



# MOTOR POOL MESSENGER

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

Issue: JUNE 2023

Editor: David Steinert



## IN THIS ISSUE...

The WWII US Army Dodge WC63 6 X 6 Truck.....	Page 2
The May 2023 MTA Meeting Minutes.....	Page 3
The Battle of the Bulge-The Battle for St.Vith..	Page 4
Classifieds.....	Page 7

## ON THE COVER...



**A WWII Dodge WC63 6x6 Truck of the FEB (Brazilian Expeditionary Force), carrying a troop squad with 13 men in its cargo bed. The 13<sup>th</sup> man was in a middle seat, facing backwards, 18 July 1945.**

The April 2023 MTA Swap Meet has come and gone leaving the membership who worked and attended the event a little drenched from two days of rainy weather.

Needless to say the bad weather affected both the public attendance and the quantity of military vehicles that would normally be on display.

It's been the tradition in the past to present a picture of the vehicle that was chosen "Best of Show" on the cover of the following month's newsletter. Unfortunately, the weather and a lack of perseverance prevented anyone from getting a picture of the winning vehicle.

The winning vehicle was owned by long time MTA Member John Boyle for his beautiful WWII Dodge 6X6 WC63 Cargo/Personnel Carrier.

WC63



The WWII Dodge WC62 and WC63 is based on the Dodge WC51. At one point during WWII, the US army needed a vehicle which could carry more soldiers than the WC51 could do. The WC62 was designed as a stretched WC51, with an extra axle.

Essentially the Dodge WC63 is a WC62 that is equipped with a Braden MY2 7500-pound winch. There was a total of 23,092 WC62 and WC63 vehicles built during WWII.

On the road the WC62 and WC63 is a 2-wheel drive vehicle. The front axle and the 3rd axle can be powered (separately) when driving off-road. So the vehicle can be driven in a 6x2, 6x4 and 6x6 formula.

### Specifications

#### Dodge WC62

- Engine: 6 cyl, in-line, 3772 cc (3.7L), 92 hp.
- Gearbox: 4-speed, single speed transfer case
- Length: 17 feet, 11 inches
- Height (with canvas cover): 7 feet, 3 inches
- Height (with top down): 5 feet, 2 inches
- Weight: 6,925 pounds
- Width: 6 feet, 11 inches
- Payload: 3,300 pounds

#### Dodge WC63

The WC63 is identical to the WC62, except for the Braden MU2 7,500 pound capacity winch.

- Length: 18 feet, 9 inches
- Weight: 7,175 pounds

1943 Dodge WC63



A total of 6,344 WC62 and WC63 cargo trucks were provided to WWII Allies, 4,074 to the Free French forces, 2,123 to the British and 129 units to Brazil.

As mentioned, the Brazilian FEB received from the United States 129 vehicles (both WC62 and WC63), which were all received in Naples, Italy, in 1944 for use in that theater of operations. With the end of the War, all vehicles surviving the conflict were shipped to Brazil, in time to participate in the Victory Parade in Rio de Janeiro, in 18 July 1945, still bearing the FEB markings from Italy. (Picture on cover).



(\*) The **Yipao** or Jeep parade is folkloric celebration in the Colombian department of Quindío, especially during the anniversary parties of the departmental capital Armenia.

The first Jeeps (M38 or CJ-2A models) arrived to Colombia in 1946 for military purposes. They were imported by the Colombian Ministry of Defense and soon became very popular among Colombian coffee farmers who saw in this vehicle the needed qualities for the difficult roads in the mountainous region of the country. Besides the transportation of coffee, Jeeps are used to transport many other agricultural products, as well as country workers to places previously accessible only to pack animals. Due to this quality, the Jeeps are also known locally in Spanish: "*mulitas mecánicas*"(or mechanical mules).

Many families in the Paisa region and Colombian Coffee-Growers Axis own Jeep vehicles, which have become a beloved symbol of the coffee culture. Often the Jeeps have many ornaments, icons, and flashy accessories, in a kitsch style.

### **ATTENTION MEMBERS!**

**THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, JUNE 1st 2023... 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 Minutes- May 4, 2023 - Legion Hall, Whippany**

The meeting was called to order at 7:10 pm by President **John Sobotka** and opened with the *Pledge of Allegiance* and a *moment of silence*. It was requested that a motion be made to approve the minutes of last month if there were no changes. **Jim Mescher** motioned to approve and **Gary Schultz** seconded, motion carried.

