



**O.D. NEWS
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SPECIAL COMMENTS & PHOTOS OF THE TMC-09 by LANNY MOORE



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Events Coordinator:	Tim Ketchum	703-590-4960,	TimK.43mb@verizon.net



NEXT CLUB MEETING...

Lanny Moore is arranging to have our January 2010 club meeting for January 9th or 16th (TBD). Bob Hatter, Commander of the Dyer-Gunnell Post 180 legion has invited us to their lodge located in Reston, VA. (Directions to follow; food provided).

Please mark you calendar; and plan to bring your vehicle.



37th Annual East Coast Rally

The 2010 East Coast Rally dates are May 20th-22nd!

President's Message:

Hello Everyone, Another year has gone by; and we had the best rally so far. I am looking forward to serving as your President for another year.

It looks like the 2010 Rally will be even bigger and better. In order for the Rally to be a huge success, **we need your help**. Please consider helping with: set-up, take-down, clean-up, auction collection, policing the areas during the Rally, Registration/Head Quarters Tent, and much more. So please consider stopping by to help, or even joining the Rally Committee.

I want to again thank all of you who have helped in the past. To me the reward is just seeing how happy the vendors and public are with our Rally. **THANK YOU ALL!**

Have a safe holiday and a happy New Year.

Anja Taylor, President

Vice President's Message:

WAC/B&G MVT got some publicity in MVPA magazine and I'm now a published author since Dave Doyle called and asked for info on the start of TMC-09. I supplied some notes and found they were not only published but I got a byline! Many thanks to Don ROLLETTE for all his efforts. He even got donations to cover an evening meal in Laurel for all TMC-09 participants! Ollie & Tom did an outstanding job organizing the lunch break in Mt Airy. Thanks guys! Got a GREAT picture of them in Tom's golf cart!

I attended the MVPA National in Evansville. Some very interesting and unusual M/Vs displayed, along with about EIGHT DUKWs. Of course, there were many Jeeps, M-37s, and Deuces etc to look at.

There was a cruise on the LST (Evansville's version of our Liberty Ship) that also allowed five DUKWs to "swim" on board and then off! Very interesting and it was the first time that had been done since the LST's "Active Duty"

Meetings were very good and productive-- low-key, informative and productive with no boisterous arguments. A pre-production video was shown of the entire TMC-09 Check out www.mvpa.org and click on convoy for lots of pictures. Crowds were quite good, with lots of buying & selling. Hard to realize there is a recession!

I was approached by MVPA about their desire to have a National on East Coast. There has not been one since Tobyhanna.... Since that would be a big, big burden, I spoke with reps from Red Ball (PA) and MTA (NJ) show organizers about a "cooperative" effort which was well-received. The MD State Fairgrounds (Timonium) was discussed since it is convenient to Interstates, has two potential "Headquarters" hotels (Hunt Valley Inn & Towson Sheraton); numerous nearby less-expensive motels and lots of restaurants. Fairgrounds have easily-controlled entrances, plentiful parking, A/C indoor buildings, covered open-air sheds and outdoor vendor areas. I'll bring this up for discussion at the Wilson meeting. Please think about your willingness/ability to help with this.

I've about got a route worked out for an M/V daytrip around Harford & Cecil counties that would involve crossing over the US Rt.1 Susquehanna River bridge in Conowingo, perhaps a visit (if Tom B can arrange it) to the Churchville Tank Test Course, a meal break perhaps in Port Deposit, and perhaps a visit to the Perryville VA center to let the "old-timers" see some M/Vs and then back via US Rt.40 to the origination point near Aberdeen. Anyone interested for sometime in early November?

Hope everyone has an enjoyable- and SAFE-time at the fireworks event.

Tim Clark, Vice President

Treasurer's Message:

Museum News

The US Army Aberdeen Proving Ground Museum has a new director Ms. Gail Fuller. This Museum will be established in the area once occupied by the Ordnance Museum.

The APG Museum will better represent all of the agencies on post during the relocation and growth of 3 new Major Commands to Aberdeen Proving Ground under the Base Realignment and Closure (BRAC) Act. Unfortunately the future of a new Ordnance Museum at Fort Lee is bleak at best for several reasons. The Ordnance Corps itself is being combined with Transportation and Quartermaster Corps, this new organization is called the "Joint Logistics Corp". Once Captains complete their advanced course they belong and wear the new Joint Logistics Corp insignia. This change dilutes the need, training, visibility etc of a dedicated Ordnance Museum. While 59 vehicles were moved to Fort Lee last month, the military construction funds for this new Museum were removed. Funds are needed for basic building such as barracks, gyms, etc.

The earliest a new Museum at Fort Lee would be built is 2012 and for those looking to cut costs, the fact that Fort Lee already has two military Museums is reason enough not to build a third. Whatever happens the vehicles or "large artifacts" that are stored outside continue to suffer. These artifacts are significant in that they represent the combined efforts of our citizens which won the war of democracy, the cold war and are winning the present war against terrorism. The Museum foundation will continue to do what it can to help preserve them for future generations.

Ordnance Corps

Since so many of our members have asked me about the Ordnance Corps, here is the Readers Digest version. During WWII up through 1962, the Ordnance Corps, Quartermaster Corp, Transportation Corp etc, each designed, tested, manufactured and maintained their respective items. In 1962 the US Army Material Command was established and all of the design, test and manufacturing responsibilities were consolidated under AMC. Accordingly while armored vehicles such as the famous Sherman Tank were a product of the Ordnance Corps, today's armored vehicles are not. Ordnance Corps soldiers are only responsible for maintenance and the supply of ammunition to armored vehicles on the battlefield. So if you wonder why the word "Ordnance" figured so prominently in WWII and Korea, but is hardly

mentioned in today's military hardware, just remember that the world changed in 1962 when AMC was created.

Tom Buonaugurio, Treasurer

Secretary's Message:

It is now halfway into my second term as your club secretary. It is not a bad job to have. The time for renewing your membership for 2010 is now at hand. Please consider sending your dues in before the start of 2010. It helps immensely. I look forward to serving the club through September 2010. Don't hesitate to contact me with any membership related questions or comments. Keep em rolling!

Warren Watt, Secretary

Newsletter Editor's Input:

This past June and July, the MVPA organized a coast-to-coast convoy of military vehicles to commemorate the original 1919 Army convoy and the subsequent Lincoln Highway route from Washington, DC to San Francisco, CA.

