

April/May 2026

HISTORY in MOTION



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Established in 1976, the MVPA's mission is: To provide an international organization for military vehicle enthusiasts, historians, preservationists and collectors interested in the acquisition, restoration, preservation, safe operation, public education and display of historic military transport. We continue to carry out our mission through the official publication of the MVPA; History in Motion, our website at www.mvpa.org, plus the 3,361+ members of the MVPA.

ADVERTISING DEADLINE:

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FRONT COVER



The cover photo is from an original 1952 color slide identified simply as "Re-stenciling jeep. Sgt Mathess." It reminds us of each member's preparations for the upcoming MVPA Festival in Fishersville,

Virginia, 19-21 June 2026. John Adams-Graf collection





Planes of Fame Air
Museum at **Chino Airport, CA**
invites you to bring history to life at
the 5th Annual Wings, Tracks, and
Wheels event to be held on **May 2-3, 2026!**

We're looking for former military vehicles from World War I through the Desert Storm: Jeeps, Half-Tracks, Tanks, Motorcycles, Trucks, HMMWVs, and beyond to roll onto the field alongside many historic aircraft. Last year's event was a smash hit, with 70 military vehicles. It's **FREE** to be a part of this Southern California event with special perks including photo ops with aircraft, ability to demonstrate your vehicle in front of crowds, and a raffle for a flight in a vintage warbird! *Be a part of an even bigger gathering for our 2026 event!*

WE WANT YOU!
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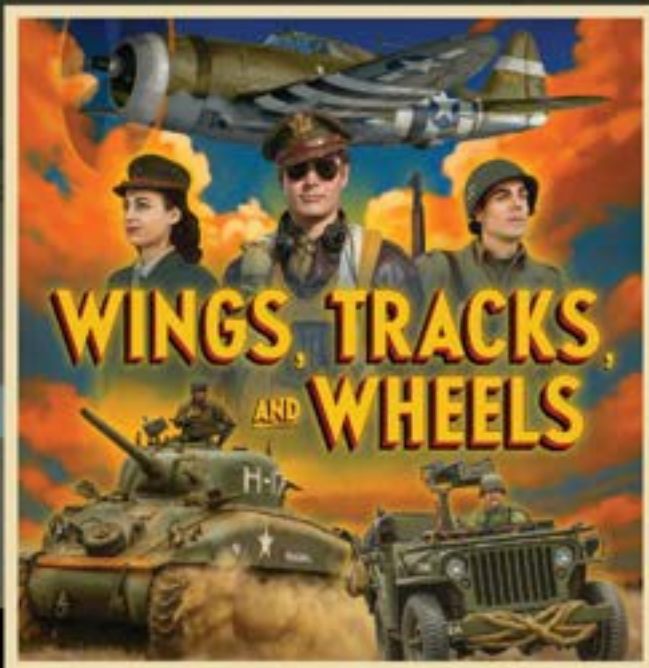


MAY 2 & 3 2026 ★ CHINO AIRPORT

This two-day event is a one-of-a-kind gathering where history rolls, flies, and roars to life. Experience the thunder of a Sherman Tank demonstration, take part in a Jeep lineage display, walk through a huge reenactor encampment, see nearly a dozen WW2 aircraft take to the sky, and explore seven hangars filled with historic aircraft & artifacts. Families will love the special kids' zone, complete with free hands-on activities, while food trucks will be on-site serving up great eats.



That's just the start-surprises are in store to make this year's event bigger than ever! Whether you own a WWI Model T, a WWII Dodge WC, a Korean War M38, a Vietnam M151 MUTT, or a Desert Storm HMMWV, we want to see it at Wings, Tracks, and Wheels on May 2 & 3, 2026!



SIGN UP TODAY!
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President's Message

By the time you read this, spring will be springing in most parts of this country after a tough winter. I have been playing in the snow with my 1943 Studebaker Weasel – I am smiling just thinking about it. That said, I'm ready for the roads to clear so we can get back out in these vehicles. For our members in the Southern Hemisphere, kindly turn your hat around backwards as you grab your fall jacket.

If you're anything like me, you have a strong motivational bias for "new" projects as opposed to maintenance and upkeep. Maybe you're restoring another vehicle or making a major upgrade to the shop. These projects feel like "progress" because you end up with something "bright and shiny" when you finish. Preventative maintenance, on the other hand, has always been a bit of a chore. It often feels like investing time in the status quo, without receiving anything "of benefit."

Of course, there's a huge (and silly) assumption in that mindset. I drive my 1943 Willys MB most days around my local town. I live in the country, so the jeep is both fun to drive and a great fit for 35 mph missions on back roads. I'm extremely grateful every time I run to the Post Office to ship books and manuals around the world – the trip always puts a smile on my face, as do the waves from neighbors and townspeople. I launch those missions with 100% confidence – so much so that I've named that jeep "Grayman," because this is a jeep that starts, stops, and runs beautifully and always gets the job done. Squawks get fixed promptly. Preventative maintenance gets done. My reward is a vehicle I can count on.

It's coming up on a year since I was elected President of the MVPA. It feels like I'm poking my head out of the shop for the first time after spending a year stuck inside, elbow-to-elbow with a bunch of fellow knuckleheads working through an unending squawk list that kept growing. Meanwhile, the machine had to keep functioning. We didn't have the luxury of a decade-long "frame-off." This has meant plenty of extraordinarily tough decisions – pull the engine because no amount of Marvel Mystery Oil is going to fix that bad compression. Downsize. Raise dues. It would have been great to give this 50-year-old gal a new coat of paint, but we needed a good engine and reliable instruments before we could embark on missions with confidence.

I stuck my head out today and OAT is 50°F. The February MVPA financials are nearly finished 4 days into March, and the entity was cash flow positive again for the



fourth month in a row. Membership is holding steady and wanting to grow. Databases are being corrected. Phones and messages are being answered. We have a new mailing provider sending renewal reminders to expired members for less than half of what it used to cost. The MVPA budget looks stable. Our 2026 Convention & Festival planning is moving along – tons of vehicles, free admission for MVPA members, a new online portal, lots of interesting talks and seminars, and even whispers of vintage airplanes and jump demos. *HiM* is cooking along too; the Convoy is close to full, e-newsletters, a posted calendar, feeling stable.

What was that mission again? Preserve, share, honor, educate. Right. America 250. Check.

With the tough fixes done — it is time to refocus on the "why" that drew us all in. Remember the bonds forged over shared wrenches and late-night shop talk? The joy of a sunrise trail ride with friends, bumps and rumbling engines as the world wakes up? The pride that comes from preserving history – watching a stranger's face light up as they touch a jeep that carried their father or grandfather, or seeing a kid's eyes widen at a convoy rolling by?

Those moments are the heartbeat of the MVPA. This organization isn't about dusty garages or endless maintenance. It's about the smiles, the stories, and the connections that make every busted knuckle worthwhile. And right now, with cash flow positive, membership holding strong and eager to grow, databases humming, and the 2026 Convention in Fishersville (19-21 June) shaping up as our biggest, brightest event yet. We're positioned to create even more of that magic.

Carpe diem. Get your vehicle out to local shows, parades, and events. Organize a breakfast run or convoy with your chapter. Tell just one person – a friend, neighbor, coworker – why joining the MVPA transformed how you enjoy this hobby and invite them along for the ride. Bring a buddy (or two) to Fishersville, share your jeep's tale around the campfire, drink an adult beverage on Rory, and recruit like your passion depends on it (because it does).

Let's turn this hard-won stability into real growth. Make 2026 the year the MVPA inspires, expands, and echoes louder than ever. The road ahead is open, our mission is clear, and the best chapters still unwritten. Spread the word. See you on the road – and at Fishersville!

— Patrick Tipton
President, MVPA



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HERITAGE
AUCTIONS



The Findlay Show

May 14 – 16, 2026

Thursday, Friday, and Saturday



39th Annual Armed Forces Day Celebration

Hancock County Fairgrounds, Findlay, Ohio

This year we are celebrating the

250th Anniversary of the United States of America!

Enjoy and participate with the many historical displays and encampments throughout the fairgrounds.

Watch the WWII battle re-enactment at 2 pm Saturday afternoon!

More movie magic pyrotechnical demonstrations!



Thanks to the generosity of Ohio Logistics and Hall Trucking



Admission is FREE!



*Saturday Opening Ceremonies - Historical Displays – Re-enactor Encampments and Battles
Military Vehicle Displays from all Eras – Indoor and Outdoor Vendor Swap Meet
Free Parking, ATM, Free Camping, Showers Available. Bulk Ice Available to Purchase
Saturday Morning Awards Breakfast - Vehicle Pass-n-Review - Great Food*



Returning this year, American Huey 369 with 803, Bell 47, the M4A3E8 Sherman Tank, the Vietnam War Experience Traveling Museum, and MORE!



Brought to you by



Enjoy patriotic music and entertainment throughout Saturday

Golf Carts available to Rent at Gate C

Come join us for a GI Breakfast Saturday morning. Serving begins at 7:30am until gone in the Old Mill Stream Centre. Breakfast is followed by a Veteran recognition and awards program at 8:30am.

Military Vehicle and Weapons Displays by...

The Marlboro Volunteers, the Ohio Motorpool, members of the Military Vehicle Preservation Association and many more.

Come Shop in our Military Memorabilia and Vehicle Parts Swap Meet

For more information write, phone or email for a vehicle/vendor registration information package.

Findlay Military Association, P.O. Box 24, North Baltimore, Ohio 45872

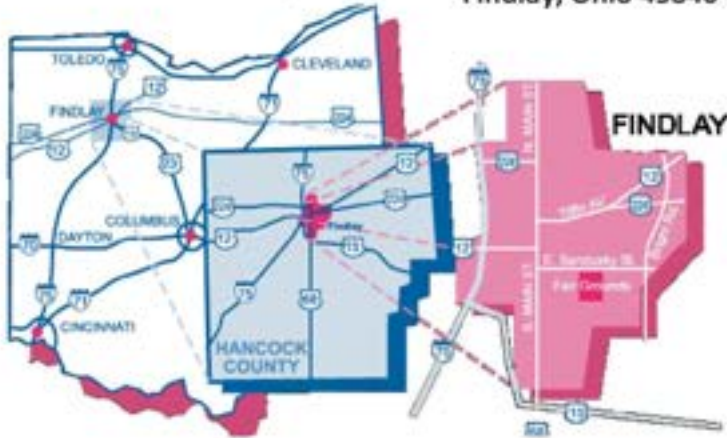
Commander: John Cheney II – 419-349-4795 or m2hbcrazy@yahoo.com

Pam Cheney – 419-349-1601 or pcheney1948@gmail.com

Public parking will be on the south side of the fairgrounds inside of Gate C entrance. A second gate will be open between noon and 5pm on Saturday! Golf Cart shuttles will be running to help with the walk.

Where is Findlay, Ohio?

1017 E. Sandusky St.
Findlay, Ohio 45840



Many activities during the Show

- American Huey 369 Flight Demonstrations
- Living History Displays
- Saturday Awards Breakfast at the Fairgrounds
- Musical Performances Throughout Saturday
- Military Vehicle Pass-N-Review Saturday at 4:30 pm
- Re-enactment Performances

Great Food and Beverages

Starting Thursday, a wide selection and variety of food and beverages are available. Bulk Ice available to purchase. ATM now on base.

Camping

Free camping and RV parking is available for participants and vendors. Spectators pay \$20 for the weekend.

Showers

Available at the fairgrounds, Inquire at registration.

Hotel Accommodations

Hilton Garden Inn	567-250-2525
Hancock Hotel	419-495-8902
Holiday Inn Express North	567-271-0330
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Quality Inn	614-301-5845
Country Inn & Suites	419-422-4200
Towne Place Suites	419-425-9545
Findlay Inn	419-422-5682
Hampton Inn	419-422-5252
Drury Inn	419-422-9700
SureStay by Best Western	419-422-0154

Show Times

Wednesday, Move-in and Vendor Setup Only
Thursday, Show Open and Move-in 7:00am – 9:00pm
Friday, Show Open 7:00am – 9:00pm
Saturday, Show Open 7:00am – 9:00pm
Sunday, Move-out day, Open to the Public

Admission is FREE

Children 15 and younger must be accompanied by an adult

Public Parking

Plenty of free parking will be available by entering the grounds through Gate C, located on the East side of the fairgrounds off of Fishlock Street. Please follow our on-site parking assistant's directions.

Vendors, participants, & handicap use Gate A



Visit our website at www.findlaymilitaryshow.org



The Findlay Show

39th Annual Armed Forces Day Celebration



CELEBRATING THE 250th ANNIVERSARY OF THE UNITED STATES OF AMERICA!

We are pleased to announce that the **Ohio Motorpool** will be conducting **Vehicle Judging** again this year! Bring your vehicle and participate!

There will be four categories of judging which will include...

Frame Off Restoration, Motor Pool Class, Modified Vehicle Class, and Best of Show

Scoring will be based on a simplified point system based on accuracy, quality and presentation.

Three levels of plaques may be awarded: **Gold, Silver, and Bronze**

ALL military vehicles are welcome to participate, judging registration is only \$40 per vehicle.

Awards will be presented during the Pass-N-Review on Saturday, starting at 4:30pm.

This year, anyone bringing any military vehicle to the show will automatically be eligible to win a 1st, 2nd, or 3rd place award for best featured vehicle display. There is no cost to participate, just bring your vehicle!

For those who are worried about the unpredictable Ohio weather, we are also offering indoor vehicle display spaces this year, \$25 for each vehicle.

Don't worry, outside display vehicles are still FREE, so please bring them!


For registration information, please visit www.findlaymilitaryshow.org/Judging.htm

or contact Kevin Hess at 330-322-0222, or Alan Kisling at 419-566-4048.

To help us better plan, please pre-register your vehicle. Late entries at the gate will be considered if time allows. Vehicles must be displayed within the fairgrounds on Saturday prior to Noon, and remain on base until after the Pass-N-Review.

Come participate at one of the largest Historic Military Vehicle Shows in the United States! Always a great time, and a great time to visit friends!





**History is boring.
Said no one ever, after
driving a Jeep.**

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Indiana Military Vehicle Preservation Association
in cooperation with
The PPSI Vintage Fire Apparatus Club
presents the inaugural

Spring Rendezvous

Historic Military Vehicles & Vintage Fire Trucks

Saturday 25 April 2026

9 AM – 5 PM

Admission is Free – Donations Accepted

Military Re-enactors – WWII, Korean, & Vietnam era

Military and Fire Truck equipment vendors

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Franklin, Indiana 46131

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Setup allowed after noon on Friday 24 April



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OPEN TO THE PUBLIC DATES BELOW
- 7 May Rally Open, Militaria Surplus Market, Display
- 8 May Rally Open, VE Day, Militaria Surplus Market, Display, Auction
- 9 May, Rally Open, Vehicle Judging
- Daily 9:00am to 4:00pm Militaria Flea Market, Aviation Museum also open

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Premier show at the Hagerstown Aviation Museum (HAM). Celebrate our 8 May WWII Victory in Europe (VE Day). Large vehicle & aircraft display from WWII to the present. See Jeeps, Trucks, HMMWVs and numerous aircraft, C-119G Flying Boxcar, Huey Helicopter, etc. The all weather, paved militaria flea market features vehicles, tents, insignia, surplus, tools, collectibles, electronics, uniforms, parts and much more! Vendor info: washingtonbluegray.com or wacbgmvt@yahoo.com or (410) 399-1558

REGISTRATION FORM FOR SPACES (Starts 1 Feb 2026)

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MAIL TO: WAC/BGMVT 8504 Cory Drive, Bowie MD 20720

Cut on dashed line - Return lower portion with payment

Please print clearly - Include phone numbers and/or email!

Name: _____ Day Phone: _____
 Street: _____ Evening Phone: _____
 City _____ State _____ Zip _____ Email _____

Spaces requested: (Each Paid Vendor receives a vehicle pass and two vendor name tags.)
 20 x 20 foot space (400 sq. feet) All Paved: _____ at \$50 each = \$ _____

Paid Vendor Only - Check-in opens 11am, Wed, 6 May 2026. Must wear Badge, Get your space to gain early admittance and support the hobby & museum!

See the site map for spaces and information washingtonbluegray.com We try to accommodate all requests, but the Museum shares the paved area, accordingly situations beyond our control may develop where vendors have to be moved for other business operations.

Judging Committee

The Judging Committee has always been comprised of MVPA members who care deeply about the judging program. At no point have they lost sight of the myriad of vehicles and eras represented in our hobby. Our goal has always been to consistently improve the program through both experience and feedback.

In the last issue of *History in Motion*, I introduced some changes to the Motor Pool Class judging standards. Based upon the reactions from many people on Facebook (hopefully most of them are members of the MVPA, but that's impossible to know) those changes have been met with much criticism.

The changes were never intended to exile any vehicle type/group or focus on any other. They were not designed with "rivet counters" in mind, nor aligning it closer to the Factory Class. They were intended to solve the problems the judges and the judging committee consistently encounter during the conventions/festivals. There are some basic problems that need to be secured on the judging side, regardless of what the standards are.

So, first things first: Consider the newly released Motor Pool Class standards suspended until *after* this year's festival in Virginia.

Second, the problems we regularly encounter on the judging side *will* be mitigated one way or another.

Third, I will be hosting several meetings open to all current MVPA members via Zoom to begin a more comprehensive discussion about how we can solve the recurring issues, as well as solidifying the Motor Pool Class rules for restoration and judging. Look for those dates and times in the coming weekly emails from HQ. I sincerely hope we can find a solution that appeals to the masses.

— Chris Doran,
MVPA Director
& Judging Chair



CORRECTION: In reviewing scoring from the 2025 Convention in Louisville, Kentucky, Ken Figa's 1942 GPW Motor Pool Class award was upgraded to GOLD.

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MVPA on Social Media

You won't find the MVPA on Tik-Tok or X, but you can find us on the following social media feeds:



MVPA Facebook Page:
<https://www.facebook.com/MilitaryVehiclePreservationAssociation>

The MVPA Facebook page is an official outlet of the MVPA and is managed by MVPA staff. Anyone can view and follow. Posting is limited to staff. Anyone can comment. MVPA membership is not required but encouraged.



