

MOTOR POOL MESSENGER

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

Issue: October 2022

Editor: David Steinert

**MTA Swap Meet
October 22-23, 2022**



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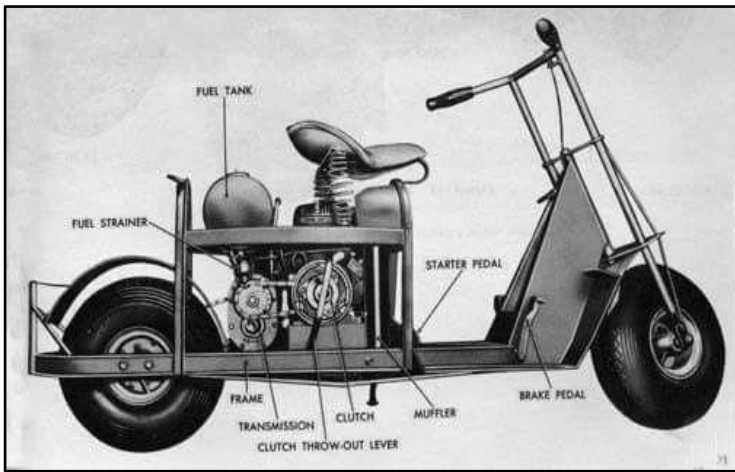
ON THE COVER...



WIKIPEDIA
The Free Encyclopedia

In the late stages of WWII in Europe, Allied paratroopers used scooters, like the ones pictured on the cover to maintain contact between units, increase their mobility and haul small loads. The Cushman Motor Works designed the Model 53 Airborne Scooter to be air-dropped by parachute or carried by glider, and it had a hitch to pull a model M3A4 general-purpose utility cart. By adding certain equipment, the cart could be converted to carry a .30-cal. or .50-cal. machine gun or an 81mm mortar, though the scooter often could not pull a heavy load.

The Cushman scooter company started in 1903 in Lincoln, Nebraska, by Everett and Clinton Cushman. The company incorporated as Cushman Motor Works in 1913. Cushman began production of their four-stroke Husky engine in 1922. Cushman produced engines for farm equipment, pumps, lawn mowers, and boats.



Cushman designed and began making Auto-Glide scooters in 1936 as a means to increase the sale of Husky engines during the Great Depression.

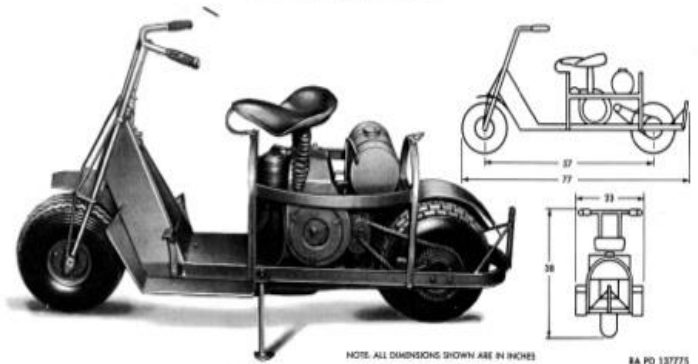
When the US joined World War II, Nebraska towns began looking for military contracts and began sponsoring bond drives, promoting recycling and scrap drives as they looked for ways to help the war effort.

Lincoln, Nebraska, was no different. The Nebraska Advertising Commission pledged \$50,000 to bring wartime industry to the state. Lincoln lobbied at the government level to bring industry to their town.

In 1940, Lincoln was considered as a possible location for the Martin Bomber plant that ended up in

Omaha because Martin would hire no more than 3% of the people in the town and Lincoln was too small.

SCOOTER, MOTOR, AIRBORNE, 2-WHEEL (Cushman, Model 53)



Technical Manual: P-53; Supply Catalog: SNL G-683

Classification: Limited Standard.

Purpose: To transport one person.

