



# MOTOR POOL MESSENGER

the official monthly newsletter of the **MILITARY TRANSPORT ASSOCIATION**  
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Issue: August 2023

Editor: David Steinert



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## ON THE COVER...



A U.S. Army 1984 Chevrolet Blazer  
1009 Commercial Utility Cargo Vehicle  
(CUCV).

The Commercial Utility Cargo Vehicle (CUCV /'kʌkvi:/ KUK-vee) was created from a new vehicle program instituted in the 1970s to provide the U.S. military with light utility vehicles based on civilian trucks. It would later be refer to as Light Service Support Vehicle (LSSV)

### CUCV/COTS

The Commercial Off The Shelf (COTS) concept, which translated into the CUCV program, was originally intended to curtail the purpose-built but very expensive Gama Goat 6 x 6, the large 1 and ¼-ton trucks and the controversial M151 series ¼-ton "jeeps", that were approaching the end of their service life in the mid-1970s.

Initially, Dodge D series trucks were provided in the late 1970s with several military modifications. In the mid-1980s, Chevrolet C/Ks replaced the Dodge vehicles in CUCV I and CUCV II guise. GM CUCVs were heavily redesigned in 2000 and their name was changed to Light Service Support Vehicle (LSSV).

CUCVs are intended to perform "background" roles, providing support for frontline forces, such as cargo transport, troop transport, first aid, and communications.

CUCVs are not built for direct frontline combat use, as evident by their lack of bulletproofing and protection from ordnance. Like many of the vehicle parts, the windshield, cabin glass, and body panels are civilian-grade and offer no protection from firearms or explosives. As a result, some CUCVs were replaced in the 1980s and 1990s by the HMMWVs they were to augment.

The U.S. military continued to keep CUCVs in active service long after their projected lifespan. CUCVs of all generations are still in U.S. service, though many M880/M890s and CUCVs have passed through military surplus sales into civilian ownership. CUCVs and LSSVs are in use as support vehicles for military police, troop transport, range control, facilities, and maintenance.

### Dodge M8XX Series

In 1973 Chrysler Corporation began developing a militarized adaptation of their civilian Dodge trucks. In 1976 the M880/M890 series was put into production under a large contract, intended to replace previous Dodge M37 and Kaiser Jeep M715 trucks and their variants. The M880/890 trucks were adopted as

part of a drive by the U.S. military to use COTS vehicles, with appropriate modifications, where such usage was feasible. An armored variant was built by Cadillac Gage as the Ranger. For almost a decade the Dodges were referred to as "880", "890", or most commonly called "five-quarters", (the term "CUCV" did not appear until the 1980s when GM was contracted to replace the M880/890 trucks).

The Chrysler 1-¼ ton military M880-series was based on the Dodge W200 civilian/commercial truck, with a ¾-ton capacity 4x4. The 880/890 had a 2,500 lb cargo rating, enabling it to have a ¾-ton load rating. The similar 1-¼ ton M890-series was based on the Dodge D200, a ¾ ton capacity 4x2 civilian/commercial truck. In Canadian service, the base vehicle was the 4-speed standard transmission, Power Wagon model, which was slightly heavier and costlier than the W200.



The base vehicle for the M880 series pickup. The position of the parking lights under the headlights identifies this as being built prior to August 15, 1976. After that date the parking lights moved inboard of the headlights.

The M880/M890 had a conventional 12-volt electrical system; a separate 24-volt system was added to certain variants of the trucks to power communications units, but this precluded power steering on those units—the pump location being taken up by the 24-volt generator. The gasoline engine was out of step with the military's move toward diesel engines during this time period. The lack of power steering was a hindrance in off-road, close quarters, and snow-plowing duties (although most civilian and Air Force models had power steering). Around 44,000 M880/M890s were produced during the 1976–1977 model years and were used by the Army and Air Force until the late 1990s.

The powertrain on all M880/M890s was powered by Chrysler's 5.2L 318-cubic inch gasoline engine with a two-barrel Carter or Holley carburetor. These vehicles were rated at 150 hp and 230 lb-ft. Most were equipped with the Loadlite 727 3-speed automatic transmission.

The 880s were equipped with a 2-speed New Process Gear NP203 transfer case. A Dana 44 4.10:1 front axle and floating Dana 60 4:10.1 rear axle completed the setup. The trucks were equipped with front disc brakes and rear drum brakes. They had a military-rated top speed of 70 mph (110 km/h).