MVPA Historic Convoys Facebook Page:
<https://www.facebook.com/MVPAConvoy>

This Facebook page is dedicated to sharing information about the official MVPA Historic Convoy program. Anyone can view, follow, make posts, and comment. MVPA membership is not required but encouraged. Volunteer administrators manage the page.

Instagram:
[militaryvehiclepreservassoc](https://www.instagram.com/militaryvehiclepreservassoc)



This is an official MVPA account. It is managed by MVPA staff and monitored through the MVPA's Facebook business suite. MVPA membership is not required but encouraged.

FIND OFFICIAL MVPA NEWS

Our **magazine**, *History in Motion*, is our primary platform for communication from the MVPA Board and staff to the active members of the organization.

Also, the *History in Motion* **newsletter** is an official vehicle for communication from the Board and staff to the membership. An active email address on file with the MVPA is required to receive the e-newsletter.

Finally, "**Eblasts**" from the staff and Board communicate important, up-to-date information. Again, an active email address on file with the MVPA is required to receive the e-newsletter.



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SEEKING DOCUMENTATION

I am writing to request assistance in documenting and verifying a WWII-era U.S. Navy REO logistics truck (model 22009) believed to have served at Naval Base 131 (Nouméa, New Caledonia) during the South Pacific operations.

The vehicle bears the original "TERMINAL 131" markings and retains its wartime body and cab. It was later repatriated to the United States and served as a farm truck in Minnesota and Colorado, where it remains operational, licensed, insured, and used weekly for continued farm service. The cab of the truck is unrestored with paint that had been added after the war that has now worn off revealing "Terminal 131" on the door.



I recently went through a title recovery process. It's still titled under the original VIN. We had to get it released from the Department of the Navy in 2023.

Based on research, it appears this may be one of the few surviving examples of Navy logistical vehicles assigned to Base 131. I would deeply appreciate any help locating or confirming:

1. Procurement, shipment, or assignment records for Navy REO trucks (c. 1942–1945).
2. Terminal or vehicle-pool rosters from Naval Base 131, Nouméa.
3. Navy Bureau of Yards & Docks or Bureau of Supplies vehicle inventories.
4. Guidance on registering this truck as an official U.S. Navy historic vehicle.

Thank you for your time and for the vital work you do in maintaining our Navy's history.

—Travis Crall
via email

PHOTO IDENTIFIED

Morihisa Ochi, MVPA #14606, posted the following photo in our Facebook group, noting only, "M38/M38A1 in Yakima, Washington, 1962."



Jeff Rowsam, MVPA #10263, elaborated:

"The 32nd Infantry Division was a Wisconsin-based National Guard unit. In 1961, they were activated to federal service because of the Berlin Crisis and moved to Fort Lewis in Washington. The 2nd Battle Group, 128th Infantry were in the field on the Yakima Firing Center as part of a field training exercise called Mesa Drive in May 1962. I think the photo is from that event."

Edward Schommer, MVPA #19411, confirmed:

"I agree with Jeff's explanation based on the vehicle markings used during this deployment. I served during Mesa Drive, assigned to Battery A, 3rd Rocket Howitzer Battalion, 121st Field Artillery as a nuclear weapons assembly specialist. This was an 8-inch (203mm) howitzer (towed), Honest John rocket unit based out of the National Guard Armory in White Fish Bay, Wisconsin."

FROM THE OTHER SIDE OF THE DISPLAY CASE

(Editor's note: We received the following letter in response to Martin Bordson's letter in the December/January 2026 issue, "To Donate or Not to Donate,")

Spend enough time online, and you'll be warned—loudly and often—never to donate anything to a museum. The message is familiar: museums are careless, ungrateful, or outright villainous and secretly waiting to sell your treasured artifacts.



What's usually missing is the museum's perspective.

For the past fifteen years, I've helped run a small museum dedicated to preserving Michigan's role in the defense of the United States. What began as a modest traveling display grew—slowly and painfully—into an 11,000-square-foot brick-and-mortar institution. Along the way, I learned some uncomfortable truths about museums, donors, and the gap between public expectations and reality.

According to our AI overlords, a museum is a permanent, non-profit institution that preserves and interprets history. The fact is that anyone can collect objects, put them in a building, and hang a sign that says museum. The United States is full of what museum professionals privately call “dead stuff in a box”—places with no mission, no policies, and no long-term plan.

I know, because I was on that path.

That changed after I attended a museum planning charrette led by members of the team behind the National Museum of the Marine Corps, widely regarded as the yardstick for military museums. Their message was blunt: Successful museums aren't built on passion alone. They're built on discipline.

Four principles stuck with me.

First, choose a mission no one else is doing. If your region already has multiple car museums, opening another one isn't innovation—it's redundancy.

Second, connect that mission to place. People care about stories that belong to them.

Third, if you build a museum around what only you find interesting, you'll be the only visitor. “If you build it, they will come” is a fantasy. Build it wrong and you'll close.

Finally, beware of mission creep. It kills more museums than lack of funding ever will.

These principles matter, especially for donors.

Before donating anything, ask to see a museum's mission statement. If it doesn't exist, walk away. If it's so broad that it includes everything, or so narrow that it excludes reality, walk away.

Next, ask for the deed of gift and collections policy. If those don't exist, walk away.

And then read the paperwork.

Most deeds of gift state clearly that once an item is donated, the museum has the right to manage it as it sees fit. There is no guarantee it will stay in the collection forever or ever go on display. That isn't betrayal—it's logistics.

Space is finite. At any given time, roughly 80 percent of our collection is in storage. Exhibits rotate. Better examples come along. Objects that no longer serve the

mission are sometimes deaccessioned to make room for ones that do.

I try to be honest with donors. A uniform without documentation or a photograph of the person who wore it will never go on exhibit. I've lost count of how many people have handed me a plain tunic and insisted that grandpa single-handedly won WWII. Without evidence, it's just a jacket.

People get angry when told their item doesn't fit our mission. They assume a military museum should accept everything military.

Vehicles introduce an entirely different set of challenges. Space is only the beginning. Fire codes require fuel to be drained and batteries removed. Insurance companies don't like the phrase “multiple possible drivers.” Storage is expensive. Liability is constant. Even deciding who gets behind the wheel becomes a risk calculation.

Right now, we're heavy on WWII vehicles and cargo trucks. Would I sell one to acquire something armored or from another decade? Absolutely – if it strengthens the story we're trying to tell.

No museum should accept donations with the intention of selling them unless that is made explicit upfront. We've received donations specifically for that purpose, and they help keep the lights on. But they should be the exception, not the rule.

At the same time, donors shouldn't be shocked if, years later, a museum determines their item is excess. Deaccessioning keeps collections relevant and museums alive.

Here's the part few people want to hear: A museum is also a business. If it can't pay the bills, it can't preserve anything.

So if you care about preserving military history, do more than complain online. Visit your local museum. Become a member. Volunteer your time. Send a small donation each year.

Museums don't survive on outrage.

They survive on engagement.

Help us keep them rolling—or at least preserved.

Chris Causley

President

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Have comments, suggestions, or criticisms? Share your thoughts in an email titled “MAIL CALL” and send to HQ@MVPA.org. Continue the conversation by following us on Facebook.



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M1 and M1A1 A History of the Ward LaFrance and Kenworth Wreckers

By David Doyle

Edited by Pat Stansell

ISBN: 978-1-944367-77-0

Emfour Publishing Company, Inc.

Available from the author:

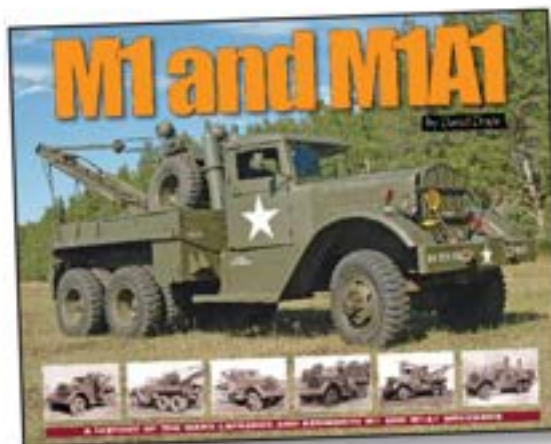
DavidDoyleBooks.com.

Hardcover, 2026, 176 pages,

fully illustrated with historic

& color photos. \$64.95

Note: History in Motion had the unique opportunity to view a pre-production sample of this book in order to write this review. The book will be available for purchase in mid-April 2026.



During WWII, the U.S. Army fielded two primary types of wheeled wreckers: The 4-ton G-509 Diamond T and the 10-ton G-116, the latter of which would be embodied in the M1 and M1A1 heavy wreckers.

While the Corbitt Truck Company built and supplied the first six vehicles designated as M1 Heavy Wreckers, Ward LaFrance Truck Company was the eventual successful bidder for the U.S. Ordnance Corps' contract let in 1940. The following year, Ward LaFrance delivered the first of a series of wreckers to Aberdeen Proving Ground for testing. Described as a "gasoline engine-propelled wrecking truck having six wheels, all driven, with the engine assembly mounted under the hood entirely in front of the dash," these were the first trucks of the type that would gradually evolve into the vehicle now known as the "Truck, Wrecking, Heavy, M1A1." Ultimately, in an effort to provide additional production capacity, a contract was also given to the Kenworth Motor Truck Corporation. This contract called for "a truck identical in all the essential serviceable parts..." It noted that deviations in sheet metal and cab were permissible.

Over the next four years, the M1 and M1A1 heavy wreckers would go through a number of changes, with Ward LaFrance producing trucks in five distinct "series," and Kenworth emulating the changes in four models in addition to using the basic chassis to produce M1-based crash trucks.

Profusely illustrated with historic factory and in-the-field photographs along with detailed, modern images of details from extant, restored vehicles, author David Doyle has produced a thorough examination of the trucks and their unique features. As such, he has produced the first comprehensive study of the M1 and M1A1 heavy wreckers that relies on primary source materials from both the U.S. military and the manufacturing companies.

The first of four chapters covers the five series of Ward LaFrance production. Each series is covered in detail with production numbers and changes evidenced through contract records, including the Series 3 trucks intended for Defense Aid (Lend-Lease) assets for Great Britain. Kenworth models receive the same, intense scrutiny in Chapter 2. The third chapter covers the unique (but not adopted) M1E1 armored wrecker from its concept through test of pre-production examples. The fourth chapter presents historic photos of M1/M1A1 wreckers at work throughout WWII and the Korean Conflict.

Produced in a landscape format best suited to illustrate these massive trucks, *M1 and M1A1* chronicles both the production and use of these iconic vehicles. Specification tables document technical differences of series and models. Throughout the volume, individual photos are reproduced primarily as full- or half-page illustrations allowing close examination of details. The accompanying, fact-filled captions indicate and explain unique features that occurred throughout the manufacturing.

Restorers and modelers will appreciate Doyle's attention to minute changes, such as when, during production, blue louvered blackout marker lights were replaced by the more common, Guide 5503-N marker lights or when anti-sway cables on the towing boom replaced chains only to reappear again on later series trucks. Being able to recognize these details and cross-referencing with the valuable registration (or British census) number information provided in this book are the keys to producing accurate, awarding winning restorations or models. —JAG



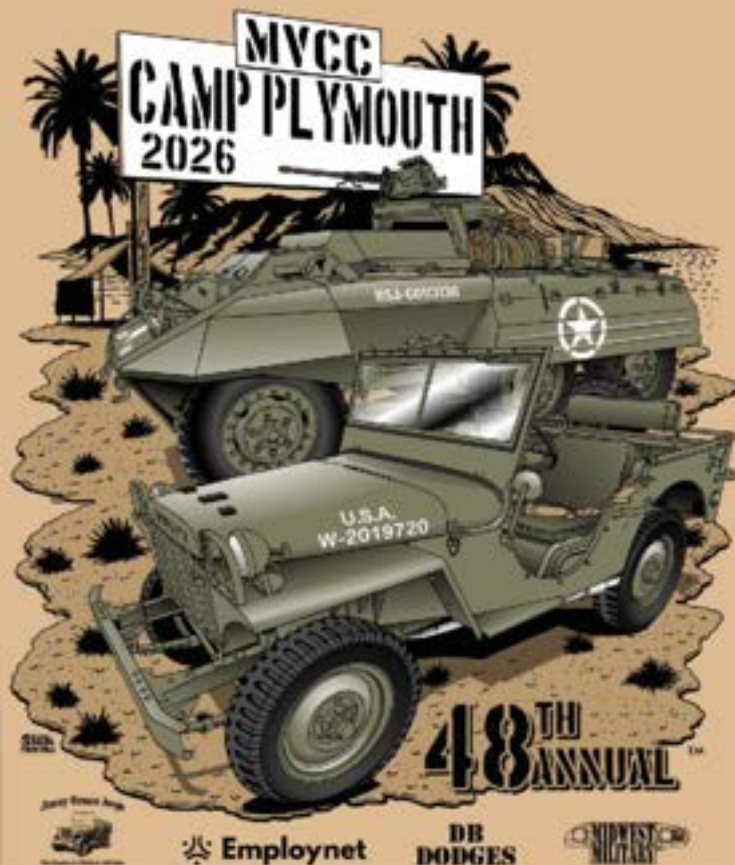
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A VFW Gets a Tank By Daryl Bensinger, MVPA #443L

One day, about thirty years ago, I got a call from a good friend, Frank. He asked if I had a 24V slave cable. When I told him I did, he asked if I could bring it down to the VFW in a small town 10 miles south of my place. "Sure!" I loaded up my sons, Derek and Dylan, and we headed down. When I pulled into the parking lot, there was Frank and another friend, Doug, along with some unknown guys standing next to an M60 tank.

"Wow, what's the deal?" I asked.

They told me the VFW just got this M60 for display. They hadn't decided how they wanted to position it, so the Army said to call when they finally decided, and they would come back and move it.

I didn't really have to ask the next question, but I did. "So, you want the slave cable because...?"

"Because we want to drive it around!"

A few minutes later we're doing laps around the VFW property in the M60.

While some VFW members were having fun, after a few laps, other members began to have concerns about a group (including us non-members) having tank rides. Some were upset about the damage we were doing to the property. And others were upset because it took years of paperwork to get the tank. If the Army came back and saw we've been driving it, they might just take it back!

We had fun but decided we had better park it. The thought was, "Maybe next week other members will want to ride around some." Well, we never started it again.

The VFW decided just to park it out front. The Army came back and positioned it, then welded the hatches shut.

But before they did, we sure had a fun afternoon! 🚩



Frank, Doug, and Daryl, along with some unnamed VFW members, 30 years ago.



My sons, Derek and Dylan, ready for a lap.



This photo of the M60 was taken in January 2026. Though it has been repainted, it looks much the same as it did 30 years ago.



Derek, all smiles, in the commander's position.



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Around the MV World

ONTARIO

By Ed Storey

The Ontario Military Vehicle Association (OMVA) held their annual Frontenac Military Vehicle Show at the Odessa Fairgrounds, 23-24 August 2025. The event consisted of all the crowd pleasers for a family day out: military vehicles, re-enactor and museum displays, militaria vendors, and the ever-popular food and refreshment stand. To round things off, there was a parade of vehicles and a battle skirmish.

This year the theme was centered around the 20th anniversary of the retirement of the Iltis fleet from the Canadian Forces (CF) vehicle inventory. The Iltis had a checkered history with the CF as it was an expensive license produced VW Type 183 by Bombardier of Valcourt, Quebec. When introduced in the early 1980s as a replacement for the CF M38CDNA1 and M151A2 vehicle fleets, most NATO armies had moved away from small 4x4 vehicles in favor of much larger types such as the High Mobility Multipurpose Wheeled Vehicle (HMMWV). While the Iltis provided stalwart duty on NATO service in Germany and several United Nations' missions (including the Balkans),



Research and attention to detail are the hallmarks of this nicely restored, accurately equipped, and correctly painted and marked Iltis that shows how these vehicles looked when they were used by the Canadian battlegroup in Afghanistan.



The theme of this year's event brought out several nicely restored Canadian Iltis 4x4 vehicles that their proud owners were quite happy to not only display but also drive around for the enjoyment of the public.





During the 1960s and early 1970s, the M40A1 106mm recoilless rifle was a Canadian infantry battalion's heaviest anti-tank weapon with a maximum range of 7,500 yards. For added mobility, they were mounted on the M38A1CDN jeep and certain reserve infantry battalions, like this Hastings and Prince Edward Regiment combination, were used for several years after the regular force adapted Tube-Launched, Optically Tracked, Wire-Guided (TOW) anti-armor missile systems.

The statement "vehicles are only original once" certainly holds true for this clean, white-painted example of one of only six Canadian Kawasaki KLR-250-D8 250cc motorcycles that had been employed with the 1994 Canadian Op PIVOT United Nations Mission in Haiti (UNMIH). Following the end of the mission, it was returned to Canada for eventual disposal.



the unarmored vehicle was not well-suited for use in Afghanistan. After much public and political scrutiny over fatal casualties associated with the Iltis in theater, it was replaced starting in 2003 by the Mercedes G-Wagon.

While many vehicle enthusiasts have a love-hate relationship with the Iltis, there were several nicely restored examples of the Iltis at Odessa, and it was heart-warming

to see that examples of this iconic 4x4 have been saved from the scrap yards.

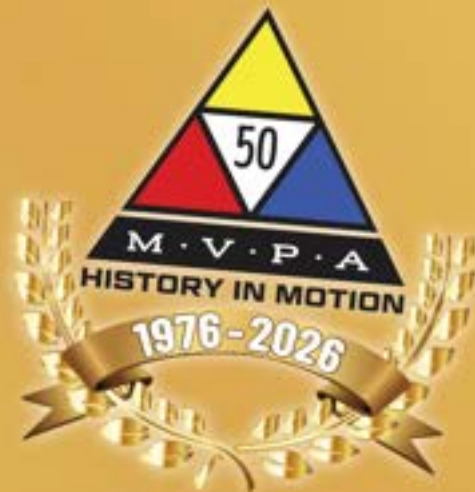
The OMVA Frontenac show continues to allow the public to experience hands-on history and to encourage the next generation to appreciate the value of saving material culture, whether a military vehicle or military artifact, as each has its own story to tell. 🇨🇦



During WWII, the Canadian Army initially used the American-manufactured M3A1 White scout car until it was replaced beginning in 1944 by the Canadian-manufactured C15TA armored truck. Both vehicles made an appearance at Odessa, providing a good opportunity to photograph these iconic vehicles together.

