



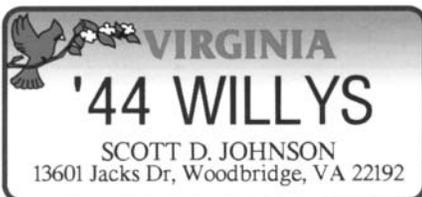
O.D. NEWS THE FUEL LINE

ISSUE #39 - 15 APRIL 2004

**COL.
COMO
SAYS**



TO HELP SET UP AT RIPKEN STADIUM 1 MAY 2004!





O.D. NEWS THE FUEL LINE

**OFFICIAL JOURNAL OF THE WASHINGTON AREA COLLECTORS OF
MILITARY VEHICLES - BLUE AND GREY MILITARY VEHICLE TRUST**
ISSUE 39 **15 APRIL 2004**

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FROM THE PRESIDENT JOHN COMO

The rally is right around the corner and this year will be exciting, demanding and frustrating to us all. We are setting up in a new area and there are many questions and issues we will face in the new few weeks. I want to thank all who have worked so hard to make the arrangements for the site, set up the ads, set up and maintained the web site and tried to corral the volunteers to do the work that will make the rally a success.

We enter this rally season on sad note with the death of Richard Wilson. Our sincere condolences and prayers go out to Bill and Rose Wilson and Richard's wife and children. I would like to dedicate this rally to a man and a family who have been an integral part of our club.

There are many activities coming up in the next few months starting with our rally, the WW II Memorial Dedication and the 4th of July parades. I hope to see you all there.

Lastly, it is not too early to begin thinking about who the new officers for the club will be next year. My two year

term is coming to an end and I would like to see one of our more active members take the helm. Our officers have done a great job, but there are many of you out there who should step forward and take your turn in the management of the club functions such as treasurer, secretary/recorder and editor. Some new blood, some new ideas and some food for thought for you who sit on the sidelines.

Regards and respects,

John

NEXT MEETING SATURDAY, 1 MAY 2004

The next meeting of WACBGMT will be held on Saturday, 1 May 2004 at the Ripken Stadium parking lot in Aberdeen, MD. We will start PROMPTLY at 0900. The purpose of the meeting is to set up for the annual East Coast Rally. To get to the stadium, take exit 85 from I-95, about 20 miles north of Baltimore, and head west on MD 22. About 0.4 miles from the I-95 interchange, turn right onto Gilbert Road. Go 0.3 miles and turn right at the stop sign. Go 0.2 miles to a right turn into the Rally Entrance Gate at the Ripken Stadium Complex.

MINUTES OF LAST MEETING

Those in attendance were:

Robert Amos, Larry Voight, Tony Norton, Kevin Lancaster, Rick Skipper, Robbie Skipper, Glen McCalley, Terry Smith, Bob Kelly, Tim Ketchum, Faye Valenzo, Vance Valenzo, Scott Johnson, Don Rolette Sr., Ernie Brant, Joe Rice, Lanny Moore, Bob Shawn, Warren Watt, Angela Buonaugurio, Tom Buonaugurio, Bob Taylor, Anja Taylor, Bob Dowling, & Richard McCommack.

Pledge of Allegiance

Reports:

Larry Voight - Larry is making frame horns for GPW. He is also making the hardware. Club members: \$200 pair.

President - Welcome - John Como

Vice President - Ollie - Was unable to attend.

Treasurer's Report. - Tom B. (while Denis is away) "We are looking good".

Secretary - Anja - Sign up sheet for the Rally will be passed around at the meeting for those who wish to volunteer. To make all the cards for the Rally and the membership cards will be \$512.00. Voted and approved by the members present.

Newsletter Editor - Scott - Next newsletter to come out in April.

Application forms, Bylaws (given to Anja if anyone wants a copy, see Anja), extra newsletters were brought by Scott. Jim Scott's son, Casey, was in the Washington Times for his vehicle.

Rally News - Tony -

➤ Club website - club event calendar is now on the website and will be updated by Tim.

➤ The newsletter is now on the website.

➤ Updated Rally information is now on the website.

➤ There is a link on the website for those wanting to register for the Rally.

➤ Anja will give Denis a voucher for those who volunteered so that they get reimbursement for one free space.