**President's Message-** John thanked everyone who was able to come out and help during the swap meet weekend. Despite the bad weather, MTA members worked tirelessly to make the best of the weather situation.

The monthly financial report presented by **Al Mellini** is as follows:

#### **Financial Report – Ending April 30, 2023**

Beginning balance	\$43,995.58
Income	\$ 8,663.82
Expenditures	\$ 6,063.22
Closing balance	\$ 46,596.18

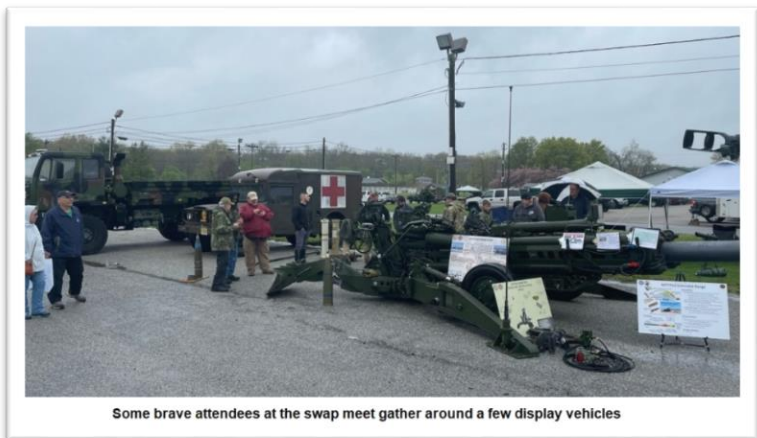
**Membership-** During the meet, the club gained 12 members; 11 were former members and 1 new. This brings our membership to 144 currently, with 22 being life members.

**Newsletter-** Thank you to **John Dwyer** for his article on the WWII Army Nurse. If you have pics of the swap meet, please submit to **Dave Steinert**.

**Quartermaster-** The head table sold all but 1 shirt; dash plaques were also popular. At the end of our meeting, we will be auctioning off an MTA jacket which belonged to **Dave Steinert's** uncle, deceased MTA Member **Dave Young**. His wife has graciously donated it to the club.

**Swap Meet-** **Jim Mescher** thanked everyone who showed up between Thursday and Sunday for helping work the show. Thank you to the area co-chairs, **Tim Swanick, Gary Schultz, Al Mellini, Dennis Vecchiarelli, Jack Pellington and Joe Travelli**.

Thank you to the Sussex County Fairgrounds, who let outside vendors move into the Grandstand area to escape the rain. Normally, the MTA does not rent that area, but the fairgrounds made it available to the club with no additional charges...again, *thank you!*



Some brave attendees at the swap meet gather around a few display vehicles

The show committee will be having a meeting to discuss ideas for improving the show next year, prior to the June club meeting.

**Ken Gardner** thanked **John Lloyd** for signage, **Bruce McCarter** for his trucks, **William Schaum** and **Lou Campanelli** for ticket booth assistance, **Lisa Schaum, Michele Heusel** and **Andrea Antonelli** for working the soda booth, **Nick Heusel** for parking assistance, the *Sea Cadets* led by John and Matt, who were happy to complete any task asked of them, **Jeff Bennett, Andy Salzano, Fred and Sue Schlesinger**, our popcorn king and queen, **Joe**

**Mastrosimone and JP Parrinello.** Your efforts were most appreciated.

**Parades-** Please consider signing up for any parades you can attend to help out the club. **Andrea Antonelli** will be sending around the sign-up sheet at the meeting. We are not far off from the holiday and need to let the towns know if they can count on us.



The MTA thanks Picatinny Arsenal for bringing their Howizer to the show

**Website News-** The old MTA site is about to go away forever. Please be sure you are on IO Groups. For the swap meet we have completely moved to gmail.

**OMS7- John Sobotka** took a few minutes to speak about the current online scams when you are looking to obtain a military vehicle.

**New Business-** The Sparta Historical Society is holding a Salute to Veterans event on June 10<sup>th</sup> and 11<sup>th</sup> at the VanKirk Homestead. The event will feature representation from the various time periods in history. The club has been asked to participate. If you have a deuce and a half, please contact **John Sobotka**.



**Old Business-** The By-Laws need ratification tonight of the changes made to update them. A motion was made by **Gary Schultz** and seconded by **Al Mellini**, the club voted unanimously to approve the changes.