New 1977 Dodge M886 Ambulances

production since WWII. GM CUCVs were assembled mostly from existing heavy duty light commercial truck parts.

The CUCVs came in four basic body styles: pickup, utility, ambulance body and chassis cab. The M1008 was the basic cargo truck, the M1010 was the ambulance, and the Model 1009 was a Chevrolet K5 Blazer uprated to ¾-ton capacity. With the exception of the M1009, the trucks were all rated as 1¼ ton (commonly called a "five-quarter"), even though some of them had payloads in excess of that.



Chevrolet M1009 Blazer CUCV

## Variants

- M880: Standard 4×4 pickup
- M881: M880 fitted with additional 100-amp 24-volt generator
- M882: M881 fitted with additional 60-amp 24-volt generator and communications equipment
- M883: M881 fitted with slide-in shelter kit
- M884: M880 fitted with 100-amp 24-volt generator and slide-in shelter kit with tie-downs
- M885: M880 fitted with slide-in shelter kit with tie-downs
- M886: M880 ambulance
- M887: M880 maintenance
- M888: M880 telephone maintenance
- M890: Standard 4×2 pickup
- M891: M890 fitted with additional 60-amp 24-volt generator
- M892: M890 fitted with additional 60-amp 24-volt generator and communications kit
- M893: M890 ambulance version

## General Motors

General Motors and AM General have produced CUCVs since 1984 in three distinct generations: CUCV, CUCV II, and LSSV.

### CUCV

Replacing the M880/M890 series, the CUCV represented General Motors' first major light-truck military vehicle

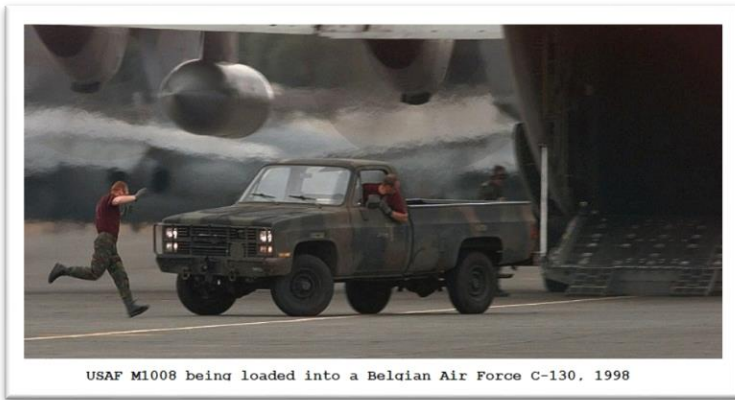
There were heavier-duty variants, including the M1028, M1028A1, M1028A2 and M1028A3 shelter carriers (the shelter being a mobile command, communications or intelligence operations enclosure). The M1031 was the chassis cab. These latter trucks were all rated for heavier 3,600 lb (1,600 kg) or 3,900 lb (1,800 kg) loads, compared to the M1008's 2,900 lb (1,300 kg) load capacity. The M1028A2 (converted M1031 or m1028a1) and m1028A3 (converted M1028) models had dual rear wheels. Many M1028s were upgraded at the company level to M1028A2 and A3 specs—the dual wheel rear end arrangement was a result of the M1028 flipping on its side because of the high center of gravity when carrying equipment shelters.

GM produced some 70,000 CUCVs from 1983 to 1986 (model years were 1984–1987), though most were model year 1984. Chevrolet continued to build CUCVs in low numbers from 1986 to 1996, mainly to accommodate military markets that needed replacements for existing CUCVs.

All CUCV Is were powered by GM's 6.2L J-series Detroit Diesel V8 engine non-emissions diesel. These were rated at 155 hp, which was 5 hp more than the emissions diesel engine of the time. They were all equipped with the TH-400 automatic transmission. All but the M1028A1 and M1031 used the NP-208 chain drive transfer case. The M1028A1 and M1031 units had a slip-yoke rear output version of the NP-205, which was specified mainly for its PTO capacity. The CUCV series had a governed top speed of 55 mph.

The axles on the M1009 Blazer used 10-bolt axles (front and rear) featuring 3.08:1 gears. The rear axle was equipped with an *Eaton Automatic Differential Lock* (ADL) while the front was a standard open differential. The M1008 trucks used open Dana 60 front axles, with the M1028 and M1031 variations often having a Trac-Lok limited slip. In the

rear, the M1008s used the GM 10.5-inch Corporate 14-Bolt Differential with No-Spin lockers (the commercial trade name for the Detroit Locker). Rear axles on M1028A2 and A3 duallies are Dana 70 HD. The axle gear ratios were 4.56:1.



