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SPRING 2020 • ISSUE 209

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2020 JULY 23-24-25 WEARE, NH

Don't miss this annual event - save the date!

This is our 33rd year of the Weare Summer Rally, and every year we do something special.

As always the Weare Rally will feature a large 100+ Military Vehicle Display, on-site camping under the pines, a large military-vehicle-related flea market for both large commercial vendors and hobby tailgaters, trail rides, swim runs, evening road rides, and on-site food vendors. Evening meals will once again be offered by the Club. A great time for all—young and old—a family friendly Military Vehicle Rally.

Camping— Pre-registration with prepayment is once again being offered at \$35 per site. Each year we come within a few spaces of being completely sold out. Visit our website for campsite map.

Vending—Commercial vendors are an important part of the draw of the rally. The large 20'x20' vending spots will be available by pre-registration and prepayment, spaces are \$35 each, but reserve early. On Friday and Saturday we will have hobby vendor 10'x20' spaces for \$20 per day, only one space per customer.

Deadline for reserving the same camping or vending spot as last year is April 1st! (New deadline) After the deadline it is First come, First Paid basis. You can mail in your check, see below.

Visit <http://mvmvc.org/weare-rally/> for vending and campsite map, and **on-line reservations and payment**. **Cut off for pre-registration** is July 15th. After that, register at the rally.

Prepayment refund policy: Cancellation requests which are received prior to July 15th will be fully refunded.

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Concord, NH 03301

VENDING:

Nick Wallner
nmwallner@comcast.net
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24 Samuel Drive
Concord, NH 03301

GPS or Web Rally Location

14 Center Rd, Weare, NH

**For More Information Visit Our Web Site - <http://mvmvc.org>
for event updates and a link to photos of last years Rally
(cell phone contact during the show only 603-731-3594)**



Serving Military Vehicle Enthusiasts Worldwide

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Bridge weight classifications, by David Doyle



On the Cover: ON THE COVER: Driving, restoring, and enjoying historic military vehicles is all built on relationships: Those with friends and those with history. In this hobby, you will meet many new people — like these re-enactors using their WWII Jeeps at the two-day Maiden Newton At War 1940s reenactment weekend in Maiden Newton near Dorchester, England. Photo by John Norris

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5225 Joerns Drive, Suite 2,
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General Manager
Peter Miller

Publisher
Corinne Zielke

Editor
John Adams-Graf
jadams-graf@aimmedia.com
715-781-2047, 9-5PM, CST

Advertising Sales Representative
Steve Madson
715-318-4018
smadson@aimmedia.com

Advertising Staff Assistant
Lisa Dombrowski
715-257-6029
ldombrowski@aimmedia.com

VP, Advertising Sales
Kevin D. Smith
ksmith@aimmedia.com

Senior Graphic Designer
Dave Hauser

ADVERTISING DEADLINES

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May 18, 2020

ATTENTION: ALL materials must be in our office by the above-mentioned "Ad deadline" to ensure placement.



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"We were on the loneliest road in America... then we turned left."



NEWS AND REVIEWS

OSHKOSH TRUCKS FOR ISRAEL

Oshkosh Defense recently won a \$159.2 million Foreign Military Sales to Israel for production of Israel modified variant of family of medium tactical vehicles, including initial parts provisioning and training support. In 2017, Israel's Ministry of Defense purchased the first six trucks to ensure the firm's Family of Medium Tactical Vehicles (FMTV) meets Israeli requirements. The Family of Medium Tactical Vehicles stands alone as the get-things-done resource for military operations, according to Oshkosh. Crew-protecting armor and advanced technologies work in concert to provide the capability, versatility, mobility and protection to move troops and supplies, recover vehicles and weapon systems or haul equipment wherever the mission requires. Oshkosh Defense will perform work until October 17, 2024.



BAHRAIN'S NEW APC

The Bahrain Defense Force (BDF) unveiled the Faisal Armored Personnel Carrier (APC) that it has developed during the Bahrain International Defense Exhibition and Conference (BIDEC) held in October 2019. The BDF said the Faisal is the first armored vehicle to be designed and developed by its Technical Maintenance Unit. The 4x4 vehicle can carry up to eight people, has B6-level armored protection and a V-shaped hull that ensures maximum protection against explosive devices. It is equipped with an automatic fire-suppression system, central tire inflation system, and external security cameras.



BULGARIAN T-72M1s UPGRADE

European country Bulgaria is planning to upgrade its T-72M1 main battle tanks (MBTs) in the near term while continuing roll-



ing overhauls, Jane's reports. The T-72M1 overhauls are being carried out at the Bulgarian TEREM-Khan Krum plant in Targovishte, a subsidiary of the TEREM EAD holding company. The standard T-72M1 weighs around 43 tonnes and is powered by the V-46-6 diesel developing 780 hp that gives a power-to-weight ratio of 18.1 hp/tonne. This gives a maximum road speed of 60 km/h, with a speed on a dirt road of 35 to 40 km/h.

SPRINGBUCK FOR AMISOM

Jane's reports that the Burundian contingent serving with the African Union Mission in Somalia (AMISOM) has taken delivery of 10 Springbuck Heavy Duty mine-resistance ambush-protected vehicles. On Nov. 6, 2019, AMISOM announced that the Burundians received at least 20 combat vehicles. It did not identify the vehicles. However, it released photographs of 10 Springbuck HDs and at least 10 Egyptian-made Fahd wheeled armored personnel carriers at its base around Mogadishu airport. The Springbuck is a South African built ballistic and landmine protected all-terrain vehicle.



BOXER FOR UNITED KINGDOM

German defense company Rheinmetall announced the Artec consortium, led by Rheinmetall and Krauss-Maffei Wegmann, has signed a contract with the UK Ministry of Defense to produce more than 500 Boxer 8x8-wheeled armored vehicles for the British Army. The total current value of the order is approximately \$2.9 billion. The Boxer vehicles ordered by the British Army will be supplied in several different configurations, including an armored personnel carrier, command vehicle, specialist carrier and field ambulance. Delivery of the vehicles is expected to start from 2023. Most of the production will take place in the UK. Full-scale production will begin in Germany, but 90% of the Boxer vehicles destined for the British Army will be produced in the UK, principally at plants operated by Rheinmetall BAE Systems Land (RBSL) and KMW's subsidiary WFEL.



Log on to www.MilitaryVehiclesMagazine.com and register to win a copy of KAITEN: Japan's Secret Manned Suicide Submarine and the First American Ship it Sank in WWII, by Michael Mair and Joy Waldron — a \$28 value!



SELF-PROPELLED HOWITZER UPGRADES

BAE Systems won a \$249.2 million modification for the Self-Propelled Howitzer and carrier, ammunition, tracked vehicles and their associated support under the production contract to build and deliver M109A7s and M992A3s. The M109A7 is the latest howitzer in the BAE Systems M109 family of vehicles, the primary indirect fire support system for the ABCTs. It uses the existing main armament and cab structure of a Paladin M109A6, and replaces the vehicle's chassis components with modern components common to the Bradley vehicle. The state-of-the-art digital-backbone and power generation capability provides significant growth potential for future payloads, and will accommodate existing battlefield network requirements. Also known as the CAT (Carrier Ammunition Tracked) this vehicle serves as a heavily armored munitions carrier. More specifically, munitions designed for the M109A7 tracked self-propelled howitzer. Work will take place in York, Pennsylvania and estimated completion will be on January 31, 2023.



LIBYAN ARMY RECEIVES TERRIER LT-79s

The 106th Brigade of the Libyan National Army received Terrier LT-79 armored vehicles made by The Armored Group. In March 2018, The Armored Group (TAG), a leading worldwide provider of armored vehicles, introduced its newest law enforcement vehicle, the Terrier LT-79. It uses a reinforced and militarized Toyota VDJ79 chassis. The Terrier LT-79 comes standard in a three-door configuration which offers a 2+6 seating arrangement. Additionally variants are available in 5-door configurations as well as light surveillance, remote firing post (with RWS capability) and aircraft assault platforms which can be customized for any operational requirements. Due to its highly customizable nature, the Terrier is popular with law enforcement, paramilitary, NGO and military clientele and can support a wide array of uses in many other industries. The company, which also armors civilian cars and makes cash-in-transit vehicles, says it has manufacturing facilities in the United Arab Emirates and Jordan, as well as the United States and Germany.



ARMY ROBOTIC COMBAT VEHICLE OTAS

The U.S. Army has informed the National Advanced Mobility Consortium that it will award other transaction agreements to QinetiQ North America and Textron to build two variants of a robotic combat vehicle. The military service said it expects to finalize the OTAs in mid-February to procure four light RCV units from QinetiQ NA and four medium RCVs from Textron.

Both manufacturers are members of NAMC, which works with the U.S. government in efforts to accelerate the development and production of ground vehicle systems for the military.

The two awardees will provide the robotic platforms for a platoon-level trial that is scheduled to occur in March and for a company-level test by the end of next year. In the announcement, the service branch noted it plans to use data from field and virtual experiments when decide on how it will proceed with the program in three years.

STREIT MRAPS

The United Arab Emirate (UAE) has delivered at least seven out of 30 Streit Group Typhoon Mine Resistant Ambush Protected (MRAP) vehicle to the Malian Armed Forces (FAMA) on Friday, 17 January.

The Malian Armed Forces received the seven Streit Typhoon mine-resistant ambush-protected (MRAP) vehicles that were delivered by an An-124-100 transport aircraft on January 16, 2020.

A Malian government statement said the vehicles are the first of 130 that are being procured from the United Arab Emirates, of which 30 are expected to be donated by Abu Dhabi. This is the largest order that Mali has placed for armored vehicles placed to date. The FAMA is already a user of Streit vehicles having received Pythons and Gladiators in 2018. The Typhoon is a 4x4 vehicle with STANAG Level 2 armor as standard, although the manufacturer claims this can be increased to Level 4 if required. It is able to accommodate up to 10 soldiers, including a driver and front passenger. On the following day, the European Union (EU) ambassador in Mali handed over 13 Arquus Bastion 4x4 armored vehicles, including at least one configured as an ambulance, to the FAMA during a ceremony conducted at the Kati military camp.



K9 SPGs FOR INDIAN ARMY

Indian defense contractor Larsen & Toubro has delivered 51 K9 Vajra-T 155mm / 52-calibre tracked self-propelled howitzers (SPHs) to the Indian Army. The 51st Vajra-T, which is a variant of the Hanwha Defense K9 Thunder SPH, was handed over to Defence Minister Rajnath Singh at the company's Armored System Complex (ASC) located in the Indian state of Gujarat. Spread over 40 acres within L&T's 755-acre Hazira Manufacturing Complex, the ASC manufactures and integrates advanced armored platforms such as self-propelled artillery howitzers, future infantry combat vehicles (ficv), future ready combat vehicles or future main battle tanks.

The K9 features high-end machinery and automation aids, feeder shops, and a full-fledged mobility test track for acceptance and qualification of armored vehicles. The contract also includes an associated engineering support package (ESP) that covers spares, documentation and training and maintenance transfer of technology to the Army Base Workshop. ⚡



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34079	Camouflage Forest Green	Post-Vietnam tactical vehicle base color for the 4 color camo pattern.
30118	Camouflage Field Drab Brown	Post-Vietnam tactical vehicle 4 color camo pattern.
30277	Camouflage Sand	Post-Vietnam tactical vehicle 4 color camo pattern.
30257	Earth Yellow	Post-Vietnam tactical vehicle 4 color camo pattern.
911	Flat Black	Post-Vietnam & Current tactical vehicle 3 & 4 color camo pattern.
931	Semi-Gloss Black	Primarily used for the radiator, engine accessories, & drivetrain components.
111	Red Oxide Zinc Phosphate Primer	Base coat used on bare metal.
112	Gray Zinc Phosphate Primer	Base coat used on bare metal.
219	Black Zinc Phosphate Primer	Base coat used on bare metal.
33070	Early WW II Lusterless Olive Drab	Most common color for Pre-War thru 1943. A little darker than 319 & 34087.
319	Late WW II 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	Most commonly used on restorations throughout WWII. It is similar to 319 but with a brownish Khaki tint.
23070	WW II Semi-Gloss Olive Drab	Primarily used on Army vehicles from the end of WWII thru 1955-57. A darker olive drab with a medium sheen.
24087	Semi-Gloss Olive Drab	Primarily used on Army vehicles from 1955-57 thru Vietnam. A darker olive drab similar to 23070 but with a brownish or khaki tint.
24052	Semi-Gloss Marine Corps Forest Green	Found on various U.S.M.C. vehicles from WWII thru Vietnam.
34052	Lusterless Marine Corps Forest Green	Found on various U.S.M.C. vehicles from WWII thru Vietnam.
34086	Lusterless Olive Drab - Current Issue	Darker olive drab found on some tactical vehicles & ground support equipment.
34094	"383" Green - C.A.R.C. Substitute	Late 1980's to present. Base color for current 3 color camo pattern.
30051	"383" Brown - C.A.R.C. Substitute	Used from late 1980's to present. Current 3 color camo pattern.
33446	"686" Tan - C.A.R.C. Substitute	Current desert color. Desert Storm to present.
16081	Gloss Navy Gray	A high gloss finish used on various Navy equipment from WWII to present.
36173	Lusterless Navy Gray	A dull finish used on various Navy equipment from WWII to present.
24533	Sea Foam Green	Typical Armor Interior color for current vehicles.
25045	U.S. Air Force Strata Blue	Standard U.S.A.F. semi-gloss vehicle color.
17925	Gloss White	Used For Markings.

* PAINT THINNING RECOMMENDATION *

Thinning ratio for paint & primer is 4 parts paint or primer & 1 part thinner. Most of our customers prefer XYLENE.

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ALL YOU NEED AT ONE WEB SITE

Finally, we have a web site for collectors made by collectors. The most important feature? You can search by vehicle type.

When our parent company, Active Interest Media, informed me that I should revamp our web site, I guess I might have been just a little less than enthusiastic. It's a good thing, though, that members on my team could sense my trepidation and encourage me to imagine a web site that I would like to visit.

And with that, we began to create a site that VEHICLE ENTHUSIASTS would find useful — not one that fit a corporate template.

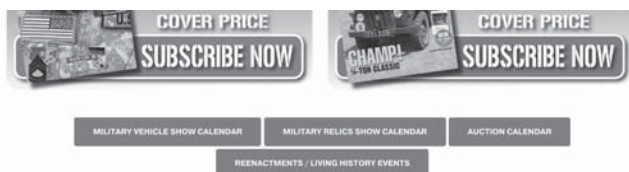
After several weeks, we now have a site that is *much* more collector friendly, in my opinion.

LOOK NO FURTHER

Looking for a show? The live link to all of our calendars is right at the top of the page.



Scroll down a bit and you can choose to view schedules for vehicle rallies, military shows, auctions, or reenactments.



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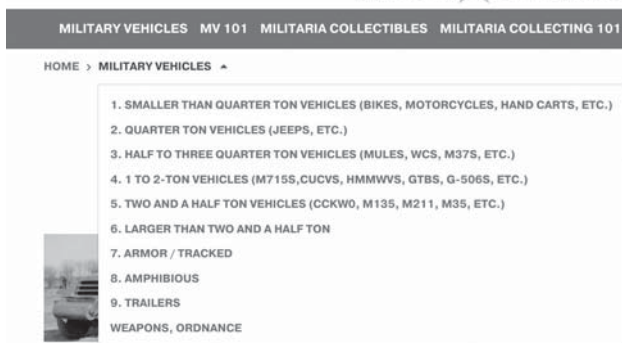
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Maybe you are looking for basics on preservation, restoration, auction news, or profiles or particular collectors, click on "MV 101."

Articles on museums, clubs, and organizations are right there, too, organized by geographic region.

And finally, do you want to enter our current sweepstakes? They are all on that main green bar.



So, rather than go on about what you can find, I simply want to invite you to take a moment, click on www.MilitaryVehicles-Magazine.com and bookmark it. When you are searching for an article on Jeeps, tanks, or how to paint your vehicle, you will have immediate access to one of the best sources in the hobby!

Keep 'em rolling — John Adams-Graf

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Thermostat.....	\$15.60	Hand brake lever.....	\$26.00
Fuel line set, complete.....	\$195.00	Shock absorbers, front & rear, Special.....	\$95.00 ea.
Oil filter.....	\$15.00	Wheel cylinder, left or right, each.....	\$42.00
Water pump.....	\$99.00	Master cylinder.....	\$85.00
Front inner oil seal.....	\$18.00	Master cylinder cover plate.....	\$10.40
Rear outer oil seal.....	\$20.80	Master cylinder to frame line.....	\$15.60
U.S. Made ALFA Carter carb. repair kit w/repair manual.....	\$60.00	U-joint.....	\$31.20
Generator/regulator, Prestolite.....	\$250.00	Front & rear 2 axle gasket set.....	\$20.00
Voltage regulator, 25-Amp.....	\$225.00	Clutch pressure plate.....	\$145.00
Turn signal control switch, 24-volt.....	\$59.00	Clutch disc.....	\$145.00
Control signal flasher unit, 24-volt.....	\$59.00	Transmission top boot.....	\$15.60
Floor headlight high beam switch, 24-volt.....	\$55.00	Throw-out bearing.....	\$34.84
Battery terminal rubber boot 4 pc set.....	\$5.00	PTO gasket set.....	per pack \$3.00
Light Switch.....	\$75.00	Shifting & road speed data plate.....	\$7.50
Speedometer.....	\$72.80		
Fuel gauge.....	\$44.20		
Temperature gauge, early original, NOS.....	\$52.00		
Oil pressure gauge.....	\$44.20		

M38 & M38A1 JEEP PARTS

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Preformed rear main seals (Victor).....		Wiper arm.....	\$15.00	Choke cables.....	\$15.00
.....	\$10.00/pr.	Wiper blade.....	\$15.00	T90 transmission gasket set.....	\$7.24
Master cylinder.....	\$61.36	Carburetor overhaul kit,		T90 transmission small parts kit... \$20.75	
Wheel cylinder, left or right.....	\$21.00	M38/M38-A1.....	\$60.00	Left taillight.....	\$51.95
Spark plug.....	\$14.95	24-volt headlight bulb.....	\$50.00	Right taillight.....	\$51.95
Spark plug wire set, M38.....	\$225.00	Fuel line set.....	\$135.00	4 Cly. Dist. Cap.....	\$21.00
Spark plug wire set, M38A1.....	\$350.00	Brake line set.....	\$135.00	Clutch disc.....	\$65.00
Oil filter.....	\$15.00	Superwinch lockout hubs.....	\$110.00	Tie rod center, M38A1.....	\$29.00
Point set.....	\$10.40	Muffler, M38-M38A1.....	\$59.00	Tie rod end, left & right, M38A1 . \$25.00	
Rotor.....	\$7.80	Exhaust pipe, M38-M38A1.....	\$46.80	Rear bumperette, M38A1.....	\$50.96
Timing gear.....	\$25.95	Speedometer, M38-M38A1.....	\$72.75	Blackout lamp bracket, M38A1.... \$51.95	
Gas can strap.....	\$16.00	Lower radiator hose.....	\$19.95		

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Consider this “British Bruiser”

The Alvis Stalwart

The British Alvis Stalwart 6x6 “Stally” or “Stolly” originated as a civilian venture, the first prototype appearing in 1959. The open “submarine” hatches and the steps above the front wheel of the Alvis Stalwart Mk 1 give an idea of what entering and exiting the cab entails. Note the folded swim board below the front windows. Photo courtesy of Alf van Beem, Creative Commons

by Eric Bryan

The British Alvis Stalwart 6x6 “Stally” or “Stolly” originated as a civilian venture, the first prototype appearing in 1959. Alvis was no stranger to 6x6 design, having already produced the Saracen Armoured Personnel Carrier, the Salamander and the Saladin Armoured Car.