Simply Golden: The MVPA Turns 50!

Memories from five decades



In 2026, the MVPA will be celebrating 50 years. We hope to present a few photo memories of the bygone decades in each issue during this "golden anniversary year." If you have favorite photos from past conventions, convoys, or other MVPA-sponsored events that you would like to share, please send high-resolution, digital copies with identifications and locations (if known) to:

membermachines@gmail.com

Put "50th Anniversary" in the subject line.



Mario R. Maipid with Dee Pierini during the 2018 MVPA Convention in Louisville, Kentucky.



Jon Rogers shared this photo of R. Lee Ermy posed with the G-503 "Odd Squad" during the 2003 MVPA Convention in Alameda, California.



When a GMC CCKW transfer case needed repair at the 1990 Convention in Hampton, Virginia, there were plenty of experts and parts on hand. *Jerry Cleveland*



WWII jeep expert buddies chewing the fat at the MVCC's Camp Delta at Tower Park Resort event April 2009. (L-R) Jeep trailer expert Chuck Lutz (RIP), Dave Aro, Joe Potter (RIP), ?, Matt Parry, Paul Fitzgerald, Mac McCluskey, and Mark Tombleson who is famous for bringing his 1944 Willys MZ-1 radio jeep with dual rear wheels. *John Neuenburg*



1978 Board of Directors meeting, Denver, Colorado. *Jerry Cleveland*



Beth Antram Garrison received this 1985 MVCC award for Meritorious Service. *Beth Powell*



2006 MVPA Convention in Dayton, Ohio.



"Madames of the MVCC" was the name of a women's social group at the swap meet shows put on by the Military Vehicle Collectors of California. This group started as the "Madames Vintage Clothing Collectors" at the Tower Park event, doing social get-togethers, offsite luncheon/shopping trips, and a pancake breakfast when the event was at Petaluma KOA. They changed their name to "Spark Plugs" (some with hotter heat ranges than others). The group continues, although unnamed, doing their thing at the Camp Plymouth show in Plymouth, California. This shot was taken at the September 2007 swap meet, with the women checking out John Neuenburg's 1944 Ford M20 "Tactical Hot Tub." (L-R) Jo-Ann Lesser, Cathleen Cooper, Donna Mambretti, Nancy Hoskins (RIP), Val Schweifler, and Marilynn Neuenburg. *John Neuenburg*



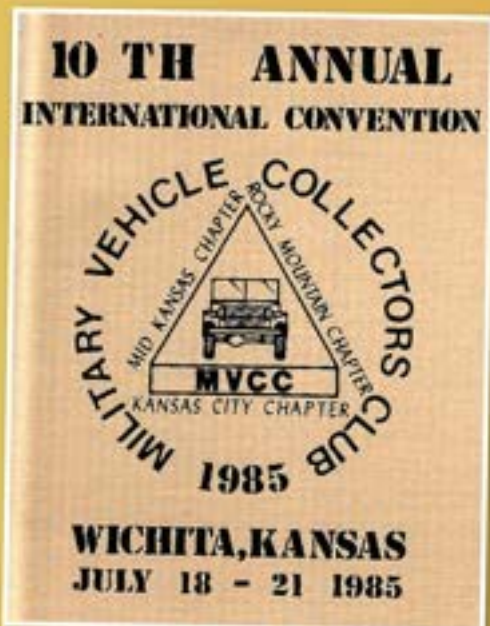
Badge from the 7th MVCC Convention held in 1982 in Kansas City, Missouri. *Beth Powell*



R. Lee Ermey signed Jon Shoop's name tag during the 28th Annual Convention in Alameda, California in 2003.



Taken during the 2009 Transcontinental MVPA Convoy.



Kendall Lundy shared this tag from the 10th Annual Convention held in Wichita, Kansas in 1985.



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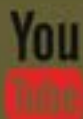
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Around the MV World BELGIUM

By Alain Henry de Frahan,
MVPA #20768

Nuts Weekend, 2025



The Nuts Weekend 2025 saw a massive participation of the Belgian Army and the European defense industry, led by John Cockerill Defense.

Surrounded by German forces during the Battle of the Bulge, American troops – most famously the 101st Airborne Division – held Bastogne, Belgium, despite freezing temperatures, heavy snowfall, and severe shortages of food and ammunition. The determined defense disrupted the German offensive and became a powerful symbol of Allied resilience and courage in the face of extreme hardship.

Bastogne is the home of three major sites commemorating the fighting around the city: Bastogne Barracks (composed of the Vehicle Restoration Center with exhibition halls mainly dedicated to the mechanized warfare), the Bastogne War Museum, and the 101st Airborne Museum.

The Vehicle Restoration Center (VRC) houses an impressive collection of WWII tanks and other vehicles of various national origins (mainly U.S., German, and

British but also Russian and French). The VRC restores and maintains the vehicles in running condition – a permanent challenge due to limited resources.

The 2025 edition of the Nuts Weekend (“nuts” referring to Brig. Gen. McAuliffe’s famous reply when asked by the Germans to surrender) saw thousands of visitors coming from various parts of the world to watch a selection of vehicles being demonstrated around the VRC.

This year’s VRC theme was “artillery.” Col. Yves Limbourg, the current site manager, was an artilleryman when on active duty. The star of the weekend was undisputably the massive Soviet ISU-152 assault gun, a present made in 1989 by the Soviet Union to the Royal Military Museum located in Brussels, along with an IS-3 main battle tank (MBT).



On the right of the Arqus armored vehicle with Hornet turret, Bastogne Barracks aligned a series of vehicles selected for the dynamic demonstrations.



Former Belgian Army vehicles: a Gepard antiaircraft tank; an M109A2 self-propelled howitzer (SPH), an M110A2 (8"/203mm gun), and other SPHs.



Though they suffered breakdowns for the National Day parade on 21 July 2025, the M5A1 Stuart and the Allis-Chalmers M4 high speed tractor were running again.



John Cockerill Defense's fantastic i-X hybrid armed reconnaissance vehicle has a maximum speed of 125 mph. Firing its 20mm automatic gun at 93 mph, it can achieve a maximum hit score!



The T-34/85 is being restored to static display condition. Should funding be found, it will be restored to running condition.



M7B2 Priest in a dynamic demo.

As the Belgian Army (like other European forces) is re-arming because of the increasingly worrying geopolitical situation created by the Russian invasion of Ukraine, several current manufacturers of military vehicles support the event, both financially and with vehicles. John Cockerill Defense (JCD) had its stunning i-X prototype of a very fast combat reconnaissance vehicle; an experimental drone intended to be operated from a vehicle; a Patria IFV equipped with a Cockerill 3105 turret; and a Piranha IFV with a Cockerill 3030 manned/unmanned turret. Arquus, a French company recently bought by JCD, displayed a 4x4 armored vehicle equipped with a Hornet anti-drone turret. The French 40th Artillery Regiment, exhibited a CAESAR self-propelled gun while the Belgian Army showed an Oshkosh JLTV, a VBMR Griffon multirole armored vehicle, Dingo 2 armored vehicle, tank transporter, and a SOFAME Aurus armored wrecker (the "Rolls-Royce" of all NATO wreckers).

On top of visiting the fantastic collections displayed in the exhibition halls, the visitors could enjoy dynamic demos on both days of tanks and self-propelled howitzers from WWII through the Cold War-era.

The Bastogne War Museum, located close to the Mardasson monument, drew thousands of visitors but only a handful of reenactors had set up a few tents with a few U.S. vehicles.

On Sunday, a parade down the main street of Bastogne featured numerous privately owned WWII vehicles in addition to those of Bastogne Barracks. Several U.S. veterans who had fought during the Battle of the Bulge were present for the celebration, a great achievement, considering these men are, on average, about 100 years old! 🇺🇸



The Soviet ISU-152 followed by Bastogne Barracks' iconic Sherman M4A3E2 "Jumbo" marked like the original "First in Bastogne" Sherman commanded by Lt. Charles Boggess that broke the German siege of Bastogne on 26 December 1944.



One of the two M16 half-tracks fired hundreds of blank rounds with its quad-fifty machine guns.



Like the 101st Airborne Museum, the Bastogne War Museum is definitely a place to visit.

WWII Jeep Fuel Systems

Delivering gas from tank to carburetor

By Britt Dietz



Who would have thought that literally setting explosive liquids on fire in controlled bursts to power a machine would change the face of the planet giving the world a non-horse, non-steam-powered mode of transportation? While German engineer Karl Benz (1844-1929) is credited with being the inventor of the gasoline-powered

vehicle in 1886, it was actually Siegfried Marcus, who, in 1870, built a crude two-cycle internal combustion engine and fitted it to a hand cart. While it had no brakes, steering, or even seats, it was the first vehicle propelled by gasoline. Benz did, however, create the first assembled automobile that paired an engine with steering, a differential, and electric ignition. This basic principle system still exists in today's vehicles.

Gasoline as a fuel has changed over time, from the early kerosene used in lamps to the invention of tetraethyl lead, Ethyl, and even high-octane fuel used during WWII in allied aircraft. Following the phase-out of leaded gasoline in the 1990s, ethanol was introduced into gasoline giving us the fuel blends we have today.

"Beyond the Bumper" is a series of in-depth articles on the WWII Willys MB and Ford GPW written by Britt Dietz, a Southern California-based aviation photographer. Over a two year period, he documented the frame-up restoration of his 26 June 1944 GPW. He chronicles his on-going restoration and continual improvements on his blog: <https://1944gpw.warbirdphotos.us>

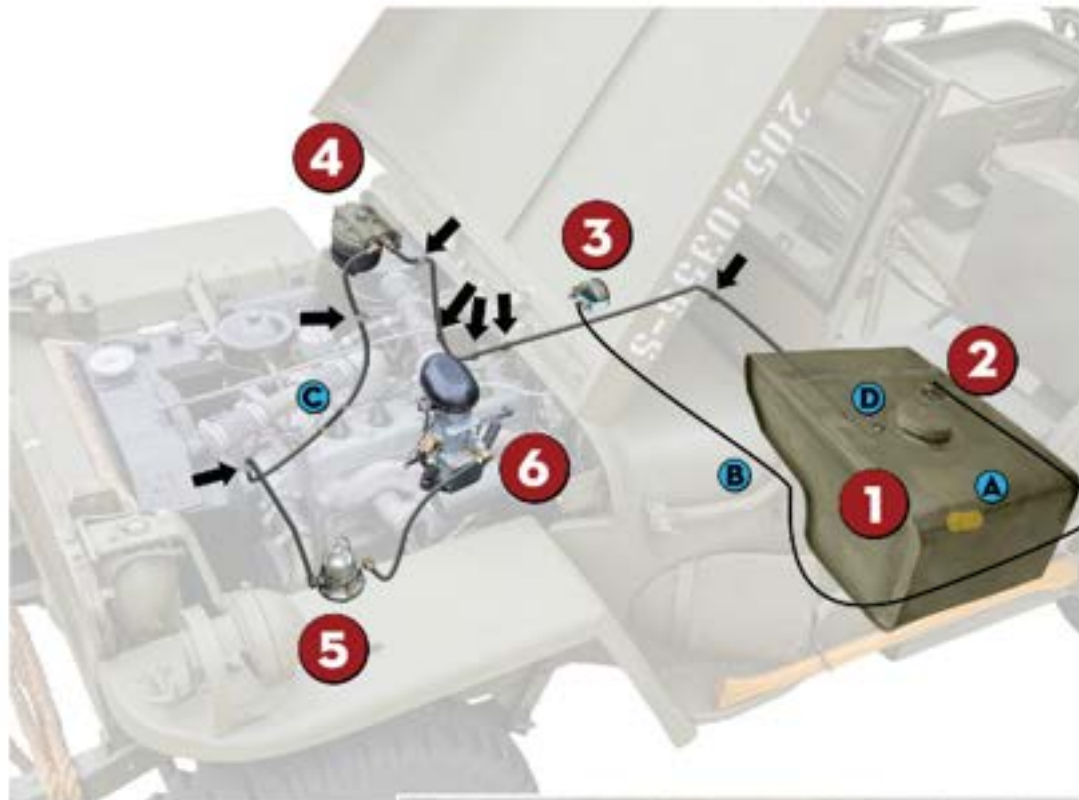


This is the most commonly encountered "long route" fuel line used in jeeps from 1941 to late 1944.

1. Fuel tank
2. Fuel sender
3. Fuel gauge
4. Fuel strainer
5. Fuel pump
6. Carburetor

- A) Fuel sender arm with fuel float (inside tank)
B) Fuel gauge to sender electrical wire
C) Flexible fuel line
D) Fuel tank outlet (underneath tank) to fuel line

Arrows indicate the location of fuel line clips/tabs



No matter how the gasoline industry changed over time, the basic principle has always been the same. Gasoline flows from a tank, is filtered, and then pumped into the engine through a carburetor. From the mighty P-51 Mustang to the small Willys Jeep, the concept of fuel combustion is the same, and it fueled the victory in Europe and the Pacific.

TANK TALK

The WWII jeep propulsion system starts with the largest item: the fuel tank. These tanks, made of terneplate (sheet steel coated with a lead-tin alloy), carry about 15 gallons of fuel. The tank sat in a rather interesting location, right under the front driver's seat! To accommodate the tank without raising the driver's seat higher, a sump was added to the body floor, effectively dropping the floor for the tank downward, thereby keeping the driver's seat level with the passenger side. The tank slid down into this sump. To access the tank to refuel the jeep, one only needed to lift the driver's seat pad. A cut-out in the bottom pan of the seat permitted access to the main cap.

The standard fuel tank has four openings: 1) The main opening with a screw-on cap chained to a cylindrical filter extension tube that slides out from inside the tank; 2) a smaller opening for mounting the fuel gauge sender near the main opening; 3) a small drain hole with a plug that is screwed in on one of the bottom sides; and 4) the outlet for the fuel line at the bottom, towards the passenger side, that sticks through a circular hole cut in the body floor.



Original WWII Jeep fuel tanks were painted the same as the vehicle itself. After 80+ years, expect to see a mix of colors!



Original tanks are notorious for leaking. Solder repairs are often evident on original tanks. Sometimes, you might even see a penny used to seal a hole!



A small drain plug should appear on the lower side of the fuel tank. Plugs on original tanks are often stuck and near impossible to get out.



A modern reproduction tank looks and functions just as well as the original tanks.



Late in the war, a power take-off (PTO) "dent" was added to fuel tanks to accommodate a generator that was placed between the driver and passenger seat on radio jeeps. A slit shaft was cut in the floor of the body tub, adjacent to the PTO dent, allowing a belt to access a special transmission attachment that ran the generator.



To accommodate for minimum tank size set by the Army, a recessed fuel sump was placed under the driver's seat. This allowed the seat to sit flush with the passenger side.

While there were several variations through WWII, there are generally two types of fuel tanks seen on jeeps, differing in the size of the main opening and style of neck of the tank. These are known as small or large mouth opening tanks.

The small mouth has a filler neck roughly 2 inches in diameter. It was used until late 1942. After a rather drawn-out change, the tanks were switched to the 4-inch diameter, large-mouth style. The tanks were produced by either OLACO (Oldberg Manufacturing Company), Oakes, or by Ford (at the Rouge plant or through Ford's subcontractors). Late-war tanks can carry OLACO markings,



Cutouts in the driver's seat pan allow access to the fuel tank cap and fuel sender.





Two straps (made of four parts) were used to strap down the tank to the body tub.

the Willys-Overland part number "MDA-9002-C," or no markings at all. Many Ford-built tanks have *F* marks on the tank and/or on the sender ring.

Late-war tanks have a dent in the thinner section towards the front passenger side. This dent, commonly called the "PTO (power take-off) dent," was added to accommodate generators sitting between the driver and passenger seats of radio jeeps. Other variances include tooling, such as rolled seams and welded seams, in-tank fuel filters (very late tanks), improved V-shape surge baffles, and more. An entire article could be written just on the variations of tanks throughout the war!

The tanks were painted in the same color as the rest of the jeep. To protect the fuel tank from sitting directly on the fuel sump metal and to help prevent squeaking from slight movement, strips of tar-like coated cotton duck webbing material were affixed along the bottom sides of the tank. Today, felt is used for the reproduction strips.



Originally, strips of tar-like coated, cotton duck webbing provided anti-squeak dampening on the bottom of the tank. Today's reproductions use felt.



The two-part straps were held together with a bolt, almost like a ratchet. The rivets on these straps made by Ford had *F* script marks.

metal straps (four pieces total) held the tank in place.

Original gas tanks are often prone to leaking. Rust or damage cause the seams to split. Fixing these leaks can be as simple as soldering, but often, when there is one leak, there are a lot more. If a tank is not completely rusted inside, a common fix is to clean the inside of the tanks with muriatic acid, and then recoat it with a sealant such as POR15 or Red-Kote.

Restoring a tank must be done carefully. Sandblasting or aggressive wire-wheeling can compromise the steel and introduce more leaks, especially if the tank is rusty. Using a nylon wire wheel is much gentler for stripping paint from an original tank.

Reproduction tanks have come a long way. Both small and large mouth tanks are available that perfectly fit in original fuel sumps. One of these can be a time-saver rather than trying to chase the never-ending leaks on an original tank.



To refill fuel on a WWII jeep, one must simply exit the vehicle, lift the driver's seat cushion, and unscrew the cap.



On the standardized, "long route" for fuel lines with a fuel strainer, the line exits the tank through a hole in the body tub floor and heads across the tub to the passenger side.



Welded tabs or clips hold the fuel tank in place. Asphalt-covered loom protects the line.



The first of four fuel lines terminates at the firewall-mounted fuel strainer inlet (top). After being filtered, the fuel leaves through a second fuel line that exits through the outlet (bottom).

THE RIGHT ROUTE

Once the gasoline leaves the fuel tank, it travels a scenic tour of the underside of the jeep. Bundy tubing (double wall copper-brazed steel tubing) follows two different routes depending on the time period of the jeep. Brass inverted flare fittings on the ends of the fuel lines connect with the various components, including the fuel tank.