**For the Good of the Club-** OTT along with the Dining Car Society of NJ will be hosting a Rubber and Steel Vehicle and Train Show on June 17<sup>th</sup> from 11-4 in Port Jervis.

August 12th is the date for the Picatinny Historical Trail Ride. Sign-ups as we get closer to the date.

The club has 2 possible dates in reserve for the annual club picnic, discussion at next month's meeting.

The NY Yankees marketing team will be hosting Military Appreciate Nights in September which include discounted tickets, hot dog, drink and a camo t shirt. Game dates and more info can be found on the NY Yankees website.

Respectfully submitted,  
**Jean Swanick**,  
Secretary

### MTA 2023 Officers and Key Committee Heads

President- John Sobotka

Tel: 862-266-6284

email: [jsobotka@hotmail.com](mailto:jsobotka@hotmail.com)

Vice President- Gary Schultz

Tel: 973-207-8955

email: [garyrschultz@gmail.com](mailto:garyrschultz@gmail.com)

Secretary- Jean Swanick

Tel: 973-647-0148

email: [jswanick170@msn.com](mailto:jswanick170@msn.com)

Treasurer - Al Mellini

Tel: 973-723-2166

email: [albert.mellini@gmail.com](mailto:albert.mellini@gmail.com)

Sergeant at Arms-Andrew Salzano

Tel: 973-831-0920

Membership Chairman- Dave Steinert

Tel: 973-347-9091

email: [dsteinert@mtaofni.org](mailto:dsteinert@mtaofni.org)

News letter Editor- Dave Steinert

Tel: 973-347-9091

email: [dsteinert@mtaofni.org](mailto:dsteinert@mtaofni.org)

Parade Coordinator: Andrea Antonelli

Tel: 973-214-1383

email: [andreaantonelli@aol.com](mailto:andreaantonelli@aol.com)

Swap Meet Chairman- Gary Schultz

Tel: 973-207-8955

email: [garyrschultz@gmail.com](mailto:garyrschultz@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)

(Continued from the March 2023 issue of the *Motor Pool Messenger*)

**The Battle of the Bulge Series: Delay in the North:  
The Battle for St. Vith-Part II**

Jim Swanick

As the armor dug deep around St. Vith the units on the Schnee Eifel attempted to break out. Maj. Gen. Alan Jones, 106<sup>th</sup> Infantry Division CG, had originally ordered them to move southwest toward the Our River to support the 7<sup>th</sup> Armored

Division in a counterattack, but at 1000 on 18 December these were amended: there would be no counterattack, and the regiments were to attack Schönberg, destroy the enemy there, and then drive west to St. Vith. By this point the drive toward the river had already begun, and the lead battalion of Col. Charles Cavender's 423d Infantry Regiment was pinned down.

Cavender shifted the axis of his attack to the northwest and continued to attack throughout the day, making limited progress. A resurrection of the effort the following morning by both Cavender's regiment and Col. George Descheneaux's 422d Infantry failed to make any noteworthy headway, and in the late afternoon both regimental commanders came (separately) to the conclusion that their commands, badly mauled and out of supplies, were no longer combat effective. Both regiments, reduced to probably 3,000 men in total, surrendered.



Tanks of the 9th Armored Division roll through an abandoned French village.

By 19 December the larger picture of the situation around St. Vith was coming into focus. The defenders were in contact with enemy forces to the north, east, and south, and those to the north and south had advanced far enough to the west that they were interfering with the movement of the 7<sup>th</sup> Armored Division's supply trains and artillery. A major penetration was developing to the southwest in the 28<sup>th</sup> Infantry Division zone, pushing Col. Gustin Nelson's 112<sup>th</sup> Infantry Regiment northward to positions west of the 424<sup>th</sup> Infantry. The 112<sup>th</sup> tied in with the 424<sup>th</sup> and was attached to the 106<sup>th</sup> Division, thus becoming an official part of the defense. To the north, meanwhile, CCB/7 absorbed attacks at various points along their line, the result of the enemy attempting to find a weak spot to exploit. CCA/7 secured Poteau and its environs while CCR/7 maintained roadblocks and conducted patrols to cover the northwestern flank of the defense. On Clarke's right CCB/9 withstood a tank-infantry assault on its southern flank, and during the night Hoge withdrew a short distance to better

allow his command to retire should the enemy break into St. Vith.

