



O.D. NEWS



The Newsletter of the Military Vehicle Collectors of Colorado
A Founding Chapter of the Military Vehicle Preservation Association

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2nd Quarter 2013



**Amy Johnson enjoying lunch at Famous Dave's BBQ after the
Memorial Day Parade in Commerce City**

FROM THE COMMAND POST



Greetings!

The MVCC's 2014 event season is up and running. I hope that everyone in the Club and their families had an enjoyable holiday season and survived our very funky winter weather! It's time to dust off, detail (or at least take care of your annual wash) and get those vehicles ready for displays, parades and other events of interest. Please no Armor All on your tires! As usual, event requests are starting to come in, and we are receiving requests for new and different events...for example: a major display opportunity in Colorado Springs ("the Springs" to you new members!) which is a reunion of a

Vietnam Era Nike Hercules Air Defense Artillery Battalion which primarily served in Germany protecting us against the Red Threat. This should be fun! Also an airshow display opportunity in the Springs this Summer. If you haven't attended a meeting in a while you may not know that our premier event- the Colorado Sport Aviation Airshow at Rocky Mountain Metro Airport in Broomfield has been cancelled this year...I don't know why but I wonder if it had something to do with the fact that the MVCC boycotted last Summer's event? There are lots of other events on the horizon including our traditional participation in the Commerce City Memorial Day Parade and group lunch thereafter. It's important that all members know that those who participate in events reap the benefits of membership in the Club, as the club regularly covers the cost of group lunches and liquid refreshment! You need to participate to get your dues worth! The Club's finances are better than they have ever been, and as in any club some members drop out and others join our group. I'm pleased to report that new members have been joining every month to offset those we've lost. Let's make this a great year for the MVCC! I hope we see some of our members who have absent for the past year or so! We own, restore, drive and display our vehicles because we enjoy collector military vehicles. I hope some of our AWOL members become more participatory...WE MISS YOU AT EVENTS!

In closing on behalf of myself and the Club's other officers, thanks for your support and we pledge to make this the best year the Club has ever experienced. Get participatory and join in the fun...you won't regret it!



TEMPERATURE PROCESSING

10477 Weld County Road 7
Longmont, CO 80504-9460
Phone: (303) 772-0250
Fax: (303) 772-0251
Email: info@tpcolorado.com

CERTIFIED AEROSPACE, MEDICAL AND AMS HEAT TREATING

VICE PRESIDENT'S DISPATCH



First and foremost I would like to thank everyone for giving me the opportunity to serve the club in the position of Vice President. My initial goals as VP will be to assist the other officers, encourage new membership and start planning for a Rocky Mountain Rally/Campout this summer.

I would also like to thank everyone for the support I have received over the past 3 years since I joined the club. I came into this hobby as a complete newbie having accidentally stumbled over a too-good-to-refuse asking price on my first Deuce. Funny thing is that the deciding factor in buying the truck was how much my girls enjoyed their first ride in it. Turns out that it is kind of hard to negotiate when you have three little girls standing around asking when the truck is going to be home for them to play with. If nothing else I have learned not to bring them along in the future for major purchases.

Only I have learned a lot more. When I first got my A2 I started researching it and stumbled across the Steel Soldiers website. It was there that I ran into our own Jon Hoffmeier who invited me to my first MVCC meeting. I have met a lot of nice folks, had a lot of fun and learned a lot since that first meeting. My family and I felt accepted and enjoyed our time participating in MVCC events, whether it was parades, static displays, or just a general get together.

That's the thing about the MVCC. It is about the trucks and the tools and the work and the parades and the shows. But mostly it is about family and friends.

“The cost of freedom can be seen at your local VA Hospital.”

CHAIN OF COMMAND

PHIL MOVISH, PRESIDENT
CELL: 720-413-4626

BRENDAN JOHNSON, VICE PRESIDENT
CELL: 720-413-9912

PHIL CURRY, TREASURER
RESIDENCE: 720-733-1024

JONATHAN HOFFMEIER, SECRETARY
RESIDENCE: 303-622-6274

CAROL HOFFMEIER, WOMEN'S AUXILIARY
RESIDENCE: 303-622-6274



EDITOR'S SITREP

Congratulations to our new Club Vice President, Brendan Johnson. Brendan, his wife Amy, and their three daughters, Clio, Danae, and Emer have been active Members for several years now. Kudos to outgoing Vice President Frank Scholer, who performed the position with skill and enthusiasm. The other officers ran unopposed, either we are doing an excellent job, or there is no other interest in our positions. I tend to believe the latter.

I am really looking forward to this year's event season, usually beginning in March with the Saint Patrick's Day Parade in Denver. The event calendar still has some openings, possibly for some new and different parades and displays. I'm sure we'll still have our old standbys, Saint Patty's Day, Memorial Day in Commerce City and Veterans Day in Colorado Springs.