GENERAL DATA

Crew	1
Weight (lb):	Net 280; Payload 220; Gross 480
Axis load (lb):	Front 100, rear 180
Empty	Front 100, rear 180
Loaded	Front 150, rear 250
Tires	Ply 4; Size 6.00 x 6; Pressure (psig) 12
Shipping dimension, uncrated	(in) (l) 30; (w) (l) 32
Ground clearance	(in.) 4 1/2
Electrical system	Ignition
Fuel system rating	magneto
Capacity:	
Fuel	(gal) 2
Crustacean	(qt) 1 1/4
Transmission	(qt) 1/4
Cooling system	air
Brakes	
Manufacturer	Cushman
Parking brake	none
Type of drive	chain
Transmission for ward speeds	
Engine-to-wheel ratio	High 5.0:1; Low 14.9:1

PERFORMANCE

Computed grade ability in lowest gear, loaded	(percent) 15
Turning radius	(ft) 4 1/2
Forcing depth	(in.) 12
Fuel consumption, loaded	(mpg) 50
Cruising range, loaded	(mi) 100
Maximum speed	(mph) 40

ENGINE

Manufacturer	Cushman	Model	16M7
Type	Vertical, 4-cylc;	No. of cylinders	4
Displacement	(cu in.)	14.89	
Bore	(in.)	2 1/4	
Stroke	(in.)	2 1/4	
Compression ratio		5.4:1	
Brake horsepower (max with accessories)		4.5 at (rpm) 2,600	
Torque (max)		7.5 lb-ft at (rpm) 2,600	

ADDITIONAL DATA

There was some industry that was located in Lincoln. Elastic Stop-Nut Co., Goodyear and Western Electric all set up shop in that time frame. There were existing industries, like Burlington Railroad, National Manufacturing and Cushman Motor Works.



Of particular interest was the Cushman plant. They had begun making scooters in 1936, so they were well-established when the Army began looking for supplements to cars and trucks.

Scooters were small, light in weight, quiet and maneuverable. Cushman got the contract and engineers in the Lincoln plant immediately went to

work. With so much of the male population serving overseas, women were hired at \$0.43 an hour for jobs that men made \$0.53 an hour to do.



The Cushman Airborne, model 53, known as the Parascooter, was a one-cylinder, kick-started, 4.6-horsepower, gasoline motor with roller bearing crankshaft, two-speed gearbox, and magneto ignition. Top speed was 40 mph. It could handle a 25% grade and could carry a 250-pound load. The Model 53 could travel 100 miles on a full tank of just over one gallon of gas. It used pneumatic tires that were the same size as those on airplanes so that they could be interchanged. A rear hitch enabled the scooter to tow full-sized cars and trucks in low gear.

CUSHMAN MOTOR SCOOTERS
\$159.50

Made by Cushman Motor Scooter Co., for the Army Paratroopers, model "53" Airbourne, full size scooter not midget. These surplus scooters have never been used! Just released by the Army. Gov't. cost \$454. Weight 255 lbs. 57" wheelbase. 6.00 x 6 tires. Spring mounted leather motorcycle seat. Cushman Huskie one cyl. 4 HP engine. Two speed trans. Built sturdily. Full price \$159.50. FOB Hackensack, N. J. Send check or MO with order. Limited quantity—Order now.
Haynes Equipment Co., Inc., 60 Voorhis La., Hackensack, N. J.

Since the scooters were intended to be dropped by parachute, a good deal of testing went into making sure they would survive the drop, either in a crate or via parachute hooks on the frame of the scooter.

Besides the Airborne, Cushman also made the Models 32, 34 (which had a sidecar), 39 (which had three wheels), and an adapter that allowed the Model 53 to carry a 50-caliber machinegun. In the end, Cushman supplied the military with nearly 15,000 scooters. The 101st and 82nd Airborne divisions airdropped Model 53s into France after D-Day. Many were abandoned there after the war.



