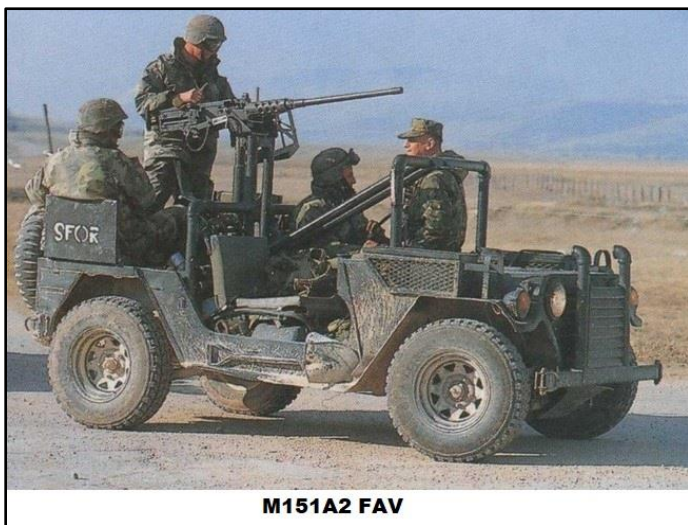
litters.^[5] Notably, although the M718 is larger than an M151 in all three dimensions – its greater length, width and height resulted from only minimal changes to the standard M151 design — retaining both the same wheelbase and track width unchanged. The spare wheel was moved from the rear to the side, to allow the rear body extensions, but also resulting in the increase in width. The ambulance "body" of the M718 consisted mostly just of taller bows, and a longer, taller, canvas top. The changes to the body and chassis, compared to the base M151 were remarkably minimal, considering its predecessor, the M170 jeep ambulance, had received a full 20 in (51 cm) wheelbase stretch from the base M38A1 jeep.

- M151A2 (1968) – The A2 fielded a significantly revised rear suspension that greatly improved safety in fast cornering. The M151 now had Semi-trailing arm suspension. Many smaller upgrades including improved turn signals. The A2 can be identified by the large combination turn signal/blackout lights on the front fenders, which also had been modified to mount the larger lights, as opposed to earlier A1's that had flat front fenders.



- M151A2 TOW – tube-launched, optically-tracked, wire-guided (TOW) anti-tank missile variant.
- M718A1 – Front-line ambulance variant that featured an extended rear body to allow the transport of litters.
- M825 – Variant with M40 106 mm recoilless rifle mounted on rear. It had racks in the cargo bed to carry four shells.
- M1051 – Firefighting variant which saw exclusive use by the Marine Corps.

- o MRC108 – Forward Air Control variant, with multi-band communications equipment.
- Fast Attack Vehicles
 - o M151A2 FAV – Fast Assault Vehicle variant designed to be carried inside a CH-53 helicopter. Modification mainly involves adding a combination radiator grille armor plate and spare tire carrier, a field radio bracket between the front seats, roll bars or roll-cage, and high-beam lights. It has a heavy weapons pedestal mount post mounted on the rear deck (capable of carrying a Browning M2HB, Mark 19 Automatic Grenade Launcher or TOW II Missile). The rear bustles had brackets to mount large storage baskets and the front bustles had brackets to mount small storage baskets for fuel jerry cans or single ammo boxes.



M151A2 FAV

- o Marine FAV Mk I "Super Jeep": Fast Attack Vehicle. Models originally had a flat black paint job and a velcro-fastened cloth "blackout panel" that covered the dashboard gauges. The front-mounted roll bar, which replaced the front folding windshield, was made from threaded heavy-gauge pipe.
- o Marine FAV Mk II: Fast Attack Vehicle. Models originally had a MERDC "woodland" camouflage paint job and a welded roll-bar that was reinforced with two angled support braces of heavy-gauge welded pipe between the front seats. Had two high-beam lights mounted under the top of the rollbar. Highly customized by the units converting it, leading to numerous unique modifications.
- o Airborne FAV (AKA Ranger FAV): Fast Attack Vehicle. Has a forward-facing M60 GPMG or M240 MAG GPMG in a M32 45°

weapons mount welded to the dashboard on the front passenger side, a horizontal storage box containing an AT-4 Anti-Tank Rocket, and a vertical storage rack behind the front seats that holds 8 to 10 M72 LAW Rockets. The rear bustles can mount locker baskets that can each contain 4 x M2/M2A1 ammo boxes for the main gun and the front bustles can contain single ammo boxes for the M60.



- o Air Force FAV: Has a roll cage and a 360° ring mount over the rear seat. This model was designed by Marine Sgt. David Ferry and saw service with the MEUs and other Special Operations units. It got the nickname of "Air Force FAV" from a famous picture of U.S. Air Force Maj. Gen. William S. Hinton Jr., commander of Joint Task Force Shining Hope, getting out of one.

CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at 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.

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

Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL
BE HELD ON MARCH 3rd
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!

Name: _____

Street: _____

City: _____ State: _____ ZIP: _____

Phone: (_____) _____ - _____ (cell preferred)

Email: _____

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

Are you a member of MVPA? Yes No

Military vehicles owned: _____

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

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

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