We're looking for the Ladies to get involved with the Woman's Auxiliary again this season. Their kind assistance usually includes providing donuts and coffee prior to our participation in parades, displays and on some of the multi-day events, preparing meals. Don't let this discourage you Gals, the Guys do all the cleanup afterwards. This is a great way for the new Gals to meet our Members. If you have a little extra time and would like to help out, contact Carol Hoffmeier. Her contact information is listed above.

“Artillery brings dignity to what would otherwise be just a vulgar brawl.”

PERSONAL 201 FILE

Born Jonathan Robert Hoffmeier on June 28, 1955 in Gardena, California to George and Lorene. I went to elementary school within walking distance of our house, high school was a two mile walk. High school exposed me to some interesting fields, television production, and FM radio programming. The school had their own ten watt FM radio station, which I participated as a DJ from my sophomore to senior year.

After high school, I worked several odd jobs trying to determine a career path, and what I might be interested in doing for the rest of my adult working life. My best bud Steve came by one day and told he was going to go see the Army Recruiter. I laughed as he grabbed me and said my Mom wanted me to go with him, basic training started about six weeks later. Steve and I took both our basic and advanced training at Fort Ord. The advanced training made us Heavy Vehicle Operators, everything from the MUTT to five ton tractor trailer combinations. Our first duty station was Camp Hunter Liggett, about 22 miles northwest of Hearst Castle. I had orders to Germany in December '75, Steve did not. At the end of my first tour, I reenlisted for Fort Huachuca, Arizona, my Son Jay was born on post in July '79.

I finished out my second tour and moved to Nampa, Idaho in December of that year. Work was not in abundance at that time, decent jobs were very difficult to find. I moved back to California in the Spring of '81 and started a career in security and fire alarm system installation with buddy Steve. After a few years of installing those systems, and doing electrical work, I developed a strong interest in becoming an electrical contractor. I became a licensed California Electrical Contractor in May of '86, Carol and I were married in September of that year.

My electrical career would span the next 27 years, working various construction projects in a variety of western states. My interest in military trucks had never waned since leaving the Army, and I caught myself searching the internet for trucks. I didn't know at that time this was a hobby that would grab me and never let go.

My Son's marriage and the possibility of Grandchildren beckoned Carol and I to Colorado. I had transferred from the Sacramento office of a large electrical contractor to the Denver office, so no need to look for work. After about a year, I submitted an application for an electrician position at the VA Hospital in Denver. About six months later, I received a phone call asking me if I was still interested in the position. I was picked for the position and started work at the VA. About a year later, a position came open at VA for an Industrial Equipment Mechanic, being a little burnt out with electrical work, I applied, and was picked for that position. I enjoy this new responsibility very much, different challenges everyday, and with a 66 year old building to help take care of, there is never a dull moment. Oh, and by the way, Steve and I are still the best of friends some 44 years later.

MEMBER COLLECTIONS



Buddy Baker's Museum Quality Collection Top Left: 1942 GPW, Top Right: 1972 M715, Bottom Left: 1942 GPW w/1956 M100 Trailer, Bottom Right: 1942 Harley WLA

If we all threw our problems in a pile and saw everyone else's, we'd grab ours back.

MILITARY HUMOR

Having passed the enlistment physical, Jon was asked by the doctor, "Why do you want to join the Navy, Son?" "My father said it'd be a good idea, sir." "Oh? And what does your father do?" "He's in the Army, sir."

The reason the Air Force, Army, Navy and Marines bicker amongst themselves is that they don't speak the same language. For instance, take the simple phrase "secure the building". The Army will post guards around the place. The Navy will turn out the lights and lock the doors. The Marines will kill everybody inside and set up a headquarters. The Air Force will take out a 5 year lease with an option to buy.

An Air Force cargo plane was preparing for departure from Thule Air Base in Greenland. They were waiting for the truck to arrive to pump out the aircraft's sewage holding tank. The Aircraft Commander was in a hurry, the truck was late in arriving, and the Airman performing the job was extremely slow in getting the tank pumped out. When the commander berated the Airman for his slowness and promised punishment, the Airman responded: "Sir, I have no stripes, it is 20 below zero, I'm stationed in Greenland, and I am pumping sewage out of airplanes. Just what are you going to do to punish me?"

An Air Force officer goes to heaven and at the gate St Peter asks him if he has ever done anything in his life that he believes makes him worthy of admittance to heaven. The officer flyboy replies; yes, I once went into a bar with four of my pilot friends and saw two Seabees harassing a young girl at the bar, so being a gentleman I went up to the biggest one and told him to leave this young lady alone. When he refused I told him again more forcefully. This time I slapped him across the face and told this Soldier to stand down. St Peter said this was a very good thing to do and asked when the pilot did this great act. The pilot replied; about 5 minutes ago! My friends should be here shortly!