The second fuel line was either clipped to the body gusset, a fender, or not clipped at all.

Early Standardized Routing (with fuel strainer)

From 1941 to late 1944, the fuel line route was the longest. Comprised of four different pieces and one flexible line, this is the most common fuel path found on WWII jeeps.

In this early standardized routing, a single long tube runs from the outlet of the fuel tank across the bottom of the body tub until it nearly hits the passenger side frame rail. It then takes a 90-degree turn toward the front of the jeep, travelling parallel to the passenger frame rail. The line is held to the body tub by a series of welded tabs that are bent over the line and locking it in place.

When the line then reaches the front of the firewall, it turns upwards by 45 degrees. This is followed by another slight turn upwards to run straight up the firewall next to the passenger side gusset. From there, it is a short journey to a forward and right turn into the input port of the T-2 fuel strainer. This ended the first – and longest – path of the fuel journey.

After the fuel is filtered, it exits the fuel strainer into a second line. This line immediately drops down where it can be locked in place to the body tub by a single, screw-mounted clamp on the passenger side gusset or on the passenger side fender, or not even clipped at all. The line then makes a 90-degree turn forward onto the splash plate.

A flexible metal-braided hose bridges the gap between the previous line and the third fuel line on this route. The flexible line is an important part of the fuel line system because the rubber block-mounted engine can move independently of the frame and body.

Passing through the flexible line, the fuel enters a third steel fuel line that takes a winding route around the engine block. Finishing the distance over the splash plate, the line



Because the engine block was mounted on rubber pads, it moves independently of the frame and body. To prevent strain and breaking of the fuel lines, a flexible section was added between the second and third lines above the splash shield.

goes vertical and moves toward the front of the engine block between the oil filler tube and the generator.

The line rises again as it travels up and over the timing cover and beneath the water pump. It is attached at the back of the generator arm pivot point with the only other clip.

On the other side of the timing cover, the line dips back down and feeds directly into the fuel pump inlet. The fuel pump pushes the fuel into the fourth (and final) line attached to the outlet and upward into the carburetor inlet.

Late War Routing (no fuel strainer)

When the T-2 fuel strainer was removed from the fuel system, the fuel line route shortened dramatically. The fuel did not need to go all the way to the front passenger side to be filtered. One benefit of this now-direct line was that it had fewer bend points that could leak due to wear and tear.



The third fuel line travels up and over the transmission cover and is clipped in place from the generator arm pivot point. The line proceeds directly into the fuel pump.



The fourth and final fuel line on the "long route" travels from the fuel pump to the carburetor.

In this late-war routing, instead of heading across the tub when the fuel exits the tank, it runs along the driver's side frame rail. A single line is all that is needed, with screwed clips mounting it to the bottom of the body tub on a hat channel, on the side of the driver's side gusset, and finally, the driver's side fender.

The line passes over the clutch assembly, through the driver's side gusset hole, between the steering box and

the fender, and then terminates just before the fuel pump. A flexible line connects it to the fuel pump, allowing engine movement independent of the frame and body. This flexible line was either metal-braid style or a black rubber hose covered with glossy fabric. The line could be covered with an asphalt loom to help keep it from over heating where it passes near the hot exhaust.

CLEAN FUEL BEFORE REACHING THE CARB

From 1941 to late 1944, the fuel was strained and filtered by a firewall-mounted AC T-2 fuel strainer. These very simple fuel strainers allowed the fuel to flow through the lid into a reservoir where it passes through a large stack of compressed, brass disks. Only liquid fuel can pass through the disks and into the center, leaving any foreign debris stuck inside the bowl. The cleaned fuel is sucked up through small slots in the disks to a tunnel in the lid where it is sent outside to the outlet of the strainer.

Dirt and debris can be removed by unscrewing the large bolt on the lid. This drops the entire bowl (and disk filter) to be cleaned and reinstalled.

Ford GPW T-2 strainers had a large \mathcal{F} script on the left side of the cover, just above the auxiliary input and output ports on the passenger side. For an in-depth look, please see "Guardians of Clean Fuel: The WWII Jeep T-2 Disc Fuel Strainer," in *History in Motion* volume 5, no. 1, August/September 2022, pp. 48-52.

IT'S GOING TO PUMP YOU UP!

A WWII jeep's fuel pump is mounted on the lower front driver's side of the L134 engine block, just forward of the manifold. The AC Spark Plug Company, a major division of General Motors during WWII, made these pumps. Glass bowls were not used on wartime jeeps, but they became popular on post-war CJs.

There were at least two versions of the fuel pump used on WWII jeeps. Early pumps used a 2-pound diaphragm until early 1944, when a 4.5-pound diaphragm was adopted. Some very early pumps had a vent hole, but this was later removed due to the risk of water intrusion. Early Ford fuel pumps with the 2-pound diaphragm often had the \mathcal{F} script on the flange.

The pump's operation is purely mechanical. As the camshaft inside the engine block spins, the high side comes around and pushes down on the rocker arm lever at the back of the pump that sticks into the block. This pulls down on the diaphragm, creating a vacuum in the pump chamber. That vacuum opens the inlet valve and draws fuel into the bowl.

As the camshaft continues turning, the high side rotates away and releases the rocker arm lever. The inlet



The firewall-mounted AC T-2 fuel strainer was used on WWII jeeps until late 1944.



The strainer inside the T-2 was just a compressed stack of brass disks that only allowed fuel to pass between each layer.



valve closes, and the diaphragm pushes back up. This creates pressure in the chamber and forces the outlet valve to open, sending fuel up to the carburetor.

Original fuel pumps will often still work, provided the rocker arm lever spring isn't worn out, the diaphragm is still flexible, and the gaskets and seals are intact. That said, modern fuels don't play nice with original diaphragms and can cause them to break down over time. Repair kits are available with modern, fuel-resistant diaphragms and new seals. If a pump is completely dead (like a broken rocker arm), modern reproductions of the entire fuel pump are easy to find and usually not too expensive.

GAUGING THE TANK

Viewing the fuel level is as simple as exiting the jeep, lifting the driver's side seat, unscrewing the fuel tank cap, and looking inside. For the convenience of the driver (and one could say in a combat situation where seconds count), a fuel gauge was added to the dash. These electrical gauges are simple. An arrow points to empty, quarter, and full marks on the gauge dial.

Differences between fuel gauges are another topic that could fill an entire article. However, for WWII jeeps, all gauges were built by Stewart Warner and often featured the company name and "Made in U.S.A."

The fuel gauge is fed power from the battery through a wire that comes from a 2-amp circuit breaker under the dash. The circuit breaker is fed power from the ignition switch, so the fuel gauge will only indicate a reading when the jeep ignition is turned on. A quick on/off with the ignition will show the current fuel level.

The second terminal on the back of the gauge has a single, long wire attached. It runs along the bottom lip of the dash, then drops below the dash into a pocket area on the driver's side of the body tub, opposite the pioneer tools. The wire runs through this pocket until it exits out near the rear edge of the fuel tank. From there, it turns to run on top of the fuel tank – but below the driver's seat – and attaches to the only terminal on the fuel sender.

Typically, inside a gauge there are two electromagnetic coils. One is connected to the power coming in from the battery. Let's call this "Coil A." The second coil ("Coil B") is connected to the output terminal that sends the power out to the fuel sender. This naming will be important as you read further.

Note that 6-volt fuel gauges will not work with 12-volt systems and vice versa, as the calibration for the resistance readings will be wrong. If a 6-volt gauge is needed on a 12-volt system, the options are to either get a reproduction 12-volt gauge or add a voltage reducer before the power enters the fuel gauge to reduce it to 6-volts.



The A.C. fuel pump was located at the lower front driver's side of the engine block.



The three most common fuel pumps seen on WWII jeeps have no bowl on top, a metal bowl, or a glass bowl. Only the metal bowl (center) was correct.



Reproduction fuel gauges (left) are inexpensive and prevent headaches that occur when retaining original gauges (right).





A coil of wire is inside the rheostat of the fuel sender. The electricity that comes in through the terminal on top passes through the swing arm and travels through that coil of wire.

SIGNAL IN THE TANK

The fuel gauge's reading is controlled by the fuel sender that is attached to the top of the fuel tank. The fuel gauge sends electricity through the long wire to the sender and carefully reads the resistance of the electricity flow.

The sender is grounded through the fuel tank, something most restorers do not realize. The electricity travels from the sender through the fuel tank, through the fuel line, and to the body through one of the clips that hold it to the body, fender, or engine. A single bond strap, sometimes connected to the fuel line going from the tank to the fuel strainer, can also ground the electricity. This ground is important for the gauge to work. Overlooking this during restoration will cause the fuel gauge to not show any sort of reading.

The sender works by passing current through an internal resistance wire wrapped in a coil around a ceramic or Bakelite card to ground. Electricity coming into the sender from the fuel gauge goes to a wiper arm. The wiper arm sits inside the tank and ends with a float (originally cork but later changed to hollow metal or brass). As the fuel

level rises or falls, the float moves the arm up or down, sweeping it across those internal coils inside the sender.

When the fuel level is high, the arm is lifted, causing the electricity to have to travel from the arm through the full length of the coiled wire inside, causing high resistance. Remember the Coil A and B in the gauge? Because the resistance is so high with little of the current sent through the sender to ground, Coil B is weaker than Coil A. Therefore, the fuel gauge needle, which is attracted to the more powerful of the two coils, will move over to FULL (Coil A).

When the arm drops, it decreases the distance the electricity must travel on that coil wire, almost short-circuiting it directly to ground. This means the full power can flow through the sender to the ground, making little to no resistance. Now Coil B is more powerful than Coil A in the gauge, so that causes the needle to move to EMPTY (Coil B).

When the sender arm is anywhere between the top and bottom where it can swing, it is causing a tug-of-war with Coil A and Coil B in the fuel gauge. The needle will move closer to whichever side is more powerful.

Because the grounding of the sender is vital to this tug-of-war movement, a bad ground connection is the most common problem for most gauges not working. Relying on fuel line clips or a bond strap is a quick failure of the ground.

An easy trick to ensure good ground is to add a small wire going from one of the screws connecting the sender to the tank (which is how it is grounded) and running it back the way the wire supplying the electricity came in the first place, then attaching the wire to one of the screws holding the pioneer tool footman loops on the side of the body tub. Just put that wire between the nut on one of those screws and the body tub, and you will have a guaranteed ground every time! Use some black cloth loom wire like the rest of the wire harness to make it look like it is meant to be there.

Fuel senders do not care about the voltage level entering them. Since it is about the distance of the arm causing the electricity to travel different distances, voltage is not a factor. That being said, it is common practice to replace both the fuel gauge and the fuel sender at the same time if one or the other is bad.

To protect the fuel sender from shorting out on the bottom of the driver's seat, a cover is screwed on top of the sender. Originally rubber that slipped over the top, they were changed over to metal covers that had holes that aligned with the fuel sender mounting holes to attach it.

Original fuel senders can easily have developed issues over the last 80+ years. The internal coil may be broken or

Fuel Systems continued on page 44





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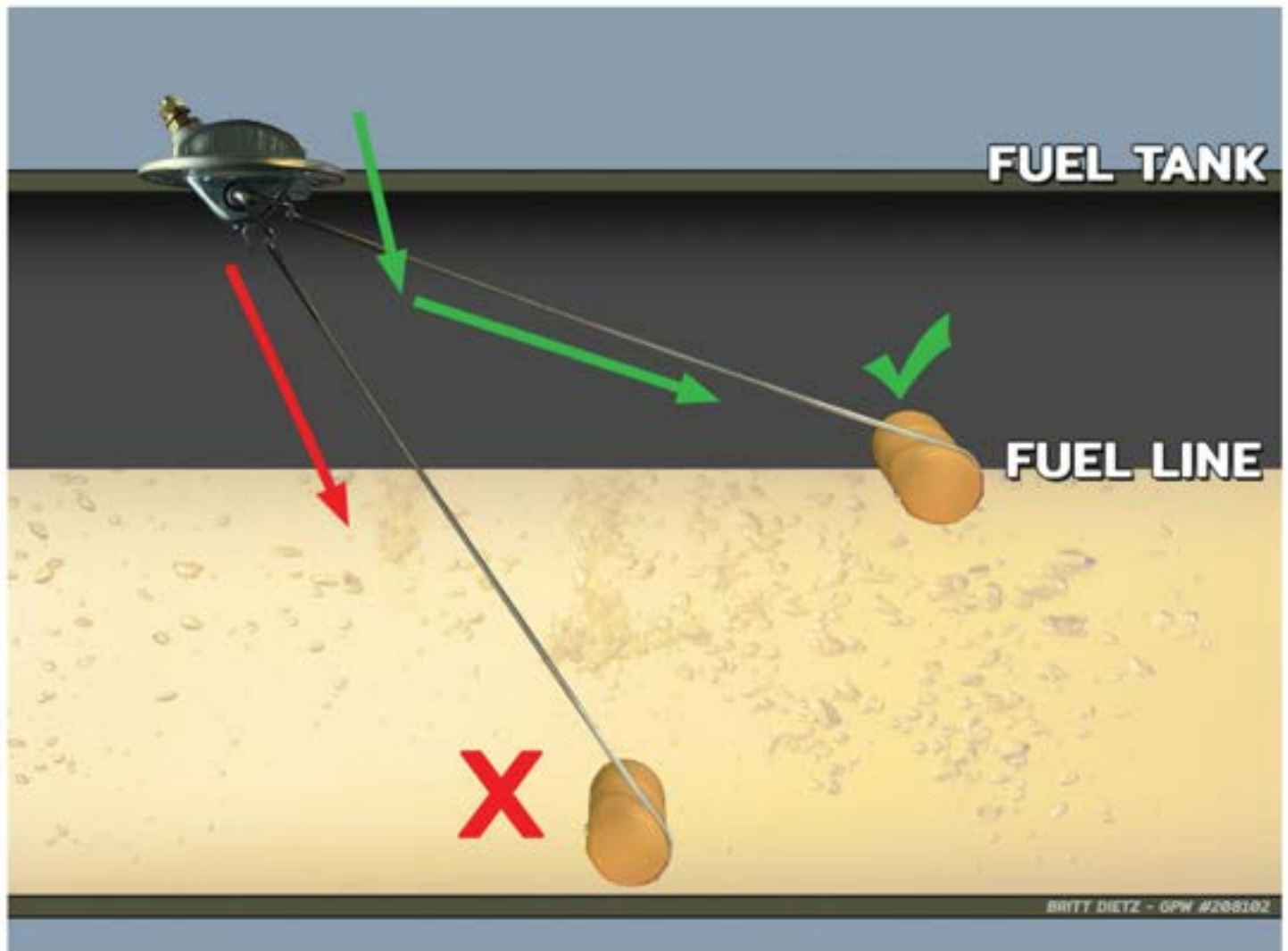
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A look inside the fuel tank should see the fuel float on top of the fuel line, but with today's corrosive fuel, pin holes can develop and fill the float with gas, causing it to sink and read empty.



Originally, cork was used as a float, but then switched to metals like brass. All have issues with modern fuels. An original brass float with holes can be sealed with Red-Kote. Even better: Plastic replacements are made today that resist these fuels and keep the float ... floating!



A body-mounted clip holds the fuel gauge sender wire (red arrow). The screws used for the pioneer tool footman loops (yellow arrow) are a perfect spot to add a special wire from the sender for perfect ground.

corroded away. The sender arm may not have a solid connection to both the terminal supplying the power and the internal coil. Any of these problems can cause no reading on the fuel gauge, even with proper grounding.

Additionally, problems with the floats can cause them to sink. Metal and brass floats that are often soldered to the wiper arm, can develop micro holes that allow fuel to seep into the float, causing it to sink. Modern, corrosive fuels can deteriorate cork floats, causing them to sink. New replacement white plastic floats that resistant to today's fuels and are highly recommended.

A simple way to test a fuel sender is to check continuity from the terminal on top of the sender to bare metal at one of the screw holes. You should see continuity when the arm is lowered (the empty position).

If you know, for sure, that the fuel gauge works (or is brand new), hook it up with the proper wiring so it is getting power. Run the second power line to the fuel sender as normal. Remove the fuel sender from the fuel tank and run a second wire from the metal of one of the screw holes to somewhere on the jeep that has bare metal showing

(this is your ground), especially on the body tub. Now, turn the jeep ignition on and move the sender wiper arm up slowly. The needle should immediately move from empty towards full.

If this test works, but placing it back into the tank causes it to read empty when you know it has fuel, then the problem is either a bad circuit breaker from the ignition, a ground issue, or the float is sinking. By testing each of these, you will discover the fault.

FINAL FILL-UP

In the end, the difference between a reliable, weekend driver and a stalled project often comes down to the small things: a solid ground, a clean sweep of a sender arm, or the correct bend in a steel line. While simple by modern standards, they were the high-tech lifeblood of the Allied advance.

Take the time to get "the routing right and the seals tight." Your WWII jeep has spent eight decades serving as a "trustworthy steed." With a properly restored fuel system, it will be ready for eight more. 🇺🇸



A good ground on the fuel sender is imperative for the fuel gauge to work. A modern solution is to add a second wire going from one of the screws that mount the sender to the tank and connect the wire directly to the body tub.



Originally rubber, then changed over to metal, a cover is placed on top of the fuel sender to prevent rubbing or shorting of the top terminal.



Developed in the early 1950s, the ENTAC ("Engin Téléguidé Anti-Char") was a French manual command to line of sight, wire-guided anti-tank missile. Designed for deployment on light vehicles (like the French M201 seen here), it provided a cost-effective, reliable, and quickly deployable anti-tank capability in challenging terrains.

A very short-lived experiment: **M151 MUTT with ENTAC Missile System**

By Christopher Causley, MVPA #24284

In 2021, the U.S. Army Museum Enterprise announced that it would begin deaccessioning excess artifacts through the GSAXcess.gov and Department of Technology, Management & Budget (DTMB), the Michigan state department responsible for managing state facilities, IT, procurement, and administrative services. As

an already-registered participant, the Michigan Military Technical & Historical Society (MMTHS) established alerts tied to the Museum Enterprise's Department of Defense Activity Address Code (DoDAAC). One such alert revealed a group of surplus vehicles located at Aniston Army Depot (ANAD) in Alabama.