I assume many of us would have liked to participate in this unique event, but lacking the time, resources or perhaps an appropriate vehicle, our involvement was limited. Club member Lanny Moore drove his newly restored MB jeep the entire Convoy route. I am taking the somewhat unusual approach of devoting nearly all of this XL Newsletter to Lanny's account of the Convoy and the associated photographs. I know we have had a number of other worthwhile local events. These were not covered here due to space limitations.

I want to mention that other Members were also involved in this Convoy. Don Rollette organized a pre-convoy evening meal that was well appreciated. Tim Clark helped provide essential local law-enforcement support. Ollie Davis and Tom Devore helped with the lunch at Mt. Airy. Fred (and Vince?) Lutes, Bob Amos, Clive Rowley, and myself also participated in the first leg of the convoy. There may have been others – it was a large-scale affair!

I hope all of you will share Lanny's enthusiasm as you follow his account.

Bob Taylor, Editor

WAC/B&G MVT Meeting Minutes
September 26, 2009
Wilson Farm

Presented by President Taylor

Call to Order @ 1100 hours

Members in attendance: Attendance list is with the club Secretary

Pledge of Allegiance

Welcome by President Taylor

Thank you to the Wilson's and to all the volunteers who help throughout the year. Thanks to Peter Lee for hosting our June club meeting. Reminder that 2010 is an election year.

Vice President's Report by Tim Clark.

Spoke about having the MVPA Convention on the east coast with our club working with other east coast clubs to sponsor the event.

Treasurer's Report By Tom Buonaugurio.

Bills paid since June Meeting @ Peter's

Phone, BGE, \$162, Food/misc at Peters \$400, Daytona Trophy (awards) \$679 Postage, envelopes, copies, etc for mailing awards \$162, Trail Ride \$300, Newsletter \$665, Refunds for spaces paid to club members \$400, Deposit to Ripken Stadium for 20-22 May 2010 \$3000, Dumpsters \$729

Expected Bills next 30 days

September Picnic, misc refreshments, etc \$2500, Donations \$2-3000,

Assets

Checking Balance \$8,578.35, CD \$32,113.45, Petty Cash \$348.00

Secretary's Report By Warren Watt.

Unable to attend.

Event Coordinator's Report

Tim K discussed upcoming events.

Webmaster's Report

Unable to attend.

Newsletter Editor's Report By Bob Taylor.

Please submit any articles or classifieds. Upcoming newsletter in the works.

Presentation of Awards

Six Special Award Presentation Plaques were given to the following people for their extraordinary efforts during the 2009 Rally: Dick Deren, Tim Clark, Tim Ketchum, Larry Heaton, John French & Vince Lutes.

Eleven Support Team Plaques were given to the following people for their efforts at the 2009 Rally: Kay Ketchum, Don Rolette, Sr., Fay Valenzo, Vance Valenzo, Scott Johnson, Richard McCommack, Tony Ankrom, John McCleaf, Terry Smith, and Angela Buonaugurio

Presentation of the 2009 Bill Carey Award

This award is given out to the person who goes above and beyond the call of duty in service to the club. This year's recipient is Bob Amos for his work as Chief Judge. A special engraved pen and pencil set was awarded to him. Thanks Bob!!

Donations

The Donation Committee approved the following Donations.

The Ordnance Museum Foundation, Inc. request from Elliott Deutsch President. Amount Donated, \$1000.00

Project Liberty Ship (John Brown) request from Michael J. Schneider, Chairman of the Board. Amount Donated, \$1000.00

Capital Wing of the Airman's Preservation Society. Request from Mike Crosman, Secretary of the APS. Amount Donated, \$500.00

U.S.O. (United Service Organizations, Inc.) Request form Sloan D. Gibson, President. Amount Donated, \$500.00

Robert A. Shawn
Chairman, Donation Committee

Old Business

No old Business

New Business

a. 2010 Rally: The Rally will be held on May 20th-22nd 2010. We will have the entire stadium including the inside for \$10,000 (we paid \$5,000

in the past). The 2010 Rally Committee will meet in November; we need volunteers.

b. Mr. Marty spoke about his experience during WWII after entering a concentration camp.

c. Various door prizes were given out.

Next Meeting:

The next club meeting will be January 9th or the 16th at the Dyer-Gunnell Post 180 Legion in Vienna, VA

Meeting Adjourned



CLASSIFIEDS
(All Ads are Free)

From Fred Lutes:

For Sale: BRITISH 2in knee mortar, 50mm, WW2 era, demilled, excellent condition, very impressive, \$300.00. Call Fred Lutes any time 301-910-0783.

For Sale: British PIATS (2) in original wooden crate, with all accessories and extra springs!! a spectacular collector's item. \$1800.00. Call Fred Lutes any time at 301-910-0783

For Sale: Browning Air Cooled Machine Gun dummy. Made from 100% original parts!! Impossible to tell apart from an automatic. Very impressive machine work! \$850.00. Call Fred at 301-910-0783.

86' M1009 Blazer, starts and runs great, 64,000 miles, MD title, \$2,500.

Randy Fischbach: 410- 802- 6078

Four foot tall stack of Army Motors/Supply line magazines. New to military vehicles? Looking for technical/historical reference on MV's? Get these from George Rich.

grich@captel.net

For Sale - 1950 M 38 Jeep

This is a very early M-38 **with title**. Complete frame-off restoration – took approx 3 yrs. Some minor dents were left in the original body tub. Body was cleaned, sanded, repaired, primed and painted 3 times. The engine, transmission and transfer case were professionally rebuilt by D & L Bensinger in Morgantown, PA. Minor rust in original body, etc. approx 1 foot square of new metal was put in floor on both drivers and passengers sides. NOS parts were used to restore this early M38. Have several extra new parts again which are also NOS. New batteries and NOS cables. Complete NOS wiring harness – all original 24 volt system. All NOS gauges and switches. NOS carb – was professionally cleaned. Generator was rebuilt and have extra good one. Complete New NOS exhaust. Complete brakes – lines, wheel clys, master cyl, shoes, hoses, etc. Steering box and related items were rebuilt by D & L. New headlights and NOS tail lights. All new shocks. Have complete NOS top and canvas – some still in boxes. NOS side canvas with metal frames that are still in boxes. The drive shafts were rebuilt by D & L. The radiator was tested, cleaned and repaired as needed – minor repairs. All seats – currently original vinyl covers are installed, have original NOS canvas seat covers that are in the box. The windshield has new glass and all new rubber. Many extra other items; manuals, various electrical parts.