Not necessarily humorous, although Will Eisner's artwork in PS Magazine tended to be on the witty side, I wanted to offer a link to a website. The website has the full collection of the PS Magazines, downloadable for your perusal. I remember enjoying reading PS Magazine during my Motorpool days ('74-'79), and thought it was a great way to get that type of information across to young GIs. Enjoy!

http://psmag.radionerds.com/index.php/Main_Page



MILITARY HUMOR

The Army had a vast scrap yard in the middle of a desert. The IG Office performed an inspection and gave the following write-up: "Improper Security. Someone can easily steal from this area."

So, the Army created positions for four MPs (Military Police) to guard the facility night and day.

The IG re-inspected, and gave the following write-up: "Improper procedures. There are no written instructions for the MPs to do their job."

So, the Army created a planning section, and staffed it with two NCOs, one to write the instructions, and one to do time-studies.

The IG re-inspected and gave the following write-up: "There are no procedures in place to ensure the MPs are performing their duties correctly."

The Army responded by creating a Total Quality Management section and staffed it with two NCOs, one to do studies and perform inspections and the other to write and file reports.

The IG re-inspected and gave the following write-up: "Insufficient supervision. There is no definable chain-of-command."

So, the Army created an administrative section, and staffed it with an officer as Officer in Charge (OIC), a Senior NCO as NCOIC, and two enlisted administrative specialists.

The IG re-inspected, and concluded: "This operation has met the requirements of the regulations. However, the command has been in operation for only one year and is already \$18,000 over budget. The command must streamline operations and cut back on unnecessary staffing positions."

So, the OIC eliminated the four MP positions.

"The reason the American Army does so well in wartime, is that war is chaos, and the American Army practices it on a daily basis."

MEMBER RESTORATIONS



Ron LiButti and Frank Scholer have done a beautiful job restoring this 1942 Chevrolet G506 1.5 Ton 4x4 Truck. The vehicle is powered by a 235 cubic inch 83 horsepower six cylinder engine mated to a four speed transmission and two speed transfer case. It has a wheelbase of 145 inches.

WHO IS KILROY?

KILROY WAS HERE!

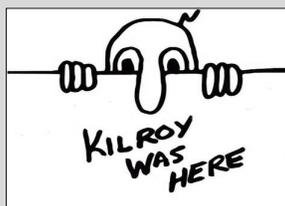
In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove him to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity. Kilroy was a 46-year old shipyard worker during the war. He worked as a checker at the Fore River Shipyard in Quincy His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters. One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then that he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them.

As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before the war's end, "Kilroy" had been here, there, and everywhere on the long haul to Berlin and Tokyo. To the unfortunate troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived. Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arch De Triumphe, and even scrawled in the dust on the moon.) And as the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for the coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference.

The first person inside was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"....

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So now You Know!



NEW MEMBERS

Daniel Keller
Peyton, CO 80831
No Vehicle

Geff McDaniel
Westminster, CO 80021
1970 LTV Aerospace KID

Kristen Raasch (Chris & Cathy's Daughter)
Littleton, CO 80123
1985 Chevy M1009

Albert Herman
Spouse: Annette
Littleton, CO 80123
1953 M38A1

Robert Gahan
Spouse: Enika
Thornton, CO 80602
No Vehicle

Dan Daru
Spouse: Wendy
Aurora, CO 80118
1943 Ford GPW

Welcome!

VETERAN'S CORNER

DO FORM 214-- SOCIAL SECURITY BENEFIT

Please share this with anyone who had active duty service between January 1957 to December 31, 2001, and planning for retirement. In a nutshell it boils down to this: You qualify for a higher social security payment because of your Military service, for active duty any time from 1957 through 2001 (the program was done away with 1 January 2002). Up to \$1200 per year of earnings credit credited at time of application - which can make a substantial difference in social security monthly payments upon your retirement. You must bring your DD-214 to the Social Security Office and you must ask for this benefit to receive it!

Social Security Website: www.ssa.gov/retire2/military.htm

This is something to put in your files for when you apply for Social Security down the road .. It is NOT just for retirees, BUT anyone who has served on active duty between January 1957 to December 31, 2001. FYI - this benefit is not automatic. you must ask for it! We've all been on active duty between 1957 and 2001 or know someone who has.

Passing on good information for all you military folks when you apply for social security. I know this may be too early for some of you to think about social security but, keep living and you will get there.