➤ Tony has a separate line on his answering machine for people who are interested in registering for the Rally.

➤ Space payments- Tony returned check to those who registered for the Rally at the higher rate. Requested that the check be resent at the reduced rate. For those who need a rebate, we will give them a rebate when they check

in at the Rally. To be attached to the registration pkg.

➤ Field set up days: Weekend before the Rally, Saturday and Sunday.

➤ Barriers and field needs to be set up. Meeting time is 9:00 am on Saturday.

➤ Mow the grass field.

➤ Parking lot-mark with sidewalk chalk. Possibly power wash the chalk afterwards. Don Rolette, Sr. to be in charge of marking the parking lot.

➤ Tuesday we need to install the Aid station, judging structure, set porta pots, row marker, and spigot on hydrant.

➤ Registration funds are at ~\$9000.

Events - Tim -

Events are on the newsletter & website.

May- WWII dedication & Rally.

➤ WWII dedication- Dedication is on Saturday, May 29, 2004. Tickets required.

➤ Huge screen with 20,000 seats.

➤ The club is participating Thursday thru Sunday in the event.

➤ Huge tents will be set up covering three or four blocks along the mall.

➤ Food vendors, period music, and tents will also be set up by various military services.

➤ We are going to have vehicles & equipment. We are the "motor pool" tent.

➤ Vehicles need to be at the Mall Wednesday thru Sunday.

➤ There will be a 24-hour guard on the Mall.

➤ Twenty vehicles have signed up so far. Al Cors to have tanks.

➤ Tarps will be set up for shade and lunches every day from one of the vendors on the Mall.

➤ Help can also be used from those not bringing their vehicles. (Period costume preferred).

➤ FYI -Sunday is also Rolling Thunder Day.

➤ FYI - Monday is the parade day.

➤ No weapons!

No Frederick airshow. The airshow has moved to Martinsburg.

New Business:

John- needs a plaque for a first place vehicle from last year Rally. Tom to handle of this.

T-shirts and dash plaques to be handled by Tom. B.

Bi-plane rides will be given during the Rally, for a price.

Hats for club members. Made in the USA. Tom will

check into the hats.

John & Scott were invited to the Capital Wings dinner at the 94th Aero Squadron. There were RAF people, period music, and dancing. Does our club want to do this? Something to think about and talk at another meeting.

Tony recommended meeting in the evenings or possibly at 9:00 am.

Motion to have the April meeting at 9:00 am. Voted and approved.

Next meeting April 24th at Ripken Stadium (possibly to meet for breakfast first).

Adjourned.

Anja

CLASSIFIEDS

FOR SALE: Two (2) 1946 Willys CJ2As, both titled; 1 body is rust free, other body is beat up but has a righteous motor, with all accoutrements needed to build one jeep. Frames uncut and not bent. \$2000 obo for all. Don Parlett, 443-336-2056

FOR SALE: 1954 M38-A1 Jeep, Running. \$6400 obo. Call Ted Rupp in the evening (7:30-11:00 pm) at 301-432-7783.

FOR SALE: Vietnam Era Radio Jeep. Last of the "true jeeps" M38A1 M606A3. Older Restoration, fresh engine and brakes. Lots of extras, including tow bar and weather-proof cover, Military Radio and Antenna, New Gas Tank, New ignition system.

12 volt civilian. USMC markings. Trophy Winner. Parade ready

\$5,500 FIRM Call Mac at (727)856-4487

FOR SALE: 1970 M-35 with winch - USMC markings - parade ready with 1-1/2 ton trailer also parade ready. New paint and markings - excellent condition - complete canvas on truck and trailer - many extras - complete logs asking 6500.00 contact Bernie Mortenson 904-262-7374

FOR SALE: M38A1-CDN2 (Canadian) jeep. Camouflage paint, new brakes, pedestal mount, heater, good canvas with side curtains, proper radios, lockout hubs. Plus M100 trailer. 24,000 original miles, good rubber. Parade ready. See photos at www.commandodogtags.com. \$11,000. Larry Herman, 301-253-1442

FOR SALE: M-886 Dodge Ambulance, used in the movie "Species 2"! Vehicle has had power steering added. 35,000 actual miles, complete set of 4 extra tires, 12 volt air horns, siren, and some spare electrical parts including alternator. Recently painted. Comes with several gallons of spare military paint. Driven on weekends during summer months. Clear title. Asking \$5,000. Pictures are available at www.commandodogtags.com. Contact Larry Herman 301-253-1442

NEED DOGTAGS? We feature WW2, Korean and Vietnam style tags. Also pet styles.