The British War Office (now the Ministry of Defence) was considering the FV431 Armored Load Carrier (based on the FV432 APC, only one prototype made), but accepted the first Stalwart prototype in 1960. The Alvis design won out, and the War Office took delivery of 125 Mk 1 Stalwarts in 1963. The Stalwart

functioned as an HMLC (High Mobility Load Carrier).

CONCEPT AND DESIGN

During the Cold War, it was assumed that attacking Russian forces invading Britain would destroy bridges. Therefore, amphibious vehicles seemed the ideal solution to keep supply lines running.

At the time, the British Army of the Rhine (BAOR) was also interested in a heavy duty truck to serve as armor support. The Stalwart's off road and amphibious qualities made the Alvis the ideal vehicle for resupplying field units.

The Stalwart's hull-like “chassis” is, in fact, a hull which provides buoyancy. The Stalwart's 220hp 8-cylinder Rolls

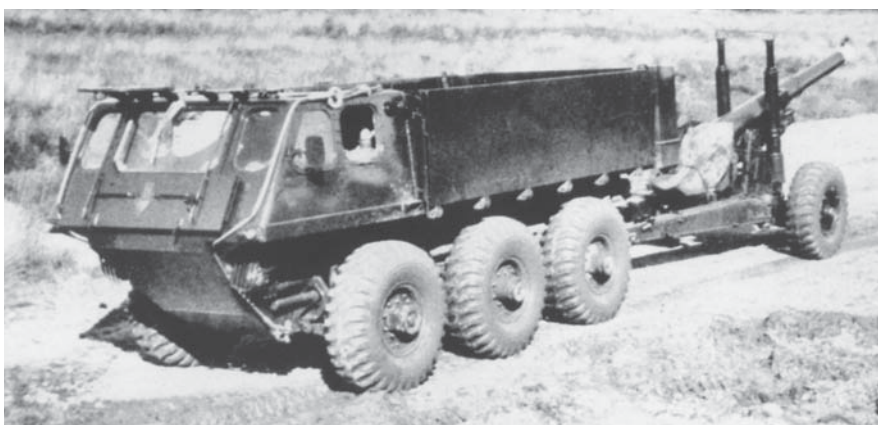
Royce B81 MK 8B gasoline engine is situated inside the hull in the back under the cargo bed. In front of it are the clutch, gear box and transfer box. The front and center axles provide the steering.

Each group of three wheels, left and right sides, rotate together at the same speed as a trio, with a bevel drive in each hub and no differentials. On some surfaces, the Stalwart's 6x6 traction causes the machine to meander. When run on hard, dry surfaces this all-drive system creates potentially damaging transmission wind-up. For this reason, the Stalwart has to eschew roads for the most part and stick to rugged cross country travel to avoid harming the bevel gears.

For water crossings, the Stalwart crew



Alvis Stalwart Mk 2 tucked beneath camo netting at the 2010 War and Peace Show in Beltring, Hop Farm, Kent, England. Photo courtesy of Alf van Beem, Creative Commons



Early Alvis Stalwart with a heavy gun in tow. Note the swim board folded on the front of the cab, and the smooth sided rather than corrugated walls surrounding the cargo bay. Photo courtesy of BAE SYSTEMS



View emphasizing the Stalwart Mk 1's fold-down cargo panels. Photo courtesy of Alf van Beem, Creative Commons

THE ALVIS 6X6 LINEAGE

Alvis Saracen: An armored personnel carrier, sometimes fitted with a small turret armed with a Browning machine gun. Additionally, a Bren gun could attach to a special anti-aircraft weapons mount. Other Saracen armament included smoke grenade launchers. The Saracen went into production in 1952.

Alvis Salamander: An airfield crash-tender founded on a streamlined Saladin chassis. The Salamander could generate foam from 2500-7500 gallons per minute, depending on the monitor fitted. Production of this vehicle began in 1956.

Alvis Saladin: A turreted armored car with a 76mm gun. Other armament included two .30 caliber machine guns and smoke grenade launchers. The Saladin entered service in 1958.

was required to halt and prepare the machine for amphibious work. This was a protracted, tedious procedure. However once in the water, the Stalwart's two Dowty hydro jet propulsion units powered the Mk 1's nearly nine tons to up to three and a half knots.

Port and starboard directions are controlled by the jets in conjunction with the steerable wheels, which act as rudders. In the case of a hydro jet malfunction, the rotating wheels can also provide some propulsion in the water. Alvis fitted the Stalwart Mk 2, produced from 1966, with upgraded jet drives which give this nearly 10-ton machine a water speed of at least five knots, and some sources offer a swimming speed of six to nine knots.

The Stalwart can pull an 11-ton load, or carry five and a half tons of cargo. The crew enters the cab by clambering to the top of the vehicle, and slipping through one of the two forward-opening "submarine" hatches in the cab roof. The driver sits in the middle, with one crewman sat on either side (though some Stalwart Mk 2s operated with a two man crew). The cargo bed walls are fitted with waterproof seals, and they can be swung down to facilitate loading. The Stalwart can traverse ditches five feet wide, negotiate a 60 percent gradient, and the Mk 2 had a top land speed of 40mph.

MODELS AND SERVICE

Building on the lessons of the the Sal-



Limber/FV623 with Atlas crane in Sinsheim, Germany. Note the trio of windshield wipers — one for each of the three front windows. Stalwarts originally only had a wiper for the center window; the wipers on the outer two windows were a REME addition. Photo by Alf van Beem, Creative Commons



Stalwart Mk 2 in action at the 2011 Bovington Tankfest, Dorset, England. This annual event, which includes reenactments, bills itself as “the world’s best display of moving armour.” Photo courtesy of Paul Appleyard

"An angler in the lake of darkness:" Submerged Stalwart at the National Diving and Activity Centre, Gloucestershire, England. The NDAC is on the site of a former quarry which was flooded in 1996. Various military vehicles lurk in its depths as "underwater attractions." Photo courtesy of Adam Horwood



Demonstration photos of the Alvis Stalwart prototype PV2, the first amphibious Stalwart, fitted with a crane. With one of its cargo walls folded down, it's clear how adept this machine was at self loading and unloading. Photos copyright BAE SYSTEMS, provided by Graham Newell



adin- and Salamander-based prototypes PV1, PV2, and PV3, the Stalwart Mk 1/FV620 went into production in 1962. The Stalwart later developed into the Mk 2/FV622 and the Limber/FV623 with additional seats and Atlas Crane for cargo and ammunition supply and loading. The FV624, a Royal Electrical and Mechanical Engineers (REME) version, was fitted with additional seats and a crane for various tasks, as well.

The Stalwart Mk 2 had room to haul 38 fully equipped troops. It could also be fitted with a fuel pack which occupied the cargo bay and operate as a cross country off road tanker for refueling military vehicles in the field.

Besides extensive use in the BAOR (where Stalwarts swam the Rhine and powered over snow covered hills) and other British Army theatres of operation, the Sri Lanka Armoured Corps (which

AN EARLY ALVIS



Alvis-Straussler AC3D.

In the early 1930s, Hungarian engineer Nicholas Straussler began developing armored cars. After several designs and prototypes, the Straussler Mark IIID, better known as the AC3D, was manufactured by Alvis-Straussler, Ltd. This was a turreted, 4x4, four-ton vehicle powered by a 6-cylinder Alvis engine.

The AC3D had both turret- and hull-mounted Vickers machine guns, as well as an extra complement of driving controls situated in the rear. The Dutch East Indies Army took delivery of 12 AC3Ds in 1938, and the Portuguese Army received three that year.

Alvis-Straussler also produced the AC3D Type A, a variation with a modified hull and without the bow machine gun. Twelve of these models were delivered to the RAF in 1939. Some of them continued to serve in the Middle East after 1940.

provided the Sri Lankan Army with armored vehicles) added Alvis Stalwarts to its equipment during the Sri Lankan Civil War in the 1980s.

The Stalwart also saw service with the Swedish Armed Forces as the Amfibiebil 101 from 1962-85, initially as a coastal defense transport vehicle. The Stalwart performed further service with the forces of Austria, Germany, Australia, Thailand, and Canada. Regular manufacture ceased

in 1971, but Stalwarts could be made to order up to 1983. Approximately 1400-1600 machines were produced. Ultimately, utility helicopters supplanted the Stalwart's role as a cross-country transport vehicle.

In an agreement with Berliet, Alvis arranged to have Stalwarts manufactured under license in France. The French named the Stalwarts Aurochs, which translates as "strong cattle" or "oxen." The idea was that the Aurochs could replace the French military's DUKWs. However, the project resulted in only two vehicles before Alvis's takeover by British Leyland interrupted the deal. The Aurochs' doom was sealed by the development of the SA330 Puma transport and utility helicopter, which first flew in 1965.

COMMERCIAL AND PRIVATE USE

Alvis did offer the Stalwart commercially, but there was a decided lack of interest from the civilian sector. However

since the machine's British military retirement, Alvis Stalwarts have seen commercial use as amphibious tour vehicles (often refitted with diesel power plants). Others were put to work as fire and rescue vehicles, while some served in scientific research, exploration or mining capacities.

Because of the Stalwart's "futuristic look," it has appeared in various sci-fi films and video games. A number of Stalwarts are employed on the island of Malta by the Mediterranean Film Studios. One of the Stalwart's earliest television appearances was in the British series, "The Troubleshooters" (1965-72). The show was about an oil company called MOGUL, most likely based on BP, and featured industrial espionage and the company's agents traveling the world to troubleshoot problems.

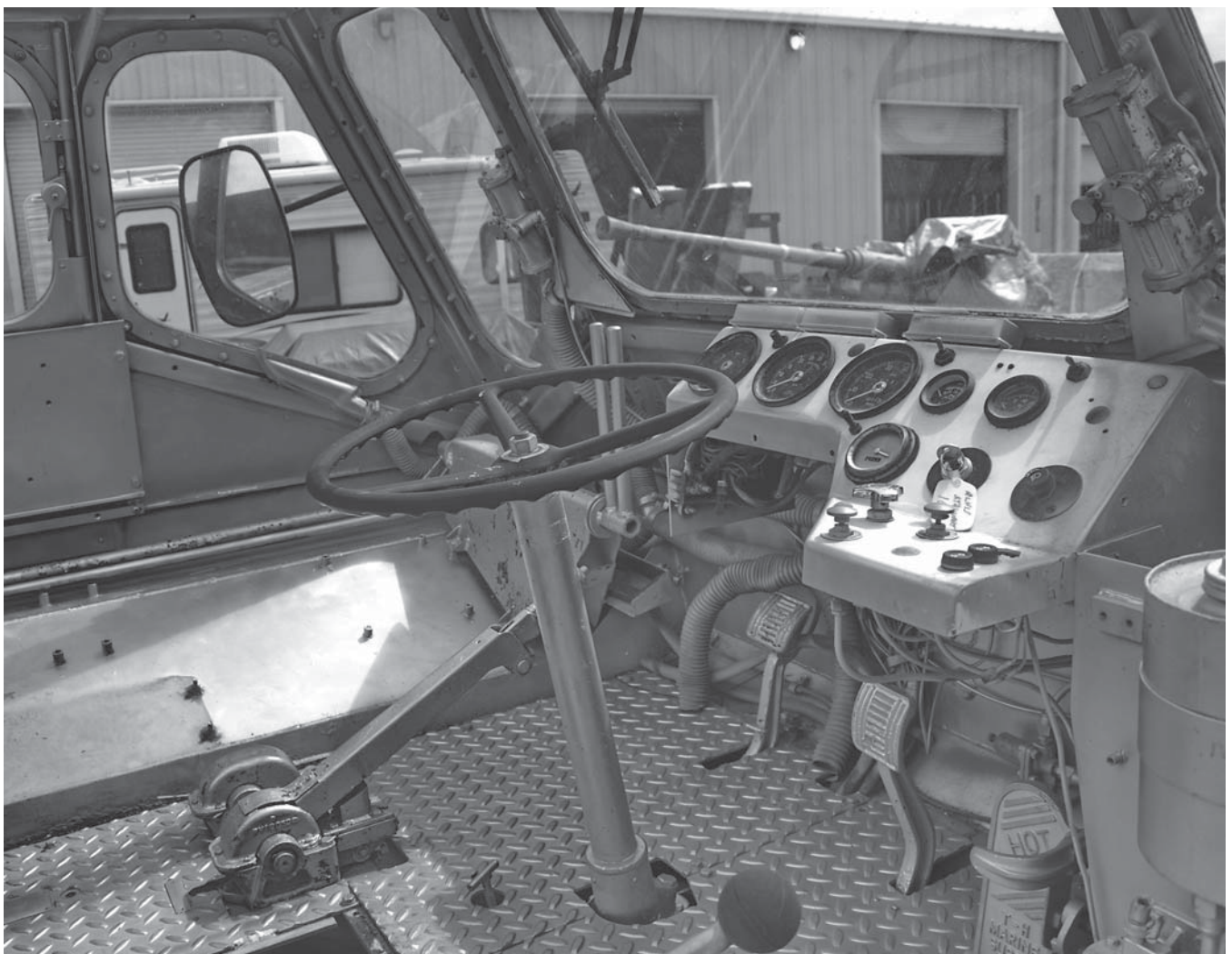
THE MARKET

Alvis Stalwarts occasionally appear for sale on eBay, Craig's List, and on mil-

itary or exotic vehicle dealer websites. With examples dispersed throughout the world, occasional purchase possibilities do exist. Most extant Stalwarts are, of course, in the UK, so potential overseas buyers have to take shipping costs into account.

One thing Stalwart shoppers will find is that many of the machines for sale have had their hydro jets and/or other amphibian accoutrements removed. When found in complete working condition, recent Stalwarts have had asking prices ranging from \$8,500 to \$25,000.

A Mk 2 in Yorkshire, England, without swimming gear, in fair condition and ready to drive but needing a paint job, recently sold via an eBay auction for \$5000. Alvis Stalwart operating and maintenance expenses, including a fuel "economy" of four to five miles to the gallon, are what keep buyers away, even sometimes from a good deal such as that. ★



Interior of an Alvis Stalwart cab, showing the center-positioned controls. This is a Stalwart Mk 2, identifiable by the drooping/dipping windows on the side and left-front. Photo courtesy of killbox



THE BRITISH ARMY OF THE RHINE

The British Army of the Rhine (BAOR) was an occupational force in Germany which went through two main phases. Established shortly after the First World War to put into effect the occupation of the Rhineland, this stage of the BAOR remained in place until 1929.

The BAOR's second phase formally began at the end of WWII. During this period, the BAOR evolved from an occupation army into a nuclear-armed force defending West Germany from Soviet attack. In the wake of the Soviet collapse in 1992, BAOR redundancy loomed. However, the force was supplanted by the British Forces Germany in 1994, which continues to this day.



(top) Alvis Saracen at the War and Peace show 2010. AlfvanBeem, Creative Commons

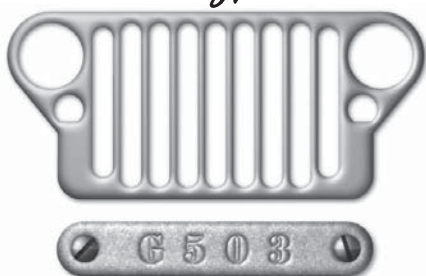
(middle) Alvis Mk.6 Salamander airfield fire tender in Hanger 3&4 at the RAF Museum, Hendon, UK. Hugh Llewelyn, Creative Commons Attribution

(bottom) During the summer holiday period there is daily activity in the Kuwait Arena at The Tank Museum, Bovington, Dorset, UK. Here, an ex-Canadian Leopard C2 arrives to deal with an 'enemy' Alvis Saladin armored car during a set piece. Alan Wilson, Creative Commons



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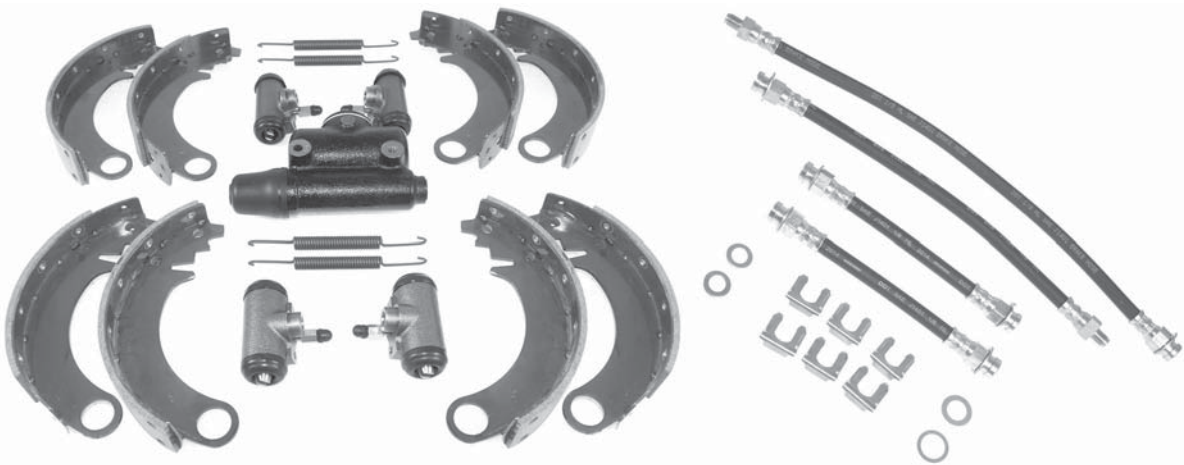
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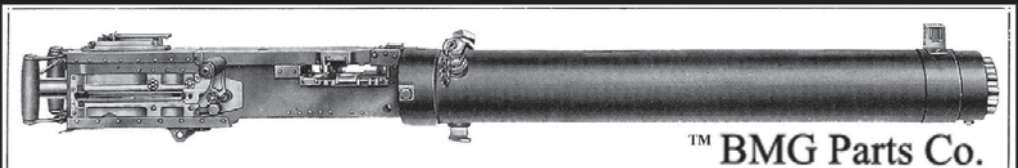
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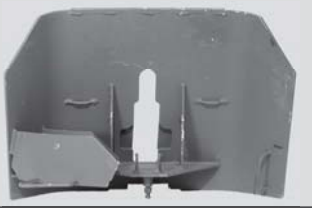
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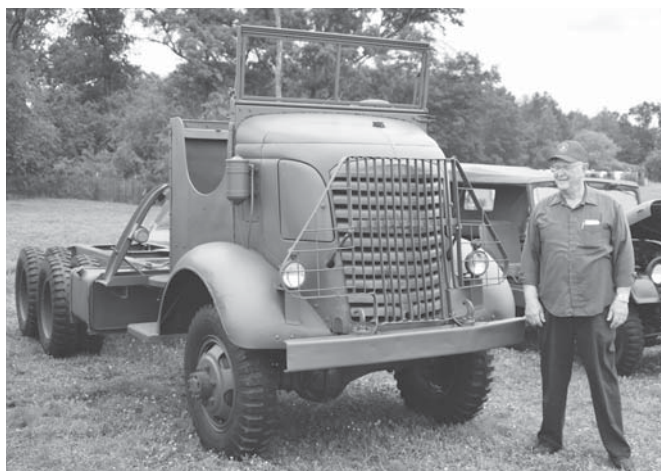
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Del De Young with his 1943 AFKWX-353.