Throughout the first few days of the battle Lt. Gen. Walther Lucht's *LXVI Corps* had been hamstrung by traffic jams and tenacious American resistance. By 20 December, however, the units on the Schnee Eifel had been subdued and supporting artillery and armor were finally making it forward. Lucht now considered his corps capable of initiating something resembling a deliberate attack on St. Vith, and orders went out for the 18<sup>th</sup> VGD, supported by Col. Otto Remer's *Führer Begleit Brigade (FBB)*, to attack out of Wallerode while the 62<sup>d</sup> VGD attacked west toward Grufflange and Maldingen to sever the road leading through those villages from St. Vith.

As Lucht prepared his attack Hasbrouck was shuffling his forces to meet a new threat. In what was now a horseshoe of defenses ringing St. Vith the southwestern flank was the weak spot, an undefended extension of the line that since 19 December had been threatened by *LVIII Panzer Corps'* advance northwest from the 28<sup>th</sup> Division zone. Failing to plug this gap would put the defenders in grave danger of being surrounded and destroyed, and so early on 20 December Hasbrouck scraped together what little forces he could and sent them to Deifeld, Chérain, and Gouvy to block the roads leading into the rear of the defenses. This decision bore immediate fruit, as Chérain and Gouvy came under attack that day. He also sent D/87<sup>th</sup> CRS west to Samrée, where the 7<sup>th</sup> Armored's supply trains were sustaining the division with one hand while fighting off German probes with the other.



A disabled German tank lies abandoned along the edge of a slushy road as an American tank destroyer rumbles past. The wintry conditions during the Battle of the Bulge temporarily hindered the employment of U.S. air power.

Due to continued traffic problems the coordinated blow envisioned by Lucht never materialized. Instead, a series of piecemeal attacks were launched against the American line. At Poteau CCA/7 held off two battalions of panzergrenadiers supported by heavy armor while CCB/7 and CCB/9 repelled several attempts to pierce their lines. By this point Hasbrouck's

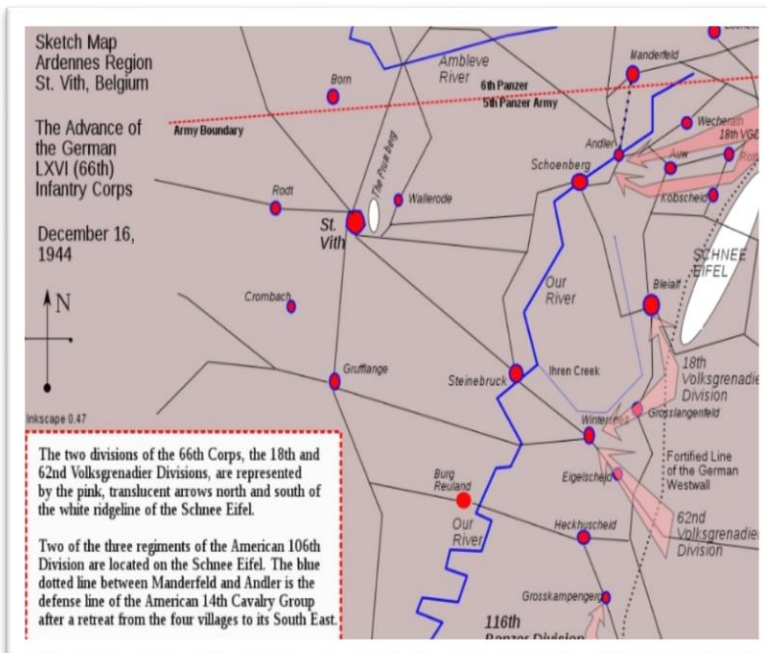
artillery had arrived, allowing for devastating fires to be called down on the attackers. For the fourth straight day the defenders held, though late in the afternoon the division trains were shoved out of Samrée.

**St. Vith, Brussels**

To the rear, meanwhile, SHAEF was doing what it could to shape the battle in the sector. On 17 December Gen. Dwight Eisenhower ordered for his strategic reserve, the 82d and 101st Airborne Divisions, to be committed in the Ardennes. On the same day Lt. Gen. Omar Bradley, 12th Army Group CG, ordered Maj. Gen. Matthew B. Ridgway's XVIII Airborne Corps to the front. Ridgway's corps was given the 82d Airborne Division and elements of the 30th Infantry and 3rd Armored Divisions and sent into the line west of V Corps, under orders to contain the penetration that had been achieved by the 1st SS Panzer Division and support the beleaguered forces within the St. Vith salient. By nightfall on 20 December tenuous contact with Hasbrouck's troops had been achieved and control of the St. Vith sector passed to Ridgway.