USAF M1008 being loaded into a Belgian Air Force C-130, 1998

As with other military vehicles, the CUCVs used a 24-volt electrical system. It was actually a hybrid 12/24-volt system that used 24-volts under the hood for the starter, volt meter, diesel engine glow plug circuit along with the mandatory NATO slave receptacle for jump starting any 24 volt NATO vehicle, and hookups for military radios. The rest of the truck was 12-volt.

It was equipped with two 12 volt batteries and two 12 volt 100 amp alternators. One alternator is isolated from ground and connected in series with the other. These produce 24 volts with a 12 volt center tap much like the 240/120 volt domestic house distribution system. The 12 volts to ground were derived from the center tap.

### Variants

- M1008: Basic General Motors Model K30903 except an NP208 transfer case where as the civilian model came with the NP205. The M1008 was the most numerous of the CUCV truck types. It was often seen with troop seats for eight in the bed. Fitments included a brush bar, front and rear tow hooks, and a pintle hitch. These trucks are rated to tow 3,000 lb (1,400 kg) and were often used to tow the M101 ¾-ton trailer.
- M1008A1: M1008 fitted with additional 100-amp 24-volt generator and communications kit.
- M1009: Utility version of the Chevrolet K5 Blazer. The M1009 is a utility rig built from a Blazer and could be used for command and control, as well as officer transport. Often seen with radio sets installed, however the large square tube stock mounts prevented the rear seat from being lowered. The M1009 was rated for a 1,200 lb (540 kg) payload and a 3,000 lb (1,400 kg) towed

load. It used the heaviest duty GM springs available for the chassis and the rear axle was a 10-bolt unit. It rolled on 10.00-15 tires, had 3.08 gears and a rear Eaton automatic differential lock.

- M1010: Ambulance version of the M1008.
- M1010 [USMC Command]: USMC command post vehicle.
- M1010 [USMC Ordnance]: USMC ordnance repair truck.
- M1028: Shelter carrier version of the M1008.
- M1028A1: Shelter Carrier w/ PTO version of the M1008.



Chevrolet M1028A2 CUCV

- M1028A2: Dual rear wheel w/ PTO version of M1028A1.
- M1028A3: Dual rear wheel w/ NP208 version of M1028A2.
- M1028FF: Fire fighting version of the GM1008.
- M1031: Chassis-cab model.

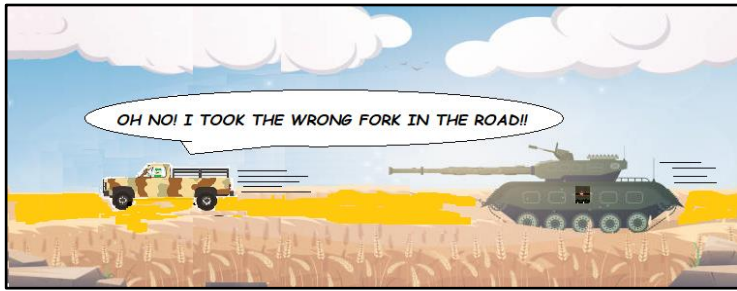


1986 Chevrolet five-quarter (5/4) ton D30 / M1031 4WD Square Body CUCV service truck

## ATTENTION MEMBERS!

THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, AUGUST 3rd 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

**NO JULY MEETING –NO JULY MINUTES**

**Treasurer's Report:** as submitted by **Al Mellini** for the month ending June 30, 2023 is as follows:

Beginning Balance	\$46,661.10
Income	2,615.00
Expenditures	- 3,337.74
Closing balance	\$45,938.36

## MTA 2023 Officers and Key Committee Heads

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**Quartermaster and MTA Archives Custodian**  
**Gary Schultz**  
Tel: 973-207-8955 email: [garyrschultz@gmail.com](mailto:garyrschultz@gmail.com)