Larry Herman, Commando Dog Tags, Damascus, Maryland

www.commandodogtags.com

WANTED: M-37 ¾ ton truck. Any leads are appreciated. Larry Herman, 301-253-1442

WANTED: New Newsletter Editor. No experience necessary. Call Scott Johnson. 703-730-2562.

HAVE YOU PAID YOUR DUES?

If there is a blue star by the address label
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EDITOR'S NIGHTMARE

It was a Saturday afternoon, and I had just gotten back from a VMMV open house. I had left about 0800 that morning, endured the chilly (mid thirties) ride over to Nokesville in Rattler, my 1944 Willys MB, and ended up staying until about 1530 hours. It was about 16 miles each way. The return trip was very comfortable, but when I got back home, I was tired from being out in the wind all day. I poured myself a "Blue Sapphire" martini (a wonderfully potent mixture of Bombay Sapphire Gin and Blue Curacao Liqueur; but I digress), and I stretched out on the couch and began perusing an article I had saved from the Washington Times from several months ago. It was one of the Saturday articles about the Civil War. In this particular article, I learned that Confederate cavalry soldiers had to supply their own horses. A confederate cavalryman who had lost his mount risked being transferred to the infantry unless a replacement could be found. What a fascinating article! Then my mind began to wander. **What if, I mused, 20th century soldiers could bring their own personal military vehicles when they went to war?** Then, from the combination of fatigue and libation, I started getting....very....very sleeeeeepy.....

The calendar on the wall, supplied by the Ross Galvanizing Works, Brooklyn 11, New York, read June 7, 1945. I had been summoned to the Colonel's office at our temporary regimental headquarters in an old hotel just a few miles outside of Antwerp. I knew I hadn't done anything to anger the foul-tempered colonel, so I figured I was going to get stuck with some kind of job I didn't want, and was not in my "job description", but Colonel Chippensmith (who had earned himself a nickname that was a synonym for poultry manure) always found some way to manipulate the situation so I had no choice in the matter.

I knocked at the office door and entered. The Colonel's pretty clerk, CPL Olivia "Olive" Drabb, gave me a wink and a big grin. She was a fellow Buckeye, hailing from Chilo, an Ohio river town on U.S.52 that I had driven through many times. She and I had established a good rapport when she learned I was from Cincinnati, a stone's throw from her hometown. Her dad worked in the "Queen City", assembling radio equipment for the Signal Corps at the Crosley plant.

"What kind of mood is he in today?" I asked. Before she could answer, I heard a bellowing from behind the Colonel's closed door. "Send Johnson in RIGHT NOW!" She opened the Colonel's door, and as I walked by, she, hidden from the Colonel's view, flashed a small hand lettered card that said "May God have mercy on your soul!" I coughed to disguise my amusement.

"Good morning, Major," the Colonel said. This was strange; he had never been so polite to me. The colonel probably carried about 280 pounds on his five foot seven inch frame. He must have blackmailed his way into the military. How else could he have passed the physical? "I have a job for you." It figures. "Yes sir, Colonel, what is it?" I asked, warily.

He said, "I want you to organize a parade of military vehicles for next Saturday. This is a good opportunity to show off the American juggernaut." I started to protest. "With all due respects, Colonel, I am a trained engineer, not a parade organizer. Don't you have a staff that can take care of those things..."

"Dammit, Johnson, didn't you hear what I said? I want YOU to organize it." He was turning red and breathing like an angry bull. "This parade is very important; it will be our last Pass-in-Review before the Battalion Commander returns to the States and I want it to be a good show. I want at least a couple of dozen vehicles. Report back to me in 24 hours and tell me who you have lined up. Got it?"

"Colonel, I understand," I said, "but we are well along in the process of de-mobilization. We have spent the last three weeks loading most of the regiment's vehicles into transport ships bound for the Pacific, and we are also preparing to transfer others to the Belgian military. The only vehicles that are left are the..."