\$15,000.00 – would consider trade

Please call: Lanny Moore 703-860-1527

TRUCK FOR SALE-M35A2-1970 AM Gen. 30,000 miles. Runs good, looks good. All covers included.

Tom - 443-864-0776

CONVOY

Transcontinental Motor Convoy -- TMC

Some thoughts and comments

The People

It wasn't the miles, it was the stops and interaction with the great American People.

This wonderful event and adventure was accomplished by having a good Convoy Leader, Terry Shelswell, who did a fantastic job of leading and keeping the members of the Convoy on schedule. Terry dealt with daily challenges in a professional manner; and the members helped each other whenever and wherever, as needed. It was a pleasure to be associated with such a group.

Slowly I am trying to write about and describe these experiences. Although I kept a daily log, I was generally too tired to jot down more than basic facts, impressions, and ideas. I'll try to capture some of those in this narrative account.

The first few days of the Convoy took its toll on me. I was not used to using a clutch and manual brakes, or dealing with the not so comfortable seats! I had to take Tylenol at noon and early evening to make it, but after about 4 days I finally got used to the routine/ride -----**WHAT A RIDE IT WAS!!!**

Every day was an adventure, and it was a privilege to meet so many nice people. It renewed my belief in America, and reminded me of my childhood in rural Indiana. It was wonderful to see our great country, traveling 25-35 mph in my 1945 jeep every day while taking in all of the sights, sounds, smells, and enjoying all the people. The reception we received on a daily basis in small towns was an emotional high for me. Many times I had to wipe tears away, while waving back and blowing my horn at the crowd, (many others told me the same thing). Seeing so many great people waving, yelling, giving us thumbs up, coming to attention and saluting us, thanking us for our service, feeding us, giving us cold water and snacks, maps, brochures, pins etc, etc., well, it was an emotional reaction.

Interacting with the people (especially the old vets) during our stops, static displays and listening to so many vets tell us about their

experiences with jeeps, combat and everything related; it was absolutely wonderful!! I will never forget this trip. I listened and learned a lot from them and spent extra time especially with the kids. I told them about my jeep restoration, showed them pictures of my restoration, and told them about why I have "We fight to be Free" on my windshield. I tried to answer as many of their questions as I could relating to the Convoy and what we had seen/done before we came to their town. I was struck by how interested the people really were in this event.

Many of these people waited hours for us to arrive or go through their town and yet they showed us nothing but respect, praise, and a warm welcome. A few times we arrived as much as 4-6 hours late, but the meal was still ready for us with no discouraging words.

Mile Marker 1 – Washington, DC

** Getting Started **

We had a driver's meeting at 5:30 AM on Saturday, June 13th, at Laurel Race Way Park, the staging area for the Convoy. It took awhile to get everyone lined up and routes discussed with appropriate police, AND finally we left for the Ellipse on Constitution Avenue. Approximately, 70 military vehicles were rolling down the Baltimore–Washington Parkway. Fellow parkway users slowed to see what was going on and to yell and wave at the Convoy. It was exciting. The out-of-towner's got a first hand experience on NY Ave and the drive to Constitution Avenue! All survived and it went reasonably well with the police escort. It was a great day and sight to be with so many veterans and vehicles at this famous Mile Marker. It was great to have my wife, Elizabeth, daughter Kristine and Ann Chumney, Guy Bourne, and Bruce Meyers there with me for the kickoff. (Bruce had helped me with installing a new wiring harness in my jeep.)

On The Road

Overall, we had police escorts from the time we left Washington, DC and the entire time in we were in MD, PA, OH, IN, IL, Oakland and San Francisco, CA. All did a great job and it was great to have them with us. After the Convoy most of us will have to learn to stop for red lights again! As we got further west the police escorts were mainly county police who also did a great job. I believe we had approximate 40 motor cycle police for the final leg of the Convoy into

and out of Oakland and San Francisco, CA. Again, the police performed well and made it safe for the Convoy. It was great to interact with the police at lunch and on our breaks. I believe the police also enjoyed the Convoy members and our mission.

At the start, we left Constitution Ave. and headed for the Beltway via Conn. Ave. This took well over an hour and we encountered the first of many vehicle breakdowns. It was terrific to have a fine maintenance crew with us every step of the way. That group was led by Dennis Boots of TX and the great Field family of mechanics from FL. Kenny and Brad performed outstanding maintenance projects on a host of military vehicles during the Convoy. We were fortunate to have such knowledgeable guys. The traffic and people on the street loved the convoy and expressed so in many ways, by yelling, waving and giving us a thumbs up, which I soon found to be fresh and new everyday.

The Convoy started functioning as a unit on the way to PA via MD. The MD State Police provided an excellent escort for the Convoy on the way to Mt Airy, MD for our first lunch stop provided by MVPA member Ollie Davis, and static display on local fire company grounds. Alfred Stevenson of AL had fuel problems with his M37 that plagued him for a few more days. All went well and the interaction with the people was great.

We rested some, gassed up for the trip to Chambersburg, PA via Gettysburg. During this leg Louis Larson of MN broke an axle on his MB near Thurmont, MD. Clive Rowley of MD assisted him and located an axle from a local collector close by. Louis was lucky to find the axle easily and rejoin the Convoy so quickly. Also, another member, Gary Nelson, had his generator give out. Upon finding the convoy repair trailer had no spare, Daryl Bensinger made a 120 mile round trip home from Chambersburg to get more spare parts. The generator was installed at midnight in the hotel parking lot and Gary was good to go the next morning.

In PA (Gettysburg, Greensburg, Ligonier), the streets were lined with people all waving and yelling. My March Unit Leader, Saul Marquez of CA, would blow his siren and get the crowd riled up and I would blow my jeep horn, wave and try to drive, while taking in all of the sights. The crowds seemed to love the siren and would come alive at its sound. I believe they loved the Convoy. When Saul and I went through the

town square in Ligonier, PA, it was full of people, Saul blew his siren and I blew my horn and waved at the crowd. This seemed to electrify the standing room only crowd and they went wild, waving and yelling and the band started playing. What a sight! I wish I had a film of this particular event. It's pure America!!