By 21 December Manteuffel and his superior, Field Marshal Walter Model of Army Group B, had tired of the delay in taking St. Vith. Acutely aware that the Americans holding the crossroads were seriously impeding progress on the northern

Lucht's 21 December effort struck the American lines from all angles. At 0500 a drive by the 62d VGD dented CCB/9's lines, penetrating 400 yards before a combined arms counterattack erased its gains. CCB/7, meanwhile, was worked over by the 18th VGD. Between 1100 and 1820 the Germans launched nine separate attacks against various points in the combat command's lines, all of which were turned back. For its insolence CCB/7 was punished severely. Beginning at 1500 the 100 howitzers and thirty multi-barreled rocket launchers that comprised the LXVI Corps artillery opened a barrage on the Prümerberg, that keystone of CCB/7's defense that barred the road leading into St. Vith from Schönberg. This barrage, reportedly the worst the veteran combat command had ever experienced, increased in intensity over the next hour



and walked across the ridge to St. Vith and back. An initial follow-up attack was repulsed, but at 1700 tank-infantry teams built around Tiger II tanks advanced up the Schönberg road. M4's of A/31st TB, positioned on the reverse slope of the ridge, prepared to ambush them as they passed its crest, but high-intensity flares fired by the Tigers blinded the crews. The M4's were quickly knocked out, and the German tanks began targeting American machine gun teams as the infantry advanced in bounds.

As the breakthrough astride the Schönberg road developed, elements of the 62d VGD overran B/23d AIB, at the junction of CCB/7 and CCB/9. These penetrations collapsed CCB/7's right flank, rendering its intact positions on the northern terminus of the Prümerberg and CCB/9's positions to the south untenable. Combat on the Prümerberg devolved into a confused, swirling melee between groups of American survivors and German elements intent on seizing St. Vith. Realizing that the battle east of the town was lost, at approximately 2200 Clarke gave the order to fall back to the first high ground west of St. Vith.



In this Jan. 6, 1945 file photo, American tanks wait on the snowy slopes in Bastogne, Belgium during the Battle of the Bulge. (AP Photo, File)

flank of the offensive, they ordered Lucht to secure it that day "at all costs." By now the entirety of the 18th VGD, plus supporting artillery and all of Remer's tanks, had made it forward from the vicinity of the Schnee Eifel. Lucht would throw all forces at his disposal at the town in a deliberate attack designed to strike the American line at several points and rupture it.



# CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at [dsteinert@mtaofnj.org](mailto:dsteinert@mtaofnj.org) or call 201-407-4035.

**For Sale- M38 Jeep 1951, 27,638 miles, Engine & Transmission Rebuilt, New Parking Brake System, Drive Shafts, Chassis Cleaned & Painted, All Parts Cleaned Primed & Painted, New Radiator & Water Pump, New Belts etc. Government Rebuilt Starter & Generator, 24 Volt System, All Military Parts, All New Dorman Hardware, All Military TM Books. Some assembly required to drive. Needs Brakes & Wiring Harness To Complete. Tow Bar & Beechwood Canvas Cover Included. Good Title & QQ plates NJ approved. \$10K. Email : [robertleach59@aol.com](mailto:robertleach59@aol.com).**

**For Sale- CJ5 Jeep 1965, 31,678 miles, Complete Full Body Metal Cap (Meyers), Starts, Runs, Drives As Is, New Rear Leaf Springs, & Complete Brake Rebuild Parts For All Four Corners, Plow Frame, Hydraulics & Blade, Extra Set of Metal Doors. Good Title & Current Nj Paperwork, \$8K, Bob Email [robertleach59@aol.com](mailto:robertleach59@aol.com).**

**For Sale-Willys Jeep 1950 CJ3A, L-Head, std 3 spd driveline, w/ Warn Overdrive, all recently rebuilt, newly recovered seats w/ OD Canvas, new Bestop 5140301 Black Tigertop (uninstalled) and full 4-wheel disc brake conversion kit (uninstalled). Spare parts include new reproduction body tub, steel rim set, roll bar, cabin heater. \$12,000. George Wagner, cell 201-274-6694, email [wagnergm@verizon.net](mailto:wagnergm@verizon.net).**

**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.**

**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)**

**Operation Toy Train will be co-hosting a Father's Day BBQ and Vehicle Show on Saturday, June 17, at 10 am in Port Jervis, NY, along with The Dining Car Society. We would greatly appreciate any members who would like to come display their vehicles for the event. John has stated that the MTA will be chipping in towards the BBQ as well, so members will also get lunch. (I'll let John & Al work out those details).**

<https://www.diningcarsociety.org/events/fathersday2023>

Please feel free to reach out to me directly if you have any questions!