"Privately owned ones!" he cut me off. "You are the only one who personally knows every man in my command that has his own personal military vehicle, so you will organize this parade. Period."

"But sir, now that the Germans have surrendered, most of these fellows are catching up on preventive maintenance and un-doing the battlefield modifications they had to make. Some of those vehicles are completely torn down!"

"SO WHAT!! They will just have to put them back together, won't they?" he said, haughtily. Get to it, Major, or do I have to call my old college buddy at SHAEF security? With one call, I can make you the subject of an EXTENSIVE investigation. I don't care how virtuous you really are, they can make your life a living hell!" He reached for his handset.

"No need to make that call. I'll do it, sir."

"Splendid! I knew you could be reasonable. Oh, and Johnson, NO animals or birds, alive or dead, on these vehicles. Tell that mess Sergeant with the chicken on his jeep hood that the bird has to go."

"Yes, Sir." I was fuming by the time I left his office. CPL Drabb couldn't help but hear the conversation, and was about to say something but Chippensmith had summoned her and she scurried in as I made tracks out of there.

I was dreading most of all having to tell SGT Morthimer, who had decorated his jeep with mementos of every place he had served in Europe, that his chicken was "poultry non-grata".

Twenty four hours later, I was back in the chair, facing the most unpleasant task of reporting back to the Colonel. "How many vehicles do we have so far, Johnson?"

I gulped and said "One, sir."

"WHAT!?" he roared "I counted DOZENS of privately owned vehicles. Let's go down the list."

"Well, Sir, first there is Petty Officer Broadwater, who is on loan to us from the Navy. He has a real nice '42 MB...."

"Dammit, Johnson, I don't want any squids in my parade. This is an ARMY show. What about CPL Byrne?"

"He's a Marine, sir."

"Marines are OK."

I thought, aren't they part of the Navy? The best part?

"Focus, Johnson! Can Byrne make the parade?"

I took a deep breath. "No, sir. He had his '41 Willys up on rotating stands to clean all the road grime on its underside. Nearby, PVT Ulzheimer was demonstrating the art of doing a "Doughnut" with that German Kettenkrad he found. When he spun, he knocked out one of the supports on Byrne's jeep, and it landed upside down on the pavement. The jeep has to be repaired, the Kettenkrad has a broken track, and

Ulzheimer is in the hospital with a busted nose. Byrne is in the stockade for assaulting Ulzheimer."

"Remind me to send a sympathy card".

"To Ulzheimer?"

"No, you fool! To Byrne. How about 1Lt. Buona...Buno...Bonno..."

"Buonagurio?"

"Yes, how about him? Doesn't he have a DUKW?"

"He's been called away to help inspect a German chemical weapons stockpile."

"Can't someone else drive his vehicle?"

"Sir, you know the rule. If a U. S. serviceman provides his own vehicle, then the only persons other than himself that can drive that vehicle are ones that are named in writing and notarized UNLESS he becomes incapacitated. To date, only a scant few of the guys who supplied their own vehicles have named alternate drivers."

"Damn it! Okay, what about 1Lt Cooper? He has that real nice weapons carrier."

"He traded it in for a staff car. A real nice Horch...."

"So, I could ride in the back of that one...hey, did you say HORCH?"

"Yes, sir, it's a German staff car."

"S---!" He roared. What about PFC Dowling?"

"He is on KP for two weeks for wearing the wrong uniform. The uniform of the day was Class A and he showed up in HBTs."

"What about LtCOL Como?"

"Transferred last week, sir."

"How about that dentist, CAPT Chadab? He has a nice command car."

"He was summoned to SHAEF headquarters to perform an emergency oral surgery."

What about SGT Herman?"

"He is on assignment to photograph concentration camps for the upcoming war crimes trials."

"Why is this so hard?" the Colonel wailed.

"What about your jeep, Johnson?"

"When I was driving back from town, I ignored my oil pressure gauge that was reading about 5 psi at highway speed. Turns out the gauge was working just fine but the oil pump wasn't. The #3 piston seized, and its connecting rod was torn out, cracking the engine block and bending the crankshaft. Repairs will take

weeks."

"How could you be so dumb, Johnson? I know! How about SGT McCleaf? He has that great Dodge Carryall."

"He traded it for a Scout Car, sir."