It was only fitting and proper that we stopped in PA at the location of the 911 Flight 93 crash sight. This was also an emotional event. The presentation and explanation about what the passengers of Flight 93 did was unbelievable. I will think about what those people did for a long time and cannot wait to return to see the planned memorial to them.

I soon discovered that breakfast, lunch and evening stops were going to be special. Like the first Convoy in 1919, the only thing we had to fear was **"being fed to death"**. The VFW, American Legion, Chamber of Commerce, Army Reserve and the Lincoln Highway Administration all generally provided us with three meals a day. Again, many times they waited hours for us to get there, eat, and visit. It was gratifying to interact with them each and every time.

Nearly everyone along the way was ready and willing to assist us in any way possible. If we needed parts, welding, or whatever - if we would just ask - they would spring into action to help out. This, too, reminded me of the hospitality and "can do" days of my childhood in rural Indiana. On a quick stop in a Wal-Mart parking lot, Saul's jeep didn't start. He was opening the hood and looking for jumper cables when someone said, "just get in and we'll push." About 10 convoy members push-started the jeep. Can Do! Done.

Entering Ohio via crossing the river in Pittsburgh was only accomplished via the PA State Police escort. This section of the trip consisted of many, many turns and back streets which gave the locals an opportunity to see the Convoy. All observers responded in a great positive manner. It was great to have Lida Bensinger of PA join me for this leg of the Convoy. We teamed up with the Ohio State Police and we were on our way to East Palestine for lunch.

At East Palestine, OH, a town of about 5000 in eastern OH, all of the town's people must have been on the street and/or at the park. There were so many waving and crowding around the streets we had to drive especially slow and careful when

entering the park. After we got parked, we were told to go into a building for lunch. I estimate there were over 300 desserts and absolutely anything you wanted to eat. McDonalds had donated over 500 Big Macs and it went up hill from there. Another company donated a tractor trailer filled with cases of water. Each driver got all the water they wanted and snacks, lapel pins, etc. to take along. The interaction with the people/vets was GREAT. We got to meet a woman in East Palestine who had seen the first Convoy in 1919. The home-made dishes made such a smorgasbord! Many locals asked why we were taking pictures of the food tables! Some reception! On the way out of town, we saw how they made it happen – a large sign that read: “MVPA Convoy arrives today. Lunch in the park. Bring a covered dish.”

Also, this is where we all learned to appreciate Davis O. Cowles of MA who drove his Ford 350 truck and towed the giant parts trailer which was full of all our extra stuff and was used by some as a motel, no offense Saul. Davis went out of his way to make sure the trailer was available at all times during the day’s travels, lunch, breaks, and late evenings. He did a great job. Davis slept in a Teepee camper on the back of his truck the entire trip!

A picture is worth a thousand words. This became true again at East Palestine, OH and generally throughout the Convoy. The people loved the Convoy T-shirts which contained the route map, the dates and locations of all of our lunch and overnight stops. We used Saul’s back many times during the Convoy to explain to the public about the Convoy’s travels. I think he liked it too.

As we approached Wooster, OH, we went by a nursing home. There were many people outside in wheel chairs, walkers and I believe some were in their beds which had been rolled outside to see the Convoy. All were waving flags and smiling. Dennis Boots our head of maintenance made it a point to go back to the home and thank all of them for their support. I sure hope we have pictures of this. What an uplifting sight it was for all of us.

Our first rest day was at Wooster, OH and the town folk made us feel more than welcome and, of course, they fed us well. The evening crowds were excited about the Convoy and had a lot of questions about the vehicles. I assisted Gary Nelson from MN with a broken crank shaft pulley. Daryl Bensinger of PA, who was

trailing his jeep back home, took the pulley off his jeep and gave it to Gary. A bolt had come off the generator bracket and broken a large portion of the pulley. Daryl also expedited a new generator for Gary. Further, this is where an engine in Dr. Laws 1942 Command Car was changed out in less than 24 hours with many local observers. The Marlboro volunteers did a great job having set up maintenance and food tents, and providing meals and tools for repairs. The four French fellows from Paris, France also performed maintenance on their vehicles at Wooster. It was interesting watching them interact with the crowds since only one spoke English, but it was fun and repairs did get accomplished.

Other Convoy members performed various maintenance tasks on their vehicles and it was common practice for strangers to pitch in and help, too. Jim Diamond of NJ repaired a leaking wheel cylinder on his 151A2. I requested opinions on my seeping head bolts from Louis Larson, Gary Nelson and Daryl Bensinger. All agreed it looked worse than it was and we could fix it later. George Shiroky and Bobby Haygood of NV fixed an axle they broke on the road and drove into town in front wheel drive only. An axle was located and the repairs were completed quickly.

A front bumper on Louis Larson’s jeep that had been bent earlier was replaced. The bent bumper instantly became a “convoy trophy”. MVPA dealer John Bizal had shipped the bumper and three boxes of parts by next-day air to one of the hotels in Wooster.

This was listed on the schedule as a rest day, but with all the maintenance work that was done, there wasn’t much time for resting. The “rest day” became a show unto itself.

Also by this time all recognized Johnny Lawrence and his (8 yr old) daughter Julia from AL. They became well known by fellow Convoy members. It was fun to interact with Julia even if she isn’t a morning person. When we left Wooster we were all given exceptional packages of snacks for the road.

Here we took on a new Convoy pace setter. It was Lamar Rowland from AL with his fine deuce and a half. We all followed that smoke the rest of the way across the United States. I think I still have some on the windshield of my jeep. Anyway, Lamar, a retired soldier who knows how to truck, found his calling. Some say he is a

professional gear jammer from the brown boot Army. Who knows?

Our first stop in Indiana was lunch in Auburn at the Liberty Museum. There I got to meet my brother and nephew with his two sons and my good friend, Bob Vollmer (age 90+). It was a beautiful hot day. Bob brought his 1945 jeep he bought after the war in CA and drove three times from CA to IN!!!! Anyway, Bob joined the Convoy and drove his jeep with big American and Seabees Flags on it which looked great blowing in the wind. Bob drove his jeep in the Convoy to South Bend where we also toured the Oliver Mansion and the Studebaker Museum. Terry Shelswell's wife, Mederial rode with me on this leg of the Convoy, it was great to visit with her.