Bob Rubino's 1941 CCKW-352. This photo was taken just after he arrived in Louisville, Kentucky, having driven it from his home in Pennsylvania.



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Ian Newby's 1987 Chevy Custom Deluxe.



M135 and M211s photographed in 2013 at Alfa Heaven in Aniwa, Wisc.



(left) Rusty's 1984 Chevy M1010 ambulance.

(below) Sorry....no owner name on this photo of "Old Pokey," a GMC K18 communications van.



US Navy GMC bus photographed in 1958. John Adams-Graf Collection



Bill Wolf's WWII CCKW plowing a little snow!



Jim and Sandy's Sewell on the MVPA's Alaskan Highway Convoy. Photo by Jeff Rowsam



Short wheelbase CCKW belonging to the 14th Armor Reconstructions photographed at the MVPA Convention in Louisville, Kentucky.

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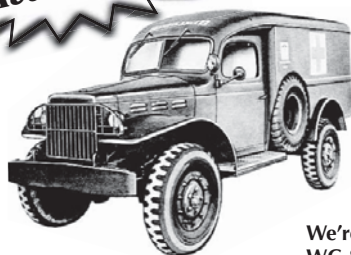
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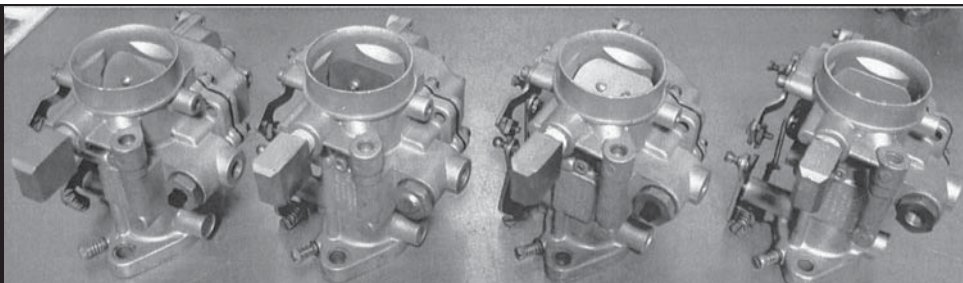
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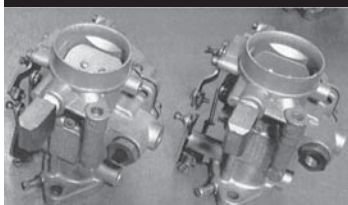
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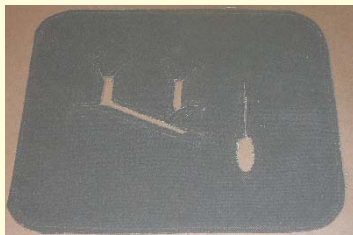
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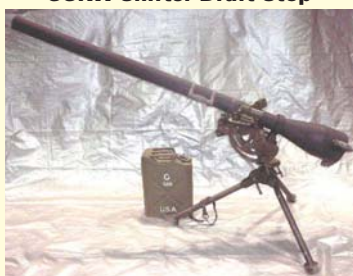
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Roel Kuiper shared this photo, writing, "A nice lowbedloader with Champion motor grader."



Jake Raby's DKW Munga.



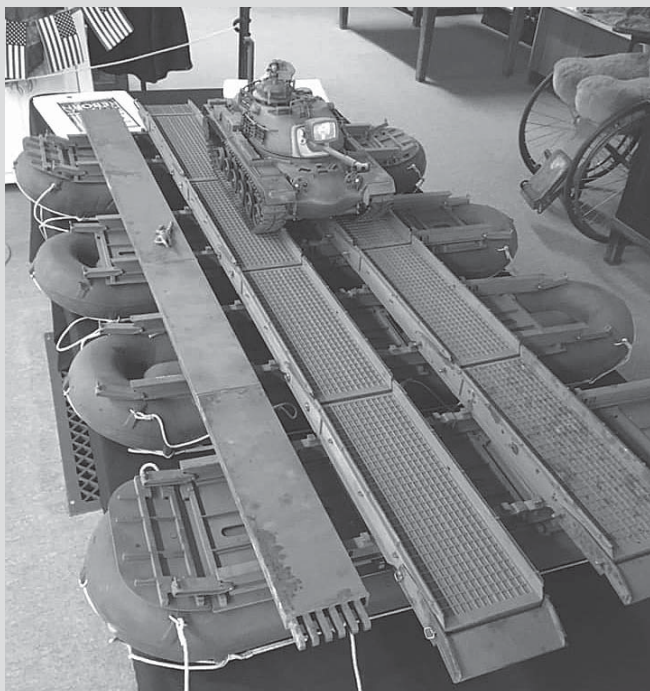
Alain Henry de Frahan and Herman Pfauter on the Ledo Road (northern Burma) in March 2001.



Victor Manuel Moino Vidaurre shared this photo of his M43.



Richard Cosse shared this image, writing, "Our museum's Scorpion on a movie set."



Thomas Howell shared this photo, writing, "My tabletop bridge. Unknown what date."



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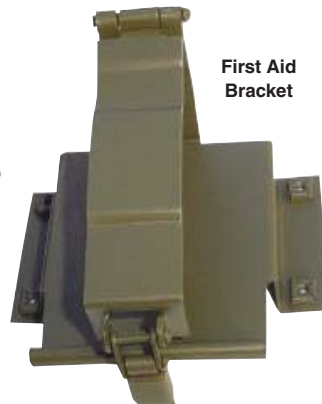
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Do you wonder if you can restore a vehicle?

You can do it!

If you are considering whether or not to restore a historic military vehicle, you are not alone. Utilizing resources that include the advertisers in this magazine, thousands of people have successfully completed their projects. So don't despair — it can be done. Here are a few readers' completed projects and works-in-progress to provide you with some inspiration!



When David Austin bought his WC-12, he knew that the motor was a non-running, cracked-block 251 cu. in. engine coupled to a post-war transmission. He also knew that there was some sort of funky steering setup. Everything else was there, however: A great body, no rust-through anywhere, and very complete. It took him a little more than a year to complete.



Phil Stone wrote, "It was after a lot of frustrating hard work to get my 1952 GMC-M135 6x6 deuce back to her former glory days. It is still in the process of restoring, but she looks and drives great!"



Neal from Denver sent this photo of his 1952 M37. He says, "It has an all-original motor and transmission. I'm still adding the back seats, wood work and canvass. It runs. I take it out in the sunshine once a month or so. It has been stored indoors for 40 plus years."



Tony DiMaiolo shared this photo, commenting, "I'm working on a '43 Case VAI." The photo at the right shows the tractor the day Tony took it home...OD was showing beneath the yellow! The top photo shows where Tony is at in the restoration process.



Donald Pitchers purchased his 1942 WC-25 in 2011. It took him and his wife and 4 years to restore her. The hardest part of the restore was finding an original radio rack for the BC-654\SCR-284 radio. They have been invited to bring the vehicle to the National Museum of the Air Force in Dayton, Ohio, to be part of the 75th Anniversary Remembrance of the D-Day Invasion.

It seems that when Dick Mastin sees an unloved, unfinished, military vehicle, he just can't resist the challenge. This time, the challenge came in the form of a derelict Model T chassis such as the type used for thousands of ambulances during WWI.



Eric Petosa always wanted a WWII military vehicle. When he finally found an unrestored M16A2, he hauled it back to his New York home to restore. He decided to approach the WWII relic the only way he knew how to complete a restoration — tear it down and redo every piece.



When John Allen decided to restore his M37 and to start removing all those years of paint, his girlfriend and family jumped right in. Left to right: John's sister-in-law Linda; girlfriend Yvonne; and his sister, Cindy.



Tim Scobie asked Paul Wirth of MV Specialties to restore the truck as close to original as possible. While Paul did have to fabricate some parts, he was able to track down and use a lot of junk yard and NOS pieces.



Even though it took Gary Keating two years to restore (with help from area body shop and numerous parts dealers), not much gets more attention than a military ambulance!



It started with looking for a vehicle to restore for a 4-H project. 15-year-old Dawson Ducommun decided an M37 would be a worthy project.





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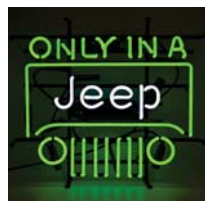
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2020 Military Vehicles Magazine Who's Who Directory

The best weapon in your collecting arsenal is your network. In October 2019, *Military Vehicles Magazine* invited all military vehicle dealers, and organizations to participate in a "Who's Who" resource directory that we would produce as a free resource for the hobby. Below are the names and contact information of the businesses and organizations

that responded. Pull these pages out to keep this directory for your collecting reference. When you contact one of the listed businesses, be sure to tell them you saw their listing in *Military Vehicle Magazine's* 2020 Who's Who. You can be assured, these businesses share your passion for collecting, preserving, driving and exhibiting historic military vehicles.

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Dave Ahl, SwapMeetDave

Dave Ahl is an ex-publisher and editor of *Military Vehicles Magazine* (1990s), the author of the *Dodge M37 Restoration Guide* and 20 other books.



Dave Ahl

He started his business, SwapMeet Dave, in 1996 and is now selling off a HUGE collection of military and patriotic collectibles dating from the 1940s to the 2000s. He offers books, manuals, data sheets, photos, WWII patriotic collectibles. Complete collection of Military vehicles magazine. Complete Army Motors. Complete Classic Military Vehicle (UK). Complete MV Magazine (UK).

The former owner of several military vehicles including Chevy 1943 G-7100 tow truck, 1962 Dodge M37, 1972 M151A2, and a 1987 HMMWV, he still attends several shows, the MTA Show and Swap Meet at the Sussex Fairgrounds in New Jersey being his favorite.

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George Baxter, Army Jeep Parts, Inc.

Army Jeep Parts (AJP) is one of the oldest suppliers of parts and services for vintage military jeeps in the restoration and collector hobby today. David Uhrig and Howard Dunseth founded the company in Chillicothe, Ohio in 1973. In 1989, George Baxter purchased AJP and moved it to eastern Pennsylvania. Since, then the company has continued to grow and has established itself as one of the leaders in the hobby with a reputation based upon quality parts and service. AJP makes every effort to only stock the best parts available and goes to great lengths to either find or manufacture them when needed.



In 2006, George moved the company into a 17,000 square-foot facility in Levittown, Pennsylvania.

In 2006, AJP made the move to a new 17,000 sq. ft. facility in Levittown Penn. They are one of the few dealers in the US to offer a full service shop. While George and his team prefer to do partial restorations, no project is too small or too large. They rebuild and restore all major components in-house, with the exception of engines which they farm out to a local shop. The whole AJP team prides itself in producing the highest-level rebuilds in the industry.

George bought his first Jeep when



George Baxter is president of Army Jeep Parts, Inc. He purchased the company from David Uhrig in 1989.

just 12 years old. He has been MVPA member for more than 40 years and is Association's Tech Advisor on MBs and GPWs. His own collection includes a 19441 MB slat grille, '45 MB, and an M100 trailer.

He wants collectors to know that AJP is not just about selling quality parts and services but is also a technical resource to aid in making your restoration project(s) go as smoothly as possible.

AJP ships worldwide and has daily service with UPS, FedEx, and USPS. They are open Monday - Friday 9:00 to 5:00 and welcome visitors. Appointments are not required but recommended.

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D&L Bensinger Military Vehicle Parts sells reproduction, used, and NOS parts for most Jeep models from 1941 to 1980. They also offer rebuild service on major assemblies.

Daryl and Lida started selling full time in 1992, though they had been in business, part-time, for some time before that. Daryl's father had Jeep station wagons so he always wanted a Jeep. By luck, the first Jeep he found happened to be an M38A1. Daryl has been working on military vehicles since the 1970s and uses many of the products D&L sells — giving the whole crew more experience than dealers who just sell.

Convoys are among Lida and Daryl's favorite events, commenting, "They build great camaraderie among members of the convoy and along the way you get meet many people unaware of MV collecting."

Daryl and Lida's philosophy is simple: "If you are restoring an MV and looking for parts, just looking for parts to get and/or keep your MV running, want to have an MV restored, or are looking to buy a "project" jeep or a restored jeep; you have come to the right place!"

D&L Bensinger Military Vehicle Parts features replacement bodies and accessories for MB/GPW, M38/A1 and CJ2, 3 & 5. They have been selling and installing these bodies on our restorations for over 10 years. Our customers benefit from our years of experience in working with the product. Bensinger's body kits come complete with many extras that other dealers do not offer.

They also provide a large supply of parts for the M422/M422A1 Mighty-Mite, M38/M38A1, MB/GPW and M151 jeeps, as well as parts for CJ2A, CJ3A, CJ3B and CJ5 up to 1975.



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604 Taunton Rd West
Oshaw, Ontario, Canada L1H 7K4
904.447.2622
pwhitsitt1130@gmail.com
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Dave Newman
5825 Tarony Street
Philadelphia, PA 19135
215.33.0500 / 855.332.0500
Dave@EasternSurplus.net
www.EasternSurplus.net
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John Emery
400 Chaffee Rd.,
Oconomowoc, WI 53066
262.567.5606
emerymulesupply@att.net
www.emerymulesupply.com
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www.evmmilitarycollectors.com
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G503.com

Ron Fitzpatrick
1022 Newland Road
Central Point, OR 97502
541.830.3030
sales@g503.com

Military Vehicle Collectors of California

Formed in 1975, the Military Vehicle Collectors of California (MVCC) is a non-profit organization of collectors and historians interested in the acquisition, restoration, preservation, operation, and public display of historic military vehicles, uniforms, equipment and accoutrements of all types, periods, and national origin. Affiliated with the MVPA, it is the largest military vehicle club in the western United States.

The MVCC offers regular and e-memberships (latter gets newsletter online), annual renewal, 3-year, or Life Memberships. The website includes member photos taken at events for many years.



Military Vehicle Collectors of California
850 Elm Street,
Gustine, CA 95322
istanbull@sbcglobal.net
www.MVCCNews.net

BMG Parts Company



BMG has been in business of supplying military machine gun mounting solutions, since the early 1990s. In March 2000, the company incorporated. They got into the military vehicle hobby because they found so many of their customers were vehicle owners. Now, BMG boasts a few choice vehicles in their own collection including a M45 Quad Mounts, and a variety of MG Carts.

Supporting Browning machine guns is BMG's specialty with gun mounts of all

types being a major part of our business. When asked what collectors should know, BMG stated, "We provide machine gun mounting solutions for most military vehicle restorations."

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Georgia Military Vehicle Preservation Association

Cal Williams, President
 P.O. Box 464206,
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Peter DeBella, Peter DeBella Jeep Parts

Peter DeBella has been interested in Military Vehicles since he was a teenager. This was when he restored the first of many military vehicles: A Willys MB Jeep. As a young adult he became familiar with other historic military collectors and in 1975 joined the Military Vehicle Preservation Association, later even helping to organize a local chapter.

With twenty-five years of vehicle knowledge and parts suppliers under his belt, Peter decided to turn his hobby into a business in 1997. From that point onward, Peter DeBella Jeep Parts has grown and offers both NOS and high quality reproduction parts, both retail and wholesale, specializing in the MB, GPW, M38, M38A1, CJ2A, CJ3A, CJ3B and CJ5 Jeeps (4-cylinder). He also carries many parts for many other vehicles, military or otherwise, for example, Dodge, CCKW, Chevy, half-tracks, and even tanks.

While he has restored, driven or sold many historic military vehicles, he still maintains a small personal collection of vehicles that includes a 1942 Willys MB, 1942 GPW, 1941 M151A2 and a 1945 GPW. This is one of the strengths of Peter DeBella Jeep Parts. It is a parts business run by a guy who loves historic military vehicles. He still enjoys displaying vehicles and maintains a full show schedule, attending and participating in events like the Annual MVPA Convention.

Peter DeBella Jeep Parts stocks nearly every part for the models that the company specialize in. Peter takes great pride in offering quality parts and doesn't hesitate to find a new supplier if a particular part proves to be of poor quality. Take a look at the new Seal Tested line of high quality reproduction parts for proof of this.



Peter believes in personal service to each of his customers. In fact, should you find yourself in the Riverhead, N.Y. area, he invites you to visit his shop, but call ahead of time so that he can make sure to set aside time so that he may properly help you.

What's the one thing Peter wants MVM readers to know? "I was lucky enough to be in an area where there was some large surplus dealers and even had the opportunity to buy one of them out. This opportunity gave me an edge in this business as it provided me with a large supply of quality US-made parts instead of the imported junk sold by many of my competitors. Backed up by our own homegrown US-made products, many of which are made right here in New York and further augmented by incredible reproduction lines like Seal Tested, we have effectively guaranteed that everything that we sell is the best quality available today. If you are tired of poor quality, long back orders and poorly packed shipments then you may want to consider contacting us. We tell it like it is. No gimmicks — just good parts."



Peter DeBella Jeep Parts
1319 Pulaski St; Riverhead, NY, 11901
631-874-8660
sales@debellajeepparts.com
www.debellajeepparts.com

David Doyle Books

David Doyle's earliest published works were occasional articles in enthusiast publications aimed at the historic military vehicle restoration hobby. This was a natural outlet for a guy whose collection includes several Vietnam-era vehicles such as M62, M123A1C, M35A2, M36A2C, M292A2, M756, and an M764.

By 1999, his writing efforts grew to include regular features in leading periodicals devoted to the hobby both domestically and internationally, appearing regularly in US, English and Polish publications.