While the images provided by personnel at Anniston Army Depot (ANAD) were low-resolution, they did reveal the unusual missile launcher on the M151 — described by one ANAD employee as a “crazy rocket launcher.” The image also confirmed the presence of early magnesium wheels, validating our initial assumption that the vehicle was an early Ford production M151.

Most of the vehicles listed were larger trucks beyond the museum’s storage capacity. However, one listing stood out: an M151 ¼-ton 4×4 truck. The single photograph provided was of poor quality, showing little detail, but one feature was unmistakable—the early magnesium wheels. That detail alone strongly suggested early Ford production. The MMTHS elected to pursue acquisition.

In August 2021, the museum was notified that it had been awarded the vehicle. Plans were quickly made to

retrieve it from ANAD in late September. During coordination calls with personnel at the Anniston disposal site, one employee casually remarked, “That’s the jeep with the crazy rocket launcher in it!” Intrigued, MMTHS requested additional photographs. When these arrived, it became clear that the vehicle was anything but ordinary.

THE FORD M151: A NEW GENERATION “JEEP”

In 1951, the Ford Motor Company was awarded a contract to design a replacement for the World War II-era ¼-ton 4×4 truck, commonly known as the “jeep.” Unlike its predecessors that used steel bodies mounted to separate ladder frames, the M151 employed a unitized body design, integrating the frame rails into the sheet-steel body structure.

This design reduced weight, increased ground clearance, and lowered the vehicle’s center of gravity. It also marked a significant departure from tradition by replacing rigid axles and leaf springs with a four-wheel independent coil-spring suspension. While the M151 would later gain a controversial reputation for handling issues, it represented a major leap forward in military light-vehicle engineering. Variants of the M151 family served with U.S. forces well into the 1980s.

The vehicle the MMTHS was about to acquire was a Ford M151, serial number 2D1870. Originally, it was delivered to the U.S. Army in May 1962 as part of the second production contract for the M151 family of vehicles.



The M151 loaded onto a rented trailer for the long trip back to Detroit. Three tires were completely rotted, while the left front was inexplicably brand new. Much of the drive north was in pouring rain that helped wash away years of mud dauber nests.



Back in the shop, the missile launching system could be examined for the first time. Shown here in its transit position, the launcher arms swing outward and can be locked into one of six firing positions. ENTAC missiles were issued in two components: the missile body, housed in an aluminum box that doubled as the launch tube and mounted directly to the launcher frame, and a separate warhead that was attached to the rocket motor prior to firing. This vehicle retained all four launcher frames, but three of the aluminum launch boxes had been destroyed with an axe. The fresh metal exposed suggests this was likely a demilitarization effort at Anniston Army Depot. Replacing or reproducing these boxes will be one of the museum's greatest restoration challenges. The MGM-32A missile itself is relatively simple, and the museum is exploring 3D-printed replicas for display.



A stowage rack for three additional ENTAC missiles was mounted in the M151's cargo bed. The rectangular frames held the aluminum launch boxes — two mounted side-by-side and one lengthwise at the rear. The box on the left (missing the lid) contained three warheads. The purpose of the long box in the rear is unknown.

ENTAC: AN INTERIM ANTI-TANK SOLUTION

The ENTAC (*ENgin Téléguidé Anti-Char*) missile was a French-developed, wire-guided, anti-tank weapon employing a manual command to line of sight (MCLOS) guidance system. Developed in the early 1950s, ENTAC systems entered French service in 1957 and remained in production until 1974, with approximately 140,000 missiles manufactured.

The U.S. Army adopted ENTAC as an interim anti-tank solution while a more capable system — the weapon that would become the BGM-71 TOW — was under development. In U.S. service, the improved French Model 58 ENTAC was designated MGM-32A, replacing the earlier Nord SS.10 (MGM-21A). Photographs are known to exist showing the earlier MGM-21A mounted on an M38A1 in U.S. markings.

The MGM-21A installation was on a fixed mount that fired only to the rear of the vehicle. In contrast, the Model 58 / MGM-32A employed swing-arm launchers mounted on each side of the vehicle, carrying two missiles per side.

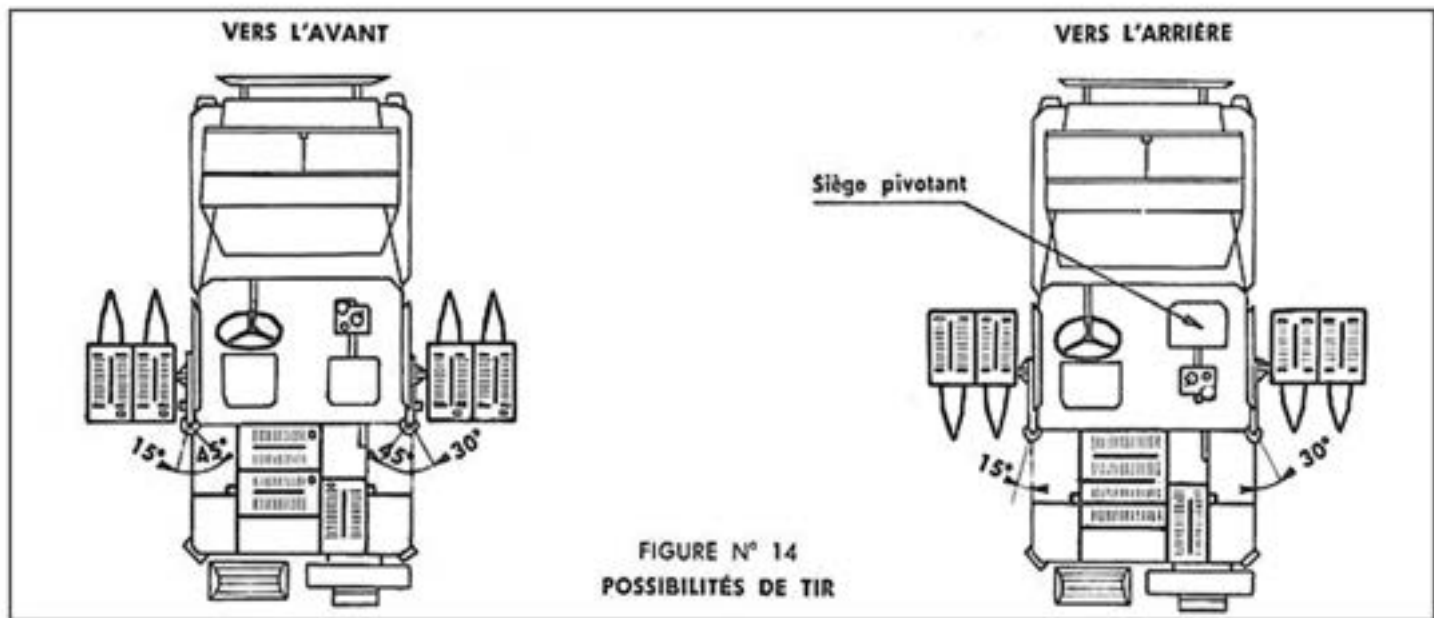


FIGURE N° 14
POSSIBILITÉS DE TIR

A drawing from the French military manual for the Model 58 ENTAC, showing the system in its firing position. The French mounted ENTAC on M201 Hotchkiss jeeps. The version on the M151 appears to be a standard French setup adapted with a custom base to fit the M151's fender contours.

These arms could be positioned to fire either forward or rearward. The gunner occupied the passenger seat, which was mounted on a swivel to allow him to face the direction of fire. Oddly, there was only space for three additional missiles.

The first ENTAC missiles entered U.S. service in 1963, but by that time the program was already nearing its end.

AN UNUSUAL WEAPON SYSTEM

When new photos of the jeep arrived from ANAD, they revealed an unfamiliar missile mounting system. Initial identification proved challenging until someone noted similarities to the Nord SS.10 system, a MCLOS wire-guided anti-tank missile designed by the French engineer Jean Bastien-Thiry. That observation narrowed the search considerably and led to the correct identification of what this M151 originally carried: the French Model 58/MGM-32A missile system.

A PROGRAM MEASURED IN MONTHS

Subsequent research revealed that the timeline for the M151-mounted ENTAC system was remarkably short.

14 September 1961: The Office of the Chief of Ordnance (OCO) informed the U.S. Army Ordnance Missile Command (AOMC) that the ENTAC system would be mounted on the M151 truck.

April 1962: OCO approved a research and deployment program to standardize the ENTAC mount for the M151 ¼-ton truck.

16 October 1963: Army Materiel Command (AMC) informed Missile Command (MICOM) that further

ENTAC procurement beyond FY64 was cancelled. Procurement of M151 adaptation kits was removed from the program.

Within roughly two years, the concept moved from approval to cancellation. As a result, very few M151/ENTAC systems were ever produced.

THE KNOWN SOLE SURVIVOR

There is limited evidence suggesting that elements of the Anti-Tank Platoon, Heavy Weapons Company, 7th



The gunner's seat is mounted over the battery box. Initially thought to be missing, closer inspection showed the toolbox lid had been cleanly removed, likely to provide a foot well when the gunner faced rearward. Despite spending many years as an outdoor display, the vehicle's body tub remains in good condition and should be straightforward to restore.



Unfortunately, the M151's mechanical components did not fare as well as the body. The transmission appears beyond recovery. Evidence suggests the driveline was original and relatively low mileage when the vehicle was parked, showing minimal wear but extensive corrosion.



The ENTAC gunner's seat replaced the standard passenger seat. It was mounted on a swivel, with the launch controller positioned on a post between the gunner's legs. While some missile system cabling remains, the fire-control components are missing. The museum hopes to create accurate, 3D-printed display replacements, potentially using surviving Canadian examples for scanning.



I like to begin each restoration by tackling a small but significant part of the vehicle. For this project, I started with the data plate, that clearly shows a May 1962 delivery date and the second Ford contract number, confirming that this is an early-production M151. Restoring the data plate first provides a tangible connection to the vehicle's history and sets the tone for the larger restoration work to come.

Infantry Division, 1st Cavalry may have deployed the M151-mounted ENTAC system to Korea. However, this has not been conclusively confirmed. To date, no photographs or official documentation definitively place the system in operational service.

The exact number of M151/ENTAC vehicles produced remains unknown, but it is believed to have been extremely limited. This vehicle is the only surviving example currently known.



This is the current state of the M151, now completely disassembled and awaiting metal work. The restoration project has been paused while the museum focuses on sourcing hard-to-find components, raising the funds necessary to proceed, and continuing in-depth research on the ENTAC missile system. Given the rarity of this configuration and the limited surviving documentation, careful study and planning are essential before restoration work resumes.

Based on its CMH inventory number, it appears that this M151 spent many years as an outdoor display in Huntsville, Alabama, possibly associated with Redstone Arsenal or a nearby facility. Unfortunately, documentation from that period is sparse.

The museum has contacted the AMCOM historian, but surviving records related to the ENTAC program—and especially to the M151-based system—are minimal. Published references for this configuration are nearly nonexistent.

A CALL FOR INFORMATION

The Michigan Military Technical & Historical Society is actively seeking:

- Photographs of the **M151-mounted ENTAC system** in service or on display
- Documentation confirming deployment to **Korea**
- Images or recollections from individuals who may have seen or photographed the vehicle while it was on outdoor display in **Huntsville, Alabama**

Any information, no matter how small, may help complete the story of this rare Cold War experiment. 🚩



About the Museum

The Michigan Military Technical and Historical Society is dedicated to preserving the stories of Michigan citizens who served and sacrificed, here and abroad, from WWI to the present. Our 11,000 square foot Museum exhibits the actual equipment, weapons, uniforms, and other artifacts that bear witness to the high cost of freedom.

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Brass Plug Mystery Solved

It has to do with postwar working conditions

By Clell G. Ballard, #758

Back in the April/May 2021, *History in Motion*, I posed a question to MVPA members (see "WWII Military Jeep Axle Mystery," pg. 49): "Why did some WWII jeeps have large, brass fill plugs on both axles?" I promised I would share what I learned. Several months went by before the mystery was solved.

Although all WWII jeeps were built with square fill plugs in their axles, they were not made of brass. Regardless, many WWII jeeps have square, brass fill plugs. Here's why:

During the postwar years when a lot of surplus jeeps went to work in the hot, southern region of the United States, owners realized that the heat thinned axle lubricating oil, allowing it to seep out. After a short time, the gear boxes would be low on oil, and the axles were always covered with crud! Some automotive supplier in that area developed these large, brass plugs that sealed where the steel plugs couldn't.



About 60 years worth of crud covered this axle before I gave it a good steam-cleaning that revealed the brass fill plug on both the front and rear differential. Now repainted in POR15, that brass plug really stands out – and now I finally know why!

Apparently, only jeeps used extensively in the deep South ever had the problem – the information came from south Florida. However, since I live in Idaho, my GPW with brass plugs has apparently gotten around! 🇺🇸

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We are looking for a usable 10- or 12-foot trailer for this purpose. While some donated money may be available for maintenance and registration, a donated trailer is our first consideration. A donation receipt will be provided by the Association. The trailer will need to be transported to Independence, Missouri in the next few weeks for loading and transport to Virginia for the Festival, 19-21 June 2026.

If you have a trailer that you would like to make available to the MVPA, please contact Robert Brough at rbrough7@comcast.net.





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Rendez-Vous Exercises

A Canadian-U.S. Training Alliance By Ed Storey

A Canadian army CH-135 helicopter airlifts a lightweight American M274 during the combined United States/Canadian NATO Rendez-vous 1983 (RV83) exercise. This and the following photographs focus on some of the U.S. Army vehicles that were encountered during various RV exercises of 1983-1992. *National Archives*



U.S. Army Mobility Equipment Research & Development Center (MERDC) camouflage was a system of standardized paint schemes for military vehicles developed during the 1970s. This photograph of a 101st Airborne Division, 3rd Battalion, 327th Regiment M151A2 MUTT taken during RV83 shows the text-book application of MERDC Verdant Summer camouflage. *W.E. Storey Collection*

Canada and the United States not only share the longest undefended border in the world but since WWII they have also been close military allies who work and train together. This close cooperation between both countries allows them to enhance their ability to not only defend North America but also to seamlessly operate together overseas.

The "Rendez-Vous" (RV) exercises were a series of major, two-month long, army-wide field training Canadian Armed Forces divisional-level exercises conducted by the Canadian Army (then known as Mobile Command or Land Force Command) at Canadian Forces Base (CFB) Wainwright, Alberta. The first of these exercises was held at CFB Gagetown, New Brunswick in 1981 ("RV81"). The goal was to test and improve the forces' preparedness and operational capabilities, particularly logistics and the ability to hone NATO requirements to meet a Soviet threat. More than 10,000 troops, 3,400 vehicles, and 100 aircraft were concentrated in Gagetown for the largest exercise of Canadian Land Forces in 16 years.





Members of the 3rd Battalion, 327th Infantry, 101st Airborne Division, move a M151A2-mounted tube-launched, optically-tracked, wire-guided (TOW) anti-tank weapon into position during RV83. *National Archives*



Commercial off-the-shelf vehicles employed by U.S. military involved using existing, commercially available vehicles (sometimes with modifications) to replace or augment more expensive M-series vehicles. This MERDC Verdant Summer camouflaged M880 5/4-ton truck photographed during RV83 was based on the Dodge D250 chassis that featured a 318 cubic inch, V8 engine, a 727 automatic transmission, and full-time 4x4. *W.E. Storey Collection*



Many of the 172 Brigade vehicles on RV85 were painted in arctic camouflage. This M35A2 2½-ton truck and M332 1½-ton ammunition trailer combination illustrate how the white stood out in Canadian vegetation that consisted of a transitional zone between the grasslands and boreal forest. Mud was used in attempt to cover the white paint. *W.E. Storey Collection*



This winter camouflaged 172 Brigade Support Battalion M35A2 2½-ton truck was fitted with a seldom-encountered accessory during RV85: an insulated, cold weather cover for the rear cargo compartment. *W.E. Storey Collection*



This High Mobility Multipurpose Wheeled Vehicle (HMMWV) M998 cargo carrier without winch had an impressive front early model brush guard mounted on it during RV89. *W.E. Storey Collection*

Subsequent exercises were conducted every two years throughout the remainder of the 1980s. These were held in Wainwright, Alberta where these exercises evolved into the largest held anywhere in Canada.

RV81 was primarily a Force Mobile Command exercise involving the three domestic Canadian brigades (1 Brigade – Edmonton, Alberta, Special Service Force – Petawawa, Ontario and 5 Brigade – Valcartier, Quebec), as well as reserve, tactical Air Force, and support units that constituted the 1st Canadian Division. RV83 was a

major combined United States/Canadian NATO military exercise that was designed to test the military skills and logistical capabilities of the Canadian forces and participating allied units. Besides the three domestic Canadian brigades, the primary U.S. Army unit participating was the 3rd Battalion, 327th Infantry, 101st Airborne Division. Other U.S. units that took part in the exercises included the 1st Battalion, 41st Infantry and elements of the 1st Battalion, 28th Infantry, though the specific units changed depending on the exercise period.



With rucksacks mounted on the front hood and other personal gear slung on the seats or stuffed in the back, these fully loaded RV85 M151A2 MUTTs with their corresponding M416 ¼-ton trailers can provide some inspiration to those who want to correctly stow additional kit on a restored vehicle! *W.E. Storey Collection*



Military Camp Wainwright



When the 225 square mile Buffalo National Park closed in 1940, the Government of Alberta leased the property to the Department of National Defence (DND) for the creation of an ammunition storage facility as well as an army training camp.

Called Wainwright Military Camp, or just Camp Wainwright, the facility saw use as a prisoner of war (POW) internment camp from 29 January 1945 until 24 May 1946 when it reverted to a Canadian Army training facility. Wainwright's infrastructure expanded significantly, however, during the Korean War. Buildings were constructed to house and train soldiers of three Canadian Army battalions, as well as units that would form part of the British Commonwealth Forces Korea.

On 1 January 1967, Camp Wainwright became an auxiliary satellite training camp of CFB Calgary. Due to command and control problems, Camp Wainwright became a separate entity as Canadian Forces Base Wainwright (CFB Wainwright) on 1 August 1967.