MOTORPOOL TIPS AND TRICKS

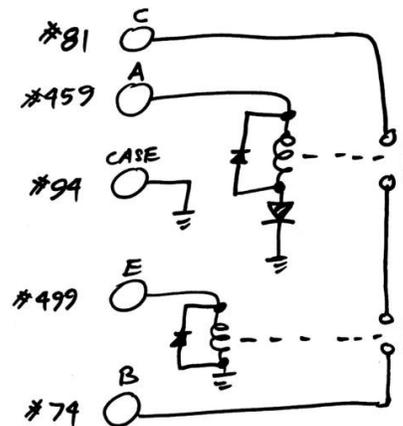
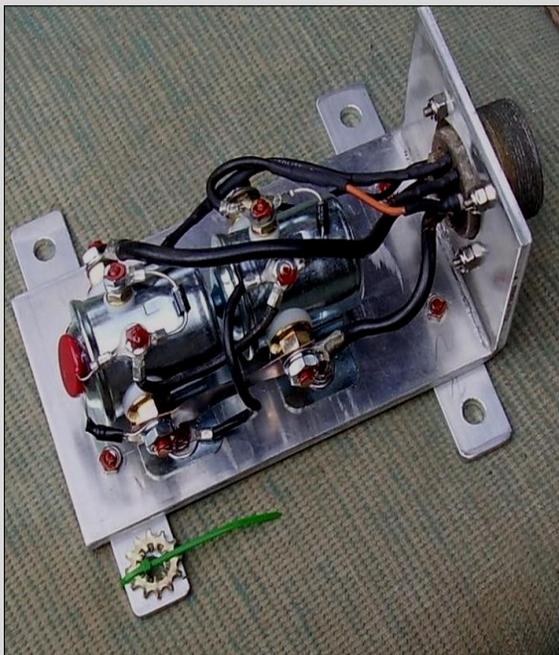
I discovered this product while doing production drilling on light fixtures to accompany conduit fittings prior to mounting. We had hundreds of fixtures to prepare, and the factory knock-outs were not in the right place for our installation. We destroyed quite a few drill bits and hole saws before I was tasked to find some sort of lubricant to extend the life of our cutting tools. A trip to the tool store and a conversation with the sales people, yielded a product called Stick-Kut. It is a wax based substance that comes in a tube, much like a caulking container.



I bought a stick and took it back to the jobsite for the test. We applied it to the drill bit and made our first hole in about one-quarter of the time it took without. We were very pleased with this amazing product, reducing our time to do a simple task, and saving money on our cutting tools. Works on ferrous and non-ferrous metals. Eight dollars will buy you a fifteen ounce tube, and should last quite awhile.

Jonathan

The photo and schematic below are of a 800 Series 5 Ton Protective Control Box. Being a mechanical item instead of solid state, I'm sure these parts wear out. Photo and schematic courtesy of Steel Soldiers.com