David Doyle

In 2003, David received his a commission to write his first book, *The Standard Catalog of U.S. Military Vehicles*. Since then, several outlets have published more than 100 of his works. While most of these concern historic military hardware, including aircraft and warships, his volumes on military vehicles, meticulously researched by David and his wife Denise, remain the genre for which he is most recognized. This recognition earned life-time achievement in June 2015, when he was presented Military Vehicle Preservation Association (MVPA) bestowed on him the coveted Bart Vanderveen Award in recognition of "...the individual who has contributed the most to the historic preservation of military vehicles worldwide."

In addition to all of publishing efforts, David is the editor of the MVPA's magazine, *Supply Line*, as well as serving as the organization's Publications Director. He also maintains a retail outlet for his books online and at shows around the U.S.

David Doyle Books
PO Box 172287,
Memphis, TN 38187
David@DavidDoyleBooks.com
www.DavidDoyleBooks.com

M-Series Rebuild LLC

Charles Talbert
4038 Shankle Road
Norwood, NC 28128
704.474.4683
mseriesrebuild@gmail.com
www.mseriesrebuild.com
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Mid-South Chapter, MVPA

Bob McFarland

John Emery, Emery Mule Supply, LLC



John Emery says, This is a hobby business that got out of control."

While in high school, he admired a neighbor's CJ-2A. John decided he wanted one. It took him a couple years to find one, rebuild, and restore it. Then, he wanted to go green.

That lead to a Mighty Mite, and it was all downhill from there. He currently owns an MB, M422A1 M274A5, M274A2, M985, M715, M561, M1082. His favorite show is the Central Wisconsin Military Show (formerly the Iola Military Vehicle Show).

He began selling Mule parts in 2012. Not only does he offer parts but also rebuilding/repair services for magnetos, governors,

steering boxes,

He says, "While I have a 'real' job that has to take precedence, I am able to take phone calls and/or emails most anytime. Please call for all your mule parts needs, and if I do not answer please leave a brief message, or an email. I will get back to you as soon as I can. and transmissions. Small orders usually ship same or next day, and I do not mark up shipping. Happy trails."

Emery Mule Supply, LLC
400 Chaffee Road,
Oconomowoc, WI 53066
262.567.5606
emerymulesupply@att.net

10021 Old Memphis Rd.,
Atoka, TN 38004
901.355.5247
McFarcr@aol.com
www.msmvpa.com
Club / Organization

Michigan Military Technical & Historical Society

Chris Causley
1600 Stephens,
Eastpointe, MI 48021
586.872.2581
mimths@mimths.org
www.mimths.org
Museum / Education

Mid-South Military Museum Inc.

Bob McFarland, President
10021 Old Memphis Rd.,
Atoka, TN 38004
901.355.5247
McFarcr@aol.com
www.msmvpa.com
Museum

Midwest Military Inc.

John Bizal

16075 Highway 13 South,
Prior Lake, MN 55372
952.440.8778;
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www.midwestmilitary.net
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Mike Nordwall Sr.
19742 W. Brave Rd.
Buckeye, AZ 85326
nordwallmike@gmail.com
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Favorite Military Leader: Rommel

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Dave Newman, Eastern Surplus & Equipment Co.

Eastern Surplus & Equipment Co. is the Nation's leading worldwide supplier of US wheeled military vehicles and parts and Surplus. Our company boasts a huge inventory of nearly 200 trucks in stock for sale, and a 70,000-sq. ft. warehouse and shop facility where we offer full repair and restoration services. Services include fleet maintenance/management, frame-up restorations, and preventative maintenance.

Eastern Surplus was incorporated in Pennsylvania in 1999, was started as a "hobby" and was built from scratch. It now has 30 full time employees on staff.

It is a leading worldwide supplier of US wheeled military vehicles and parts to government, commercial, and private end users. Eastern Surplus boasts a huge inventory of nearly 200 trucks in stock for sale and a 70,000 sq. foot warehouse and shop facility where they offer full repair and restoration services, including fleet maintenance and management.

Eastern Surplus has been providing components and tactical systems for various end users including, but not limited to, foreign military governments, foreign contractors, domestic U.S. oil and gas industry, timber industry and heavy construction contractors. Particular focus has been on design & building of custom vehicles for police departments and emergency management agencies for purposes of responding to disaster situations. They are also active in the commercial/industrial end-user market and have a strong customer base with reliable references, specifically in the oil and gas industry and the logging industry. They build vehicles for end users throughout the US and the world.

Dave Newman, President of Eastern Surplus, got his start in the hobby when he purchased an M725 Kaiser Jeep Ambulance at auction and re-conditioned it himself. Today, his collection includes a GMC M211, M139 Bridge Carrier, M38A1

M715, M37, M35A2, M342, M151A1, and M151A2. His favorite rally to attend is the Military Transport Association (MTA) event in Sussex, NJ.



The one thing Dave would like people to know about Eastern Surplus is that we cater to collectors; "We have a full-time staff of knowledgeable parts sales associates who are available via phone and email to help you find the parts you need or to simply help troubleshoot issues you may be having. We have a robust web page and online store www.easternsurplus.net with over 5,000 parts currently listed and more being added daily to serve your needs 24 hours per day/7 days per week."

Eastern Surplus & Equipment Co.

5825 Tacony Street,
Philadelphia, PA 19135
215-332-0500 / 800-332-0500
dave@easternsurplus.net
www.easternsurplus.net

John Ferrie, Vintage Military Vehicles

After concluding his service in the Army, John Ferrie made a hobby that he loved into a business in 1982, specializing as a vintage military vehicle locator and restoration business located in Fort Collins, Colorado. He specializes in locating viable restoration projects. He also completes many restorations on the vehicles he sells each year. Many of John's projects have been featured in movies and can be found in museums.

Due to the local climate, John finds vehicles that are some of the most rust-free in North America. He often finds them in almost complete, original condition. John has found everything from a 1941 Indian to a M47 tank. Mostly, though, he finds Jeeps and Dodges. Over the last 35 years, he estimates he has found good homes for more than 600 vehicles, including Brazil, Japan, Europe, Canada, and other locations. John's personal collection includes an 1942 MB Jeep, 1962 M-151 MUTT, 1952 M37, 1942 WC52 Weapons Carrier, and a 1942 WC-56 Command Car.

Vintage Military Vehicles does sell restored vehicle, as well. For John and his team, a typical restoration involves bringing a vehicle back to good cosmetic and running condition. He removes any non-original modifications and replaces missing drawing on Vintage Military Vehicle's extensive parts collection.

John admits, "Frame-off restorations are not our specialty. However, we will create a vehicle for you that is economical,



John Ferrie

looks good, and that you won't feel guilty about driving. We specialize in creating a vehicle that you can be proud of and that fits your budget."

John wants MVM readers to know, "We offer mostly United States WWII, Korean War era, and Vietnam War era light vehicles. However, we do sometimes come across some pretty rare and interesting stuff!"

John Ferrie
Vintage Military Vehicles
PO Box 1562
Fort Collins, Colorado
80522
970/217-3859
john@vintagemilitaryvehicles.com
www.vintagemilitaryvehicles.com

Military Vehicle Repair and Restoration
Ron Leatherman
2115 N. 225N
Albion, Indiana 46701
260.740.7435
ron@mv-restoration.com
www.mv-restoration.com
Restoration / Rebuild Service; Routine Service Provider

Military Vehicle Collectors of California
John Neuenburg
850 Elm Avenue
Gustine, CA 95322
415.847.2801
istanbull@scbcglobal.net
www.MVCCNews.net
Club; Show Promoter

Military Vehicle Collectors Club of Michigan
Dave McConnell, Commanding Officer
Romeo, MI
151940@aol.com
www.mvccmi.org
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Military Vehicles Magazine
5225 Joerns Drive, Suite 2
Stevens Point, WI 54481
888-457-2873
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Military Vehicle Preservation Association
PO Box 520378
Independence, MO, 64052 USA
(816) 833-6872
hq@mvpa.org
www.mvpa.org
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Ron Fitzpatrick, Ron Fitzpatrick Jeep Parts

Ron has been operating a major source of vintage jeep parts (specializing in flat-fender Jeeps) since 1997. Though he is a rather humble, quiet guy (he didn't share much for this bio!), the staff has known Ron for many years. We know he got his start in the hobby through his family who restored a jeep or two very early on in his life. In fact, we like to tell the story that he got his start as a six-year-old when he discovered a half-track door while digging in his sandbox, but we can't vouch for the authenticity of that tale (it might have been created in this office, in fact!).



Ron Fitzpatrick

Though he isn't too forthcoming when talking about himself, his customers are quick to share their real experiences. For example, Dave Reed said, "I just wanted to drop you and email and tell you that you are one of the best or possibly the best company I have ever done business with. I haven't bought anything from you in awhile but I ordered items from you 2 days ago and they just arrived. Anytime I have spoke to anyone on the phone, they have always been friendly and helpful. You have good quality parts for less and friendly staff, as well as super fast shipping. I would just like to say thank you and it's always a pleasure doing business

with you..."

Jason Brewer added, "Thank you for all your help as I get into this and meet more people with Jeep Willys I will be sure to tell them about your website and what a pleasant and positive experience I've had with you guys. You guys have been very friendly and very helpful and I applaud your customer service. I look forward to my next order as well as sending you photos of my progress."

In addition to those customer comments, we can tell you Ron is a true, OD kind of guy. He currently owns a GPW, GPA, an MBT trailer, and a M116 Husky. And, while we will vouch for him being darn pleasant fellow with whom to do business, we still want verification about that half-track door!

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Mike Meditz, Kaiser Willys Auto Supply

Mike Meditz is proud to say that even though Kaiser Willys Auto Supply has been a family-owned business for over two decades. His father, Ron Meditz, the original owner of Kaiser Willys, was always very active in the Willys Jeep community. As a result, Mike spent many years as a child going to events and learning about Willys Jeeps.

Started in 1997, Kaiser Willys Auto Supply is dedicated to providing quality and reasonably priced vintage parts and accessories for all 1941 to 1971 Willys and Jeep vehicles. Over the years, Kaiser Willys has grown to offer parts and accessories for all Willys Jeep vehicles, including the war-time production models and post-war civilian ones, such as the Jeep MB, GPW, M38, and M38A1. In addition, Kaiser Willys stocks parts for civilian models, including CJ-2A, 3A, 3B, 5, 7, and 8, and the Willys Station Wagon, Truck, and Jeepster. Mike's team provides vintage parts to museums, repair shops, and Jeep enthusiasts worldwide, and takes pride in daily efforts to provide excellent customer service and help where needed, whether



Mike Meditz with his family

it be a question about a part, installation, vehicle ID or troubleshooting.

Kaiser Willys specializes in being a one-stop shop including the sometimes hard-to-find Willys Jeep parts for your repairs and restorations. They carry everything you will need from body kits and parts, to axle, suspension and transmission replacement parts. Request a copy of their

FREE 275+ page catalog with detailed parts listings, Willys community highlights, and essential guides.

Mike is the proud owner of a fully restored Willys MB/GPW and is always happy to share his knowledge and expertise with others, seeking to encourage a sense of community within and among his customers and fellow enthusiasts. His favorite show is the Bantam Jeep Festival in Pennsylvania.

When asked, "What's the one thing you want MVM readers to know?" Mike responded, "Keeping customers happy is our priority. We try to ship orders same day, we don't charge restocking fees, and give free shipping on orders over \$98. If you ever have a problem, we will make it right."

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www.kaiserwillys.com

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Milwaukee Military Vehicle Association (MMVA)

Ken Spencer, President
PO. Box 1731
Brookfield, WI 53008
414.839.9966
mmvahmv@gmail.com
www.mmva.us
Club / Organization

Museum of American Armor

Mark Renton, Director
1303 Round Swamp Road
Old Bethpage, NY 11804
516.454-8265
info@museumofamericanarmor.com

www.museumofamericanarmor.org
Museum / Education; Show Promoter; Club / Organization

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19124 Highway 6 South
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Russ Willis, Lucas Classic Tires

Lucas Classic Tires has been serving the collector car hobby since 1957, providing a wide variety of tires, tubes, and related accessories for the earliest Horseless Carriages, the Classics of the Thirties, Hot Rods, Customs, Military vehicles and even modern cars that want that retro look. Today it is a source Goodyear, Firestone and STA Military and light truck tires and can provide NDT and NDCC for all WWI, WWII, and Korean War-era military vehicles. Lucas Classic Tires' mission is simple: To provide the best products and service to our customers at the lowest prices possible. We take great pride in our company, our commitment to customer service and in the products



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MV Part Store

Ken Spencer
W241S4150 Pine Hollow Ct
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Peter DeBella Jeep Parts

Peter DeBella
1319 Pulaski St.,
Riverhead, NY 11091
631.874.8660
www.debella Jeepparts.com
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Charles Talbert, M Series Rebuild LLC

It all started in 1985 when Charles Talbert bought a 1963 Dodge M37B1 to use as a service truck in his grading business. Having spent 3 years on active military duty in Europe where he was able to operate and service various trucks and equipment, he had quickly gained respect for military trucks.

Even though his M37 was one tough vehicle, Charles knew it would be much more serviceable with a few upgrades, like diesel power, better brakes, higher speed ring and pinion gears and power steering.

Others saw what he had done with old military trucks and asked him to build similar vehicles for their businesses; it all took off from there. Charles left the grading business in 1999, and what started as a need for a good off road service truck and a desire to make it better has turned into a full time M-series truck repair, rebuilding, restoration, and repower, business.

Today, Charles services 1/4-thru 10-ton in all body variations and even offers restoration and upgrade service for the civilian line of Dodge Power Wagons (including all Dodge WDX - WM300). M Series Rebuild strives to meet exact customer specifications on every vehicle, whether it is a 100% purist original restoration for showing, a daily driver, or a custom reprocessed truck to be used in a commercial application. M Series Rebuild will acquire trucks for restoration-reprocessing or restore-reprocess trucks you currently own.

Charles and his team have done a number of up-grades to various vehicles in respect to enhancing safety and handling characteristics. This is especially true with fire service trucks. Up-grades such as diesel power, dual circuit, 4-wheel power disc brakes, beefed up suspensions, and hydraulic power steering used on M37 trucks reprocessed for fire service have brought back good reports from drivers and officials. One of the most popular upgrades is M-Series Rebuilds diesel repower package that features a Cummins diesel 4BTA, 3.9 liter, 130HP or all electronic Cummins 4.5 liter, 160HP diesel coupled to a Spicer 5-speed overdrive transmission.

M Series Rebuilds aim is to build a vehicle based on client specs. Their specialties cover a broad range of vehicles and options that include bone stock, absolutely correct, builds to original specs for showing at the rallies, and daily drivers with upgrades capable of operating on today's highways.

The company also offers business-based builds for fire service, contractors, loggers, etc., equipped to meet user specifications. Such builds have been based on M37 3/4 ton, M715, 1 1/4 ton, M35 2-1/2 ton, 800 and 900 series 5-ton chassis. Service offered covers all M Series vehicles, 1/4-ton Jeeps to 10-ton heavy trucks,



From left to right; Charles Talbert, owner / rebuild shop, John Treadway, rebuild shop, Tim Summerlin, machinist / rebuild shop, Chris Walls, welder / fabrication shop, body shop, certified PPG paint specialist, Melissa Howard, office manager / accounting, Steven Talbert, body shop / certified PPG paint specialist, PJ Howard, electrical tech / body shop, fabrication shop.

and even armored equipment

Charles stated, "If you need an engine, transmission, transfer case, axle, PTO, winch, or electrical component rebuilt, our full service rebuild shop can handle that for you." He noted that M Series Rebuild also offers body and paint services in their full-service sheet metal, body, and paint shops. We can also handle repairs with major rust damage. Coverage includes anything from minor damage to major restoration. PPG-certified painters are on staff, body and paint services include minor repairs, extreme show quality, and anything in between. Check their website and Facebook page to view many pictures of projects in the rebuild process.

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mseriesrebuild@gmail.com
www.mseriesrebuild.com

Mechanical Mules of America

The crew at Mechanical Mules of America, Inc. rebuilds M274 Military Mules. They believe that they are the only full time military mule rebuilding facility left in the world.

Mechanical Mules of America's mules are complete mules as released by USMC. They are not created out of used parts and they are very low hour mules. They were put into "moth ball" by the military. Therefore, when you buy a military mule from Mechanical Mules of America, you are its first civilian owner.



Located in Hamilton, Montana, the crew at Mechanical Mules takes each machine out of "moth balls." They unseal the previously sealed openings, inspect, and disassemble each machine to determine its needs.

Each engine is removed from the mule and installed on a test

stand, where it is checked. A new carburetor and a fuel pump are installed on each and every engine, as well as any other necessary parts needed to bring the mule to its original optimal performance.

Then the crew transfers the mule to a rotisserie where they replace any questionable parts and install a 12V electric system with starter, alternator, battery, and lights (front and rear). The attention to detail is to create a reconditioned unit that will give you dependable service.

Mechanical Mules of America also provides the parts to keep these original USMC Mules rolling. The entire staff of Mechanical Mules of America believes that restoring mechanical mules is preserving an important part of American history.

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Memphis Equipment Company

Memphis Equipment Company was started in 1946, right after the end of World War II. From the beginning, the company has specialized in U.S. military 4x4 and 6x6 trucks and parts.

Memphis Equipment has a complete inventory of military vehicle spare parts for sale. We stock military vehicle parts including engines, transmissions, axles, brake parts, electrical components, cab tops, canvas tops, doors, hoods, fenders, replacement cab panels, and military tires. Our inventory consist of new, rebuilt and NOS ("new old stock") military surplus vehicle parts for army surplus vehicles including: Dodge M37, Kaiser Jeep M715s, Chevrolet M1008 CUCV, AM General M998 HMMWV, GMC M135/M211 2-1/2-ton trucks; Reo / Studebaker /Kaiser Jeep / AM General 2-1/2-ton trucks / IHC / Mack / Kaiser Jeep / AM General 5-ton 6x6 trucks; Consolidated Diesel 10-ton 6x6 trucks; Oshkosh M911 HET 8x6 trucks; and AM General M915 series trucks. The company offers 6x6 trucks in reconditioned and remanufactured "fully processed" categories.

Memphis Equipment offers military 2-1/2 ton 6x6 trucks and 5-ton 6x6 trucks in reconditioned and remanufactured categories. The company's service department staff which has numerous



combined years of experience, turn out quality trucks that are guaranteed. If you need an all wheel drive truck for a tough off the road job, Memphis Equipment can build like no one else. Their service department can also assist you with helpful advice when working on your military vehicle.

Located in downtown Memphis, TN, the company is an employee-owned corporation. The one thing that Memphis Equipment Company wants MVM readers to know is, "We totally specialize in military trucks!"

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Midwest Military, Inc.



This started out as a one-man hobby turned business. It has now grown into a five-person operation. John Bizal, the owner of Midwest Military, has not let the business over-take his initial focus — “the hobby.”

Midwest Military is an international supplier and manufacturer of collector military vehicle parts. It caters to WWII and Korean era Dodge-built vehicles, Korean era Jeep, and a few other WWII vehicles.