*Thank you all!*  
Sincerely,  
**Carolyn Hoffman**  
President

## THE MID ATLANTIC AIR MUSEUM'S 32ND ANNUAL WWII WEEKEND

JUNE 2ND - 3RD - 4TH 2023

### Special Guests

1st Lt Ray Farnas  
Capt Matt Gutman  
1st Sgt Frank McCullough  
1st Sgt Robert Thompson  
1st Sgt George Lambert, Jr.  
1st Sgt Dick Schimmel  
1st Sgt John M. Fleming  
1st Sgt Victor Fritsch  
1st Sgt Robert Peaslee  
1st Sgt Frank Lattin  
1st Sgt George Peck, Jr.  
1st Sgt Victor Murrell  
1st Sgt Eugene Leary  
1st Sgt Charles Brookings  
1st Sgt Jim Callaghan  
1st Sgt Arthur Grabler  
1st Sgt Chuck Kline  
1st Sgt James Jennings  
1st Sgt William Stroup  
1st Sgt Ben Barry  
1st Sgt Don Oates  
1st Sgt John Decker  
1st Sgt William Mace  
1st Lt Lou Cardillo

"Ride the River" Dorothy Trela  
DJ Hermann Plehner

### Living History Performers

Alvin Raymond Schneider - Toy Wagon  
Archie Lutz Murrell - Vietnam Mochel  
1st Lt John F. Kennedy - Frankie Suit  
Gen. Douglas MacArthur - Brian Woodcock  
Gen. Carl Spaatz - Chris Bennett  
Gen. Dwight Eisenhower - Marlene Beckford  
Field Marshal Montgomery - Jason Cheary

### Entertainment

America's Best  
Frank Steph-Frank Calkins  
Bill Gray  
Kevin Egan  
Lyle Vance

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt Robert Brown  
1st Lt Frank Calkins

WWII Era

Armed Forces

Military Collectors Fair Market

Armed Forces

Entertainment & Education

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

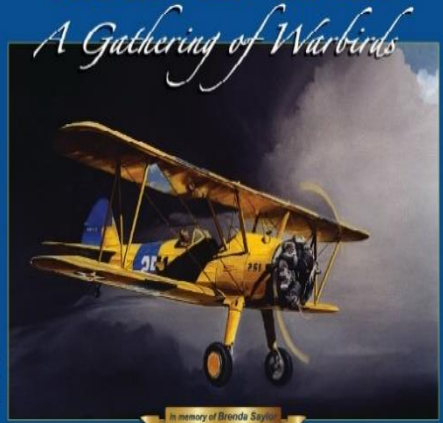
1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins

1st Lt James Brown  
1st Lt Robert Brown  
1st Lt Frank Calkins



MID ATLANTIC AIR MUSEUM, READING REGIONAL AIRPORT, READING, PA  
ADULT \$39 CHILD \$19 610-372-7333 [WWW.MAAM.ORG](http://www.MAAM.ORG)  
Schedule a B-29 Superfortress "FIFI" Ride

# RUBBER & STEEL VEHICLE & TRAIN SHOW

SATURDAY, JUNE 17, 2023 | 11AM TO 4PM  
AT THE HISTORIC ERIE TURNTABLE  
86 PIKE STREET, PORT JERVIS, NEW YORK 12771



TRAINS - TRUCKS - CARS - MILITARY VEHICLES  
TURNTABLE & LOCOMOTIVE DEMONSTRATIONS  
BURGERS & HOT DOGS - RAILROAD EXHIBITS

EVENT SPONSORED BY THE DINING CAR SOCIETY AND OPERATION TOY TRAIN



# MEADOWLANDS ANTIQUe MILITARIA SHOW

June 17, 2023

All Wars All Conflicts

[www.meadowlandsmilitaria.com](http://www.meadowlandsmilitaria.com)

# Military Transport Association

P.O. Box 391  
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL  
BE HELD ON THURSDAY, JUNE 1st  
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.*