Cushman also provided bomb casings, bomb fuses, aircraft propeller weights, and nose fuses. They were one of the three largest producers during the war.

Cushman was the only manufacturer to be allowed to sell motorized vehicles to civilians during the war because they were considered energy-savers, JournalStar reported.

Cushman Airborne Scooter
MODEL 53A
NOW Available for Civilian Use

AT LAST a closely guarded war secret can be told. During the preparation of the American Forces for the invasion of Germany, we were called upon to design a special Cushman Motor Scooter for the United States Army Paratroopers and since our victory in Germany, this very important piece of war transportation is available for civilian use.

We are proud to present this Model "53A" Airborne Motor Scooter to the American public for their use in safe, economical and enjoyable transportation.

This Airborne Scooter was designed and built to withstand the rigors of war. To this sturdiness has been added all the features of our regular scooter to assure you of an easy, comfortable ride.

IN THE CITY **ON THE FARM**

CUSHMAN MOTOR WORKS
 LINCOLN 1, NEBRASKA

After the war, Cushman came out with the Model 53-A – a more, comfortable version of the **Airborne for civilians, but it wasn't as successful as** they had hoped

Cushman became very successful with their Eagle, Post Office, golf and commercial delivery scooters. Eventually, they sold to Outboard Marine Co. in 1957.

ATTENTION MEMBERS!

THE NEXT MTA MEETING WILL BE HELD ON
THURSDAY, OCTOBER 6th 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

Thursday, September 1, 2022 at the American Legion
Hall in Whippany, NJ

Submitted by **Dave Steinert**

The meeting was called to order at 7:03 pm followed by the Pledge of Allegiance and a moment of silence. A motion was made to approve the submitted minutes from July by **Dennis Vecchiarelli** and seconded by **Pat Dolan**. *Motion approved!*

President **John Sobotka** asked for a raise of hands for any new members...**Lisa** and **William Schaum** introduced themselves to the membership. William is an enthusiast of military history and is very much interested in being a member of the MTA...his wife, Lisa seemed to be a little overwhelmed by the whole experience. But we hope she will find the membership to be friendly and welcoming to all, despite the usual rowdiness from some members seated at Tables 1 and 4. *Welcome Lisa and William!*

The Treasurer's Report as presented by **Al Mellini**:

Financial Report – Ending August 31, 2022

Beginning Balance:	\$46,794.82
Income:	\$ 274.00
Expenditures:	<u>\$ (3,326.85)</u>
Closing Balance	\$43,741.97

Message from the President: **John Sobotka** thanked everyone for coming to the meeting and reminded everyone that we have our annual show coming up in October. John re-enforced the issue that the club needs help from the membership, especially on the Thursday and Friday before the show. **Art Swain** reported that we will be setting up tables and chairs in the Richards building. In addition, we need volunteers to mark-off the vendor spaces outside and in the livestock sheds. *John ended his message with a bribe to get members to come out on Thursday and Friday by promising the membership he would personally deliver pizza covered in caviar for lunch on both days!*

Newsletter-Dave Steinert thanked all those who contributed to last month's newsletter article on the "441st WWI Phonograph" by Charley Hummel and Ben Levinsohn. *Thanks to you both!*

Dave also reminded the membership that he continues to welcome articles submitted by members on any era of American history, especially articles regarding military vehicles.

Quartermaster: **Gary Schultz** reports that he found some "new old stock" MTA t-shirts and hats. He brought them to the meeting if any ones interested in purchasing them. *Rumor has it that Gary's wife, Mary found the t-shirts and hats hidden in his underwear*

drawer at home and told him to get rid of them...hence they are at the meeting and available for purchase!

October Swap Meet Update: **Pat Tipton** suggested we have a military vehicle trail ride on Saturday morning of the show. John commented that the trail ride might generate some publicity for the show...but opposing comments from Gary and a few others making a point that a trail ride would create a shortage of helpers in the military vehicle display area where assistance would be needed for registering, organizing the parking and traffic control.