"Oh, that's right. So, can't he parade it? I saw it, it was perfect."

"Not perfect enough for McCleaf. He found one armor attachment nut that wasn't a factory original, so he began tearing down the Scout Car. It must be in 10,000 pieces. He even tore down the engine. And one of the pistons cracked when he dropped it on the garage floor. He won't have it back together for months."

"Damn it all. What about SGT Liszewski? I hate the looks of that Weasel of his but I'll take any vehicles I can get for the parade," said the Colonel.

"Bad news, Sir," I replied. The Top Kick in charge of the motor pool, MSGT Bland, bet Liszewski he couldn't "soup up" the Weasel. Liszewski won the bet. He actually shoe-horned a multibank engine from a Sherman tank into that weasel! He got it cranked up to 85 miles per hour."

"Well, can he go slow, like you would in a parade?"

"No. MSGT Bland bet him double or nothing that he couldn't make 20 mph in the water. Liszewski had added some floatation blisters to the Weasel hull to compensate for the weight of the engine, but his calculations were off and the Weasel sunk to the bottom of the harbor. He's trying to retrieve it, but even if he succeeds, it won't be ready for the parade."

"Hmmp! What about PVT G. Smith? He has a '41 MB just like Byrne's."

"He was very excited about the parade, sir, and was cleaning up his jeep. He put a can of tire black on the air cleaner and while he was polishing one of the rear tires, a P-51 buzzed right over him. The prop wash slammed the hood shut, cracked the hood hinge, and put a big round tire-polish-can impression in the hood. PVT Smith is at the clinic, heavily sedated."

"I know! SGT Wilson! He's got an armored car and that Bren Gun Carrier..."

"Wilson is on two weeks leave sir." I didn't bother to elaborate that he was in negotiations to sell his family recipe for AppleJack to a Belgian distillery.

"But he has to have alternate drivers, if he has two vehicles," said the colonel.

"Privates A. Ankrom and T. Smith, who are his alternates, were caught running a moonshine still out in the woods and are in the stockade."

"What about CPL Mele? He has that Russian motorcycle with the sidecar..."

"Yes, except he and SGT O. Davis were cruising around after a party at the Enlisted Men's Club. You know how Davis loves his cigars? Well, he dropped his cigar, and it ignited some oil on the floor of the sidecar."

"Did it burn up?"

"No, but Mele doesn't carry a fire extinguisher, since it's not authentic, so he and Davis used 'available body fluid' to put the fire out. The damage was minor but given their state of inebriation, their aim wasn't very good and now the whole vehicle smells like...well, you know...it would have marks on it from people touching it with ten foot poles."

"Geez, what else can go wrong! How about SGT Miller? He has that Pigeon Corps weapons carrier."

"Traded it for a Cushman scooter. But it has clutch problems."

"SGT Voight has that 1 ½ ton telephone truck.."

"Brake problems. And he hasn't had a chance to work on it because he's helping McCleaf."

"What about our air corps liaison, 1Lt Shawn? He has a really nice command car I could ride in..."

"I'm afraid he's confined to quarters pending investigation on the damages to his P-38 from landing at Cannes."

The Colonel looked at me, quizzingly, and said "Why the inquiry? I heard his nose wheel went into a gopher hole and snapped off."

"That is correct, sir." I replied. "But they want to know why he was landing at Cannes. He claims engine trouble, but there are others who claim he went there to visit 'Madame Simone's Hotel for Single Girls'. Shawn insists the right engine in the P-38 was malfunctioning, and he claims he went to visit a Christian Science Reading Room and entered the hotel next door by mistake. That's his story and he is sticking to it."

"How about 2Lt. Hamby in the MPs?"

"AWOL, sir. He became smitten with a tall blonde dancer from the USO troupe and we haven't seen him for four days."

"CPL Rollette?"

"On official orders to represent the command at

an interservice marksmanship competition."

"CAPT Ketchum?"

"In Norwich, England, teaching a class in running Army housing."

"SGT Schleicher?"

"Overheating problems. The temperature gauge in his jeep has never worked. His luck finally ran out and he had a boilover about 100 miles from here."

"CAPT Rich?"

"He was requested to assist in categorizing the artwork that Hermann Goering had stolen over the past several years."

"How about SSGT McCommack?"