In IL we all received "free fuel" at the First Division Museum at Cantigny Park, near Wheaton, IL. They gassed and fueled up all 120+ vehicles - jeeps, ¾ tons, 2 ½ tons and chase vehicles, gave us lunch and treated us well. Wow, what a stop. Our static display there was well attended and the crowd loved our vehicles. Everyday was an unforgettable adventure. We picked up a rebuilt M100 trailer at Cantigny Park and I towed it for several states.

On the way to Rochelle, IL for the night, three WWII spotter piper cub airplanes followed and circled the Convoy. Everyone was waving at the planes. We later discovered they were filming the Convoy. Dinner and other events at the Rochelle Airport were fun; with a band, dancing and, of course, great food. Some of my wife's family joined me there for the evening and I had a great visit with Debbie and Bob and got to share the Convoy events with them. I got a picture of my jeep with a WWII TBM Avenger airplane which later buzzed the Convoy.

By this time in the Convoy our TMC photographer, Don Hoye from OH was in full swing trying to capture various Convoy events and situations on the road. He would travel ahead of the Convoy to take pictures and video. We would never know when we would see him on an overpass or on the back of a farmer's truck, tractor or other piece of equipment or up in the air some place via a friendly cherry picker operator. He worked like a beaver and I am anxious to see the results! He performed in an outstanding way all during the Convoy. He also rode with most of the Convoy members to take video and/or get their feelings about what we were doing and seeing. Art Pope of MI assisted

Don as the two loaded pictures on to the MVPA web site late every night.

We entered IA via a bridge across the mighty Mississippi River into Clinton where we had a very memorable lunch provided by the Boy Scouts. Lunch on the river was fun and relaxing. At the time, several of us started experiencing fuel problems (vapor locks). I had this problem, too, several times before David Dorson of OH resolved the matter in WY. About this time was also when Pat Underwood of OH blew a head gasket on his M 37 and had to be towed by Lamar Rowland of AL. Also, Ray Bart of TX was experiencing an on going starter problem with his 1945 MB. He had to hand crank it or get pushed several times a day. All these problems were later diagnosed and fixed by the Field Family. Good ol' Ray now put away his crank for the rest of the Convoy.

During one mid-morning bio stop (bathroom break) we went through a small western IA town's industrial park and stopped. The Convoy Leader went back to an office to explain what we were doing because so many people were watching us from windows, doors and ramps. The manager told us what they made there, it was "Spam". The next thing we knew we got 20 cases of Spam and bright yellow 'Spam' hats. We put the Spam in one of our vehicles and later it came in handy on the very long Dugway dirt and mud trip in UT.

Late one afternoon we went thru a small town (Lowden, IA) and started to climb a hill, I looked up the hill and could not believe what I saw! It was a cemetery full of large flags that were all blowing in the wind. The closer we got to the cemetery the more beautiful it was. In front of the cemetery was a crowd and approximately 10 men who were dressed in WWII, Korea, Viet Nam uniforms with all their gear and their weapons at parade rest. I saluted all of them and blew my jeep horn several times. What a proud sight. I believe this is one for the record book. It was an outstanding day for the Convoy and all Veterans.

Entering Gretna, NB near Omaha was the largest flag ever covering all six lanes of highway. The flag was held up by two very large fire truck ladders/cranes. The Gretna folks treated us well and fed us three meals a day. The parade and static displays were fun and well attended.

That day most of us performed maintenance on our vehicles and the local folks assisted Gary Nelson with tire repairs and Louis Larson

performed a lot of maintenance on Terry Shelswell's M38A1. A Black Hawk helicopter was flown in to join in the event and it was awesome to watch it land. Saul Marquez was the first to get a picture of his jeep with the Black Hawk.

Jim Diamond of NJ went to the airport and picked up his 13 year old nephew, Arron, who joined the Convoy for the rest of the trip to CA. It was great to have him along and see his reaction and perspective to each day's travels and events. About that time we were entertained one night by some great live music and we all received a brick from the original Lincoln Highway which went thru the area. I think of mine as a real prize. Also, I believe this is where Terry and all Convoy members recognized Frank and Florence Simon of CA 50th anniversary. What a way to celebrate via a cross country trip in a jeep!

We stopped at a great Military Museum in Lexington, NB for lunch. I met Guy Bourne there (his home town) and he later followed the Convoy to Ogallala. On the way I was yelled at from one of the over passes, it was Ken and Marilyn Nettles from IN on their way to ID. It was great to see them, we later had a root beer float to try and cool off from the very hot day. Just outside Ogallala the sky changed colors several times. The State Police stopped the Convoy for several minutes along the highway to let four tornados clear the Ogallala area. Just as we were given the green light to go it started to blow and rain hard and this continued until late at night. Everything got wet. It cleared during the night and the next days drive was great and the gravel roads were not dusty until noon.

Our lunch stop in Dennison, NB was special in that it was at the Army National Guard Armory. This unit has served several times in Iraq and Afghanistan. They prepared and excellent lunch and recognized a man that remembered the 1919 Convoy! He was given a plaque and honored by the Convoy. Also, the unit made their best mechanics available to all Convoy members as needed. Since it was approximately 100 degrees Dr. Laws instructed all Convoy members to drink as much water as possible and take a baby aspirin and then it was on the road again to Wyoming.

The people in Wyoming treated us well. We visited the Lincoln, Oakes and Oliver Ames monuments, the Ames were the financiers for the transcontinental railroad west of Laramie. We

had lunch at the famous Virginian Hotel the Medicine Bow where the original 1919 convoy also ate. What an interesting place. They were having a pistol quick draw contest the day we were there – the contestants had to draw and fire three times which provided for an unusual background sound during our lunch.

I had to repair the bendix in my starter in Cheyenne, Louis Larson of MN provided a new bendix and together we repaired and replaced the starter. It is still working great. Later in Rawlins, WY I had to repair gas line that was causing loss of fuel vacuum/vapor locks. Diagnosing the problem was determined by David Dorson of OH. He did an excellent job of finding the source of air getting into the gas line. We bypassed an in-line fuel filter and it ran fine the rest of the trip. David knows his stuff.