Tim Swanick discussed the current vendor sales for the swap meet, reporting that there is only two outside vendor spaces available for sale...and about 30% of the vendor spaces in the Richards Building are unsold. This initiated a discussion that having the Richards Building only about three-quarters filled with vendors would create a public perception of a "vain" attempt at presenting a successful show. Comments were made that we still have almost two months before the show and there was still time to get more vendors to attend. Some of the suggestions, if needed, for making the area look more comprehensive was to spread the sold tables out into the unsold spaces; have vendors spread out their wares onto the adjacent empty tables; bring more display vehicles into the Richards Building. Most members agreed to a "wait and see" status on the lack of vendors' situation in the Richards Building.

**"SWAP MEET LAWN SIGNS"
MEMBERS WHO WANT LAWN SIGNS
SHOULD COME TO THE OCTOBER 6
MEETING AT THE LEGION. THIS
YEAR WE ARE TRYING A NEW
SYSTEM OF NOT PUTTING
DATES ON SIGNS SO THEY CAN BE
REUSED. THE SIGNS MUST BE
PLACED AFTER OCTOBER 16 AND
MUST BE REMOVED ON
OCTOBER 24.
THANK YOU
KEN GARDNER-SIGN CHAIRMAN**



Gary Schultz created a "Volunteers List" that was circulated during the meeting. Members were asked to indicate on the list..."If and when" you are available to help out at the meet, particularly on Sunday afternoon to help with tables and chairs, clean up, etc. Dash plaques are in featuring **Pete Shaw's** Bantam.

It has been confirmed that a Blackhawk helicopter from the National Guard will be landing on Saturday while the State Police bird will be landing on Sunday. We are awaiting confirmation of the availability of the Vietnam era Forest Fire helicopter.

Gary also reported that next year's swap meet will be held April 29-30, 2023. These dates have already been reserved for the MTA by the Sussex Fairgrounds management.

MTA Donations: A motion was made by **Gary Schultz** for a donation of \$500 to *Operation Toy Train* to support this year's *Toys for Tots* campaign. The motion was seconded by **Ken Gardner**...*motion approved with no opposition!*

A motion was made by **Dennis Vecchiarelli** for a donation to *Tunnel to Towers* for \$1500. A discussion was initiated that any donation above \$500 would need the Donor Request form published in the newsletter before being approved by the membership at a following meeting. So, Dennis made a motion to donate \$500 for approval at this meeting followed by the balance going through the newsletter approval process. He suggested we donate this money in honor of deceased WWII Veteran and MTA Member **Jack Bennett**. The motion was seconded by **Pat Dolan**... *motion approved with no opposition!*

Gary Schultz made a motion to donate \$500 to the *Military Technology Museum of New Jersey*. Seconded by **Jim Mescher**...*no discussion, motion approved with no opposition!*

Kevin Tremble made a motion for a \$500 donation to the Fort Lee (NJ) Historical Park to repair the wheel on a Revolutionary War cannon on display there. A short discussion initiated a second motion by **Jim Mescher**...*motion approved with no opposition!*

"Members, the management board is aware of problems with the Club's email server. While we work to solve the problem, some of you may not receive Club emails Thank you for your patience."

OMS7: Pat Dolan mentioned that the restoration of his original 1944 Cushman M53 Air Borne Scooter should be finished by the time of the swap meet in October. He is hoping to display it in the Richards Building...*if there's room!*

Pat Tipton followed with a story that kept attending members on the edge of their seats about Pat and his son attending a recent local auction that featured an original WWII "Survivor" Jeep. I'm sure many members were anticipating Pat to announce at the conclusion of his story that he and his son were high bidders on the Jeep at a ridiculously low price...*I won't give away the ending, I'll let members who didn't attend the meeting hear the story personally from Pat...allow a good 20 minutes for the story, but it will be entertaining!*

Good of the Club: **Pat Dolan** mentioned that the *Lead East* antique car show will be held the following weekend (September 16-18). Pat invited any MTA members interested in displaying their vehicles at the show to please contact him.