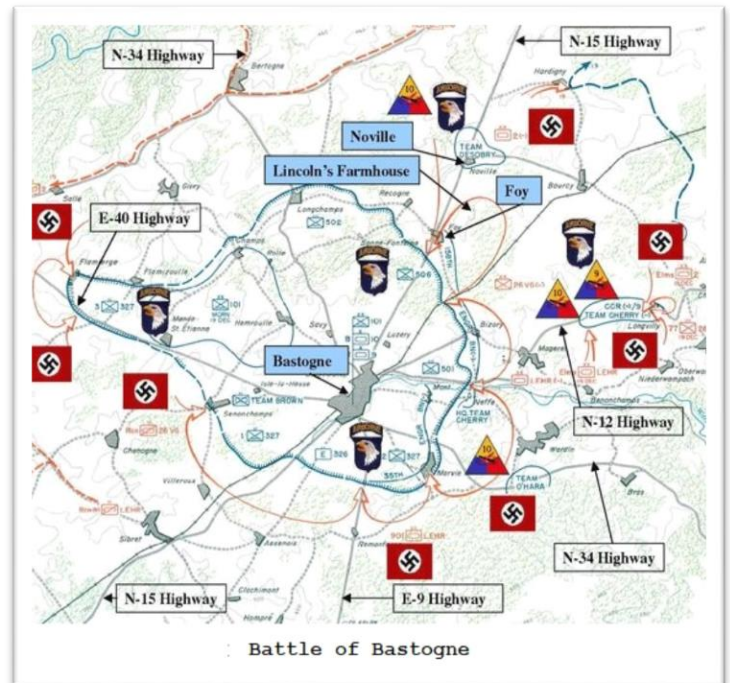
## Phantoms, Tigers, and Screaming Eagles: First Contact at Bastogne

### Battle of the Bulge Series-Part 13

By Jim Swanick

Brig. Gen. Anthony McAuliffe's 101<sup>st</sup> Airborne Division reached Bastogne around midnight on the night of 18-19 December. It would take time for the troopers to create a perimeter around the town and dig in, and in the meantime *XLVII Panzer Corps* would have to be held at bay. This task would fall to Col. William Roberts' Combat Command B of the 10<sup>th</sup> Armored Division, which had arrived late in the afternoon of the 18<sup>th</sup>, and to a handful of engineers that Maj. Gen. Troy Middleton, the VIII Corps commander, had placed in a thin screen around the town.

CCB moved into position on the evening of the 18<sup>th</sup>. Lt. Col. James O'Hara's Task Force O'Hara took up positions south of Wardin, covering the road to Wiltz, while Maj. William Desobry's TF Desobry set up around Noville. TF Cherry, Lt. Col. Henry Cherry commanding, made for Longvilly, where it found Col. Joseph Gilbreth's CCR of the 9<sup>th</sup> Armored Division. There, Cherry learned that Gilbreth had no plan but to hold his position (Gilbreth soon after decided to withdraw), so he ordered his advance guard, Team Hyduke, to set up defenses around Longvilly while he returned to Bastogne to brief Roberts. Cherry made it through Magaret just as troops of Maj. Gen. Fritz Bayerlein's *Panzer Lehr Division* entered the town, and on discovering he had been cut off from his task force ordered his main body, Team Ryerson, to scout the village.



As CCB/10 entrenched itself on the roads leading into Bastogne Lt. Gen. Heinrich Freiherr von Lüttwitz, the *XLVII Panzer Corps* commander, was planning a multi-pronged attack for 19 December. The 26<sup>th</sup> *Volksgrenadier (VG) Division* would drive through Longvilly, seizing Bizory and Foy to gain positions from which it could pivot and attack Bastogne from the north and northeast as *Panzer Lehr* pushed west from Magaret. The 2<sup>nd</sup> *Panzer Division*, meanwhile, would bypass Bastogne, wheeling north and transiting through Noville as it advanced toward the

Meuse. Lüttwitz had been told that two airborne divisions had been rushed to Bastogne, but that they would not be in place until noon; therefore, he was confident that his attack would carry the town.

The battle between CCB/10 and *XLVII Panzer Corps* opened in the predawn hours of 19 December. At Noville the *2<sup>d</sup> Panzer Division* stumbled into TF Desobry, pushing in its outposts and throwing several waves of tanks and infantry at the GI's as it occupied the ridges around the town to ring the task force in on three sides. East of Bastogne packets of *Panzer Lehr* tanks and infantry attempted to move west out of Magaret but were largely stopped by Co. B of the 158<sup>th</sup> Engineer Combat Battalion and HQ elements of TF Cherry at Neffe, though a handful of troops made it through and set up a roadblock on the western side of town. Team Ryerson was ordered to retake Magaret, its patrols having uncovered the presence of tanks and infantry there, but this effort miscarried. Team Hyduke, finally, was struck by tanks and infantry of the *26<sup>th</sup> VG* and *2<sup>d</sup> Panzer Divisions*. By 1400 the team's armor had been wiped out, forcing it away from the town. Only TF O'Hara escaped the morning (and ultimately the day) without serious engagement.