Later Louis Larson of MN had to replace the head gasket on his jeep in 100 degree heat. Whew, he won't forget that day. The Sweetwater County Sheriff liked our Marine vehicles and lube trailer and they gave us all county patches.

In Rawlins, WY, Bill Kreider (age 83+ of NV had to stop riding his WW II Harley for a couple of days due to an ear infection. Dr. Laws ordered him to take it easy. Bill had assisted the Convoy with traffic safety control and did a great job. Also, this is where Ian Wallace (age 74+) of OH was hit on his motorcycle and had to be returned to OH for several leg surgeries. Ian and Bill were a great benefit to safely expediting the Convoy through many towns and rural crossings and assisting the police. Otherwise the people and events in Rawlins were wonderful.

At dinner in Green River, WY all branches of the service were recognized in a formal speech at the park where we also enjoyed a cook out and entertainment. Each member of the Convoy was asked to stand up when they honored their specific branch of service.

I believe the town's people enjoyed our visit as much as we did and many visited our static display for several hours.

The next day we left for Murray, UT. The open ranges of WY were beautiful and people in remote areas all waved and stopped what they were doing to recognize the Convoy in some manner. We arrived in Murray about on schedule and the parking area again was full of people to meet and visit with the Convoy members as well as to provide an evening meal. At our drivers meeting we were informed that 1st gear (our time

to leave) would be a 0600 and to gas up the vehicles as well as extra jerry cans for the long next days trip to the Dugway Army Test Center west of Salt Lake City, UT.

Mud Day -- A Day to Remember.

The Convoy left Murray, UT near Salt Lake City, UT, at 0600 and arrived at Ely, NV some 300+ miles away well after 1000pm in a 'gully wash' rain storm. The Convoy entered U.S. Army Dugway Test Center in late morning to travel on roads that no civilian had been on for over 60 years and to see some of the first Convoy items, a bridge and various mile markers and pony express monuments. What a ride this was to be! We had approximately 15 miles of paved road and the remaining 150 were gravel and MUD. It seemed to bring out the little boy in each of us. What fun!

In mid afternoon the gravel and dust roads turned to mud as we had the first of three rains. All vehicles were almost instantly covered with mud and it was flying everywhere at the fast pace of about 20 mph. The first rain quit and it became more fun to drive in the mud and watch the complexion of the Convoy change before our eyes. All vehicles were baptized that day and will always contain some of the Dugway mud forever. (I have washed mine five times and still it has mud on it!) I had put Rain-X on both sides of my windshield and later it helped with the up coming down pours. We had mud on everything. I had more mud on the inside of my windshield because I was using my old fashioned, hand operated wiper to get it off the outside of the windshield. Oh boy.

Later in the afternoon we stopped for a break so everyone could put on rain gear and warmer clothes. The sky was about to unload on us again in a big way. Now was a great time to break out the spam and crackers. And then it began to rain and blow.

At about this time Murphy's Law kicked in and several vehicles broke down. The maintenance crew (Kenny and Brad Field of FL) did a remarkable job of getting them repaired or loaded onto trailers in the pouring rain and mud. It rained on us for over six hours and sometimes it really seemed to rain on the horizontal.

Now it was turning dark on Dugway and we had miles to go on very rough, hilly, curvy and muddy roads. Going up hills and not knowing which way the road went on the other side was interesting and most wondered if they might

need four-wheel drive. Some of the vehicles could not make the hills without help, especially if they were pulling a trailer. The 1919 Dodge slipped off the road in the slick mud. I retrieved several items that flew off Louis Larson's Marine Corps Lube Trailer due to the rough road. But, you know, I don't recall anything falling off the Army trailers! After hours of this excitement we finally came to a paved road at 8:30 PM in the pouring, blowing, cold rain. We stopped to let people catch up and during this brief stop several vehicles stalled due to the blowing rain, etc. This is where Marc Ajoux (of France) beautifully restored 1945 jeep stalled, it was later determined it failed because of wet and dirty electrical wires. Marc's jeep had to be loaded in the dark, and in pouring rain for the trip to Ely. Again, the maintenance crew assisted, repaired or loaded vehicles in terrible dark rainy conditions. What a crew!

We turned left onto the paved road and immediately saw a sign that said; Ely, NV 39 miles. My heart sank because I was cold, very tired and very wet, and almost instantly we met the first of many fast moving tractor and trailers which totally washed me and my jeep out "inside". This became the normal event for the next 39 miles as we met truck after truck. I begin to wonder if I would ever see my family again because the situation seemed to worsen with every mile.

I used my trusty 1945 hand wiper frequently so I could see the jeep in front of me and used a rag to wipe the windshield on the inside, this kept me busy. The temperature was also going down and the warmth of the engine coming thru holes in the floorboard kept my wet feet warm. At this dark time I also learned how valuable my dash lights were so I could read the gauges and see a little inside the jeep.

I began to look for something to eat since I had eaten lunch before 10:00 AM. With the aid of my dash lights, I located an apple and some snacks. The trip to Ely was slow, cold, and wet. It was not a pretty thing and with no police escort it was dangerous as the lighting on military vehicles was not the best, and of course the low small tail lights were poor, but most worked.

Finally, we reached Ely, NV after 10:00 PM--still in the rain and, yes, even then, there were many people on the streets waving and cheering for us in the pouring rain. We were supposed to be there at approximately 5:00 PM and were;

therefore, about six hours late. Still, they waited for us.

We got all vehicles parked at the hall lot and were quickly ushered into a banquet hall for an Italian dinner at 11:00 PM. There were several speeches, drawings and gifts. I won a Lincoln Highway Calendar! We all received a copy of the original movie of the 1919 Convoy and other related stuff. Our last venture was to find gas stations and gas up for the next day. Like me most were very tired and still thinking about the day's events! Because of the late hour and rain several slept in the hall on the floor and on the couches. Others had motel rooms. I don't know which warmed us most—the hospitality and good cheer or the fact we were out of the rain and safe. The fact is we were warm and contented in Ely, NV that night.

The next morning I got up at 5:00 AM to check my jeep and meet in the hall for a 6:00 AM breakfast. The local folks had been up super early to make sure we had a great hot breakfast before we left.