Looking for someplace new to visit? **Tim Swanick** spoke of the recently opened *WWII American Experience* museum located in Gettysburg. Check out their website and calendar regarding this private collection on display by the Buck family. Event weekends are held which include time displays, a large selection of vehicles both static and moving and a USO dance.

Motion made to adjourn the meeting at 8:32 pm made by **Dennis Vecchiarelli** and seconded by **Ken Gardner**.



A WWII Tragedy from Sixteen Brief V-mails

By David Steinert

Several years ago, I acquired a grouping of sixteen WWII era V-mail letters from an auction on eBay. All sixteen V-mails were letters exchanged between Lt. Hilliard S. "Smitty" Gilroy, stationed in Italy with the 15th Army Air Force, and his parents living in Elberta, Michigan. The Village of Elberta is a quaint little community in Northwest Michigan, located at the western most edge of Benzie County on the southern rim of Betsie Bay of Lake Michigan.

The day I received the letters from the seller on eBay, I purposely waited until the evening, when I had the time to sit down, open the package with an intention of reading just a few of the letters before going to bed. The sixteen V-mail letters were bundled nicely in a plastic Ziploc bag by the seller and each letter was still contained in its original postmarked 4-3/4" X 3-3/4" envelope with the words "WAR & NAVY DEPARTMENTS V-MAIL SERVICE" in the return address area.



Now, I don't know if it was the intention of the seller of these letters to deliberately put them in chronological order or perhaps fate, but taking the top letter I noticed the envelope was postmarked "May 2, 4:30 PM 1944". I carefully slid the V-mail out of the envelope and saw the letter dated April 22, 1944 and the letter begins with "Dear Folks, I am in Italy with the Fifteenth Air Force..." followed by a brief couple of paragraphs about hoping his bomber crew gets their old plane back and asking about the folks at home. Closing with "...Love, Smitty".

Being a little disappointed with the content of the first letter with not having any exciting tales of flying through enemy flak or some bravado about shooting down a German Messerschmitt, I proceeded to open the second letter in the bundle which was postmarked May 6, 1944, letter dated April 26, 1944. Another brief letter, talking about the wet weather in Italy and receiving ration cards so they can shop in the local village.

And so, since the letters were brief, I continued opening the stack of letters, one by one in chronological order...April 28th, 1944..."Rain has finally stopped, hoping to get on a mission soon"...April 30th, 1944..."I have been on one mission. It wasn't too bad, a few fighters and a little flak."...May 1st, 1944..."Not much new here...We will probably go to the movies tonight"...May 6th, 1944..."I was on another mission since I wrote last...another milk run at that (no fighters and very little flak)...May 10th, 1944..."Well not much new. I haven't flown on any missions since I wrote last"...May 12th 1944..."Have been on two missions since I wrote last. Do you know how many I have now? Can't say what

we're doing so just read the papers and listen to the radio about the job the Fifteenth A.F. is doing."...May 13th 1944..."When you see these formations (of planes) go out and watch the blockbusters fall it seems impossible that anything can stand against it or that the enemy could possibly win"...May 14th ...A special V-Mail for Mother's Day that included a poem written by Joe Marshall of the 348th Bomb Squadron.

The last six V-Mails contained letters written by Smitty's Mom, Bessie. Letters she had written and sent to him during the month of May 1944. Accompanying each V-Mail was a folded envelope stamped in red, "Return to Sender" and handwritten on each envelope was the word, "Missing".

After reading the last letter, I sat silently for a few minutes wondering, and me being the father of two sons, what it must have been like to be a parent during WWII. Your son is on the other side of the world fighting in a war and the only communications you have with him is these V-mails that take 3 to 4 weeks to reach their intended recipient. And then to receive one after another back stamped "Return to Sender" with the only reason being casually written across the envelope "Missing".