"You assigned him to a top priority job to get the refrigerator back on line in the Officer's Club."

"Damn it to Hell, Johnson," the Colonel said. "Isn't there anyone who just says YES anymore?"

"Yes sir, SGT Morthimer readily agreed to be at the parade and personally offered you a seat in his jeep." I said.

The Colonel actually smiled. Was that a tear welling up in his eye? "And here I thought he would be resentful, since I told him he had to get rid of that chicken. Maybe there's hope for him yet. But where am I going to ride, with all the junk that he has piled in that muddy Jeep of his?"

"He offered to mount you a chair right on the hood, Sir." Without thinking, I blurted out "SGT Morthimer said if he can't have his chicken on the hood, then the next best thing would be chickensh---!"

WHAM! The next thing I knew, I was on my back. I was having trouble breathing, I couldn't see, and there was something cold and gooey being dragged across my face. There were a multitude of questions running through my mind. How could someone so big move so fast and cold-cock me? Are all of my ribs broken? Why can't I see? Is the Colonel a pervert?

What ever was blocking my vision was lifted off my face. I opened my eyes to see...Shelbie, my Shetland Sheepdog. She had leaped up onto my chest and had dropped her flying disc toy, saturated with doggie saliva, onto my face. She had just now taken it back into her mouth. The happy look on her face said "No more sleep! Time for Frisbee!"

Scott

p.s. Memo to self: Put Shelbie on a diet.

WD40

--Special thanks to Larry Herman
for forwarding this article

The product began from a search for a rust preventative solvent and de-greaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. It's name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40.

The Corvair Company bought it in bulk to protect their Atlas missile parts. The workers were so pleased with the product, they began smuggling (also known as "shrinkage" or "stealing") it out to use at home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history.

It is a carefully guarded recipe known only to four people. Only one of them is the "brew master." There are about 2.5 million gallons of the stuff manufactured each year. It gets it's distinctive smell from a fragrance that is added to the brew. Ken East says there is nothing in WD-40 that would hurt you.

Here are some of the uses:

- Protects silver from tarnishing
- Cleans and lubricates guitar strings
- Gets oil spots off concrete driveways
- Gives floors that 'just-waxed' sheen without making it slippery
- Keeps flies off cows
- Restores and cleans chalkboards
- Removes lipstick stains
- Loosens stubborn zippers
- Untangles jewelry chains
- Removes stains from stainless steel sinks
- Removes dirt and grime from the barbecue grill
- Keeps ceramic/terra cotta garden pots from oxidizing
- Removes tomato stains from clothing
- Keeps glass shower doors free of water spots
- Camouflages scratches in ceramic and marble floors
- Keeps scissors working smoothly
- Lubricates noisy door hinges on vehicles and

doors in homes

Gives a children's play gym slide a shine for a super fast slide

Lubricates gear shift and mower deck lever for ease of handling on riding mowers

Rids rocking chairs and swings of squeaky noises

Lubricates tracks in sticking home windows and makes them easier to open

Spraying an umbrella stem makes it easier to open and close

Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers

Restores and cleans roof racks on vehicles

Lubricates and stops squeaks in electric fans

Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling

Lubricates fan belts on washers and dryers and keeps them running smoothly

Keeps rust from forming on saws and saw blades, and other tools

We're not through. Here's more;

Removes splattered grease on stove

Keeps bathroom mirror from fogging

Lubricates prosthetic limbs

Keeps pigeons off the balcony (they hate the smell)

Removes all traces of duct tape

I have even heard of folks spraying it on their

arms, hands, knees, etc., to relieve arthritis pain.

One fellow claims spraying it on fishing lures attracts fish.

WD-40 has been designated the "official multi-purpose problem-solver of NASCAR," a ringing endorsement if there ever was one. I told my NASCAR loving sons about this and they said they couldn't imagine how WD-40 can solve the Jeff Gordon problem.

In celebration of their 50th year, the company conducted a contest to learn the favorite uses of it's customers and fan club members, (Yes, there is a WD-40 Fan Club).

They compiled the information to identify the favorite use in each of the 50 states. Naturally I was curious about Georgia and Alabama and found the favorite use in both states was that it "penetrates stuck bolts, lug nuts, and hose ends." Florida's favorite use was "cleans and removes lovebugs from grills and bumpers."