Here's an important note about the Dugway drive and the kindness of the people in Ely. Turns out that Leroy Cunha and his son, Howard, of CA had broken his clutch linkage during the drive that day and still drove the jeep in the rain and mud for the rest of the day including our frequent stops. Imagine, **no clutch** in those awful conditions! The point is that here we all were at midnight, in Ely, and he mentioned his broken clutch to one of the local guys in the banquet hall. The fellow told him he had a son-in-law who was a machinist and that he would get him out of bed and ask him make a new clutch linkage, and he did. At 6:00 AM the next morning while we were all having breakfast, the new part arrived and was installed on his jeep. He left with everyone else in the convoy at 7:00AM!!!!!!!!!!!!!!!!!!!!!! This is one example of the type of help the local folks gave us every step of the way. We saw great American people giving to our Convoy from coast to coast. This is one of many events like this which shows the willingness of people to help those in need. The very last memory of that day is the mud that still remains on the underside of my jeep despite numerous washings!

We were off to Austin, NV where we had lunch and met several local people who treated us well, too. We visited for awhile and then headed for Fallon, NV through some of the most beautiful country on our trip. It led us through cattle

ranches and a lot of wide open and spectacular territory.

It became much warmer as we approached Fallon and was quite hot in the afternoon, I believe it was near 95+ degrees and I had no A/C in my 1945 jeep. (It was hard to believe that just the night before I was so cold). We passed the famous Sand Mountain just out side of Fallon. Getting on the base at Fallon Naval Air Station, the home of Top Gun, was easy with the base escort. Most of us checked into the barracks for the next 3 days. The food and accommodations were great. I washed my jeep five times at the motor pool and still did not get all of the Dugway dirt off. We had a cook out and the head chef was Chris Brown from WA, he fixed excellent steaks and other items on the grille.

The Convoy members were asked to participate in the Fallon 4th of July parade and we did. This was quite an experience. It was one of the largest celebrations I had seen and I felt lucky to be a part of it.

It was also a very hot day and we had a lot of stop and go driving which caused my clutch to become weak. I thought, at the time, I may need to replace or at least adjust it. In the end my clutch just needed to cool off and I did not have to adjust it until I was home in VA. Also, this is where Saul and I got our first and last hair cuts at the Walmart to get gussied up for the rest of the Convoy.

From Fallon, NV we had a great drive to Zephyr Cove, NV, Carson City and on to Lake Tahoe, CA for lunch on the beautiful lake. The hilly and curvy roads before and after Lake Tahoe were a challenge for the WW II vehicles. I was in second gear a lot of the time, but my jeep did not over heat driving over the steep hills. It was great to look down or back at the Convoy twisting around the hair pin turns.

Also, this is where a funny thing happened in my jeep. A small roll of paper towels came loose somehow in the back and started circling about in the jeep as I drove the hilly and twisty roads. I would reach, but never could catch them as I kept my eyes on the road. Eventually, the towels somehow wrapped around my head just like someone would wrap a mummy's head. I was trying to drive and at the same time to unwrap what seemed like at least 20 feet of paper towels from my head and face while trying to keep the jeep under control and staying on course. It was an exciting few minutes of driving blind and giggling all the way. Funny the stuff you

remember..... Anyway, I got it off, stayed on the road, recovered from my giggles, and was on to Placerville, CA area to spend the night. Where were provided yet another great dinner.

We left the next morning for Sacramento, CA and drove through many beautiful back roads and small towns. Also, during our drive to Sacramento, CA we were very fortunate that the private owner of 1.1 miles of the original Lincoln Highway allowed the Convoy to drive on this historic road. There were filming crews and a lot of people on the edge of the road to see the Convoy pass and to welcome us to the area. It was wonderful to be part of this event. And then it was onto Sacramento, CA. for lunch at the auto museum down town and a tour of the Capital area before heading south via country roads. We drove through some beautiful farm country on our way to Stockton, CA. We stopped several times to look at the various terrain, the windmill farms, and lots of rolling treeless hills. It was 'America the beautiful'.

Later the Convoy was received by an overwhelming crowd in Stockton, CA. It was standing room only and it was invigorating to interact with them before and after our drivers meeting where Terry Shelswell laid out the next day events (the last day of the Convoy) and our drive to San Francisco! We were all excited about the plans and went to Outback Steak House for dinner and other good things.

The Convoy reaches its destination:

The End Mile Marker and events at the Western Terminus of the Lincoln Highway:

On Wednesday, July 8, 2009, the Convoy arrived at Alameda, CA at approximately 10:00am after being on the road for 26 days. The reception at the Alameda Naval Air Station Museum was fantastic. We rested there for awhile and waited for the police to lay out our route into San Francisco, CA. We left the chase vehicles at Alameda and reloaded their drivers into the rest of the Convoy vehicles wherever they could fit in for the trip into San Francisco, CA, to the Lincoln Highway, and the 1919 Convoy end mile marker!

We entered San Francisco, CA via the Bay Bridge about 11:00AM through the bus lane which allowed us to bypass the toll booths and therefore provide greater safety as well as expediting the Convoy's drive into the city. I

was excited to see San Francisco from my 1945 jeep and to drive the up and down streets. I believe the people on the streets were just as amazed and wondered what in the world was going on. Everyone was looking at us waving, etc. Every time we stopped the people would approach the Convoy drivers asking what we were doing. Most were as excited as we were. Even with the police escort I know we caused a major traffic jam on the way in and out of the city.

We reached the Presido about noon. It was quite a task to get that many vehicles up the steep and curvy road with the large 6X6 trucks, but we did it. At the ceremony, the Convoy members were recognized by the President of the Lincoln Highway Administration and several San Francisco dignitaries and of course various film crews. Terry Shelswell made a closing speech, and we laid the same wreath at the End Mile Marker that we used at Mile Marker 1 in Washington, DC. We had our lunch there and took more pictures. Most of the Convoy members, including myself, stated, "I can't believe we made it," but we did and now we have so many wonderful memories.

The police assisted with determining an alternate route back to Alameda in an attempt to avoid as much of the rush hour traffic as we could and to expedite our return trip. Again, there was a major traffic jam in the city and on the express way back across the Bay Bridge. The police did a marvelous job in keeping us moving and merging the Convoy into the heavy traffic.

We arrived back at the Alameda Naval Air Station for our closing banquet and arranged our vehicles for the last static display. The banquet was attended by over 160 and we had a sumptuous evening meal.