RELAYS: COLE HERSEE #15-269
24V/100 AMP
DIODES: 1N5408

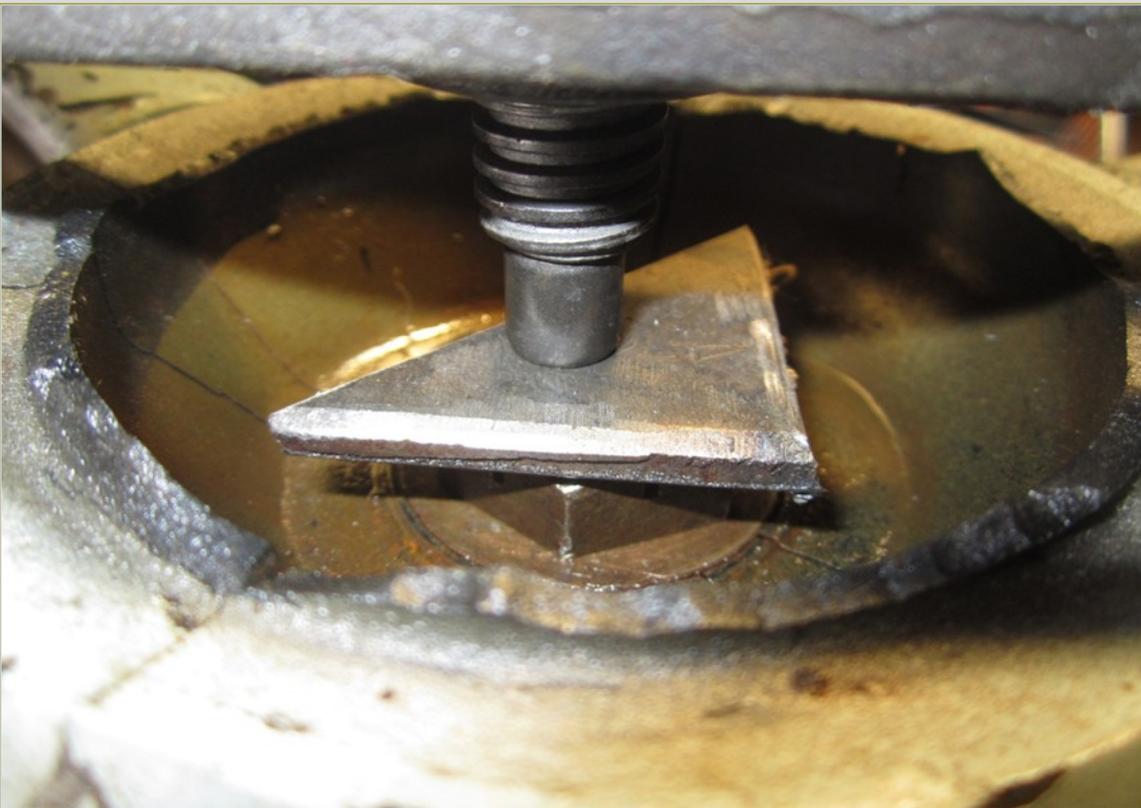
MOTORPOOL TIPS AND TRICKS

MV Steering Wheel Puller by Phil Curry

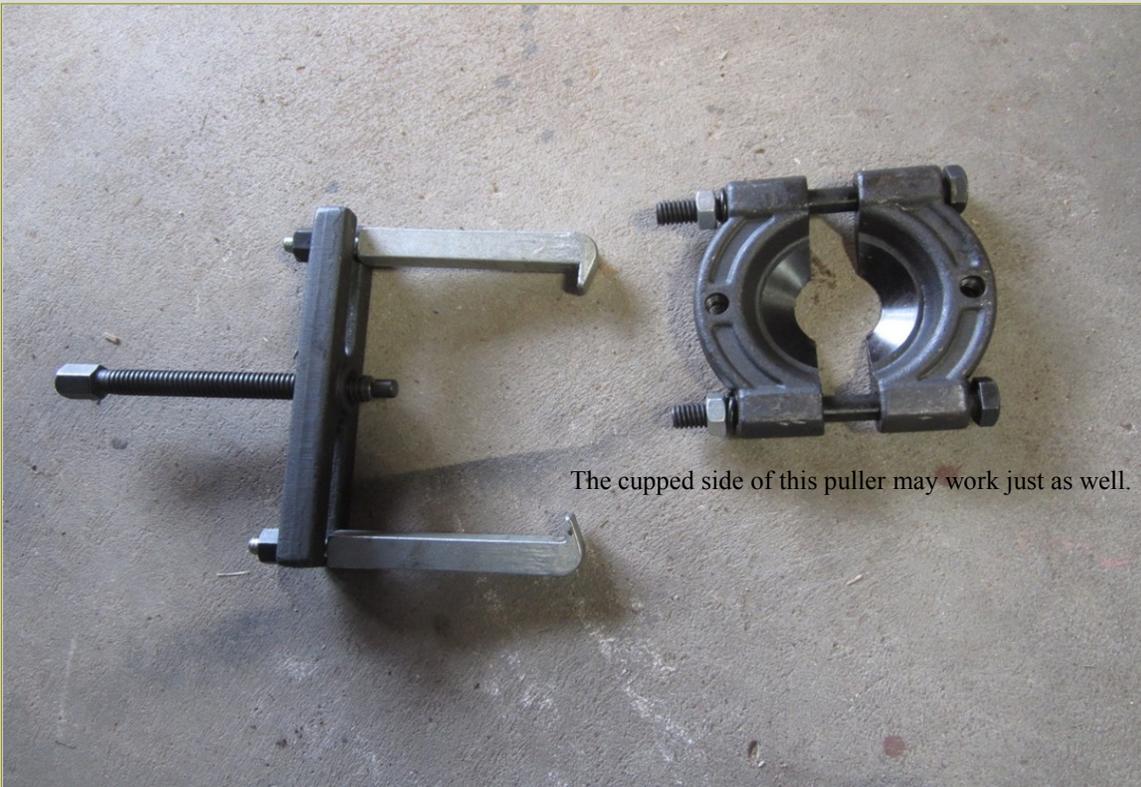
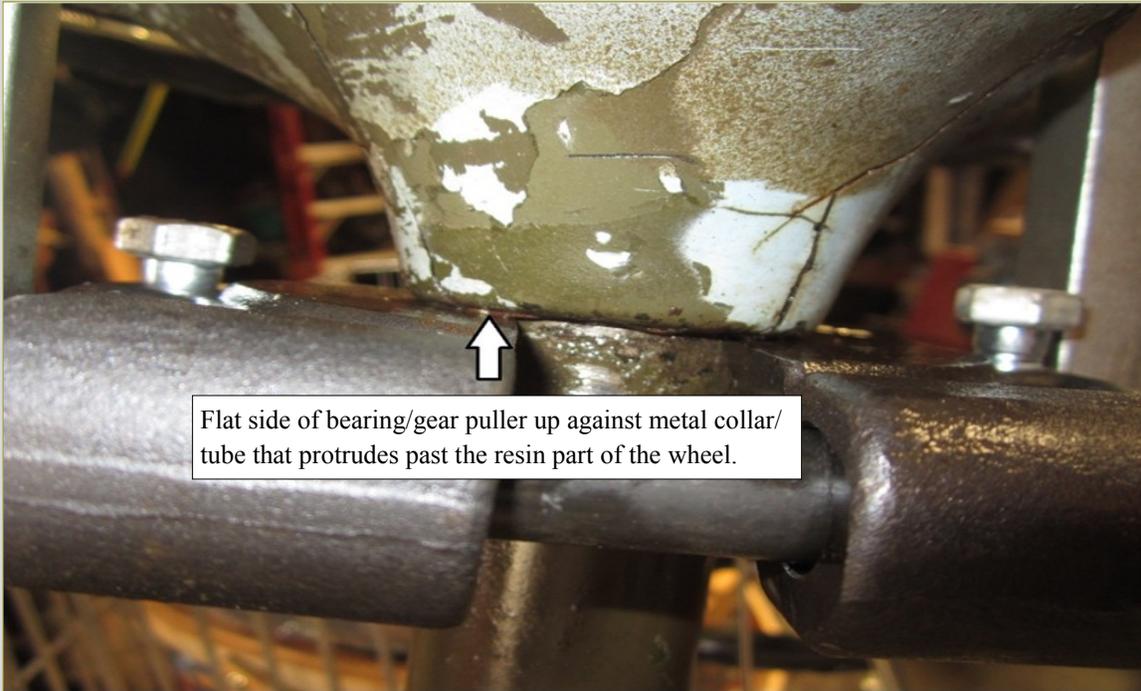
I needed to get the steering wheel off my 1951 M37. I have heard of people destroying these type of steering wheels trying to get them off. I came up with a method that worked great and did not do any more damage to the wheel itself. This should work on the bigger trucks also. After soaking the thread area with PB Blaster I used a two jaw puller with the jaws pulling on the split bearing/gear puller I had in the same kit. I left the nut on but loose. I had the flat side of the bearing/gear puller facing up against the inner metal tube/collar the resin part of the wheel is formed around (pic 4). The arrow in one of the pictures points to that collar which took all the force of the puller and not the resin part of the wheel. I used a thick piece of scrap steel over the hub nut. I cranked down pretty snug on the jaw puller and tapped the center pulling bolt (pic 2) with a hammer and the wheel popped free.