The ending to this group of letters left me distraught. What the hell happen to Lt. Hilliard S. "Smitty" Gilroy? It was like reading a novel with the last chapter missing. Did he get transferred to another theater of the war? Did he fly his required number of missions and was sent home? But, deep in my heart I knew the last chapter was not a happy one, but I was determined to find out.

The answer to the last question came quickly when I did a search on Google by entering the name "Hilliard S. Gilroy". The search engine took me right to a photograph of "Smitty's" gravestone in a cemetery in Benzie, Michigan. There it was on the computer screen in front of my face:

"HILLIARD S. GILROY, MICHIGAN, 2D LT 99AAF BOMB GP, WORLD WAR II, FEB 21, 1924, MAY 18, 1944".

His death came on May 18, 1944, just a few days after his last letter to his parents. He was just 20 years old when he died



But how did Smitty die? I knew I had to find out the whole story to honor Lt. Hilliard S. "Smitty" Gilroy. So this is his story based on my research.

Lt. Hilliard S. "Smitty" Gilroy was assigned to 347th Bomb Squadron, 99th Bomb Group, 15th Army Air Force. He arrived in Foggia, Italy sometime in April of 1944 where the 15th AAF was based. The 15th AAF operations were to strategically bomb enemy oil fields and manufacturing plants in Northern Italy, Rumania, Yugoslavia, Austria and also occasional combined operations with the 8th AAF into Germany.

On the morning of May 18th 1944, members of the 347th Bomb Squadron gathered for briefing instructions as part of a

mission to bomb the oil fields in Ploesti, Rumania. Following the briefing, Pilot 2nd Lt. Herschel N. McLain of Chillicothe, Illinois, Co-Pilot, 2nd Lt. Hilliard S. "Smitty" Gilroy of Elberta, Michigan, Navigator 2nd Lt. John E. Lindquist from Rockford, Illinois, Bombardier 2nd Lt. James F. Corcoran of Philadelphia, PA, Engineer S/Sgt. Meceslaus T. Miaskiewicz of Salem, Mass., Assistant Engineer Sgt. Carlisle D. Jones from Powhattan, Virginia, Radio Operator S/Sgt. George H. Newman of New Rochelle, NY, Assistant Radio Operator Sgt. Hubert L. Downs of Alta Vista, Virginia and Aerial Gunner Sgt. Carl H. Confer from Redondo Beach, CA gathered their gear. They headed for their plane, B-17G, S/N 2106991. Also, on board was Photographer, Sgt. John M. Nolan and Tail Gunner, Sgt. William H. Flye Jr.

Once in the air, B-17G, S/N 2106991 joined the rest of the 347th and took the No. 3 position in the E Box of the group's flying



formation. The long flight to Rumania was uneventful with little or no enemy flak or fighters.

Before reaching the target area over Ploesti, the decision was made to return to base without dropping any bombs because of bad weather and visibility. On the return trip, the formation flew into heavy enemy flak over Yugoslavia. Flying at an altitude of 16,000 feet, B-17G, S/N 2106991 was hit by flak under the top turret. The nose section was blown completely off with a blaze of fire erupting at the break. With all four engines running, the main part of the plane flipped sharply into a steep spiral to the right. The pilot in an adjacent plane, 2nd Lt. John Hammer, reported that he saw objects falling from the break of B-17G 2106991 and could not tell if it was a person or a piece of turret. Crew members Corcoran, Lindquist and Tail Gunner Flye were able to bail out during the steep spin and survived. The rest of the crew were either killed when the plane exploded or perished when the plane crashed near Mostar, Yugoslavia.