While Midwest is not a WWII Jeep dealer, a lot of the WWII parts they have will interchange. Midwest Military stocks NOS and quality reproduction parts that fit correctly the first time.

John is still an avid collector and restorer. Because of this, he started the fabrication side of the business. He found the quality of some of the parts available to be inferior. That combined with the depletion of NOS parts supplies and continued demand has made this all possible. John invested in the machines and made the quality of these reproductions the #1 priority. The thanks, according to John, belongs to all Midwest Military's customers. He is always looking for new parts to manufacture, so if you have an idea, contact John.

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John Bizal
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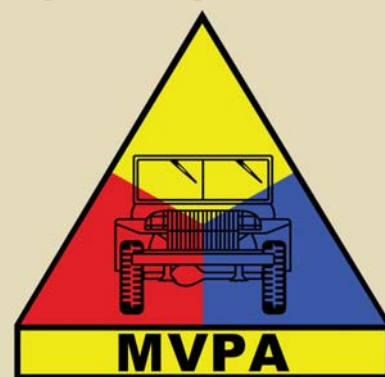
Military Vehicle Preservation Association (MVPA)

Established in 1976, the non-profit MVPA is dedicated to providing an international organization for military vehicle enthusiasts, historians, preservationists and collectors interested in the acquisition, restoration, preservation, safe operation and public education of historic military transport.

With 8,000 members worldwide, including nearly 100 affiliate groups from around the world, the MVPA connects historic military vehicle enthusiasts to a network of collectors and restorers who are eager to assist with vehicles, parts, and information.

MVPA members receive four issues of the internationally-acclaimed Army Motors and six issues of the information-rich Supply Line each year. Members also have access to the MVPA's online discussion board, technical archives, vehicle advisors, and more. Vital reference materials—including hundreds of books and manuals, and thousands of original vehicle blueprints—are available through the MVPA Supply Room and Historical Archives.

The MVPA's Annual Convention is the largest international military vehicle display and swap meet in the United States. Each summer, fellow historic military vehicle (HNV) enthusiast from around the world gather to view many



of the finest vehicles from all eras, talk with the experts, find the right parts, and renew friendships.

Additionally, the MVPA—through dedicated members—supports pro-HMV legislation that affects the availability and operation of historic military vehicles and parts. Enjoy the hobby and preserve history for future generations by joining the MVPA!

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hq@mvpa.org
www.mvpa.org

Patrick Tipton, Portrayal Press, LLC

Family-owned and operated since 1980, Portrayal Press has been providing military vehicle collectors and enthusiasts with original and high-quality, bound reproductions of original government publications and technical manuals. In fact, with more than 2,500 titles, Portrayal is the world's largest source of historic U.S. Army Technical Manuals, ORD's, service bulletins as well as a great-curated selection of related commercial titles from the best publishers worldwide.



Patrick Tipton with his daughter Siena on their Mule.

When the founder of the company, Dennis Spence, decided to retire, Patrick took over the business. It was a natural fit to his lifetime interest in WWII history, airplanes, and all mechanical things in general (ask him, sometime, about Ford 8N tractors!). His current wrench-projects include a 1943 Willys MB and a fully restored 1968 M274A2 Mule. In fact, the whole Mule project from finding a restorable rig to the final touches were all broadcast via Portrayal's Facebook page. He shows off the vehicles at the a variety of parades and events, but his favorite is MTA NJ Rally in Sussex.

Patrick embraces all of the freshest technology throughout all aspects of the business. In particular, Portrayal used state-of-the-art copying and printing to ensure that their reproduction manuals have crisp diagrams and clear pictures.

Portrayal Press prides itself on great service and expertise on these vehicles. Patrick and his team know military vehicles and are happy to make recommendations for your vehicle or your interest. Patrick's idea of a great day is being in our workshop, covered in grease, listening to great music and restoring a military vehicle.

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Museum of American Armor

In a move designed to further strengthen tourism in New York's Nassau County, while providing a new source of revenue for the county's park system, the Museum of American Armor was established in 2013. Housed in a 25,000-square-foot facility the Museum is just inside the grounds of Old Bethpage Village Restoration on Round Swamp Road, Old Bethpage, New York.



The ability of the museum to create a military armored column that replicates the sights and sounds of American forces during World War II offers one of the most compelling educational tools our region has in telling the seminal story of American courage, valor and sacrifice. Placing it in this unique setting of vintage farm houses and country roads creates a virtual time machine that ensures a powerful regional, national and international destination for visitors.

Visitors walk through the museum's camouflaged front doors that have been heavily sandbagged similar to the way important bunkers were protected some 70 years ago. Inside, a gift shop and

administrative office occupy a modest amount of space as the bulk of the building is devoted to the display of some 30 vehicles. Half a dozen times a year, and in coordination with OBVR programming, these vehicles are presented in the field or on the Village's country roads as living historians offer displays on WW II tactics.

Museum of American Armor
Mark Renton, Director
1303 Round Swamp Road
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www.museumofamericanarmor.org
www.mvpa.org

Mark Dodd, Rapco Parts Company

Mark Dodd owns and operates Rapco Parts Company in Bowie, Texas (about 70 miles north, north/west of the Dallas/Fort Worth metropolis). Founded as a jeep and military truck supply business more than twenty years ago, RAPCO has grown to be a leading business in the hobby, dealing in military paint, parts, data plates, manuals, and many other items to collectors and off-road enthusiasts alike.

Mark always strives to provide the best quality products, the most helpful advice, and the quickest service possible. He ships parts all over the world as his customer list spans the globe.

Mark wants to tell all Military Vehicle readers, "We hope you allow us the opportunity to be your jeep or military truck parts supplier."



Mark Dodd

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George Petersen, N.C.H.S., Inc.

George A. Petersen is one of the most experienced military collector-dealers in the hobby & business of historical military collectibles. His expertise spans the periods of WWI, WWII, the Korean War, the Vietnam War, and up through the current day. He has more than fifty years experience as a collector; he has spent his entire life in the hobby of military collectibles. His personal interest is in German Historical Aviation, and at one time had the largest private collection of Luftwaffe uniforms; badges; medals and medal groupings; flags and standards; and insignia in the world.

Born in 1945, he served in the US Army 1964-1967 as a Spec 4 with a 111 B Light Weapons MOS. He was a member of "B" Company, 3rd Infantry Regiment (The Old Guard), The US Army's Honor Guard, in Washington, D.C. (Fort Meyer, VA) and with the 765th Security Platoon in Vung Tau Airfield, Republic of Vietnam, December 1965-December 1966, as an Operations and Security Specialist.

After military service, he worked for Replica Models, Inc., Unique Imports, etc., in the 1960's-1970's, as a specialist in military material. He has been involved with military collectors in the Washington, D.C. area for thirty (35) years, since 1969, and he formed NCHS, Inc., in 1979.

George Petersen's NCHS, Inc., has had a retail military collector's store in the Washington, D.C. suburbs of Alexandria/Springfield, Virginia, for the past 26 years. He is well-known in government, military, and private circles. Mr. Petersen has appeared in numerous newspaper and magazine articles in the USA and overseas.

He has helped many museums with consulting services and with obtaining historical military material both for museums in the USA and internationally. Some of the museums include:

The Smithsonian Institution: The National Air and Space Museum (Washington, D.C.)

The Navy Museum (Washington, D.C.)

The Naval Aviation Museum (Pensacola, FL)

The USAF Museum (Wright-Patterson AFB, OH)

The 82nd Airborne Museum (Fort Bragg, NC)

Central Armed Forces Museum (Moscow, Russian Republic)

Artillery Museum (St. Petersburg, Russian Republic)

Central Armed Forces Museum (Hanoi, Socialist Republic of Vietnam), and many others

George has contributed many pictures and historical militaria for use in the Time-Life series, 'The Third Reich', published in the 1980s and 1990s. Shown here is a Herman Goering Division black Panzer uniform, and Herman Goering Division tropical uniform, as used in the volume titled, 'The Southern Front' Time Life Books. He has especially been active in the Bender Publishing (San Jose, California) series of books on US and WW2 German subjects.

George was a WWII re-enactor from 1976 to 1991, playing both U.S. Infantry and German paratrooper. He is a member of numerous military organizations such as the American Legion, VFW, Vietnam Veterans of America, American Society of Military Insignia Collectors (ASMIC), Military Vehicle Preservation Association (MVPA), American Association of Military Uniform Collectors (AAMUC), Chute N' Dagger, Air Force Association, EAA, plus numerous others. Though he doesn't currently own any historic military vehicles, he has owned several WWII vehicles including a 1942 Harley, Kuebelwagen, Schwimmwagen, and a Kettenkrad.

NCHS Inc. was started as a "hobby" and was built from scratch. Today, NCHS Inc. offers historical US and foreign military uniforms, medals, badges, and insignia from WI through the present. George's favorite shows to set up at include the MVPA Convention and the Ohio Valley Military Society's Show of Shows in Louisville, Kentucky.

The one thing that George wants *MVM* readers to know is, "Anything you want in historical military material, we can find it! We have 40,000 military items in stock. Contact us with your wants."

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Rex Ward is an ex-REME vehicle mechanic, who's training during the 1960s at the expense of English tax payers was second to none.



While in the service, he drove DUKWS and loved it! So, when he left the Army, he bought one. Today, he still has the DUKW in addition to a command car, Buick staff car, Clark airborne dozer, and a Triumph 5 SW motorbike.

He started Rex Ward Auto Engineers Ltd. in the 1980s. He has been restoring, rebuilding, servicing and selling military vehicles for over 40 years. Rex's workshop is equipped with lathes, milling machines, plasma cutter, boring bar, mig welder and all equipment necessary to undertake major restorations to minor servicing on all types of military vehicles.

The one thing he wants to customers know is, "We are here to help."

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M-38



M-38A1



M-151



M38-A1



M-38



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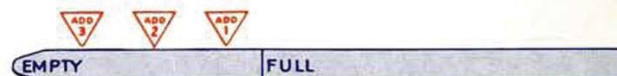
Taken from a 1964 service guide, the gold triangles on this dipstick chart indicate when a driver needed to add a quart of oil to their Jeep.

DIPSTICK CHART

▽ ADD 1 QUART ▽ ADD 2 QUARTS ■ FULL



1945-62 UNIVERSAL



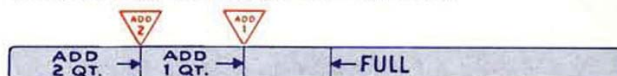
1956-62 DISPATCHER AND SURREY



1959-62 4 CYL. UTILITY WAGON



1954-61, SOME 1962 6 CYL. MODELS WITH 6-226 ENGINE



1963-64 AND SOME 1962 6 CYL. MODELS WITH 6-226 ENGINE; 1963-64 AND LATE 1962 DISPATCHER, SURREY AND MODELS WITH F4-134, 4 CYL. ENGINE



1962-64 6 CYL. MODELS WITH 6-230 ENGINE



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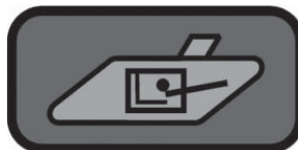
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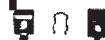
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Buyer's Guide to Top 17 US HMVs

Decoding Condition

There are almost infinite variations of vehicles, even of the same model. The pricing shown in this update represents current market trends for typical examples of the vehicle.

Like any collectible vehicle, the price of any historic military vehicle (HMV) is based on a combination of three factors: **Condition, rarity, and popularity.** A vehicle can be rare but if it isn't interesting, it won't be as valuable as an equally uncommon, *popular* vehicle. Rarity is determined by two factors: Production quantity and survivability. **The rarity of vehicles in this guide are rated on a scale of 1 through 5** (1 being the most common and 5 the scarcest). "Rare," however, doesn't always mean "valuable." It has to be desirable, as well.

A "preserved vehicle" is maintained in a "state of suspended animation." All the flaws, scratches and rust that are present when the vehicle is "discovered" are preserved. While this style of collecting is more popular with vehicle enthusiasts overseas than in this country, it is commonplace in other areas of collecting such as furniture.

The single factor that drives price is — and will always be — condition. Another factor affecting price will be the quality of the restoration.

The term "restoration" is often ill-defined or improperly used in the historic military vehicle hobby. What some call a restoration is actually a "representation," and sadly, sometimes, only a "characterization." For a true military vehicle restoration, one must know the history of that particular vehicle. Once known, it is then important to define to what time frame the vehicle is to be restored. This could be as it appeared as it left the factory, or at any subsequent time (June 6, 1944; March 3, 1952, etc.).

The difference between "restoration" and a "representation" is often misunderstood. An example of this could be rebuilding, painting, and marking a Jeep to look like one driven on the beach at Normandy, even though the Jeep you own never left North America. While not a true restoration,

this style of "representation" is the most popular with collectors.

Our pricing guidelines follow the standard set years ago by *Old Cars Weekly*. It uses a 1 to 6 condition grading scale:

1=Excellent: Restored to maximum professional standards, or a near-perfect original — 99+ pts on MVPA judging scale..

2=Fine: Well-restored, or a combination of superior restoration and excellent original parts.

3=Very Good: Complete and operable original or older restoration, or a very good amateur restoration with all presentable and serviceable parts inside and out.

4=Good: Functional or needing only minor work to be functional. Also, a deteriorated restoration or poor amateur restoration.

5=Restorable: Needs complete restoration of body, chassis, and interior. May or may not be running, but is not wrecked, weathered or stripped to the point of being useful only for parts.

6=Parts Vehicle: Deteriorated beyond the point of restoration.

Buy the best you can afford. Restoring a vehicle will always be more expensive than buying a finished project.

We want to thank all who contributed their expertise on values including (in no particular order): Jim Gilmore, John Bizal, George Baxter, John Emery, Dave Newman, Ken Spencer, Russ Morgan, David Doyle, and Angelo Van Bogart, ★



Condition ratings can be quite arbitrary. A number 1 will be pristine and generally have a pedigree that contains 98.5 or better scores determined by professional judging. It might be easier to classify a vehicle as a "number 6" meaning that it has "deteriorated beyond the point of restoration."

Out best advice? "Buy the best you can afford. Restoring a vehicle will always be more expensive than buying a finished project."

A Word About a "No. 1" Vehicle

While every restorer believes they have finished their vehicle to the best possible standards, the fact of the matter is, very few would qualify as a "No. 1" vehicle.

A No. 1 vehicle is a combination of originality and absolute perfection in restoration. A No. 1 will look as it did when it rolled off the factory line. As an old cohort once said, "If you aren't willing to eat spaghetti off the tie rod, you aren't talking about a No. 1 vehicle." In more quantifiable terms, a No. 1 will score 98.5 or better (out of 100) on MVPA Master Class judging or 990 or better out of 1,000 in marque-specific Concours judging.

Very few vehicles meet those standards. Those that do, however, are the "best of the best."

G-503 FORD GPW AND WILLYS MB 1/4-TON



With the Jeep's design having been standardized as that of the Willys MB — a composite of parts and/or designs from Bantam, Ford, and Willys — a second source of supply was sought. Ford was contracted to build copies of the Willys Jeep, to which Ford assigned its model designation GPW. In Ford's designation, G meant government contract vehicle, P indicated it was an 80-inch wheelbase reconnaissance car and, the W suffix referred to the Willys motor.

The first 25,808 MBs had what is now known as a "slat grille" which was a copy of the Ford GP. This was a welded assembly of heavy bar stock. Vehicles produced after June 1942 used the now familiar light-weight, stamped-steel grille (designed by Ford and now the registered trademark of Jeep). The stamped grille was not only lighter, but also reportedly could be produced for about one third the cost of the fabricated unit it replaced. The early models had "Willys" embossed in the rear body panel and are known as "script" Jeeps. Add 20% to the value for script and / or slat grilles.

Like the MB, Ford's earliest models had the maker's name embossed in script on the rear panel. Ford built its own bodies at the Lincoln plant until the fall of 1943. Then Ford began buying bodies from American Central, which was already supplying bodies to Willys. After only a short time, representatives of Ford, Willys and the Ordnance Department met and created the composite body, which incorporated the best features of each

maker's body. This body is what is now known as the composite body, and it was used by both Ford and Willys beginning in late 1943.

Throughout the production of the 277,896 GPWs, Ford marked many of the components with the Ford "F" logo. Among these components were pintle hooks, fenders, bolts, etc. Due to materials shortages, non-F-marked parts were sometimes substituted on the assembly line.

The script Ford name on the rear panel was discontinued in July 1942. **Add 20% to the value for script jeeps.**



Ford built the GPW at six plants: Louisville, Ky., Dallas, Texas, Edgewater, N.J., Richmond, Calif., Chester, Pa., and Ford's huge Rouge complex in Dearborn, Mich. As a rule, the most readily spotted difference between the MB and the GPW involves the front cross member. This is a tubular member on Willys vehicles, and an inverted U-channel on the Ford. Early GPWs used the Midland Steel-produced frame with the

tubular crossmember, as well.

Ford GPWs will bring more money than a comparable MB as they are more expensive to restore due to all of all the F-marked parts.

- Weight: 2,450 pounds
- Size (LxWxH): 132" x 62" x 72" (top up)
- Max Speed: 55 mph
- Range: 285 miles

Condition code	6	5	4	3	2	1	Rarity
Value (dollars)	1,200	4,500	8,500	15,000	20,500	42,000 +	2

Before You Buy...

It's that time of year when a collector's mind drifts into daydreams of buying and driving a historic military vehicle. Whether the object of that fantasy is a jeep, deuce-and-a-half or maybe even a tank, there are few things to keep in mind when buying your first historic military vehicle.

TWO KINDS OF BUYERS

While there may be many subsets, there are essentially two approaches to buying an historic military vehicle: "Impulse" or "Methodical." Neither is "correct." Both have merits and both have pitfalls. I will guarantee, though, if you have read this far, you have already moved from the category of "impulse buyer" to that of "methodical" buyer.

To recap, however, an impulse buyer is the guy who wakes up not realizing that by the end of the day, he will be a historic military vehicle owner. The impetus of the impulse might be as simple as driving by a vehicle with a "For Sale" in the window or just browsing eBay during lunch.

Regardless, the impulse buyer doesn't put a lot of thought up front in the decision making process. He tends to believe, "It will all turn out okay." The impulse buyer is a good guy to know, because sooner or later, his impulses will drive him to a new interest. That historic military vehicle that he just had to have will become so much clutter to him. You may be able to buy it for a song, just to get it out of the way for the next product of his impulse response.

If you have read this far, you can already call yourself a "methodical" buyer, because you have slowed down your searching for a vehicle to see if there is something more you should consider. But just calling yourself a methodical buyer, doesn't mean you are automatically a "smart" buyer. To earn that precarious title, there are a few basic things you should do before you hand over the check.