After an airfield opened at CFB Wainwright in October 1967, it became a component of Training Command when the facility was tasked as a training area. CFB Wainwright offered both officer and basic training courses, battalion-level unit operations, and acted as a host for training foreign detachments.

Wainwright's role as a training facility evolved, particularly as the garrisons at CFB Calgary and CFB Edmonton shifted some of their training to the newly established and much larger CFB Suffield. On 15 July 1974, the 1 Combat Group Operational Training Detachment formed at CFB Wainwright to conduct individual training for two or more units of Mobile Command's 1 Combat Group.

Defense cuts following the end of the Cold War impacted CFB Wainwright, when it was reduced to an Area Support Unit (ASU). ASU Wainwright has a transient military population of about 1,000 personnel at any given time. As part of 3rd Canadian Division Support Group (3 CDSG), it hosts the 3rd Canadian Division Training Centre (3 CDTC) and the Canadian Manoeuvre Training Centre (CMTC).



Mud has been used in an attempt to hide the white winter camouflage on this 172 Brigade Support Battalion M49A2C Fuel Tank truck during RV85. Introduced in 1969, the M49A2C fuel tanker was converted from drop-side cargo units and featured a Continental LD-465-1 multifuel engine. It carried a 1,200-gallon tank divided into three compartments (600, 400, and 200 gallons). It was used primarily for transporting bulk petroleum, including gasoline, diesel, and aviation fuel. *W.E. Storey Collection*



The M342A2 2½-ton dump truck was introduced in 1970. Depending on the material carried, it had a capacity of 2.5 cubic yards. For the RV85 field exercise, this vehicle had its unit markings obscured although a little souvenir Canada decal had a prominent place on the lower co-driver's window! *W.E. Storey Collection*



It appears that this U.S. Army M817 5-ton has been configured to use the 5 cubic yard dump as a temporary troop transport during RV89. *W.E. Storey Collection*





In addition to their six-barrelled 20mm M163 Vulcan air defense systems, the 62nd Air Defense Regiment brought their MERDC-camouflaged M578A1 light recovery vehicles all the way from Texas for RV89. The M578A1 cab could rotate 360°. Its 30,000-pound capacity boom winch ran from a cab-mounted crane. Another 60,000-pound capacity tow winch was mounted at the front of the cab. *W.E. Storey Collection*

One of the primary tests in RV83 was logistics and the ability to move personnel and more than 2,000 military vehicles and assorted equipment. This required significant planning and cooperation. Utilizing 1,300 rail cars, Canadian Pacific Rail was able to transport the wheeled vehicles to Rosyth, Alberta, for



In 1984, NATO adopted the standard three-color vehicle camouflage scheme to replace the U.S. Army's MERDC patterns. Still in use today, this new scheme consists of brown, green, and black. The plate mounted on the front of this M998 HMMWV troop carrier states that the vehicle belonged to the deputy commander, 194th Independent Armored Brigade. *W.E. Storey Collection*

the final overland journey of 45 miles to Wainwright. This tested the railway's "on-time" performance and ability to meet military demands. Due to the base's limited railhead capacity and to avoid road-wear, only the tracked vehicles were unloaded directly into base Wainwright.



Awaiting to be unloaded at the CFB Wainwright railhead, these U.S. Department of Defense heavy-duty DODX military flatcars laden with 194th Armored Brigade M88A1 armored recovery vehicles and M1A1 Abrams tanks destined to participate in RV89. *W.E. Storey Collection*





During RV89, CFB Wainwright was a vehicle enthusiast's dream come true. Not only was it possible to spot Canadian and British BATUS (British Army Training Unit Suffield) transport, but also U.S. Army vehicles like this M35A2 2½-ton truck and M104 1¼-ton trailer combination in MERDC Verdant Summer camouflage. After 1992, however, there would be no more Rendez-vous Exercises. *W.E. Storey Collection*



More than 80,000 M113 armored personnel carriers have been produced, making it one of the most widely used armored fighting vehicles in history. Even Canada operated more than 300 from 1964 until 2000. This 62nd Air Defense Regiment M113A1 taking part in RV89 is painted in the MERDC gray desert scheme. *W.E. Storey Collection*



The M1A1 Abrams weighs approximately 67.7 U.S. short tons when fully armed, due in part to its powerful armament and heavy armor – a blend of composite materials like ceramic, metal, and plastic. It has excellent cross-country mobility and speed, with an off-road speed of approximately 25 to 30 mph. This 2nd Battalion, 10th U.S. Cavalry Regiment vehicle from the 194th Armored Brigade was photographed during RV89. *Canadian DND CFJIC*



This heavily laden and camouflaged 101st Airborne Division M151A2 on RV83 was unique with its modified rear stowage. *Canadian DND CFJIC*



A 194th Brigade M1A1 Abrams sits on a heavy-duty DODX military flatcar at the CFB Wainwright rail-head. *W.E. Storey Collection*

For RV85, the U.S. 172nd Brigade came from Fort Wainwright, Alaska. American units taking part in RV87 included the 650th Regional Support Group, the Nebraska Army National Guard's 1-376th Aviation Regiment, and the 957th Engineer Company (Multi-Role Bridge Company).

By 1989, the exercise involved more than 15,000 Canadian and U.S. military personnel. The 194th Armored Brigade and the 62nd Air Defense Regiment were the U.S. Army formations that participated in RV89. While this exercise demonstrated the Canadian Army's capacity for large-scale, complex operations, it was conducted just before the end of the Cold War. By RV92, the post-Cold War Canadian Armed Forces had refocused its structure and mission. This was to be last RV Exercise. 🇨🇦



One of the many benefits of a combined Canada/U.S. exercise is the chance for military personnel to see each other's vehicles and equipment up close. On RV89, the M163 20mm Vulcan Air Defence System from 62nd Air Defence Regiment was popular vehicle for the Canadians to explore. *W.E. Storey Collection*



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51st ANNUAL MVPA FESTIVAL

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Beautiful Shenandoah Valley of Virginia
Courtesy of felix960588/Vecteezy

ONLINE REGISTRATION will be available soon.
Notification will come directly from HQ via email.

VENUE:

The Augusta County EXPO center will be the location of the festival, with 160 acres of land and over 50,000 square feet of indoor vendor and vehicle spots. Conveniently located near the intersection of I-81 and I-64 in western Virginia, getting to the Festival will be a snap!

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- Seminars and demonstrations Fri., Sat., & Sun.
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- Friday evening barbecue on the grounds. FREE to MVPA members with registration
- Saturday evening banquet and awards ceremony.
- Sunday morning military chaplain services.

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- Monticello (Thomas Jefferson's home)
- Natural Bridge State Park
- Woodrow Wilson Birthplace / Presidential Library
- Frontier Culture Museum
- 29th Infantry Division Museum

REGISTRATION will be available online soon.
Notification will come via email directly from HQ.
Or, mail form (p. 69) with payment before 31 May 2026.

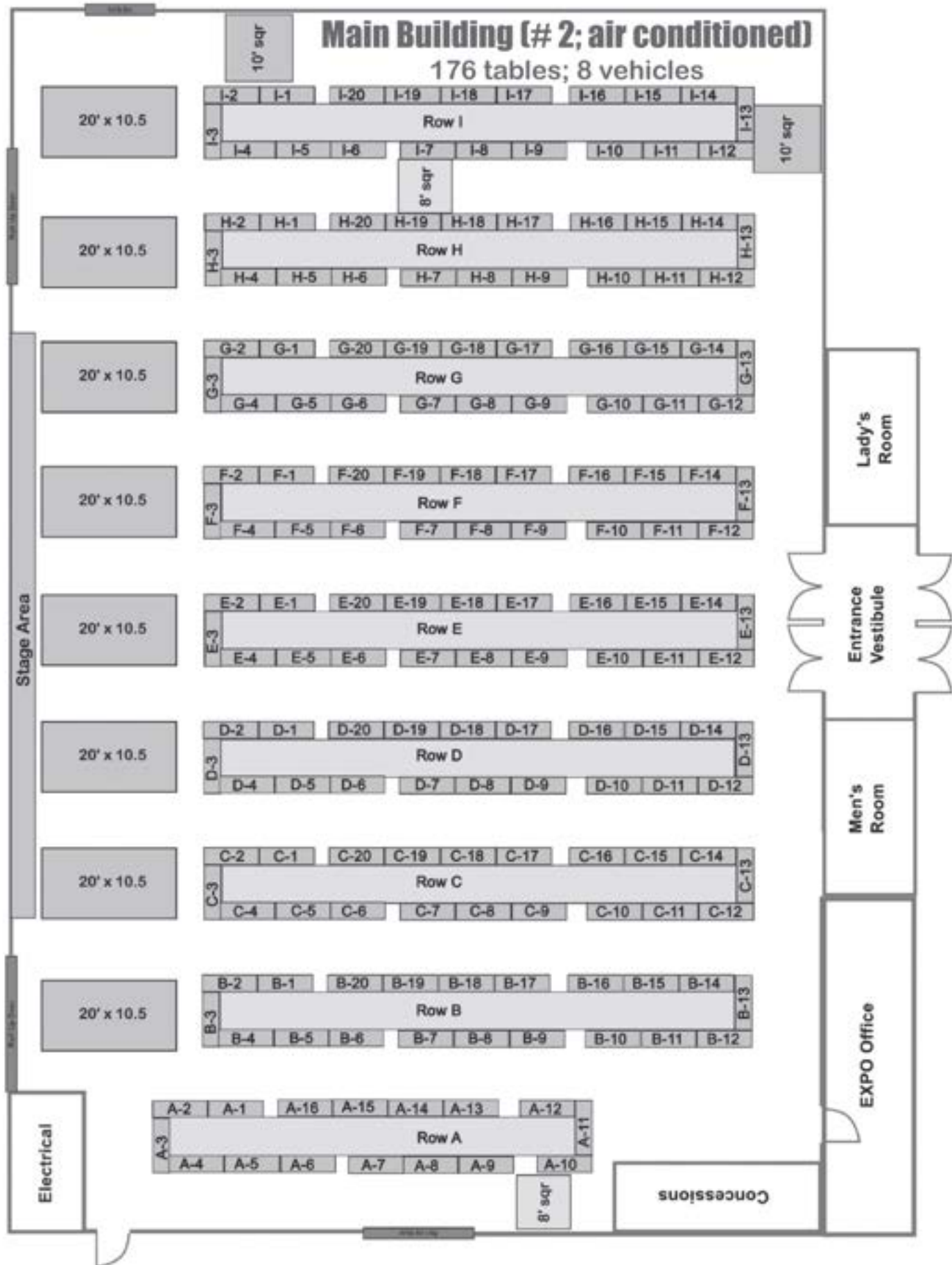


MVPA 2026 Festival / Expo Grounds



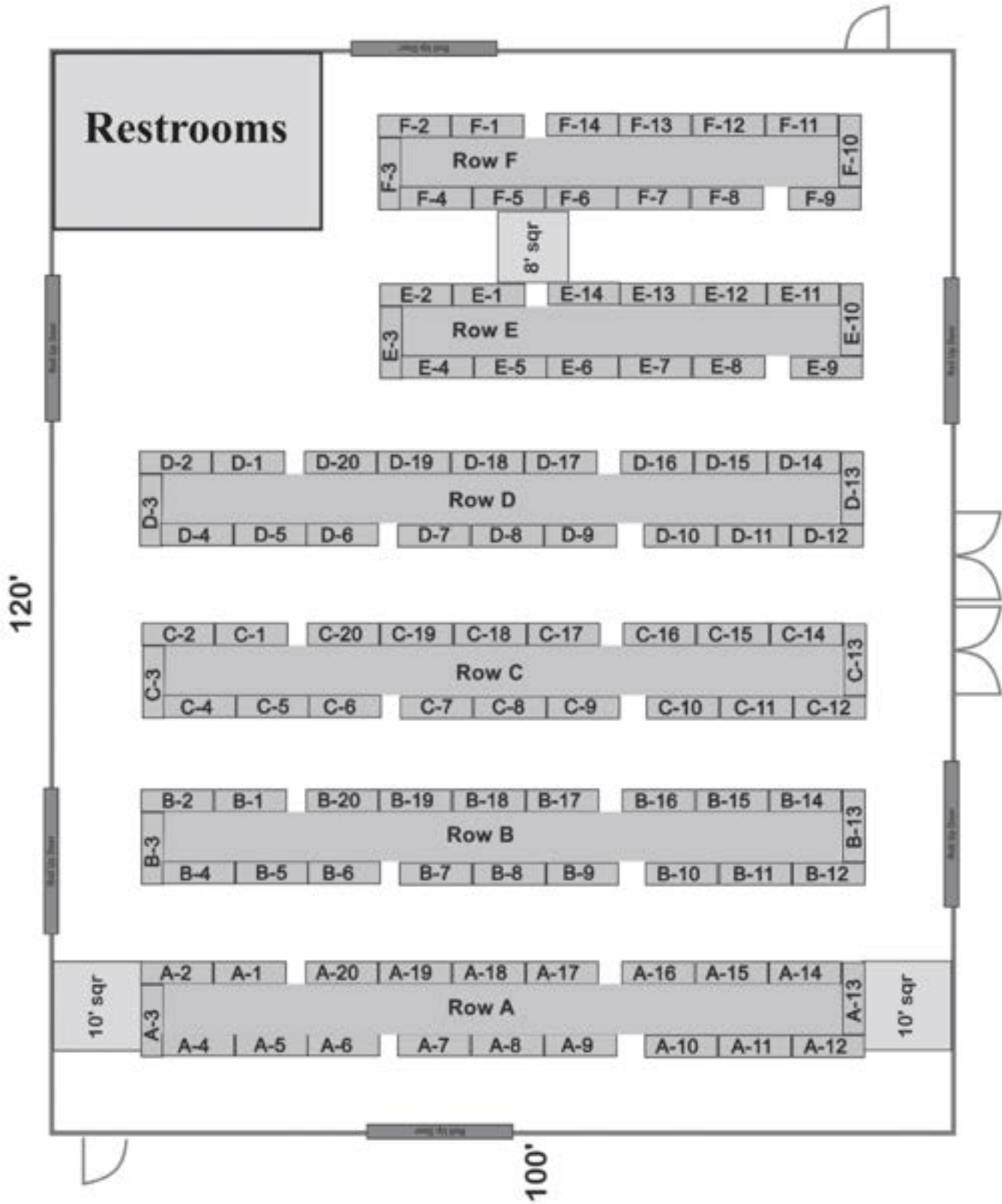
- 1) MEETINGS, 2 WHEELED MVS
- 2) VENDOR TABLES (AC)
- 3) INDOOR MV DISPLAY
- 4) RV PARKING
- 5) OUTDOOR MV DISPLAY AREA
- 6) VENDOR 10'X20' SPACES
- 7) SEMINARS, FOOD TRUCKS
- 8) VENDOR TABLES (NO AC)
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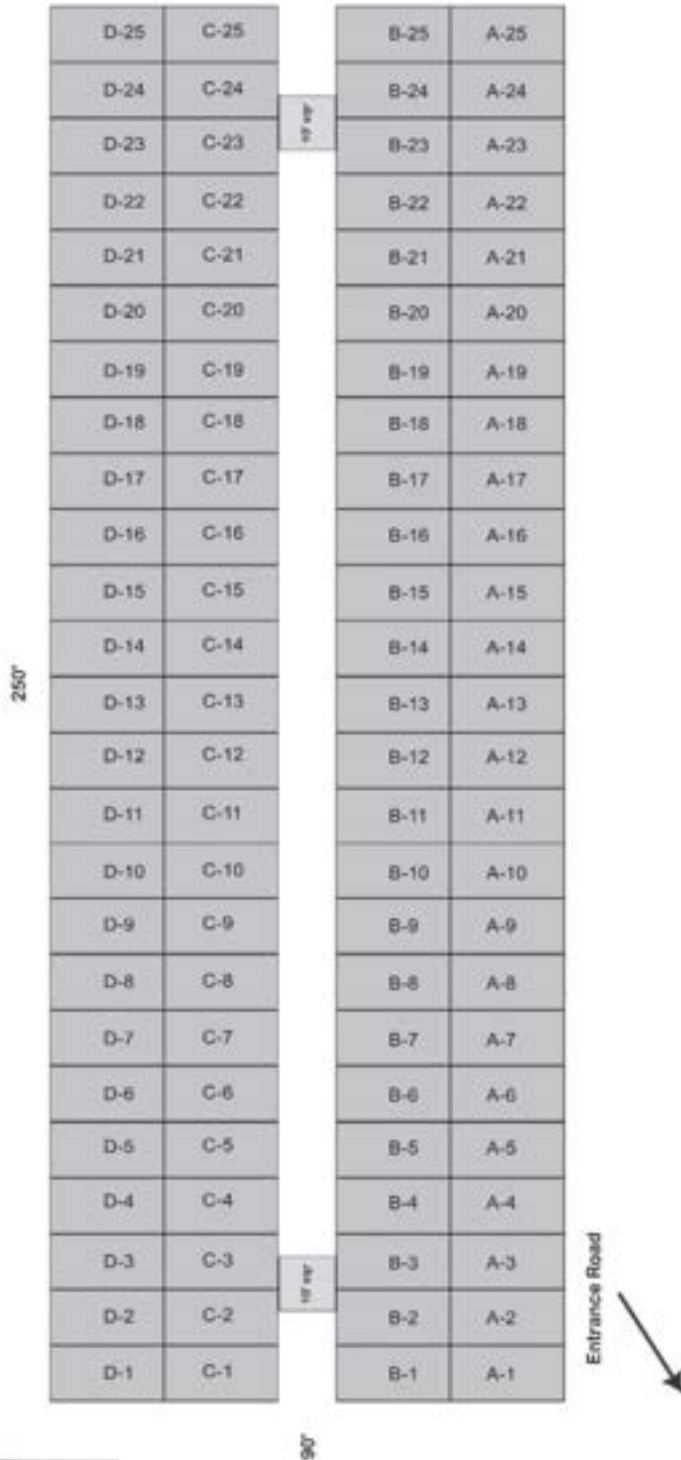
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INDIVIDUAL REGISTRATION	Price	Qty	TOTAL
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● Non-Member under Age 18	Free	_____	_____
● Non-Member Reenactor (code required; no meals included)	Free	_____	_____

MVPA SPONSORED MEALS (Registration required by May 31 to attend any meals)

● Friday BBQ – Non-MVPA member age 21 and older	\$40	_____	_____
● Friday BBQ – Non-MVPA member under 21	\$20	_____	_____
● Saturday Awards Banquet (MVPA members have priority), 13 and older	\$50	_____	_____
● Saturday Awards Banquet (MVPA members have priority), under age 13	\$25	_____	_____

MILITARY VEHICLE REGISTRATION

Vehicles displayed indoors will not be allowed to return to the building nor will they be allowed to participate in convoys, trail rides, parades, or demonstrations. Indoor vehicle display space is limited and subject to change by the organizers

● Judged Vehicle - Displayed Indoors (Layout location 3)	\$100	_____	_____
● Judged Vehicle - Displayed Outdoors (Layout location 5)	\$75	_____	_____
● Display Only Vehicles except 2-wheeled Vehicles - Displayed Indoors (location 3)	\$25	_____	_____
● Display Only 2-wheeled Vehicles - Displayed Indoors (locations 1, 3)	\$10	_____	_____
● Display Only Vehicle - Displayed outdoors - "Do Not Touch" area (location 5)	Free	_____	_____
● Display Only Vehicle - Displayed outdoors - "Touch A Military Truck" area (location 5)	Free	_____	_____
● Overnight Parking for Outdoor Displayed Vehicles - no larger than 1.5 ton (location 9)	\$25	_____	_____

MILITARY VEHICLE TRAIL RIDES & CONVOYS

● On-Site Trail Ride(s)	Free	_____	_____
● 29th Division Museum - Thursday, June 18 at 1:00 PM	Free	_____	_____
● Historic Howardsville Turnpike - Friday, June 19 at 1:00 PM	Free	_____	_____
● Historic Howardsville Turnpike - Saturday, June 20 at 10:00 AM	Free	_____	_____

MVPA SPOUSE TRIP (must be registered spouse of active MVPA member to participate)

● Local Winery (Spouse trip will depart Saturday. Time to be announced.)	Free	_____	_____
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VENDOR TABLES AND SPACES

All vendors must be MVPA members. Vendors receive 1 vendor pass per registration.
Indoor tables include 1 chair per table & electrical drop (requires vendor-supplied 50' ext. cord).