When Bessie Gilroy's V-mail letters, written in May of 1944, finally reached her son sometime in June, Smitty was still classified as missing in action and I'm sure this precipitated a unwelcomed knock at her front door by a representative of the U.S. Army with news that would change her life forever.

May these sixteen brief V-mails preserve the memory of Lt. Hilliard S. "Smitty" Gilroy and his ultimate sacrifice for our Country.





1929 - 2022

In Memory of Harold L. Ratzburg

When I received the email from his family, a sadness came over me and I quickly reminisced about when I was a kid growing up in Parsippany and the first time I saw him.

I was in my mid-teens and it was a hot summer day. I was riding my bike, delivering my newspapers when I noticed this mirage of olive drab approaching

me at a moderate speed. Before I knew it...it was pass me creating a breeze that blew dust and debris up into my face. Blinking my eyes to clear them, I realized that the olive drab mirage was a WWII army jeep. *Where the hell did that come from?...*I thought.

Little did I know then, it was my first introduction to **Harold L. Ratzburg**, a neighbor of ours, who lived no more than two miles from my parent's house. And, little did I know then, that Harold and I would become good friends. But looking back, both of us having similar interests in military collectables and anything the color of olive drab, our paths were predetermined to cross again and again.

Over the years, I really got to know Harold and his wife, Anneliese. They were a beautiful couple, deeply devoted to each other and she genuinely shared Harold's love for his WWII Jeep and everything else. Harold enjoyed going to garage sales, estate sales and flea markets. Always looking for those rare military collectables... and Anneliese enjoyed selling them when they often set-up a table at military swap meets and shows.

As most MTA members know, Harold was one of the Founders of the Military Transport Association, as we know it today, and many of the early meetings were held in Harold's living room in Parsippany.

I respected Harold for his kindness and for his knowledge of everything he collected. Over the many years that I have been editor of this newsletter, Harold has written many articles under the heading "Collector's Corner" where he would educate and explain to the reader the history of different pieces of equipment used by the U.S. Armed Forces. His style of writing was so "down to earth", as if he was personally standing in front of you and you were his only audience. He was always willing to share his knowledge with anyone, if you were willing to listen.

I could write a book on all Harold's fine attributes as a human being and as a friend. I'm truly honored and blessed to have known him and will dearly miss him. *Rest in Peace... "You Ole Geezer!"*

Dave Steinert



Happy Trails to the "Ole Geezer"

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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, \$1800. 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.

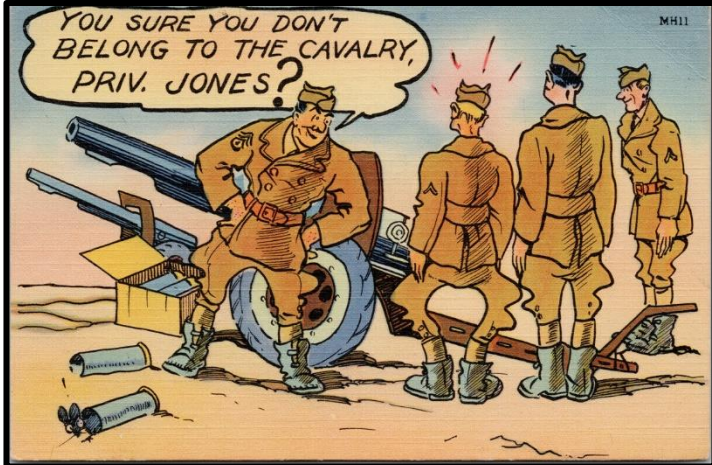
Parts for Sale- 230 CI M725 motor, ran when pulled, burns oil \$200, M725 litter racks-best offer, M725 Rear doors, some dents, no rust \$200 for the pair, M715 windshield frame, minor surface rust \$150, NOS in packing Southwind heater for M725 possible M-43 best offer, M37 windshield frame outer only \$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



Military Transport Association

P.O. Box 391
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL
BE HELD ON OCTOBER 6th
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

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.