the *26<sup>th</sup> VG* and *Panzer Lehr Divisions*. As it approached Neffe the lead battalion, 1/501, was halted by the roadblock on the western side of town and Ewell reacted by sending 2/501 north to get at Magaret via Bizory while 3/501 moved south to Mont in attempt to flank Neffe. These attempts to affect a further advance eastward failed, however. 2/501 passed through Bizory but then ran into the reconnaissance battalion of the *26<sup>th</sup> VG Division* on the slopes of Hill 510, where it was fought to a standstill; to the south 3/501 found that the nature of the ground between Mont and Neffe made an attack on the latter out of the former ill-advised, while Co. I was smashed by tanks and infantry of *Panzer Lehr* in Wardin.



On the northern side of Bastogne Desobry, with Lt. Col. James LaPrade's 1/506 in hand, went over to the attack to try and solidify his position. LaPrade's troopers, supported by a contingent of tanks from the armored task force, drove against the ridges surrounding the town. As the two flank rifle companies gained the lower slopes they were met by a wave of German infantry conducting an attack of their own and stopped cold; at dusk they surrendered their gains and fell back on Noville.

As TF Desobry and the airborne units were attempting offensive action TF Cherry and CCR/9, the latter of which was attempting to withdraw, were languishing on the Longvilly road. Trapped on the road by a steep bank on one side and marshy terrain on the other, the stalled columns were worked over by artillery and subjected to punishing attacks by tanks and infantry from multiple directions. Casualties and equipment losses within the mass were horrendous, but its presence delayed and fixed the *26<sup>th</sup> VG* and *Panzer Lehr Divisions* in place, severely disrupting Lüttwitz's plan. The progress of *Panzer Lehr* in particular ground to a halt, largely due to an apparent lack of aggression and interest in driving west on Bayerlein's part but compounded by the diversion of significant forces to strike the columns on the road. These events in sum allowed the 501<sup>st</sup> to come up in time to bar the way into Bastogne from the east.

By the close of 19 December it was clear that all opportunities for American offensive action that day had passed. The 501<sup>st</sup> was pulled back to defensible ground along the line Bizory-Neffe-Mont and reinforced with the 1<sup>st</sup> Battalion of the 327<sup>th</sup> Glider Infantry Regiment (GIR) while the 502<sup>d</sup> PIR, under Lt. Col. Steve Chappuis, occupied the arc Champs-Longchamps-Recogne north and northwest of Bastogne. Both regiments tied in with 3/506, between them at Foy. TF O'Hara, at O'Hara's urging, was withdrawn to high ground west of Marvie, and the remnants

The pressure mounting against CCB did not go unnoticed, and a steady trickle of reinforcements began making their way forward. When in mid-morning Maj. Desobry, impressed by the superior strength and positioning of the forces arrayed against him, requested permission to withdraw he was instead given the 1<sup>st</sup> Battalion of Col. Robert Sink's 506<sup>th</sup> Parachute Infantry Regiment (PIR) by the assistant division commander of the 101<sup>st</sup> Brig. Gen. Gerald Higgins. The rest of the 506<sup>th</sup> would later follow, with 3/506 occupying Foy and 2/506 going into assembly as a reserve at Luzery. Desobry was also given a platoon of M18 Hellcat tank destroyers of the 705<sup>th</sup> TD Battalion. Even as these movements were initiated, however, a major component of the airborne division was already in action.

During the night of 18 December Middleton had identified the Longvilly road as the path of the German main effort, and he and McAuliffe had accordingly sent Lt. Col. Julian Ewell's 501<sup>st</sup> PIR, the first of the division's units to enter Bastogne, up the road under orders to "make contact, attack, and clear up the situation." Ewell's regiment had subsequently been engulfed by elements of

of TF Cherry and CCR/9, which had gained a foothold at the edge of Magaret, were brought back into American lines through Bizory the following morning. At Noville, however, TF Desobry and 1/506 were ordered to hold, not by McAuliffe or Roberts but by Middleton, who insisted that the village be retained. The paratroopers took up an all-round defense while the armor became a mobile reserve and remained in the center of town.