MOTORPOOL TIPS AND TRICKS



MOTORPOOL TIPS AND TRICKS



CLASSIFIEDS

Colonel Kenneth Chavez is looking for a Schrader Tire Gauge for my MB that is stamped U.S. Ordinance Department. Military Cell: 303 515-1089 Personal Cell: 720 350-3951 NIPR: kenneth.d.chavez.mil@mail.mil SIPR: kenneth.chavez@us.army.smil.mil

Michael Lang tractorfixing@gmail.com has a nice PRC-47 set up for sale. The radio is in great shape and only the lid is missing and paint missing in few spots. The radio has no accessories. Asking \$350 or trade for ? Michael lives in Berthoud and works in the Denver area for pick up and delivery purposes.

Mike Herbertson gi@prolynx.com has the following interesting items for sale:
Test Set, Low Voltage 6,12 and 24 volt complete with Manual. For M-37 etc. \$150.00
Analyzer Set Engine. STE/ICE-R by GE. Complete, like New with Manual on CD \$225.00
Two AN/GRR-5 Receivers, both receive. \$150.00 each.
R-108/GRC works \$50.00
RT-66/GRC works \$125.00 For M37 etc.
PP109, 12 volt power supply (twin of PP112 but 12 volts) Works. \$50.00
AM 65/GRC and RT 70 works. \$75.00
Control C-435.GRC \$25.00
E-660 Oil, Fuel and Temperature Gauge Tester for early M Series \$30.00
Adapter Set, Engine, Electrical Test. New (For M-37 etc.) Sun Model WPW-10 \$50.00
Running Spares for RT 66. New in package. Consists of all Tubes and Bulbs. \$75.00
Hickock, Model-547-A Tube Tester with Manuals. Steel Case, works. \$100.00
RARE! EMC Model 206 Tube Tester, W/Charts & Manual, Operational in Oak Chest. \$300.00
Six New BB54A Storage Batteries by Willard, Dry charged, 1951. \$10.00 each WWII
One CH 291 Battery Box. Holds 3 BB54A New. \$35.00
One CH 291 Battery Box. \$20.00 WWII
One CH 291 Battery Box, Missing Top. \$15.00
One CH 291 Battery box, Disassembled but Complete. \$10.00 WWII
Two 433/GRC Remote Controller, Like New. \$25.00
One C847/U Controller. \$15.00
One Fuel Injection Pump for LDT 465-1, Needs rebuild. \$20.00
"FORD" Stamped Guide Lamps #GPW 13152. New, Some in Original Box. \$50.00 each.
One Adapter FT 304, New in Package. \$50.00
Prices are Negotiable 303-646-5639

Steve Zakaluk is looking for a M37B1 Door Mounted Spare Tire Carrier. szakaluk@aol.com Falcon, CO.