MVM's 20 PRE-PURCHASES POINTS TO CONSIDER

Military Vehicles Magazine has worked out a list of things an informed buyer should consider when examining a vehicle. Our technical editor, Steve Turchet, is to be credited for establishing this historic military vehicle (HMV) checklist, something that has become a hobby standard.

1 TIME OF DAY: Never inspect a vehicle at night, even in a lighted garage. Darkness has a way of making things appear better than they really are. (Remember Ben Franklin's famous quote, "All cats are gray in the dark?" He wasn't talking about military vehicles, but the same principal applies!) Daylight is always best.



The single best piece advice is this: Buy the best you can afford. Buying cheap will always cost you more in the long run.

2 DON'T BUY A VEHICLE WITHOUT A TITLE.

Ask if the seller has a clear title or all of the documents necessary to legally transfer and register/license the vehicle, and ask to see them. Check that the vehicle's I.D. number on its data plate matches the number on the paperwork. Nothing will cause you more grief as a historic military vehicle owner than not having a clear title.

3 GENERAL APPEARANCE:

Unless you are buying a restored vehicle, general appearance—is not important. However, if the vehicle is very dented, scarred, muddy or dirty, this usually means it was used hard. If a cargo vehicle, check the bed for signs of severe use or overloading. Check for rust in body parts, especially under cargo beds, in the lower portions of the body, cab and doors.

4 MILEAGE: Don't pay much attention to the miles shown on the odometer because it's very common for HMV speedometers to be switched or replaced. "Low mileage" should be the norm for HMVs, not the exception. A more accurate judgment of mileage and use can usually be made by checking the wear on the clutch, brake and accelerator pedals, as well as the wear on the driver's side door latch mechanism.

5 ENGINE, GENERAL: It should be fairly clean. It should start easily both warm and cold, run and idle smoothly, and there shouldn't be any deep knocking sounds to warn of loose rod or main bearings. Also listen for loose piston pins, which will generally be most apparent on highway acceleration at about 30-35 mph.

6 ENGINE OIL: Check for correct oil level on the dipstick, and look for milky or greenish oil, which usually indicates a water leak from a head gasket or cracked block, but don't confuse this with a little green or white scum that you may find in the oil filler tube. The latter is normal. Also check for oil or bubbles in the radiator when the engine is running, which usually indicates a water leak in a cylinder. Oil pressure when hot should run around 40-45 psi when driving (or about midway on the gauge) and about 10-15 psi at idle.

7 ENGINE SMOKE: No smoke is ideal. "White smoke" is usually steam and normal when an engine is cold. However, if it continues after an engine has warmed up, it often indicates a leaking head gasket or serious problems such as a cracked head or block. Blue smoke indicates oil burning and that there is almost always something seriously wrong. Black smoke indicates too much fuel. Black smoke is fairly normal upon hard acceleration but should not persist.

8ENGINE COMPRESSION: Doing a compression test on the engine is a smart idea, but pay more attention to the consistency of readings between the cylinders rather than how high the compression is: there should not be more than a 20 psi difference between the lowest and highest cylinder readings. Low compression on two adjacent cylinders usually indicates that the head gasket is leaking between them.

9ENGINE ACCESSORIES: Shake the fan—with the engine off, naturally—to check for loose water pump bearings. Listen for whining or squealing sounds that may indicate worn out generator or alternator bearings. Also check the condition of the fan belt. A lot of black dust around the front of an engine usually indicates slipping or misaligned fan belts.

10COOLING SYSTEM: Look for badly rusted or leaking soft plugs in the engine block, and check for radiator leaks. If it appears that the radiator has been spewing water from the overflow pipe, indicating chronic overheating, the thermostat may be stuck closed and/or the engine block may be badly rusted inside. Check the radiator hoses for old age and cracks. Hoses should be flexible; extreme hardness indicates old age. A very soft or flabby feel indicates internal rot.

11GEAR OIL: Check the gear oil levels in the transmission, transfer case and axle differentials. Look for water (greenish color) and metal particles in the oil. Gear oil should be fairly clean: black or tarry indicates very old, worn out oil.

12LEAKS: Look underneath the vehicle when it is warmed up and running for oil leaks from the engine, transmission, transfer case, and axles, though a few drips here or there are normal for most vintage MVs.

13CLUTCH: Check for proper free play of the clutch pedal—about an inch and a half—and listen for a noisy clutch release bearing when the clutch pedal is depressed. If the vehicle shudders when letting out the clutch from a stop, it may mean the clutch disk is worn out, the flywheel is warped, and/or there is oil on the clutch disk. Loose or broken engine and transmission mounts are another possibility.

14BRAKES: Check that the brake pedal doesn't go more than halfway to the floorboard before the brakes take hold the first time you step on it. Having to pump the pedal several times before the brakes take hold may only mean that the shoes need adjusting, or it could indicate that the shoes are worn out.

If the vehicle pulls to one side every time you step on the brakes, there may be oil or grease on the shoes or pads. Metallic scraping sounds often indicate badly worn shoes or pads. On disk brakes, inspect the rotors and pads for wear. If the brake pedal vibrates when stepped on, it usually indicates warped drums or rotors. The parking brake should hold the vehicle on most reasonable inclines.

15CSI: Snoop in places like under the seats, way back in the glove box, and in the tool compartments on the sides of the bed for items such as several cans of brake fluid, STP or radiator stop-leak. A single can of brake fluid may only show

that the truck's owner was prepared, but two or three usually indicate brake problems. Old receipts in the glove box can go a long way to backing up a seller's claims of installing new or rebuilt parts and/or of having repairs done.

16WIRING: Examine all the wiring for frayed spots or rotten insulation. Check to be sure all the lights are working, as well as the instruments, especially the oil pressure and temperature gauges. See that the ammeter or voltmeter shows that the batteries are charging at any engine speed above idle. Also check the windshield wipers and horn for proper operation.

17STEERING: Check for excessive play in the steering system, and try to determine whether it is in the tie rods, drag link or the steering box. Jack the front wheels off the ground and shake them to check for loose wheel bearings and worn out steering-knuckle bushings.

18TIRES: Check for obvious wear, damage and excessive aging. Examine the front tires for cupping or irregular wear, which usually indicates misalignment, and/or loose steering knuckle or wheel bearings. Be wary if the rear tires are cupped but not the front: this usually means they have been switched around.

19TEST DRIVE: Let the seller drive first and pay attention to how he treats the vehicle. While one would logically assume a seller would baby a vehicle in such situations, this is not always the case.

Listen for loud howls or whines from the drive train. Most older model transfer cases whine because of the arrangement of their gears, but they should not scream. Lots of rumbling vibration that gets louder the faster you go may indicate loose universal joints or yokes, or bent or unsynchronized drive shafts. It is fairly common for older Jeeps to jump out of second gear on compression, but most other HMs don't. There should be no front end shimmy, a lot of drive train vibration, or much body rattle.

20SECOND LOOK: If possible, always come back the next day for another look at the vehicle. In the time between inspections, review your checklist in private without the seller hovering about you. This will give you a chance to check your references, contact other knowledgeable hobbyists and prepare yourself to look at certain problem areas again. You will always find things you missed on the first inspection. A second look will often prevent "buyers remorse."

NOT "ONE IN A MILLION"

It is important to remember that most military vehicles were produced in the thousands. Don't be afraid to walk away if your pre-inspection doesn't produce good results. There will always be another vehicle to purchase. —

Patience is often the very best attribute you can carry to a potential purchase deal. There are very few, truly "one of kind" vehicles in this hobby. If there is one, there is probably another one just waiting for you to discover it. Don't become an "impulse buyer with regrets." — *Steve Turchet* 🍷

G-740 M38 1/4-TON TRUCK

Even before World War II had drawn to a close, efforts were made to standardize as many components as possible to simplify supply problems, as well as to improve the overall quality of the vehicles.

Advancements such as 24-volt electrical systems, waterproof ignition, and a deepwater fording ability markedly improved the combat readiness of the vehicles.

Though work was begun in 1948, the M38 was always regarded as a stopgap vehicle. The M38 was slightly larger and heavier than its World War II MB counterpart, but resembled its ancestor and used a power plant very much like that of the World War II era "Go-Devil" engine. Still, with the increased weight of the vehicle, the flat head four cylinder was underpowered.

Continuing a pattern established earlier with the MA and MB, the M38 was given the Willys model number MC.

From 1950 until 1952, Willys produced 45,473 M38 Jeeps. A rare few were equipped with a PTO-driven winch.



Weight: 2,750 pounds
Size (LxWxH): 133" x 62" x 74"
Max Speed: 55 mph
Range: 225 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	1,200	4,800	7,500	14,500	19,500	30,000+	3

G-758 M38A1 1/4-TON TRUCK

Because of the increased size and weight of the M38 compared to its predecessors, performance suffered. A more powerful engine was desired. It was found in the F-head Willys "Hurricane" engine. However, this engine was taller and the vehicle had to be redesigned to accommodate it. This resulted in the most profound difference between a base vehicle and its A1 successor in Army military history, the M38A1, or in Willys terms, the MD. The changes were so extensive that the new version was even given its own G-number, G-758.

Production of the M38A1 began by Willys-Overland Motors in 1952. Many scholars believe the M38A1 to be the last "real" military Jeep.

By the end of production, 80,290 vehicles had been produced for use by the U.S. military and an additional 21,198 units for other countries. M38A1 CDNs were built by Ford of Canada during the 1950s, then by Kaiser-Jeep in Windsor, Ontario in the 1960s. The Netherlands used its own domestic-built version of the M38A1. The Dutch-built Jeeps were assembled at the "Nederlandse Kaiser-Frazer" (NEKAF) factory in Rotterdam, in part using U.S.-made components supplied by Willys. The first of the 4,000 initial "Nekaf Jeeps" was delivered on May 28, 1955. When the last of the Dutch Jeeps was completed in 1962, almost 8,000 had been built.

Off-road performance of the Jeep was improved with the M38A1 by installing larger 7.00-16 tires, providing greater ground clearance, and the improved transmission, allowing easier shifting under adverse conditions.



The more powerful F-head engine allowed the new vehicle to handle the increased payload specification as well as keep up with the rest of the faster M-series vehicle family.

Weight: 2,665 pounds
Size (LxWxH): 139" x 61" x 74"
Max Speed: 55 mph
Range: 280 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	1,200	4,800	7,500	12,500	18,000	28,000+	3

G838 M151 SERIES 1/4-TON TRUCK

Design work on the M151 Military Utility Tactical Truck (MUTT) began even before its predecessor, the M38A1, was produced. It would be 1959, however, before Ford's design and pilot model stages resulted in a production contract. Delivery of the M151 began in March 1960. In 1962, Willys Motors, underbid Ford and began producing 14,625 vehicles.

Because the rear suspension buckled or collapsed under burden, a high-strength rear suspension was introduced. The new vehicle was designated the M151A1. Production began in December 1963 at Willys Motors. In January 1964, the company's name changed to Kaiser-Jeep Corp.

In 1964, Ford regained the contract and production restarted in January 1965 and continued into 1969.

The independent "A" frame used on M151s and M151A1s was replaced with a semi-trailing arm suspension. The redesigned vehicle was designated the "M151A2" and sported improvements over the earlier versions, including a deep-dish steering wheel, larger composite marker and tail lights, electric windshield wipers, and a more reliable mechanical fuel pump.

Ford began producing the M151A2 in 1969. AM General won the next contract and produced the trucks from 1972

until the end of production in 1982. Values of early M151s are about 20% higher than the A1 or A2 models

Weight: 2,320 pounds
Size (LxWxH): 133" x 64" x 71"
Max Speed: 66 mph
Range: 288 miles



The deep-dish fender marker lights are unique to the M151A2.

Condition code	6	5	4	3	2	1	Scarcity
M151/A1/A2	1,500	3,500	9,000	13,500	20,500	30,000+	3

G-843 "MIGHTY MITE" 1/4-TON TRUCK

Mid-America Research Corporation designed the M422 for the United States Marine Corps to fill the requirement for a small, lightweight, low-profile vehicle that could be transported by helicopter for their new "Vertical Envelopment" tactics. The result was a 4x4 with an aluminum body and an aluminum, air-cooled, 108-cid V-4 engine. Dubbed the "Mighty Mite," the rugged vehicle weighed just less than 1 ton.

Two versions were built: The M422 (1,250 vehicles) and

the M422A1 (2,672). The most obvious difference is the latter is six inches longer, has the rear seats on the rear fender top, and the presence of an additional reinforcing rib in the body in the area near the front seat and rear wheel well.

Weight: 2,700 pounds
Size (LxWxH): M22: 107" M22A1: 113"
Max Speed: 62 mph
Range: 225 miles



Only 1,250 M442s were made. It is six inches shorter than the M422A1.



The M422A1 has an additional reinforcing rib forward of the rear tire.

Condition code	6	5	4	3	2	1	Scarcity
M422 Value (dollars)	1,200	4,800	7,500	14,500	19,500	30,000+	3
M422A1 Value (dollars)	1,200	4,500	7,000	13,800	17,750	30,000+	3

G-741 M37 DODGE 3/4-TON TRUCK



With the success of the World War II military Dodges, it was only natural that the Army turned to Dodge for an updated design in the late 1940s when the M-series vehicles were in their infancy.

These vehicles incorporated the lessons learned during the war, including the key M-series design elements of 24-volt sealed, waterproof ignition, improved weather protection, organic deep water fording ability and standardized ancillary equipment.

A synchronized transmission replaced the World War II-era crash box, and a two-speed transfer case was used, allowing manual engagement of the front axle as well as an additional reduction range. The six-cylinder engine of the WC-series was enlarged and reinforced for the new trucks. Steel doors with roll-up glass windows were a major improvement.

The M37 was slightly narrower than its World War II counterpart. This provided a tactical benefit and was a definite improvement when operating off-road in wooded or rocky areas.

Production of pilot models for the new design was begun in the spring of 1950 and, in January 1951, mass-production began. The initial series production ended in January 1955.

The M37 tooling was placed in storage until February 1958, when it was dusted off and slightly modified to incorporate minor changes to accommodate a new style



transmission and relocated spare tire mounting. The first of these new vehicles, designated M37B1, was completed in April of 1958. Except for 1960, the demands of the military, especially as the war in Vietnam escalated, were such that M37B1s were built every year through 1968.

The M37 family was the last series-produced, medium weight, specially-designed tactical truck purchased by the U.S. military until the advent of the HMMWV.

Weight: 5,687 pounds

Size (LxWxH): 184.75" x 73.5" x 89.75"

Max Speed: 55 mph

Range: 215 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	800	2,800	4,500	7,000	16,500	25,000+	2

M1008 CHEVROLET CUCV 1-1/4-TON TRUCK

Economics once again drove the U.S. military to become interested in commercial vehicles in certain roles rather than relying strictly upon tactical vehicle designs. In the post-World War II era, this was first evident with the Kaiser-Jeep M715, then the Dodge M880 series, and more recently the Chevrolet CUCV family of vehicles.

The Chevrolet Commercial Utility Cargo Vehicle series replaced the Dodge M880 series beginning in 1984. Like the M880, the trucks began with off-the-shelf civilian four-wheel drive vehicles, which then had some military components added. The militarization of the Chevrolets was fortunately a little more extensive than it had been with the M880 series.

The M1008 was the base vehicle of the CUCV series. It was essentially a diesel-powered version of the Chevrolet K2500, but used the front axle usually reserved for the K3500 in the civilian line. At the rear of the truck was a standard step bumper with a pintle hook mounted in the center. The cargo bed itself differed little from the civilian model, but did have a lightweight folding cargo cover and removable troop seats added.

Modifications included the addition of a brush guard and towing shackles on the front bumper and a dual 12- and 28-volt 100-amp charging system.

The power plant was GM's 6.2-liter diesel coupled to a Turbo Hydramatic transmission. Most models used the New Process



NP208 two-speed, chain-driven transfer case. All models have non-slip rear differentials. The front axle had lockout hubs.

Weight: 5,900 pounds
Size (LxWxH): 216.5" x 79.625" x 76"
Max Speed: 65 mph
Range: 270 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	600	1,100	2,000	3,500	8,500	12,000+	1

M1009 3/4-TON CHEVROLET CUCV BLAZER



The M1009 was the lightest-duty member of the CUCV family. Based on the half-ton Chevrolet Blazer, it used the standard components rather than the heavy-duty suspension components of the rest of this series. The interior of the truck was essentially the same as that of its civilian counterpart, though lacking amenities such as air-conditioning, radio and carpeting. The interior upholstery was maroon vinyl, and originally rubber floor mats were installed, but these were later ordered removed because they trapped moisture.

Like the other vehicles in this group, it was powered by a GM 6.2-liter diesel engine and equipped with an automatic transmission and two-speed transfer case.

Weight: 5,275 pounds
Size (LxWxH): 216.5" x 79.625" x 75.5"
Max Speed: 65 mph
Range: 250 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	900	1,500	3,000	4,000	10,000	13,000+	1

M715 KAISER-JEEP 1-1/4-TON TRUCK

When the Army needed more trucks comparable to the M37, but hoped to save money by buying a truck that was in mass production, the M715 was born. This was an adaptation of the Kaiser-Jeep "Gladiator" pick-up. The M715 was the first "M" series tactical vehicle to use primarily civilian commercial components.

The first production contract, for 20,680 vehicles, was awarded to Kaiser in March of 1966. Trucks began rolling off the assembly line in Toledo in January 1967. Additional contracts brought the production total to more than 30,500 M715 series trucks by the time production ceased in 1969.

The Gladiator tooling was used to create the grille, fenders, hood, doors and cab of the M715 family. Changes to the sheet metal stampings included opening up the upper part of the cab and doors to accommodate the military canvas cab top. Also, the front fenders were cut out to clear the military 9.00-16 tires. The new fold-down windshield resembled the one used on the M38A1.



Weight: 5,500 pounds
Size (LxWxH): 209.75" x 85" x 95"
Max Speed: 60 mph
Range: 225 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	900	1,550	3,500	6,500	9,500	13,500	2

M998 HMMWV 1-1/4-TON TRUCK



Following an extensive competition, AM General won the contract in 1983 to begin building the military's new High Mobility Multipurpose Wheeled Vehicle (HMMWV). The basic vehicle is the M998 and could be configured in either two- or four-doors. When supplied with a winch, the same vehicle is designated the M1038. The M998A2 series, introduced in 1994, had numerous improvements in the power train. The engine was now the 6.5-liter (400 cubic-inch) diesel, and the automatic transmission was now a four-speed unit rather than the three-speed previously used.

Surplus sales of HMMWVs resumed in 2016. Hundreds have been sold. While almost all are sold with paperwork indicating "For off-road use only," many states have passed legislation to title these for road use. Check with your state's titling body before making any purchase.