XLVII Panzer Corps' failure to seize Bastogne on 19 December placed Lüttwitz in a difficult position. Bastogne was a crucial communications hub; without it, Fifth Panzer Army's ability to quickly advance westward would be significantly hampered. The original plan for the corps had been for the 26<sup>th</sup> VG Division to seize the town while the armored divisions went on to the Meuse, but the speed and scale at which Bastogne had been reinforced would make its seizure a tall order for the division. Thus, Lüttwitz turned to Fifth Panzer Army headquarters for advice- should he halt and mass all three of his divisions to subdue Bastogne, or stick to the original plan? The response was to meet halfway: the 2<sup>d</sup> Panzer Division was to continue west with all possible speed while the 26<sup>th</sup> VG Division and Panzer Lehr subdued Bastogne.



The "Cobra King" Sherman M4A3E2 Jumbo crew, from left, Pvt. Harold Hafner, Pvt. Hubert S. Smith, 1st Lt. Charles Boggess, Cpl. Milton Dickerman and Pvt. James G. Murphy, pose for a celebratory photo near Bastogne, Belgium. - 1944

By this point the last maneuver elements of the 26<sup>th</sup> VG and Panzer Lehr Divisions were making their way out of the Wiltz valley and approaching Bastogne from the southeast. As a result, Lüttwitz decided that on 20 December he would strike the town from both east and south. The American defensive line that had taken shape the day before had already hardened, however. During the day the 501<sup>st</sup> absorbed and repelled three separate attacks against Bizory, Mont, and Neffe, causing severe loss to the attackers; in these actions supporting M18's of the 705<sup>th</sup> TD Battalion played a crucial role in knocking out enemy armor, while massed fire from up to eleven FA battalions that had coalesced in the sector combined with the heavy machine guns of the infantry battalions to cut the infantry to pieces. On the right of the 501<sup>st</sup> 2/327, coming into position at Marvie, absorbed and crushed with relative ease an attempt by tanks and mechanized infantry of the to carry that town.

An opportunity to drive between the 501<sup>st</sup> and 506<sup>th</sup> and into Bastogne existed for most of 20 December, in the form of a major gap along the rail line that served as the unit boundary between the two regiments, but 26<sup>th</sup> VG Division elements failed to exploit it before being discovered and beaten back. Thus, it was only at Noville that XLVII Panzer Corps experienced success.

Here 2<sup>d</sup> Panzer Division elements hit both Noville and Foy, placing extreme pressure on the former and ejecting 3/506 from the latter. 3/502 was ordered to come up on the left of the forces at Noville via Recogne, but McAuliffe and Roberts, the former of which now commanded the sector, concluded that it was time to pull out. At Sink's suggestion the forces at Noville withdrew toward Foy while 3/506 retook the town to cover their retreat. Aided by the fog the survivors punched through the crust of German tanks and infantry between the villages, and by 1700 were back within American lines. With Noville subdued Lüttwitz petitioned Fifth Panzer Army for permission to direct the division into Bastogne to try and capitalize on its success, but he was denied: the 2<sup>d</sup> Panzer Division was to break off from its efforts around Bastogne and make for the Meuse.

## 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:** Own the world's best tailgating/cooking trailer. MKT 95 in operational condition. Includes 2 M-59 Ranges and 4 MBU V3 burners, griddle, and V3 Power Converter with correct MBU Branch cabling. Asking \$5000. Call John at (973)600-9486.

**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. Bob (mobile) 201-663-1093 or Email: [rrobertleach59@aol.com](mailto:rrobertleach59@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 (mobile) 201-663-1093 or Email: [rrobertleach59@aol.com](mailto:rrobertleach59@aol.com).

**WANTED:** Hello MTA Members, I Am In Search Of Garage Space To Rent. I have two antique vehicles and other items I need to store. Please contact me for any information / leads @ Bob Leach (mobile) 201-663-1093 or Email : [rrobertleach59@aol.com](mailto:rrobertleach59@aol.com).

**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)

**The Mahan Collection Foundation will be holding their annual Open House in Basking Ridge on September 9<sup>th</sup>. This is recognized as the world's largest collection of restored Mack trucks, and includes 6 large barns of various equipment including fire trucks. Bill will send the info to the group IO email as you need to reserve a spot. Food trucks will be onsite.**

# Military Transport Association

P.O. Box 391  
Budd Lake, NJ 07828

**THE NEXT MTA MEETING WILL  
BE HELD ON THURSDAY, AUGUST 3rd  
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)

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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.*