Gene Pantano has 900X20 NDT Tires on Rims. \$170 each. 900X20 NDT Tires Without RIMS. \$130 each. Most of them are new, with a couple being lightly used. 719-495-9708 truks1@msn.com

Colonel Kenneth Chavez is also looking for the following 1942 MB parts: Brass Fire Extinguisher, Engine Handcrank, Tire Pump, Hitch Assembly, Oil Can and Lubrication Guide. Military Cell: 303 515-1089 Personal Cell: 720 350-3951

Steve Zakaluk of, Falcon Colorado is in the market for a tow bar and adapters for his M37B1. szakaluk@aol.com

CLASSIFIEDS CONTINUED

Colonel Chavez would like some advice from some of you WWII Jeep experts: Regarding the WLA, I am interested to see which sidecars were correct government issue for the WLA. I am toying with the idea of a WLA with or without a sidecar and the value associated with either choice. Any recommendations or expert advice out there would be greatly appreciated. I am okay with you giving out this email address as well as my personal cell number to club members or military vehicle experts. Military Cell: 303 515-1089
Personal Cell: 720 350-3951

Al Herman has Army uniforms from 1956 to sell or trade all items like new.

- (1) Ike Jacket with 7th Army patch and PFC stripe
- (4) Shirts, Men's Cotton Poplin, 4oz, Khaki Shade #1, Size 14 1/2 X 32.
- (1) Shirt, Stand Up Collar, 15 X 31.
- (2) Shirts Stand Up Collar, Size 14 1/2 X 32-33, Long Sleeve with 7th Army patch PFC stripe.
- (4) Trousers, Men's Cotton Uniform, Twill Khaki Shade #1, Size 32X29.
- (2) Shorts men's cotton uniform twill KAKI shade # 1, Size 30.
- (1) US Army Dress Uniform, Jacket Size 41R. Pants Size 32-29 Pants can be let out, with Garrison Hat, Brass US Army Hat Pin.
- (1) Pair of Army Boots from 1957 looks like size 8-9 brownish black, very good shape.
- (1) Green Cotton Poplin Hat, like new, Dated 1956, Size 7.
- (1) Web Belt, 36 inch, Brass Tip, no buckle, free to good home
- (1) Brass Signal Corps Collar Pin

Things I need for my M38A1: Jack, Lug Wrench, Tools, Pintle Hitch.

Al Herman 303-984-2123

Our library has a complete set of Wheels and Tracks Magazine. It looks to me to be at least 75 issues or more. They would like \$100 for it all, but I am sure we could work a deal if somebody in the MVCC wants it. Matt Burchette, Curator, Wings Over the Rockies Air & Space Museum

Looking to find a good home for a 900 Series Hard Cab Top. Nice slider window, interior insulation needs to be redone. The top was donated by Club Member Ray Breeland, so make a nice donation to the Club and I'll send it home with you. A few minor dents and dings, nothing a little persuasive metal message won't cure. Make offer. (Orange Tabby Cat not included) Can be picked up in Strasburg, or I can deliver to a Club meeting in Sedalia. Jonathan 303-622-6274



CLASSIFIEDS CONTINUED

I am looking for the guts of the HANDIE TALKIE BC-611. I believe I can make one work if I have the internals. Also looking for MP-48 antenna parts PE-117 power supply any other parts to go with a BC-659 Radio Lew Ladwig fladwig@msn.com



I need the pintle hitch, spring and landing gear for a 2 wheel, 1/2 ton, Airborne, WWII Con-vertro Dump Trailer, Model USA 44. Thanks, Eric 303-772-0250 ext 15 or Eric@tpcolorado.com
Editors Note: Photo courtesy of <http://olive-drab.com/>

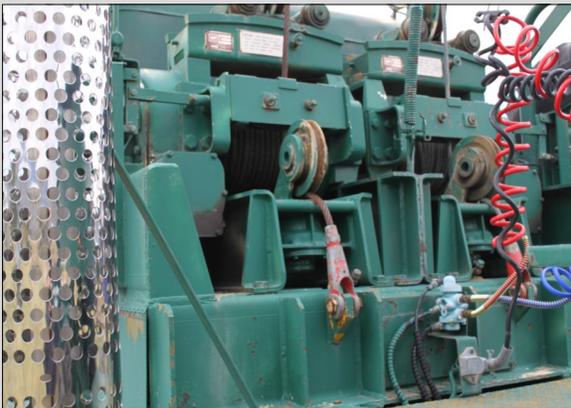
There is a HET for sale in Longmont at the Allied Moving center on Colorado and Ken Pratt Parkway. I was not able to stop and gather further information. It was there Monday evening when I went past. BIG Truck. David Ellis gunnermk42@gmail.com