Several people were recognized for their hard work before and during the Convoy. In addition, we were asked to stand when our age group was recognized; three of us were in their 80's, about 20 in their 70's and almost all of the room stood up when we were asked how many are in their 60's, of course I was in the largest group!! All received the black and yellow Convoy Follows and Convoy Ahead signs to keep. By now it was approaching 9:00pm and we had had a very long day.

We had driven from Stockton, CA to Alameda and then in and out of San Francisco, CA. Also, the entire day had been full of excitement and our adrenalin level was high.

Now we had to find our evening motels and get rested up for the early arrival of the trucks to pick up our vehicles for the return trip/shipment all over the country. Approximately, 15 drove back to AL, TX, and OH!!!

By now it was slowly sinking in that the Convoy was over and all of our memories began flowing back into our heads.

On Thursday, July 9, 2009, the Convoy disband and most of the Convoy members left Alameda, CA for destinations all over the US, France, UK, and Belgium. I was tired and concerned that my jeep would be picked up after I had left for the airport, I was assured by my agent that he would not leave until it was loaded. Several Convoy members volunteered to take pictures of this event, so I said good byes, and left for the airport with Jim Diamond and Arron. After their plane left I sat by myself at the airport thinking:
**** **WHAT A RIDE IT WAS** ****

Some Convoy statistics:

I believe approximately 170+ registered and paid for the Convoy. Further, about 58 signed up for the coast to coast trip and I think only 33 actually finished. I am proud to be one of the 33. And now have 1 of 20 jeeps that made it, too.

I believe we averaged about 70+ a day in the Convoy as people came and left it daily. We had over 120 when we left IL. The daily Convoy was generally between 2-3 miles long with the chase vehicles. What a sight to see on the rural roads of America.

Interacting with the fellow Convoy drivers/members was also a great reward. I now have over 50 new friends. What a great bunch of guys who can fix anything, a bunch of old vets who can still make things happen.

According to my speedometer (some may disagree) we traveled about 3600 miles, approximately 500 on gravel and dirt roads, approx 500 miles on Interstates, and 2600 miles on 2 & 4 lane roads (mainly US 30). It was wonderful to see our great country, traveling 25 – 35 mph in an open jeep taking in all of the sights, sounds, smells, etc. and enjoying the people. In remote rural areas they came out of houses, off tractors, trucks, barns, walked down long lanes, etc. to wave flags, wave and yell at us, give us water, etc. etc.!!!! In remote areas people put up large flags, met us at intersections

in the middle of no where. This daily event was wonderful.

Why would you not want to take a trip like this when you had your personal doctors, maintenance crew, wonderful convoy members and the warmth of our nation's people who fed us everyday both physically and emotionally.

Restoration of My jeep.

I bought my 1945 jeep in York County PA in December 2008. It had been sitting in the same spot - open woods - for over 15 years. I took it to Toms farm in MD and took the tub and fenders off and then brought it home to VA to begin the disassembly in January 2009.

It took me several weeks to clean the frame and install new brake lines, bearings, brake wheel cyls, master cyl, etc. etc. The engine had been overhauled by NAPA about seven years before and was stored inside, so I had the transmission and transfer case rebuilt and put in the engine during Jan & Feb. 09. I finished the frame, brakes, shocks, bearings, wheels/tires etc and then started on the tub at Toms in March. Tom's son, Buster, helped me with all my wheels and tires. Tom gave me advice and helped in many, many ways with my hurried up restoration project. Anyway, it all came together around May 1, 2009. Not bad for 5 months work. I could have not completed the project without Tom's help. As I mentioned, he is a VN vet and has great stories to tell – a genuinely fine man.

I then installed a complete new wiring harness at home and painted the stars and numbers on the jeep and it was ready for a test drive. I soon learned that a gear in the transfer case was locked up – with “0” miles on it???! This delayed my test drive and debugging process. It took about a week to get it fixed and then the test driving began with haste. I drove it everyday about 3 hours to get in myself in shape and to see if it would overheat, leak oil, etc. during some very hot days here in VA.

It was my goal to put 1000 miles on the engine before the Convoy began on June 13th. I only got about 250 miles on it due to the gear and shaft freezing up in the transfer case. So I started the Convoy with a jeep with just a few miles on it. Anyway, it worked out well.

I had to replace the starter bendix in WY and debug a gas line problem but otherwise it ran fine during the 3600 mile trip. During the first 3

days I had to be in 2nd gear at 25/30 mph a lot of the time due to the hills/mountains in PA, this was a good test for the engine, it did not over heat, or break down, etc. and this made me more comfortable with it. Of course being followed by the Field family maintenance crew was also a big relief too.

Lanny Moore

Events Schedule

November 2009

1 Nov, Sun: Brunswick, MD, Veteran's Day Parade. Lineup begins at 1200, opening ceremonies at 1300, and parade starts at 1400. The parade route will start on East Potomac Street (at City Park). Come down 9th St to line up, follow blue color signs. Club is registered.

7 Nov, Sat: Manassas first ever Veteran's Day Parade. Military vehicles are needed to carry veterans. Assembly will be at the VFW Post 7589 next to the fire station 9304 Centreville Rd at 1000. Parade starts at 1100. If your vehicle can't carry any vets, please come anyway. I need a headcount so I can tell them how many vets we can carry. If you can participate let me know by Oct 15 with name/type of vehicle/number of vets you can carry. Lunch will be provided at the American Legion Post 10 at Post 10, 9950 Cockrell Rd. Attend this parade and then go to the Fairfax City event below.

7 Nov, Sat: Fairfax City Veteran's Day Community Fair from 12 - 4 pm at American Legion Post 177 at 3939 Oak Street, Fairfax, VA 22030. Military vehicles of all wars are requested for display. Contact Floyd Houston at (h) 703-323-6316 and (w) 703-614-1208 or floyd.d.houston.ctr@usmc.mil. Let him know you are coming.

28 Nov, Sat: Electric Holiday Parade, Westminster, MD. Assemble at 1600 on Monroe and Englar Sts for directions, parade starts at 1700. If you would like to attend, contact Lyndi McNulty at 410-876-7939.



Tim Ketchum EVENT COORDINATOR

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Alan Hays and his '42 GPW
Sully Plantation - July '09