Weight: 5,200 pounds
Size (LxWxH): 204.5" x 86" x 6"
Max Speed: 70 mph

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	45,00	7,500	12,000	20,000	30,000	45,000+	3

M939 SERIES 5-TON TRUCK

Introduced in 1983, the M939 series of 5-ton trucks was essentially a Product Improvement Package upgrade of the M809 series of 5-ton, 6x6 trucks. AM General Corporation built the initial M939s as well as the M939A1s. Beginning in 1989, Bowen-McLaughlin-York produced the M939A2 trucks with Cummins engines. Over time, the M939 evolved into its own family of cargo trucks, prime movers, and recovery vehicles, with about 32,000 in all produced.

The earliest M939s were actually rebuilds on the M809 chassis. All models of the series share a common chassis, cab, hood, and fenders. The series was produced in three basic wheelbases: Short (13 ft. 11 in.) used for tractors and dump trucks; long ("standard" measuring 14 ft 11 in.) used for cargo trucks and wreckers; and extra long ("XLWB"— 17 ft. 11 in.) used for long cargo trucks and expansible vans.

The most common complete trucks to be produced were M923 Cargo; M925 Cargo w/Winch; M927 XLWB Cargo; M931 Tractor; and M936 Medium Wrecker.

All of the M939 and M939A1-based trucks were equipped with the Cummins NHC 250 855 cu in (14.0 L) naturally aspirated inline 6 cylinder diesel engine. The M939A2 models were powered by a smaller Cummins 6CTA8.3 504 cu in (8.3 L) turbo-charged inline 6 cylinder diesel engine.



Weight: 5,500 pounds
Size (LxWxH): 209.75" x 85" x 95"
Max Speed: 65 mph
Range: 225 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)*	2,500	4,500	6,500	9,000	10,500	16,000+	2

M274 "MULE" 1/2-TON TRUCK

Widely known as the Mule, this vehicle's official name was "M274 Truck, Platform, Utility, 1/2 ton." Four different companies produced six different varieties of Mule between 1956 and 1970. All M274 vehicles had four-wheel drive and the first five varieties could be driver-selected to be regular two-wheel steer or put into a four-wheel steer mode.

Two different versions of rear-mounted, air-cooled engines were used, 4-cylinder on early production and 2-cylinder on later (many early Mules were

upgraded with 2-cylinder motors). All Mules were built as pull-start. The first five versions had cargo decks made of magnesium; the last (M274A5) had a deck made of aluminum. The M274 had twice the cargo-hauling ability of a Jeep.



Weight: 900 pounds
Size (LxWxH): 119" x 49" x 49"
Max Speed: 15 mph
Range: 100 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	1,750	3,500	4,200	7,500	9,750	12,000+	3

CCKW 2-1/2 TON 6X6 CARGO TRUCK

The GMC CCKW is generally considered to be the truck that won World War II. It was a medium-duty all-wheel-drive 2 1/2-ton truck. The CCW was an almost identical truck, lacking the front



wheel drive.

The short wheelbase version was the GMC model CCKW-352, and the long wheelbase truck was known as the CCKW-353. The CCKW-353 was intended as a general-purpose cargo truck and personnel transport, while the CCKW-352 was built as a prime mover for the Field Artillery, towing 75mm and 105mm weapons.

Some of the trucks were built with winches. The cargo beds were initially steel, but in August/September 1942, the trucks began using wooden beds and, finally in January 1944, a body of composite steel and

wood construction began to be used.

The earliest models had fully enclosed cabs, but these were replaced in production during 1942 with the military standard open cab.

The CCKW was fitted with a greater array of body types than any other World War II era vehicles. In addition to cargo trucks, several different body types were installed including the dump body.

Weight: 10,350 pounds
Size (LxWxH): 231" x 86.25" x 93"
Max Speed: 45 mph
Range: 300 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	2,000	4,000	11,000	13,500	17,000	24,000+	3

M35A2 2-1/2-TON 6X6 CARGO TRUCK



A dual-wheeled version of the new truck was created for use primarily on roads (the single-wheel M34 being preferred for off-road operation). The dual-wheeled variant was the M35. Using dual 9.00-20 rear wheels, its cargo bed lacked wheel wells, providing a flat floor for loading cargo, although like the M34 it was equipped with fold-down troop seats.

Through the years, Reo's 1949

design has been produced by no less than 10 companies, including Reo Motors, Studebaker, Studebaker-Packard, Curtiss-Wright, Kaiser-Jeep and AM General. Like all the early postwar vehicle designs, these trucks were equipped for fording with virtually no preparation.

Weight: 13,860 pounds
Size (LxWxH): 276" x 96" x 112"
Max Speed: 58 mph
Range: 500 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	1,800	3,500	7,750	9,000	11,000	14,000+	1

G-506 1-1/2-TON CHEVROLET 4X4 CARGO TRUCK

Chevy produced about 160,000 of these ton and one-half all-wheel drive trucks during WWII. A 235 cu. in. inline six-cylinder engine powered the trucks through a four-speed transmission crash box. The two-speed transfer case (high and low range), which includes a provision to disengage the front wheel drive, completed the power train. Banjo-style axles were used on the entire series.

Over the years of production, Chevrolet assigned model numbers G7116, G4112 and G4162 to winch-equipped dump trucks, while non-winch model numbers were G7106, G4112 and G4152.

Weight: 7,545 pounds
Size (LxWxH): 224" x 86" x 106"
Max Speed: 48 mph
Range: 270 miles



Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	4,500	7,000	11,000	14,000	16,000	18,000	2

DUKW 2-1/2-TON AMPHIBIOUS 6X6 CARGO TRUCK

The DUKW was standardized in October 1942, and production began immediately at the Yellow Coach plant

in Pontiac, Mich., which was also home to CCKW production. The automotive components were developed by GMC, using many

of the same parts as found in the AFKWX and CCKW trucks. The name DUKW is an acronym resulting from GMC model code: D indicates 1942 model year design, U

is utility truck, amphibious, K for all-wheel drive, W for tandem rear axles.

Demand for the DUKW became so great that a second production facility had to be added, this one at the Chevrolet plant in St. Louis, Mo. Production totaled 21,147 vehicles by the time production ceased at war's end.



of the same parts as found in the AFKWX and CCKW trucks. The name DUKW is an acronym resulting from GMC model code: D indicates 1942 model year design, U

Weight: 14,880 pounds
Size (LxWxH): 372" x 98.875" x 106"
Max Speed, land: 50 mph
Max Speed, water: 6 mph
Range, land: 240 miles
Range, water: 50 miles

Condition code	6	5	4	3	2	1	Scarcity
Value (dollars)	9,000	15,000	20,000	40,000	55,000	65,000+	4

M4A3 "SHERMAN" MEDIUM TANK

The Sherman tank is remembered as the tank that won WWII. Even now, decades after the war, "Sherman Tank" is instantly recognizable in the general public.

The M4 Sherman replaced the M3 Medium Tank. It is no surprise that the powerplants of many early U.S. tanks, including the M3 and M4 medium tanks, were based on aircraft engines. The variant of the Sherman that came to be "America's tank" was the M4A3. The engine installed in the M4A3 was the Ford-designed and -built model GAA V-8 liquid-cooled gasoline engine.

Ford began production of the M4A3 in May 1942, although Ford's production of the tank would be relatively short lived. (Ford M4A3 production ended in September 1943). M4A3 and variant pro-

duction was continued by Fisher Tank Arsenal and Chrysler's Detroit Tank Arsenal until eventually reaching a total of 12,596 units.

Shermans are so desirable that it is a sellers' market. The demand far exceeds the supply.



Weight: 66,700 pounds (fighting weight)
Size (LxWxH): 232.5" x 103" x 108"
Max Speed: 26 mph
Range: 130 miles

Condition code	6	5	4	3	2	1	Rarity
Value (dollars)	125,000	250,000	325,000	400,000	550,000	795,000+	5

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What's that yellow plate on your truck?

Bridge Weight Classification

by David Doyle

If you display military vehicles at public events, you hear all kinds of explanations of all kinds of things by the general public. You hear the fifty dollar Jeep story, the bulletproof glass story...a buddy of mine heard someone explaining that the roller on the front of his M3A1 Scout Car is a mine detector. Usually the owner or another historic military vehicle enthusiast is nearby and can set the record straight. The exception to this seems to be the bridge weight classification plate found on most US vehicles. This little, round yellow (or green) plate seems to cause a great deal of confusion among the public and the hobby.

The bridge weight classification plate has its origins with the British during WWII, and by mid-war had been adopted by US forces. In its earliest incarnation, this was a relatively simple 9 inch diameter yellow disk with the weight classification permanently marked on it in black. For combination vehicles (for example, trucks pulling trailers), there were two numbers on the plate. The lower number is the single vehicle weight, while the upper number is the combination weight classification. If the design of the vehicle was such that the right front corner of the vehicle had a suitable surface, this information (including the yellow circle) was painted directly onto the vehicle. There are some instances of the weight classification being marked on a yellow rectangle.

In the postwar era, just as vehicles became more complicated, so did the weight classification plate. Gone was the simple paint-

ed disk, replaced with a sophisticated assembly with changeable numbers for different vehicles and loads, and a reversible top plate with a red "C" on it. This "C" was also destined to confuse collectors and public alike.

To really understand the plate on the front of the truck, we should start with the first part of the name: "Bridge."

TABLE 1: MINIMUM LANE WIDTH FOR BRIDGES

Bridge Class	4-12	13-30	31-60	61-100
One Lane	9'-0"	11'-0"	13'-2"	14'-9"
Two Lane	18'-0"	18'-0"	24'-0"	27'-0"

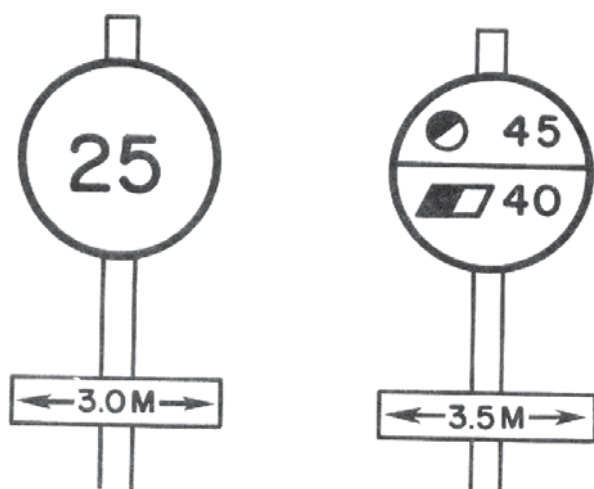
TO EVERY BRIDGE, A SIGN

When the military enters an area, engineer units do reconnaissance on existing roads, routes and bridges. These are then classified based upon their load handling ability (strength and dimension). Usually the weak link in a road system is its bridges, and they get special attention.

The bridges are examined, and each assigned a classification; usually one for tracked vehicles and another for wheeled vehicles. Consideration is given to whether there is one way traffic only, or if traffic flows both directions across the bridge. These classifications are then posted on signs approaching the bridge.

There are a variety of signs used, depending upon circumstances. I will illustrate those most commonly found. The "standard" bridge classification sign is exemplified in Figure 1. Those bridges with a classification of 30 or below are assigned a single number.

If a bridge classification exceeds 30, then it is assigned two numbers, one for wheeled vehicles, and another for tracked vehicles. This is due to the profoundly different effects that track



When a bridge's structure is sufficient to support a given weight but lane width is not up to the standards called for in Table 1, it gets this type of additional signage. The sign on the left is for a bridge whose structure will support a weight class of 25, but the traffic lane is only three meters wide. Similarly, the one on the right will support a wheeled vehicle of class 45 or below, or a tracked vehicle of class 40, but its traffic lane is 3.5 meters wide.



This is the classic yellow post-WWII bridgeplate with moveable numbers. It is shown mounted in the most common location used on vehicles. The example shown is on a 5-ton wrecker and shows that it can safely traverse a route with a classification of 17 or higher.

laying vehicles have on a structure. The right image in Figure 1 is an example of this type of signage.

CIRCULAR BRIDGE WEIGHT CLASSIFICATION

To quote from FM 5-170, “All classified vehicles and bridges in the theater of operations require classification signs. Bridge signs are circular with yellow background and black inscriptions. Sign diameters are a minimum of 40 centimeters for one-lane bridges and 50 centimeters for two-lane bridges. A two-lane bridge has two numbers, side by side, on the sign. The number on the left is the bridge classification when both lanes are in use at the same time. The number on the right indicates the classification if the bridge is carrying one-way traffic and the vehicles proceed along the centerline of the bridge.”



This is the same weight classification plate shown in Figure 2, but it now has the retaining plate reversed to display the red “C,” as it would be on a combination vehicle with combined weight class of 17. The fading of the “C” is not uncommon. Genuine postwar yellow weight classification plates have a porcelain-like finish, which is very weather resistant. However, their slick, shiny finish does not provide a good surface for paint adhesion, thus it’s not unusual to find brilliant yellow plates with the red or black markings severely faded.

RECTANGULAR BRIDGE WEIGHT CLASSIFICATION

Occasionally, one will see a rectangular bridge classification sign. This is also covered in FM 5-170:

“For bridges with separate classifications for wheeled and tracked vehicles (dual classification), use a special circular sign that indicates both classifications (only applicable if the classification is over 50). Use a separate rectangular sign, if necessary, to show the bridge’s width limitations ... instructions and technical information are posted on rectangular signs, which are a minimum of 41 centimeters in height or width and have a yellow background with the appropriate letters and symbols in black. Write the figures as large as the sign permits. Theater commanders may make special arrangements to indicate vehicles of exceptional width or to indicate low overhead obstructions. Use separate signs to show width or height limitations or technical information. Width and height signs are not required on bridges where existing civilian signs are in place and sufficiently clear.”

An example of this width-limiting signage is shown in Figure 1. The military Bridge Classification takes width into consideration, and that information is shown in Table 1.

Drivers of military vehicles who approach the bridges must be aware of the Bridge Weight Classification of the vehicle in

their charge, and not cross a bridge with a lower classification than the vehicle they are driving. At critical points on a military route, MPs may be posted to enforce this stringent rule. Enough about bridges, what about vehicles?

TABLE 2: BRIDGE WEIGHT CLASSIFICATION OF COMMONLY COLLECTED VEHICLES

Vehicle	unladen class	loaded class
M5 Tractor		14
M8A1 Tractor		30
M26,A1	28	
M29C	2	3
M34	5	10
M35	5	10
M35A1		10
M36	5	10
M37	3	4
M41		18
M47		10
M48	6	
M49,49C,A1C,A2C	6	10
M50,A1		11
M51,A1,A2		21
M52,A1,A2	8	
M54,A1,A2		20
M55,A1,A2	10	21
M59		10
M60		13
M62	16	24
M108		11
M109,A1,A2,A3	7	10
M123,C,D,A1C	15	15
M125	12	34
M135	6	11
M211	6	11
M215		11
M217,217C		10
M220		10
M221	5	
M222		10
M246,A1,A2		23
M275	5	5
M292,A1,A2,A3,A4,A5	11	19
M342		12
M543,A1,A2	17	
M656		11
M715		4
V17A/MTQ		11
V18A/MTQ		11
XM706 Commando		8
Combination Vehicles		
M35 w/M105	7	12
M54 w/M105	9	20
M52 w/M131A1C	13	30
M123 w/M15A2	25	78

SIGNS ON THE VEHICLES

Often, collectors and others mistakenly believe that the Bridge Weight Classification number of a vehicle is simply the vehicle’s weight, rounded up to the nearest ton. This is such a widespread misconception that this is a question in the US Army Armor School Bridge-Vehicle Classification System and Route Reconnaissance course. Quoting SA 41512 (A), “(True or False) The vehicle classification number is a whole number which represents the gross weight of the vehicle. ANSWER. False.

“The vehicle classification number represents the effects of the vehicle on a bridge while crossing it. The effect is a combination of gross weight, weight distribution of the vehicle, speed at

which the vehicle crosses the bridge, and the impact loading of the vehicle on the bridge.”

The weight classification of a given vehicle is assigned based upon a complicated formula taking into consideration many factors. The military recommendation for determining the weight classification number of a vehicle is to “Look it up in FM 5-36.” Failing that, the expedient recommendation is to use the gross weight of tracked vehicles, and 85% of the gross weight in tons of wheeled vehicles. The weight classifications of many commonly collected military vehicles are shown in Tables 2-4.

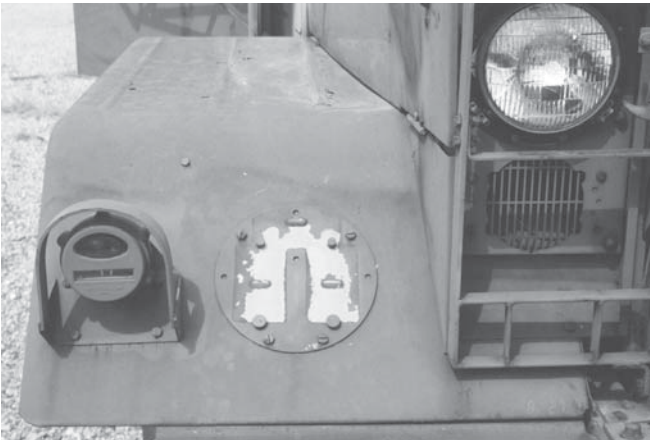
WHERE SHOULD THIS MAGIC NUMBER BE DISPLAYED?

There are two types of vehicle signs: front and side. Front signs, used on most vehicles, show the classification of the laden vehicle. Trailers do not use front signs. Side signs on towing vehicles and trailers show the classification of the unladen towing vehicles or trailers only by themselves.

Both signs are circular and the front sign is 9 inches in diameter and the side sign is 6 inches in diameter. The front sign is mounted on the front of the vehicle, above or on the bumper, and below the driver’s line of vision. In most instances it is bolted to the grille of the vehicle, although it can be mounted directly to the vehicle when a suitable surface exists (the front fender of 5- and 10-ton trucks is an example of such a place, see Figure 2). When possible, place it on the right side, facing forward. The side sign is on the vehicle’s right side facing outward, typically in the upper right corner of the passenger door. The inscription on the sign should be as large as the sign allows. The front sign, except on towing vehicles and tank transporters, indicates the vehicle’s laden solo class.

WHAT ABOUT TOWED LOADS?