Needed: Negative ground 6 Volt Voltage Regulator for my '45 Willys MB. I need a NEGATIVE ground VRY 4203A, B, C, D, E, F, G, or VRY 4204A. Those are either circuit B and my generator is an A circuit or the other way around. I do not have the regulator numbers for the proper negative ground regulator for my circuit generator, but I can always rewind the generator to match the regulator as long as it is a negative ground voltage regulator. Ian 719 651-2426 ian.wayman@yahoo.com

I still have some 175 Watt, Multi-Tap, High Pressure Sodium, Low Bay light fixtures left. If you would like one or more, let me know. These are *not* for re-sale, this is a free offer I'm making for our Club Members use only. Jonathan 303-622-6274

"Airplanes suffer from so many technical faults that it is only a matter of time before any reasonable man realizes that they are useless!" Scientific American Magazine 1910

CLASSIFIEDS CONTINUED



Here's a very nice 10 Ton Mack (M123) with Snow Plow and Trailer. Not sure of the trailer model, I don't believe it is military. Located in Idaho. Contact Paul & Cheryl Chartrand @ 208-756-6181 cabfly60@gmail.com if interested.

ACTIVE DUTY

I landed in Kabul, Afghanistan on the 28th of February. However, I got pulled to a commanders conference in Belgium at the NATO Special Operations HQ. So, when in Belgium, what do you go see? Bastogne, of course. Attached is a photo of me in front of a Patton tank which sits in the middle of the town square. I also went to the new Bastogne WWII Museum which officially opens up on the 22nd, the 101st Airborne Division museum, and a private museum, all in town. It was an opportunity of a lifetime. Unfortunately, I missed an opportunity to visit the Belgium restoration site for WWII vehicles. It was closed by the time I found out about it. I left Bastogne today at 6pm for Brussels as I am flying back to Kabul on Friday morning. Hope all is well with the MVCC. I am still looking for an original TM 8-903 for my MB. It is one of the last things I need to make my MB complete as far as I know.

Cheers, Ken

(Colonel Kenneth Chavez, Colorado Army National Guard)



EVENT CALENDAR

May 9	Land Mark Academy School-Wide Field Day Vehicles Display. 10566 Memphis St, Commerce City. POC: Randy Barnes at randylbarnes@aol.com
May 26	Commerce City Memorial Day Parade. POC: Phil Movish at president@mvcconline.org
June 15 - 22	Wings Over the Rockies B-17 Event at Centennial Airport. Big Event. Vehicle from all eras wanted for display. POC: Phil Movish president@mvcconline.org
July 26	Proposed MVCC Rally/Campout Weekend. More to Follow. POC: Brendan Johnson at deuce@brendansrealm.com
Aug 17	Static display for a Vietnam Nike Missile Battalion, 3rd Battalion, 71st ADA, Reunion at the Academy Hotel in Colorado Springs. Display is Sunday afternoon and on into the evening. Vehicles from ALL eras welcome. They are expecting 500 - 600 attendees from all over the country. More details to follow. POC Jonathan Hoffmeier at mvccsecretary@yahoo.com

Points of Contact:

Phil Movish 720-413-4624 president@mvcconline.org

Brendan Johnson 720-413-9912 deuce@brendansrealm.com

John Hoffmeier: 303-622-6274 mvccsecretary@yahoo.com

Phil Curry: 720-733-1024 pcorjc@msn.com

Lew Ladwig 303-746-9084 fladwig@msn.com

Randy Barnes: 720-219-1594 randylbarnes@aol.com



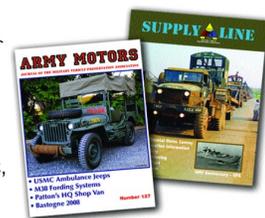
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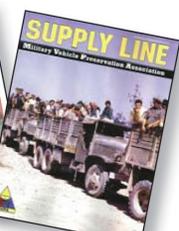


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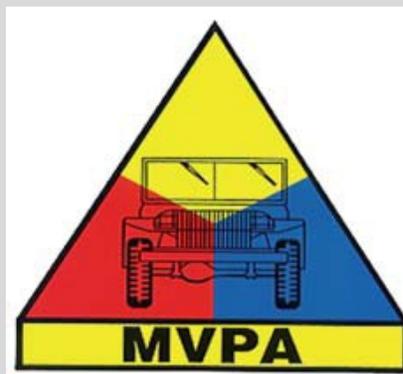
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If you haven't submitted pictures of your vehicles for addition to the MVCC website, please send digital image files to president@mvcconline.org or pcoric@msn.com