Vendor Refund Policy: *Vendors who remain fully set up and operational until 4:00 PM on Sunday are eligible for a 50% refund of the vendor space fee. Vendors who do not set up and vend from their assigned spaces for the entire show, break down early, stop vending before the end of the show, or fail to comply with event rules will forfeit any refund. All refund decisions are final.*

● INDOOR 8'x30" Tables in Location 2 (a/c). End caps require purchase of at least 5 tables:	\$100	_____	_____
● INDOOR 8'x30" Tables in Location 8 (no a/c). End caps require purchase of min. 3 tables:	\$50	_____	_____
● OUTDOOR 10' x 20' space in Location 6	\$50	_____	_____
● MVPA Affiliates - 1 free table (assigned based on availability)	Free	_____	_____
● Charitable Groups - 1 free table (assigned based on availability)	Free	_____	_____

ON-SITE CAMPING

● RV Space Rental Location 4 (electric and water, no sewer – 3 nights minimum)	\$75	_____	_____
● Primitive Camping Location 18. Price per night.	TBD	_____	_____

TOTAL: _____

REGISTER ONLINE OR MAIL REGISTRATION PRIOR TO 31 MAY 2026

NAME(S): _____ **MVPA #** _____

DISPLAY VEHICLE(S): _____

ADDRESS: _____ **CITY:** _____ **STATE:** _____ **ZIP:** _____

PHONE: _____ **EMAIL:** _____

Register online / phone (816) 833-6872 with CREDIT CARD or mail with CHECK (no CCs) to:
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Single Gallon.....\$52.00

Single Spray Can.....\$9.50

4 Gallon Case.....\$195.00

12 Can Case.....\$95.00

Color	Color Name	Description/Usage
34259	Pre-WWII Green/Z.C. Green Substitute	Used on some vehicles from the late 1930's to early 1940's (Also known as: "Yellow Green" or "Z.C. Green")
33070	Early WWII Lusterless Olive Drab	Most common color for Pre-War to 1943 (a little darker than 319 & 34087) (Also known as: "ANA 613")
319	Late WWII Lusterless Olive Drab	Most common color for 1944-45 (a little lighter than 33070, without the khaki tint of 34087)
34087	Lusterless "Khaki" Olive Drab	Used on various vehicles and aircraft throughout WWII and saw limited use throughout Vietnam
23070	WWII Semi-Gloss Olive Drab	Primarily used on Army Vehicles from 1944 to 1957 (a darker olive drab with a medium sheen) (Also known as: "TT-C-595 #2430" & "2430 WWII Semi-Gloss Olive Drab")
24087	Semi-Gloss Olive Drab	Primarily used on Army Vehicles from 1955 to 1975 (a darker olive drab than 23070 but with a brownish tint)
24084	Late/Post-Vietnam Semi-Gloss O.D.	Used throughout Vietnam (Darker olive drab without the khaki cast of 24087)
24052	Semi-Gloss Marine Corps Forest Green	Used on various U.S.M.C. vehicles from WWII to 1975 (Also known as: "Marine Green #23")
34052	Lusterless Marine Corps Forest Green	Used on various U.S.M.C. vehicles from WWII to 1975 (Also known as: "Marine Green #23")
34079	Camouflage Forest Green	Post Vietnam (1975-1985) (MERDC Patterns, 4 color) (Also known as: "ANA 631")
34102	Camouflage Dark Green	Post Vietnam (1975-1985) (MERDC Patterns, 4 color)
34151	Camouflage Light Green	Post Vietnam (1975-1985) (MERDC Patterns, 4 color) (Also known as: "Aircraft Interior Green" & "ANA 611")
30117	Camouflage Earth Red	Post Vietnam (1975-1985) (MERDC Patterns, 4 color) (Also known as: "No. 8 Earth Red")
30099	Camouflage Earth Brown	Post Vietnam (1975-1985) (MERDC Patterns, 4 color)
30118	Camouflage Field Drab Brown	Post Vietnam (1975-1985) (MERDC Patterns, 4 color) (Also known as: "ANA 617" & "No. 4 Field Drab")
30277	Camouflage Sand	Post Vietnam (1975-1985) (MERDC Patterns, 4 color) (Also known as: "No. 3 Sand")
30257	Camouflage Earth Yellow	Post Vietnam (1975-1985) (MERDC Patterns, 4 color) (Also known as: "No. 6 Earth Yellow")
30279	Camouflage Desert Sand	Post Vietnam (1975-1985) (MERDC Patterns, 4 color) (Also known as: "ANA 616")
911/ 37038	"911" Flat Black	Post Vietnam (1975-1985) (MERDC Patterns, 4 color), Late 1980's to Present (CARC/NATO Pattern, 3 color) (Also used for some markings/stars) (Also known as: "Navy #3 Black" & "ANA 604" & "No. 10 Black")
30051	"383" Brown C.A.R.C. Substitute	Late 1980's to Present (CARC/NATO Pattern, 3 color)
34094	"383" Green C.A.R.C. Substitute	Late 1980's to Present (CARC/NATO Pattern, 3 color)
33446	"686" Tan C.A.R.C. Substitute	Late 1980's to Present (CARC/NATO Pattern, 1 color)
34086	Lusterless Olive Drab Current Issue	A darker olive drab used on some tactical vehicles & ground support equipment
25045	U.S. Air Force Strata Blue	Standard U.S.A.F. Semi-Gloss vehicle color
36173	Lusterless Navy Gray	A dull finish used on various Navy equipment from WWII to present
16081	Gloss Navy Gray	A gloss finish used on various Navy equipment from WWII to present (Also known as: "ANA 513")
27038	"931" Semi-Gloss Black	Primarily used for the radiator, engine accessories, & drivetrain components (Also known as: "ANA 514")
17038	"955" Gloss Black	Used for markings/stars/stripes on vehicles painted a light color (Also known as: "ANA 515" & "ANA 622")
11136	Gloss Red	Used for red crosses & fire trucks (Also known as: "Gloss Insignia Red" & "ANA 509")
17925	Gloss White	Used for markings/stars & for U.S. Tank Interior from 1942 to present & Armor Interior from WWII to 1960
37875	Flat Insignia White	Used for markings/stars (Also known as: "ANA 601" & "No. 11 White")
24533	Sea Foam Green Armor Interior	Used for Armor interior from 1960 to present
13538	Gloss Insignia Yellow (COMING SOON!)	Used on dozers, helicopters, & other equipment (Also known as: "DoT Highway Yellow" & "ANA 506")
23538	S.G. Insignia Yellow (COMING SOON!)	Used for U.S.M.C. markings on Semi-Gloss painted vehicles & ammo can markings
33538	Insignia Yellow Drab (COMING SOON!)	Used for U.S.M.C. markings on Lusterless painted vehicles & ammo can markings (Also known as: "ANA 614")
TBD	Lusterless Blue Drab (COMING SOON!)	(COMING SOON!)
111	Red Oxide Zinc Phosphate Primer	Base coat used on bare metal
112	Gray Oxide Zinc Phosphate Primer	Base coat used on bare metal
219	Black Oxide Zinc Phosphate Primer	Base coat used on bare metal

PAINT THINNING RECOMMENDATIONS

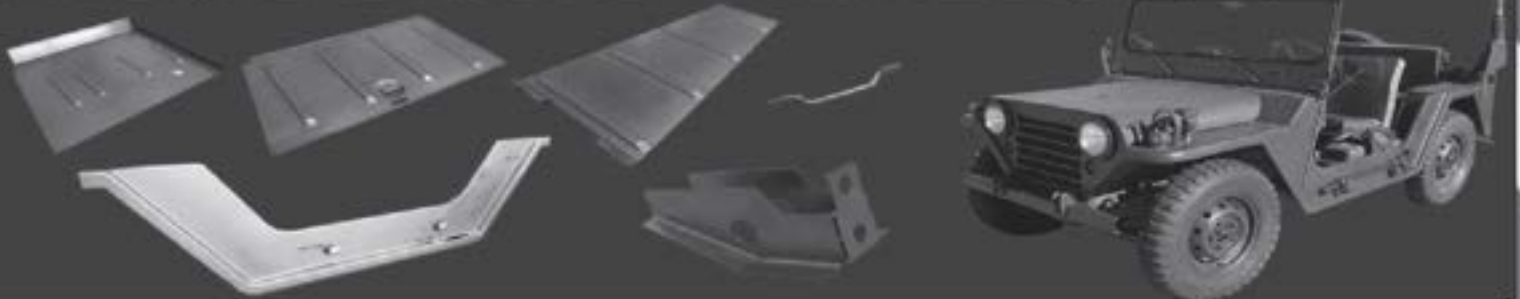
Thinning ratio for paint & primer is: 4 parts paint or primer & 1 part thinner. We recommend (and most customers prefer) XYLENE as the thinner. If you have a gallon of paint or primer that has been sitting a while you will need to scrape and mix in the "sludge" (flatteners) at the bottom of the can and put it on an agitator for a minimum of 10 minutes to ensure proper quality, color, and sheen.

PAINT MUST BE SHIPPED VIA FedEx GROUND...NO MORE HAZMAT FEES!!

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MB/GPW Fuel Line Set	M38 Fuel Line Set	M151A2 Brake Line Set
MB/GPW Fuel Line Set (1945) (Lmt.Avail.)	M38A1 Fuel Line Set	M151/A1 Fuel Line Set
	M38A1 Vent Line Set (Lmt.Avail.)	M151A2 Fuel Line Set
M715 Brake Line Set (Lmt.Avail.)		M151A2 (Emissions) Fuel Line Set
M715 Fuel Line Set (Lmt.Avail.)	M274 Various Lines & Sets (Lmt.Avail.)	M151A2 Engine Vacuum Line Set

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IDENTIFIED PART

James Di Giovanni, MVPA #19111, asked, "I need some help with part identification, please. What vehicle does it go to?"



Matthew Picciotto, MVPA #37445, answered, "It looks like a "Military Standard Senior" filter housing, depending on the diameter. If it's the same diameter as the Military Standard Junior (like on a Jeep) then that's it. Used on the CCKW and other vehicles with larger engines."

Matt Miller, MVPA# 39410E, confirmed, "CCKW or G-506 truck."

IDENTIFY THIS PART?

Ken Brugioni, Secretary of the Northern Illinois Chapter, sent this photo of a 4" x 6" air cleaner. He wrote, "It is like a small version of a Harley WLA air cleaner. As a 30-year member, I have not seen this before." What is it?



CATCH WEeping COOLANT

Damon Viola, MVPA #2711 shared this useful tip: "Every now and then, I get a little coolant coming out of the radiator overflow, even when the water level is correct, the cap is good, and everything else looks okay. I was not sure what was causing it.

"In order to keep it from peeing all over my front diff, I added a coolant recovery tank. It is not military, of course, but I painted it OD and it looks like it's supposed to be there. I picked it up at a local swap meet, relatively inexpensive.

"Another chore done..."



Do you have a favorite "Tech Tip" you would like to share? Email it to HQ@MVPA.org with "TECH TIP" in the subject line. Be sure images are high resolution so that we are able to share your details with our members.





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Rear seat J hooks, M38A1 NOS. Condition varies.
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M38A1 candidate for restoration. Mostly complete. Missing the 24V distributor and fuel pump. Engine turns over. Needs floor repair. Comes with PA title. Buyer must pick up in Narvon, PA or arrange for shipping. See more photos in the "Vehicles for sale, complete and/or projects" section of our website.

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Where in the World?

Berchtesgaden, Germany

Submitted by Michael O'Connell,
MVPA #13861

I was recently in Berchtesgaden and the Obersalzberg area and took some photos of me holding the most recent edition of HiM magazine (as of October 2025). The photo was taken at the former Berchtesgaden Postamt (post office). The image from the end of WWII is part of some famous footage taken by occupying U.S. soldiers in May 1945.

The photo at lower left was also taken in Berchtesgaden at the Hotel zum Türken, immediately adjacent to Adolf Hitler's Berghof home and headquarters for the round-the-clock SS guard detachment and telephone communications center during WWII.



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MVPA MEMBER MACHINES

Historic military vehicles from around the world

We love seeing historic military vehicles and want to see yours! Send a high-resolution digital image of your ride along with a brief description to: [MemberMachines@gmail.org](mailto:MemberMachines@gmail.com) (sorry, we are only accepting digital images — no prints or slides). You might just see your vehicle featured here!



Patrick Tipton, MVPA # 35870, took his 1943 MB out for a little romp in the snow this past December.



Lindsay Lee, MVPA #10960 wrote, "The late Father Dan Scheel with my jeep and Soldiers' Cross, St. Jerome Catholic Church, during Memorial Day weekend. The Soldiers' Cross was placed right in front of the altar and mentioned during the service to all. I have pretty much repeated this every year since. My vehicle was made up as a front-line chaplain's jeep."



Dave Deyton, MVPA #6964, wrote, "My father was a Navy physician and the CO of 1st Hospital Company, DaNang, from 1968 to 1969. I was in first grade when he went to Vietnam. All the men in his company gave him their extra photographic slides, and I donated some 370 slides to the Texas Tech Vietnam Archive. My favorites were the slides of his USMC M38A1. After years of trying to restore a 1955 M38A1, I bought a 1964 USMC from a friend who had restored it. I have installed the 1st Hospital decals and have to make the rear tire sign and front license plate like his jeep had in Vietnam. The photos are of my dad with his jeep in Vietnam, and the one I have now. The grandkids love riding in the jeep, and I enjoy taking it to military vehicle shows in the area." (left) Dr. John W.Deyton in front of his M38A1 DaNang 1968 (right) David Deyton's 1964 M38A1 with 1st Hospital markings.



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M-38



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Upcoming Events

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Do you have an event with a significant military vehicle presence coming up? Send your event information (75 words maximum) to MVPA, P.O. Box 874, Winston, GA 30187; email: HQ@MVPA.org. We will list your event, free of charge, on our online calendar (www.MVPA.org/events) and, if possible, in these pages prior to the event. We reserve the right to reject any listing and are not responsible for the content. We encourage everyone to CONFIRM with the organizer before traveling to an event.

April 3-6, 2026

New Zealand, Whangarei. NZMVC Easter Rally, Barge Park. Info: <https://nzmvc.org.nz/>

April 4, 2026

Florida, Port St. Lucie. Vet Fest, MIDFLORIDA Event Center, 3-9pm. Info: <https://www.midfloridaeventcenter.com/Events/Vet-Fest-2026>

April 15-18, 2026

California, Plymouth. Annual Camp Plymouth Military Vehicle Show & Swap Meet. The big Spring event has been hosted by the Military Vehicle Collectors of California for 47 years. Amador County Fairgrounds and adjacent 49er Village RV Resort. Admission FREE. No vendor fee but sellers must rent a campsite or cabin. No MV registration, all welcome. Offsite MV excursion. MV showcases will be Armor and HMMWVs on Saturday. Women's activities. Raffle & Dinner. RV/travel trailer rental discounts. Golf cart rentals. Details at www.MVCCNews.net or contact John at in_garage@hotmail.com or 415-847-2801.