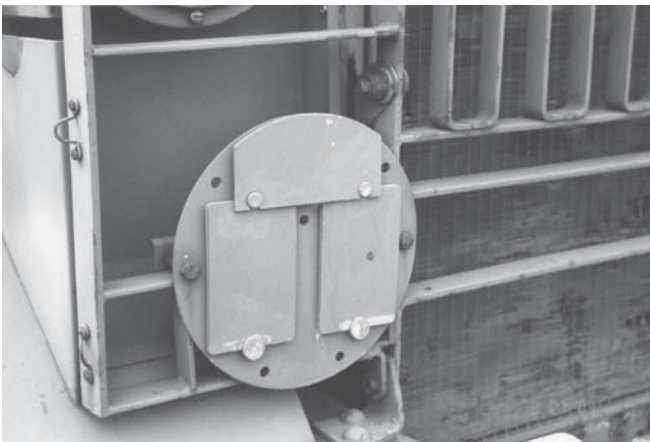
Quoting FM5-170, “When a single vehicle tows another vehicle at a distance less than 30.5 meters and the vehicles are not designed to operate as one unit, the temporary vehicle MLC number may be assigned to this combination. The classification number assigned is nine-tenths the sum of the normal vehicle classification numbers if the total of both classifications is less than 60. If the sum of the two military classification numbers



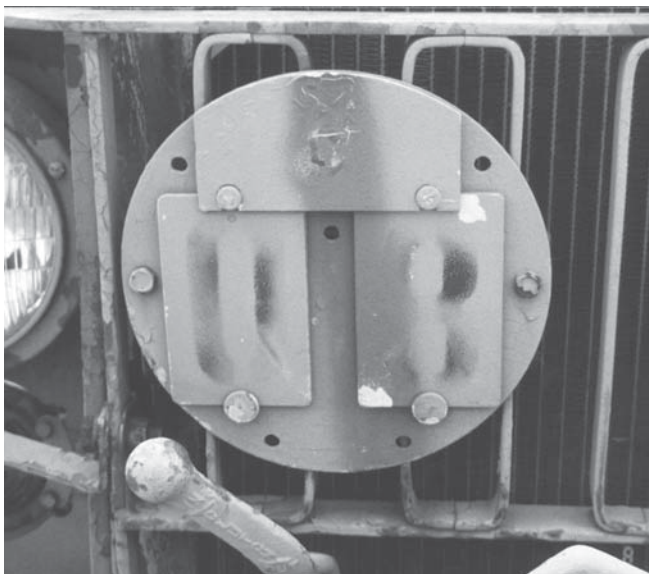
Although not often seen on restored vehicles, this mounting location is permissible on vehicles with fenders which slope less than 30%, like this five ton cargo truck on Memphis Equipment’s yard. Examination of photographs taken during the Vietnam War frequently show this mounting location being utilized. Although the truck and bridge plate at some point were repainted, removal of the individual number plates reveals that the plate was originally yellow.

TABLE 3: CLASSIFICATION OF TOWED VEHICLES

Vehicle	unladen class	loaded class
M10 Ammo		5
M15A1		59
M15A2		78
M21 Ammo		9
M23 Ammo		11
M271,A1 Pole		7
M100		4
M101,A1		6
M104,A1,A2		6
M105,A1,A2		6
M106,A1,A2		4
M107,A1,A2		4
M127,A1,A1C		30
M127A2C		29
M149,A1		4
M172		19
M172A1		36
M269,A1		24
M270,A1		24
M332 Ammo		4
M345		20
M416		4



Although this is an uncommon location, it certainly meets the requirements of “front of vehicle toward the vehicle’s right side and below the driver’s line of vision.” When this vehicle and weight classification plate were repainted, no one bothered to re-mark the numbers on the plate. The green paint can be seen chipping from the yellow on the moveable plates.

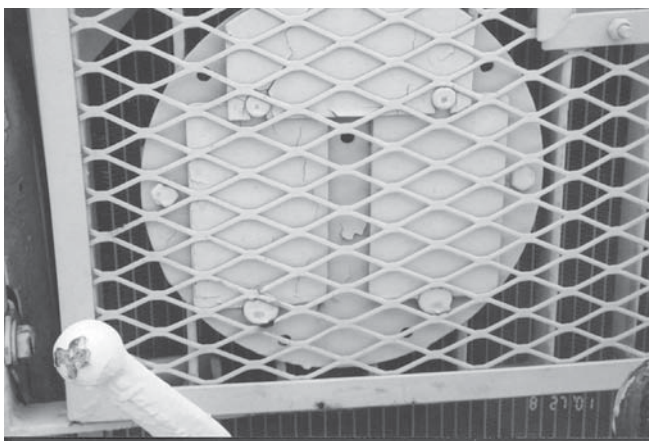


This deuce is displaying a weight classification of 8 on plate, which while originally yellow, was repainted in the same camouflage pattern as the truck. The numbers were then re-stenciled onto the moveable plates.

is 60 or over, then the total becomes the MLC number for the nonstandard combination.”

In other words, if you are towing a trailer or another vehicle with your historic military vehicle, then you get to display the nifty red letter “C” above the weight classification number on the front of your towing vehicle. This “C” denotes Combination Weight Classification.

On towing vehicles, the front sign indicates the train’s combined load class. Above this number, display the letter C to distinguish the vehicle as a towing vehicle. The side sign (used only by prime movers of combination vehicles and trailers) indicates the unladen solo class of the prime mover or trailer. Single vehicles carry the front sign only, towing vehicles carry both front and side signs, and trailers carry side signs only.



During the Desert Shield escalation there was a great rush to repaint vehicles from the NATO woodlands camouflage scheme to an overall desert sand. Often the weight classification numbers were simply obliterated, as were these. However, whoever mounted this one negated the benefit of the postwar plate’s moveable numbers by mounting the plate behind the stone guard, rather than in front of it. Show up at a convention like this and be prepared to lose points, even though it is an “authentic” representation of actual usage.

**TABLE 4: CLASSIFICATION OF
COMMONLY COLLECTED WW II VEHICLES**

Vehicle	unladen class	loaded class
M1,A1 Wrecker	13	
M4 Sherman		30
M5 Tractor		14
M8A1 Tractor		30
M8, M20 Armored Car	7	9
M26,A1	28	
M29C	2	3
WC51	3	
WC52, 56, 57	4	
G7107 Chevrolet	5	6
U7144 Autocar	5	14
B666 Brockway	17	
T980 Diamond T	18	70

Note: Unlike the postwar system which assigns a different “M number” to virtually each body style, during WWII the designation CCKW was applied to virtually every configuration of the GMC chassis. The result of this is some confusion when it comes to Military Load Classification, with unladen classes known to vary between 6 and 8, while loaded swung from 9 to 10. Though there are some exceptions, specialist bodies tend to be at the lower end of the range, while cargos and tippers usually have higher classification numbers.

OD OR YELLOW? WHICH COLOR?

As stated earlier, during WWII the vehicle weight classification plate was painted yellow. In the postwar era, the familiar moveable number plate became the standard, and it too, was painted yellow. This continued through the mid-1960s (semi-gloss vehicles were to use lusterless yellow, color chip 33538 is specified in TB 746-93-1, October 1964) and that color was retained into the four color camouflage era of the 1970s (as specified in TB 43-0209, October 1976).

The complete kit through this era was NSN 9905-00-565-6267, if you are lucky enough to find one. With the change to the three color “NATO” camo scheme the yellow weight classification plate was replaced with the now familiar 383 green classification plate (TM 43-0139). That equipment prepared for deployment overseas during Desert Shield/Desert Storm had their classification plates (like the rest of the vehicle) repainted in the sand color.

WHAT ABOUT JEEPS?

As a rule, weight classification numbers are not appropriate on Jeeps and other smaller vehicles. Regulations do not require classification numbers displayed on vehicles having a gross weight of 3 tons or less (even though in most cases these classification numbers have been calculated and are tabulated). Neither are they required on vehicles having rated payloads of 3/4 to 1 and 1 1/2 tons.

This later policy does NOT apply to vehicles authorized for towing loads. Thus, an M37 should display a classification plate (it’s authorized to tow a load), while the similar M43 would not (even though built on similar chassis, it has no pintle hook, and thus couldn’t tow a load). Local commanders have wide authority, and may have from time to time authorized, or required, Jeeps to display classification numbers.

Many collectors view the bridge weight classification plate as a welcome opportunity to dress up their vehicle, adding not only a dash of color, but a conversation piece to the display, but to the military, it is an important component of their mission. 🚗

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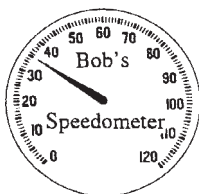
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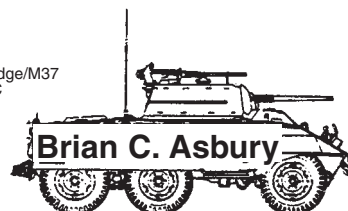
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CALENDAR

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Confirm all information with show promoter before traveling. The time, dates, and/or location may have changed!

March 7, PA, Mt. Bethel. Redball Annual MV Pars & Militaria Swap Meet, 9-4PM, Mt. Bethel Volunteer Fire Co., 2341 N. Delaware Dr. Info: Jim Gilmore, 50 W Broadway, Jim Thorpe, PA 18229, 570.325.5216; jgilmore@ptd.net; www.redballon-line.org

March 7, WA, Bremerton. Military Appreciation Day 2020, The Kitsap Sun Pavilion, 1200 Fairgrounds Rd NW. www.silverdale-chamber.com

March 20-22, OK, Cushing. Cushing Fly-In Fair featuring Military Vehicles, Gun Show, Relics, Antiques, and Collectibles, Cushing Municipal Airport, 2414 Tom Maloney Dr. Info: Charles Montgomery, 817.929.1816; whipp.events@gmail.com; www.whippfarmproductions.com

March 21, TN, McMinnville. Tennessee Military Vehicle Preservation Association's Classic Car and Military Vehicle Show, 2240 Sparta Hwy. (old VFW Post). Info: oldhawgdriver@gmail.com

March 28-29, TX, College Station. WWI and WWII Living History Weekend, Museum of the American G.I., 19124 Highway 6 South. Info: info@americangimuseum.org; www.americangimuseum.org

April 1-5, CA, Piru. Lake Piru So Cal Military Vehicle Rally, Lake Piru Recreational Area, 4780 Piru Canyon Road. Sponsored by the Southern California Military Vehicle Collector Club. Info: www.scmvcc.com

April 3-4, KY, West Point. America's Largest Machine Gun Shoot and Military Gun Show, Knob Creek Gun Range, 690

Ritchey Lane. Info: 502.922.4457; www.knobcreekrange.com

April 14-19, CA, Plymouth. Camp Plymouth Swap Meet, MV Display. 49er RV Village, 18265 Hwy 49, and adjacent fairgrounds. Camping and info: www.MVCCNews.net

April 18-19, ENGLAND, Clywd, Dyserth, North Wales, LL18 5SB. No Man's Land WWI & WWII Living History Event, Bodryddan Hall. Info: admin@axisallied.co.uk; www.facebook.com/No-Mans-Land

April 20-26, FL, Daytona Beach. Jeep Beach, 2020. The Daytona International Speedway. info@JeepBeach.com; www.jeepbeach.com

April 20-26, FL, Daytona Beach. Jeep Beach, 2020. The Daytona International Speedway. info@JeepBeach.com; www.jeepbeach.com

April 24-26, NC, Denton. 8th Annual Military Vehicle & Gun Collector Show. Denton Farm Park, 1072 Cranford Rd. Info: Denton Farm Park, (336) 859-2755; www.dentonfarmpark.com

April 25-26, NJ, Augusta. 19th Annual Military Vehicle Show and Swap Meet, Sat: 8-6, Sun: 8-3. Sussex County Fairgrounds, 37 Plains Rd. NO FIREARMS or LIVE AMMO. Info: Fred Schlesinger, 58 Bunnvale Rd., Califon, NJ 07830, 908-617-5066; spaces@mtaswapmeet.com; www.MTASwapMeet.com

April 28-May 3, CZECH REPUBLIC, Pilsen. Leave No Man Behind Convoy and Reenactment. Info: <https://www.facebook.com/groups/2376670072653506/>

May 1-3, MD, Aberdeen. 47th Annual East Coast Rally and Flea Market at Aberdeen's Ripken Stadium, 870 Long Drive, Exit 85 on I-95. Free admission. Info: 800-730-662; wacbg-mvt@yahoo.com; www.washingtonbluegray.com

May 9, AL, Huntsville. USVMM/Dixie Division "Pre" Armed Forces Day Rally at the US Veterans Memorial Museum, 2060 Airport Road SW, Huntsville, AL 35801. For info contact

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TIME TO RE-TIRE

I'm getting ready to replace the tires on both my M416 trailers and maybe the MUTT. Should I buy NDT or NDCC tires? What is the difference between them?

90% of my driving will be hard-surfaced roads. Any help or suggestions would be much appreciated. — Jerry Bubolz

There is a slight difference in tread pattern. The best way to see this is to look at some of the tire ads in the magazine.

NDCC (Non-Directional Cross Country) may perform slightly better in soft terrain and sand... though I haven't noticed much difference. NDT (Non-Directional Tread) is more of a compromise for highway use, but neither pattern wears well or lasts for long on the road. Nor do they grip well on wet or slippery pavement.

I assume you want these for appearance sake on your MUTT and trailers? There's nothing wrong with that, but you'll probably be surprised how fast they wear out. You will probably only get about a third of the life — if that — of conventional traction or highway-tread tires. And of course, you know your MUTT will wear the outer sides of the tires most?

Hope this helps in your decision.

WATER WOES

Here is a timely tale of woe. I'll make it as brief as possible.

My son had the head from his M38 resurfaced. After replacing the head gasket, I torqued everything to 63 lbs, in the proper sequence. Then I ran some radiator cleaner through the system. After I flushed it out, I filled it back up with antifreeze and water. All seemed well.

The jeep was started the next morning and water sprayed from the exhaust! After taking the spark plugs out, we could see that number-one cylinder was covered with water/antifreeze solution.

So, we removed the base. It had about a half-gallon water/antifreeze solution in the oil.

The head gasket did not appear to be damaged, but we replaced it with a \$50 copper one.

When we started the motor, it ran okay. The next day, we pulled the plugs, as I wanted to check the compression. You would not believe the horrendous knocking sound that came from the motor!

In the meantime, I had reading Tech Tips in my MVM no. 205, and what do I see but the tip, "Dropping Acid." It kind of sounds like my knocking problem, although I doubt if the combination of antifreeze, water, and oil could have turned into an acid solution that quick.

The bottom line is I'm going to have a complete rebuild. Just had to let you know that I learn something from all of your "Tech Tips" in every ever issue. — Lawrence Corson

I am sorry about the problems with your son's M38, but it's nice to hear "Tech Tips" have been helpful to you in the past.

First off, I agree it's unlikely that water and antifreeze in the oil would have eaten the crankshaft bearings that quickly, so let's back-track.

You said you had the cylinder head resurfaced, then installed

it with a new gasket, which apparently leaked. Why did it leak? Was it the wrong gasket, or was it installed incorrectly?

Specs vary. The common torque ranges for that engine's head bolts are 65-75 ft.lbs. and 60-70 for the nuts, so 63 was a bit low.

In any case, it seems to have let water/antifreeze into the engine's cylinders and consequently into the oil pan ("base?"). Normally, this wouldn't be a big problem or should have caused any damage — if dealt with in a timely manner.

You could simply drain the contaminated oil (or better yet, remove the oil pan for a complete cleaning), install a new head gasket (I always use Copper Coat gasket sealer), and hopefully find out why the first new gasket leaked.

Incidentally, I would never add antifreeze before starting an engine after a repair like this. It is better to just use water first in case there are leaks.

In any event, I can't see how the crankshaft bearings could have been damaged, given what you've told me. There is a small possibility a piston or pistons could have been broken by trying to start the engine with water in the cylinders, which could have created a hydraulic lock. But, again, given only what you've told me, I would suspect something else.

For, example, you didn't say if the jeep had been sitting a long time before the head gasket was replaced, or in what condition the entire engine might have been.

Why was it felt necessary to have the cylinder head resurfaced? Is it possible the engine needed a complete rebuild to begin with? I would have to know more before offering any other suggestions.

HOW LOW CAN YOU GO?

I have a 1994 HMMWV. The oil pressure at idle seems very low. Below 10 psi. Is this normal? Should I be worried? — Zach Taylor

Normal hot engine oil pressure for HMMWVs built prior to 1966 is 10 psi at hot idle and 40 to 45 psi at 2000 RPM. For turbo HMMWVs, the book advises 6 psi at hot idle and 30 psi at 2000 RPM.

Since you have an early model HMMWV, your engine may worn (probably rod and main bearing)s if your hot idle oil pressure is less than 10 psi. Though this could also be caused by a restricted oil cooler line or fitting, or possibly a problem with the oil pressure regulator.

GIVE YOUR HMMWV A BRAKE

Early model HMMWVs often have problems with the parking brake cable being chafed or crushed by the lower control arms. While a new bracket has been developed, HMMWV owners should check their parking brake cables for damage or wear. The official military quick-fix is to wrap the cables with rubber tape until the new style brackets can be installed. ☺

Send your favorite Tech Tip or question to Steve Turchet, c/o Military Vehicles Magazine, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481, USA, or e-mail jadams-graf@aimmedia.com.

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May 1-6, CZECH REPUBLIC, Pilsen. Liberation Festival
Pilsen, Organised by Statutární mesto Plzeň, Náměstí Republiky
1, 306 32 Plzeň; <http://www.slavnostisvobody.cz>

May 14-16, OH, Findlay. 45th Annual MVPA Convention
in conjunction with the Findlay Show, Hancock County
Fairgrounds, 1017 E Sandusky St. For vendor information,
and to reserve space contact: John Cheney II; (419) 349-4795,
m2hbcrazy@yahoo.com, for non-vendor information contact:
MVPA-HQ; (816) 833-MVPA, (800) 365-5798, or hq@mvpa.org;
www.mvpa.org

May 16, IA, Atlantic. BA-DA BA-DA BING BANG Rally, The
American Legion Memorial Building (The Old Armory), 201 Poplar

Street. Info: Steve Livengood, 712-243.5545; aplewood@q.com;
www.ariseatlantic.org

May 16-17, HOLLAND, Overloon. Militracks. The Museum.
Museumpark 1, 5825 AM Overloon. [www.oorlogsmuseum.nl/en/
events/militracks/](http://www.oorlogsmuseum.nl/en/events/militracks/)

May 25, WY, Dubois. National Museum of Military Vehicles
Grand Opening Event, 1-2PM. National Museum of Military
Vehicles, 6419 U.S. Hwy 26. 307.455.3846. info@nmmv.org;
www.nmmv.org

May 29-30, OH, College Corner. The Willys Jeep Rally,
Hueston Woods Lodge, 5201 Lodge Road. Info: Rick Riley;
513.423.8724; rickieriley@att.net; www.mwwillysjeep.com

For complete calendar, log onto
www.MilitaryVehiclesMagazine.com

SNAFU

The Monument to Soviet Tank Crews was a WWII memorial located in Prague. It is also known as the Pink Tank because, in 1991, it was controversially painted pink by installation artist David Černý. The monument status was abolished and the tank was removed. On June 20, 2011, the Pink Tank temporarily returned to Prague as part of the 20th anniversary of the withdrawal of Soviet forces. Its return included an erect, middle finger. The entire piece was placed on a barge on the Vltava river and displayed near the Charles Bridge until July 1, 2012. The tank is now located at Military Museum Lešany near Týnec nad Sázavou. ☛



ANNOUNCEMENT!



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Or visit www.findlaymilitaryshow.org for more information and download a registration form.

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