April 16-18, 2026

Indiana, South Bend. Armor Modeling & Preservation Society AMPS 2026 International Convention, Century Center, 120 Dr. M.L.K., Jr. Blvd. Info: <https://www.amps-armor.org/>

April 17-18, 2026

Tennessee, Union City. Discovery Park of America's annual Military Expo, 830 Everett Blvd. Info: 731.885.5455 info@discoveryparkofamerica.com; <https://discoveryparkofamerica.com/event/2026-military-expo/>

April 18-19, 2026

Texas, Austin. Camp Mabry Living History Weekend, Texas Military Forces Museum, 3038 West 35th St. info: <https://texasmilitaryforcesmuseum.org/>

April 18-19, 2026

North Carolina, Denton. The Denton Military Vehicle & Collector Show. Explore the swap meet and gun show areas, participate in daily events such as convoy rides and shoot a machine gun, take a train ride on the Handy Dandy, and be sure to experience a Huey or Cobra helicopter ride! Those who bring a Military vehicle will have the opportunity to display a card in the windshield for the chance to win Best in Show and Reenactors can win the Best Display trophy!! Reenactors and Exhibitors are FREE Machine Gun Shoot Hours: Saturday – 9:00 AM – 5:00 PM Sunday – 12:00 PM – 4:00 All machine guns will be shooting blanks. GUN SHOW HOURS: Saturday – 9:00 AM – 5:00 PM Sunday – 9:00 AM – 4:00 PM 70+ tables of Firearms and accessories. All tables will contain guns, knives, and/or military surplus. Please email dentonfarmparkoffice@gmail.com for forms and details or go to: <https://dentonfarmpark.com/military-vehicle-collector-show/>

April 23-26, 2026

Wisconsin, Elroy. North American Halftrack Reunion, W8503 Mullen Rd, Elroy, Wisconsin 53929. Camping on site. <https://www.facebook.com/events/466780522816293/>

April 24-26, 2026

Italy. Convoy: "La Colonna della Libertà," The Freedom Column takes place for the anniversary of the liberation of Italy on 25 April 1945. A column of historic military vehicles will parade along the same roads where they were protagonists during the Italian Campaign. The event is organized by the Museo Gotica Toscana in Scarperia and the Museo della Seconda Guerra Mondiale del Fiume Po in Felonica in close collaboration with History Military Vehicles Italia. Info: <https://www.colonnadellaliberta.it/>

April 25-30, 2026

Kentucky & Tennessee. Land Between the Lakes Natl. Recreation Area Wagon-Wheel Convoy exploring 300 miles of scenic back roads & historic sites based from KY Dam Village Resort. Highlights include: Elk & Bison Prairie, Woodland Nature Center, Planetarium, 1850 Homeplace Farm, Fort Donelson Military Park, Paris Landing State Resort, Patti's 1880 Settlement Restaurant. Options include Turkey Bay OHV Area and, choice of unpaved or paved routes. A Trooper Tyree tour. Contact halftrackjohns@att.net Limit 15 HMs, Cost \$100.



April 25, 2026

Indiana, Franklin. Spring Rendezvous: Historic Military Vehicles & Vintage Fire Trucks sponsored by Indiana Military Vehicle Preservation Association in cooperation with the PPPSI Vintage Fire Apparatus Club, Johnson County 4H Fairgrounds, 250 Fairground St. Info: burton449@yahoo.com

April 25-26, 2026

New Jersey, Augusta. 24th Annual MTA Military Vehicle Show & Swap Meet, Sussex County Fairgrounds. Vending Info, Contact Tim Swanick, 973-647-0148 mtavendorspaces@gmail.com <https://www.mtaofnj.org/>

April 25, 2026

Ohio, Garrettsville. 2nd Annual "Big Bore Blast" Cannon and Machine Gun Shoot, Southington Hunt Club. Live-fire demonstrations of historic weaponry. Military vehicle display and reenactor area. Blank fire cannons are also welcome. Email info.chevttec@gmail.com

May 2-3, 2026

California, Chino. Wings, Tracks, and Wheels 2026, Planes of Fame Air Museum, Chino Airport. Info: britt.dietz@planesoffame.org

May 7-9, 2026

Maryland, Hagerstown. 52nd Annual East Coast Military Vehicle Rally and Militaria Flea Market at Hagerstown Aviation Museum 14211 Showalter Rd., Dome Hangar. This will be a wings and wheels event. All invited public is welcome. All paved and handicap friendly. Historic military vehicles and aircraft, parts, accessories, vintage radio, uniforms, militaria, packs, bags, tents, vintage collectibles, display ordnance, great for collectors, re-enactors. Look, swap, show, sell, buy. Vendor spaces available. Wide, paved aisles, handicap and pet friendly. Proceeds benefit military museums, memorials, and veteran causes Info: www.washingtonbluegray.com

May 14-16, 2026

Florida, Panama City Beach. Florida Jeep Jam, Experience a Jeep owners dream vacation with more than 2,000 Jeeps and hundreds of Jeep clubs. Info: <https://www.floridajeepjam.com/>

May 14-17, 2026

Ohio, Findlay. 39th Annual Armed Forces Day Celebration, Hancock Co. Fairgrounds, 1017 E Sandusky St., (45839). 4 days of all the MV hobby you can stand. Vehicle judging available. Info: Findlay Military Association

May 16-17, 2026

Holland, Overloon. Militracks 2026. War Museum Overloon, Museumpark 15825 AM Overloon, The Netherlands. (+31 478 641250) email: info@militracks.nl; <https://www.oorlogsmuseum.nl>

May 23-24, 2026

Texas, Austin. Close Assault: 1968, Texas Military Forces Museum, 3038 West 35th St. info: <https://texasmilitaryforcesmuseum.org/>

May 29-30, 2026

Ohio, College Corner. 17th Annual Willys Jeep Rally, Hoeston Woods State Park. www.MW-WillysJeep.com

June 1-6, 2026

Iowa, Fairfield. 2026 Gordon Maney Memorial Dodge Truck Reunion. Jefferson County Fairgrounds. Info: <https://www.facebook.com/groups/126780357529127/>

June 2-6, 2026

Missouri, Springfield. 2026 ATHS National Convention & Truck Show, at Ozark Empire Fairgrounds. Info: 816.891.9900; ATHS.org

June 6, 2026

Indiana, Indianapolis. Battle of the Bocage Demonstration. Museum of 20th Century Warfare, 5753 Glenn Road, (for GPS directions, use 5900 Post Road). Info: 463-800-2360; m20cwmembers@gmail.com

June 6-8, 2026

Pennsylvania, Reading. Mid-Atlantic Air Museum's 34th Annual World War 2 Weekend, 110 Air Museum Drive. Info: www.MAAM.org

June 12-14, 2026

Pennsylvania, Slippery Rock. Bantam Jeep Heritage Festival, 205 Currie road. Info: <https://www.bantamjeep-festival.com/>

June 13, 2026

Connecticut, Colchester. COMVEC Military Vehicle Collectors Club Annual Show, from 8am-4pm at ZA-GRAYS FARM, 544 Amston Road, For vendor info call or text Andrea Farrington at 860-324-7328. <https://connecticutmilitaryvehiclecollectorsclub.org/>

June 19-20, 2026

Ohio, Sugarcreek. 8th Annual Steam to Victory WWII Military History Show. Held at Age of Steam Round-

house - 213 Smokey Lane. Portrays the role the railroads played in the war effort. Allied and German reenactors, living history displays, WWII vehicles, battle reenactments, roundhouse tours, steam train rides. Friday and Saturday 10AM-5PM. www.ageofsteamroundhouse.org

June 19-21, 2026

Virginia, Fishersville. History in Motion: 2026 International Military Vehicle Festival (51st ANNUAL MVPA CONVENTION) in the heart of the Shenandoah Valley, Central Virginia's Augusta County Expo Center. Check www.mvpa.org/convention for updates

June 20-21, 2026

England, Evesham, Worcestershire. Wartime in the Vale will celebrate the 85th anniversary of the Diamond T. Ashdown Farm, WR11 7PA, Badsey Rd. Updates, advance news, and other information can be found by visiting the official Website at: www.ashdowncamp.com

July 11-12, 2026

Ohio, North Canton. World War II Weekend Military History Show sponsored by MAPS Air Museum, 2260 International Parkway. Air museum open with indoor and outdoor displays. Allied and German WWII encampments, displays, WWII vehicles, historic talks, vehicle rides. Special guests: WWII veterans. Saturday 10AM - 5PM. Big Band USO Show at 7PM. Sunday displays & pancake breakfast 9AM - 1PM. www.mapsairmuseum.org

June 25-27, 2026

South Dakota, Huron. 37th National Red Power Round Up, hosted by Chapter 21 on the SD State Fairgrounds featuring International Harvester military vehicles. www.redpowerroundup2026.com

June 26-28, 2026

England, Bovington, Dorset BH20 6JG. Tankfest 2026, The Tank Museum.

June 26-28, 2026

Pennsylvania, Gettysburg. Wheels of Liberation Collection Open House, 1045 Barlow Two Taverns Rd. info: WheelsofLiberation.org

July 3-5, 2026

England, Capel, Surrey RH5 5HJ. Capel Military Show, Aldhurst Farm, Temple Lane, info@capelmilitaryshow.com; <https://www.capelmilitaryshow.com/>

July 18-19, 2026

England, Rettendon, Essex CM3 8DL. Echoes of History 2026, Whitehouse Farm, The Living Memorial. Info: <https://www.echoesofhistoryshow.com/>

July 24-26, 2026

Pennsylvania, Gettysburg. Military Weekend at the World War II American Experience Museum. Military Vehicle Show, Tank, Truck, Artillery Demonstrations, Indoor Militaria Show and outdoor living history encampment. For more information, please contact: military-weekend@visitww2.com or go to visitww2.org

July 26-August 14, 2026

North Dakota-Montana-Idaho-Washington-Oregon. Join the 2026 MVPA-HA Lewis and Clark Corps of Discovery Convoy (the "LC'26" Convoy). This 2,000-mile HMV Convoy route will follow the Lewis and Clark Corps of Discovery's 1805 westward exploration route traveling through the Northern Plains following the Missouri River to its source at the Continental Divide. We'll cross both the Continental Divide and Bitterroot Mountains to follow the Clearwater, Snake and Columbia Rivers to the Pacific Ocean. This Convoy will launch from Bismark, ND and conclude at Historic Fort Stevens, Oregon. Send your inquiries to HQ@MVPA.org.

August 7-9, 2026

Ohio, Toledo. Toledo Jeep Fest 2026, 401 Jefferson Ave. Info: info@toledojeepfest.com; toledojeepfest.com

August 7-9, 2026

England, Doncaster DN7 5TA. Yorkshire Wartime. The North of England's largest military show. Willows Farm, Kirkhouse Green, Info: <https://www.yorkshirewartime.com/>

August 8, 2026

Illinois, Countryside. Countryside August Military Show, 6200 Joliet Rd. Info: <https://www.chicagomilitaryshows.com/countryside>

August 13-15, 2026

Ohio, Conneaut. D-Day Conneaut is a non-profit WW2 re-enactment. Info: <http://www.ddayohio.us/>

To see our complete calendar of events, visit www.MVPA.org/events



FOR SALE

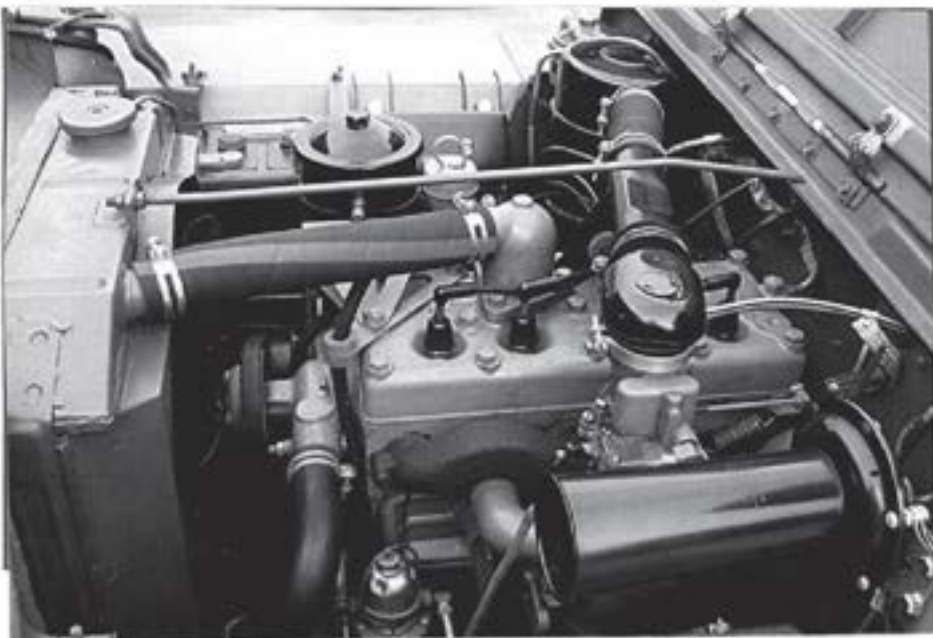
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Ford GPW MFG. July 16, 1942, Dallas, TX.

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CID. The early right side fill transmission and transfer case were completely rebuilt. All internal components were replaced with NOS. Starter, generator, and regulator rebuilt and working perfectly. Radiator is the original and required no action. Headlights are original seelite, and reflectors are Stimsonite #12. Gauges and speedometer are the originals, professionally restored. The original body tub restored with new floor and front quarter panels. Red epoxy primer and Gillespie OD topcoat. The original regulation markings were still visible, have been reproduced. Windshields have the correct Ford logos and date code. Canvas is correct for a



Ford. The top has two seams. All data plates are correctly replaced by Robert in Holland. I have the originals. Underhood components have been restored with attention to detail. F marked parts and bolts are correct and abundant. I have photos of the original state and restoration progress. Price is **\$32,500** Refer questions to Damon at 334-300-6613. Call no text.

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FOR SALE



FOR SALE: Military truck/camper ready for MVPA convoy. 1967 Kaiser M35A1 upgraded by military in 1988 with multi-fuel LDS-465-1. 17' Nomad camper added with fold down deck and lifting hitch to tow jeep. New 11:00-20 military tires for Alaska convoy then parked inside. Has 27,000 miles. Includes spare parts required for convoy. Located in Washington State \$19,000 OBO. Curt Andrews, movinghistoryllc@gmail.com



1943 DODGE, WC-58; Radio/Reconnaissance, (RARE). Full Set of division-level radios; original radio support stand; original radio enclosure (cabinet); antenna; complete front and rear bench seats; full top canvas; full set of winter doors and side curtains; pioneer kit; clear Michigan title; \$32,500; cash or cashier's check; Twin Lake, Michigan; Vern; 231-638-9116



FOR SALE: 1945 DODGE WC-63 PROJECT; Engine and chassis rebuilt in Japan after WWII; odometer shows approx. 6,000 miles; bought surplus after the war used on a potato farm; kept inside; grain bed has been replaced with an original; most metal sand-blasted and primed with zinc-chromite etching primer; new, complete bed wood kit; new steel bed floor skid rails; new fuel lines; new brake lines; new wiring harness; original tailgate; clear Michigan title; \$12,500; Cash or cashier's check. Available at extra cost: Original M-49 MG ring (not cut); trolley; three mount legs and mount kit; \$2,500; Troop commander's seat (rare) \$500. Twin Lake, Michigan; Vern; 231-638-9116



FOR SALE: 1987 M998 HMMWV. 21,200 miles, registered with clear, transferable title. Very clean condition, oil changed, radiator flushed, runs excellent, everything works, A truly nice truck to drive and be proud of. No issues whatsoever. Like- new tires, new wiper blades, amazing running condition. Located 10 miles east of Rochester, NY in Fairport. **\$20,500** and may consider a partial trade. Contact: Ken, 585-202-8397; Kgul2000@yahoo.com





FOR SALE: 1961 M151A1. Original body, UN-CUT. Full summer top, winter doors and side curtains; odometer shows 13,900 Miles; original rims; good NDT Tires; original spare tire and rim; currently running on recreational gas (unleaded, no ethanol); originally owned and maintained by a Vietnam veteran with M151 MOS. I've used this as my daily driver, replaced with a 1951 M38. Clear Michigan Title, \$14,500, Cash or cashier's check; Holton, Michigan (Muskegon); Glen; 219-363-1098



1998 AM GENERAL M1097A2. 6.5 Diesel; full canvas; spare tire rack; pioneer kit; radio mount; antenna; odometer shows 13,910 miles. Sold with bill of sale; \$17,500; Cash or cashier's check; Twin Lake, Michigan; Vern; 231-638-9116



FOR SALE: Military Harley Davidson 1942 XA. Only 1000 made, one year only, restored correctly as new. Runs, rides well. Contact Scott Collignon, 970-769-4383; 65Topper@gmail.com. MVPA #81760246



FOR SALE: Rear winch assembly off M123A1C a truck. Like new, can be adapted to fit most trucks. NE Ohio. John Dehant, 330-465-3982; dechantexcavating5@gmail.com



FOR SALE: 1961 Mk2/3 FERRET. MOD rebuilt transmission installed. Most of CES, many spares. 45K. Semi Browning with ten full ammo boxes and accessories 10K more. Shenandoah Valley, VA. mraffa@hotmail.com

FOR SALE (continued)

FOR SALE: M715 Tail Gate. Good condition. \$300. Wayne Dallmann, 715.579.3096; wdall@centurytel.net

ANNOUNCEMENTS

SHOW: May 2-3, 2026 - Chino Airport, California. Premiere two-day Military Vehicle Gathering and Reenactor event in Southern California at the world famous Planes of Fame Air Museum. We're looking for any former military vehicles to attend (FREE!) from WW1 through Desert Storm. Perks include special photo ops and a raffle for a warbird flight. More info and to sign up: <https://signups.wingstrackswheels.com>

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WANTED

WANTED: Looking for PTOs and all accessories they operate for Jeep vehicles. 815.867.0171; hw34001@gmail.com

WANTED: To purchase or trade for a copy of Military Specification (Mil Spec) MIL-T-1374, for Truck, 1/4 ton, 4x4, utility, M38; dated 8 Sept 49. Bob Westerman, MVPA # 31293, phone 845-235-5874, NY state, email 52cj3a@gmail.com

WANTED: WWII American Red Cross items, Any information on Canadian-built 1940 Ford Standard Sedan Right hand drive manuals, photos etc. Email: bill.purchase@hotmail.com

WANTED: Parts or documents for M2-2 Flame thrower, email with info: badgerord@aol.com

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Richard Galli, MVPA #26463, wrote, the Dodge M37 is from a jump/mass tactical at Fort Bragg, North Carolina in 1960. This was the result of testing National Guard aircraft dropping regular Army forces during "Operation Bright Star Pine Cone."

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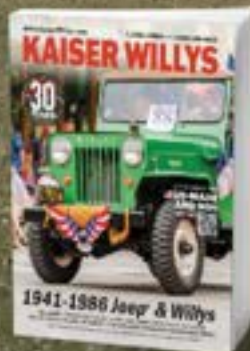
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