California's favorite use was penetrating the bolts on the Golden Gate Bridge.

Let me close with one final, wonderful use--the favorite use in the State of New York--WD-40 protects the Statue of Liberty from the elements.

No wonder they have had 50 successful years.

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FROM THE EVENTS COORDINATOR

This spring is going to be a busy time for the club. Not only do we have our annual East Coast Rally at a new location, but also the dedication of the National WW2 Memorial. In conjunction with that, other organizations and communities are sponsoring WW2 celebrations and asking for vehicle and uniform personnel participation. We will have 29 WW2 vehicles on the National Mall in a WW2 Motor Pool across from the Nation's Capitol for the 4 day WW2 Reunion, 27-30 May. I appreciate all the support the club members have and will provide to this effort, including the people providing the vehicles, those who volunteered space

to park trailers and those showing up in the motor pool during the event. This is a once in a lifetime event and will never be repeated on this scale.

For those of you with access to the internet, please check the events calendar on our website for information and details on all these events. For those who do not have access, give me a call and I will provide you with any details I have. I am looking forward to seeing most of you at the rally. Stop by and see me at my trailer where I will have more information on events and a layout of the motor pool on the mall. Tim Ketchum, (703) 590-4960. Email: TimK.43mb@comcast.net.

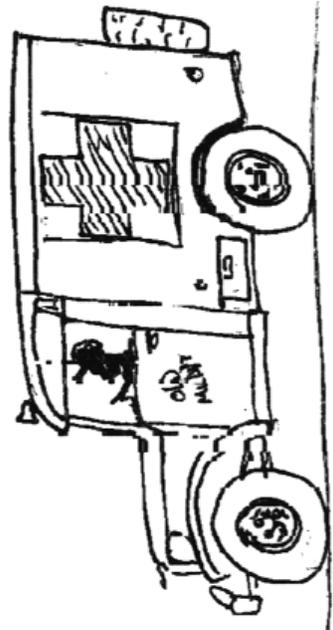
WWII VEHICLES FOR DEDICATION

Name	Vehicle Participation Type of Vehicle	Year	On-Site Days				Parade Mon
			Thur	Fri	Sat	Sun	
Buonaugurio, Tom	GMC, DUKW-353	1944					
Ballard, Ted	Model 741 Indian motorcycle	1943	1	1	1	1	
Lambros, Tony	Ford M-8 Armored Car	1943	1	1	1	1	
Scott, Jim	Dodge, WC-1, Pickup	1940					
Scott, Jim	Dodge, WC-51, Weapons Carrier	1942					
Baals, Ernie	Dodge, WC-53, Carryall, USMC	1943					
Tauber, Mike	Ward LaFrance Wrecker M1A1	1944					
Bruno, Ron & Joe	M-29C, Weasel	1943					
Crosman, Mike	Plymouth Staff Car	1941					
Schreier, Philip	Ford Staff Car	1942	1	1	1	1	
Shawn, Bob	Dodge, WC-57 Command Car	1942	3	3	3	3	
Bolton, Billy	Dodge, WC-56 Command Car	1944					
Ketchum, Tim	Willys MB, Jeep	1943	1	1	1	1	1
House, Reise	Ford, GPW, Jeep	1943					
Curtis, Mat	Willys MB, Jeep	1944	1	1	1	1	1
Dowling, Bob	Willys MB, Jeep	1942					
Ostrander, Dave	Willys MB, Jeep	1944					
Johnson, Scott	Willys MB, Jeep	1944					
Tucker, Larry	Willys MB, Jeep	1944					
Morthimer, Marvin	Ford, GPW, Jeep	1942					
Tauber, Julius	Ford, GPW, Jeep	1942					
Marcum, Jim	Ford, GPW, Jeep	1945	1	1	1	1	
Rollette, Don	Willys MB, Jeep, USMC	1945					
Como, John	Willys MB, Jeep	1942					
Cors, Allan	Sherman Tank						
Cors, Allan	Steurt Tank						
Cors, Allan	Half track						
Cors, Allan	Ambulance						
Cors, Allan	CCKW						
Individual Participants			On-Site Days				Parade
Name			Thur	Fri	Sat	Sun	
Vance Valenzo					1		
Fay Valenzo					1		
Bill Connor					1	1	

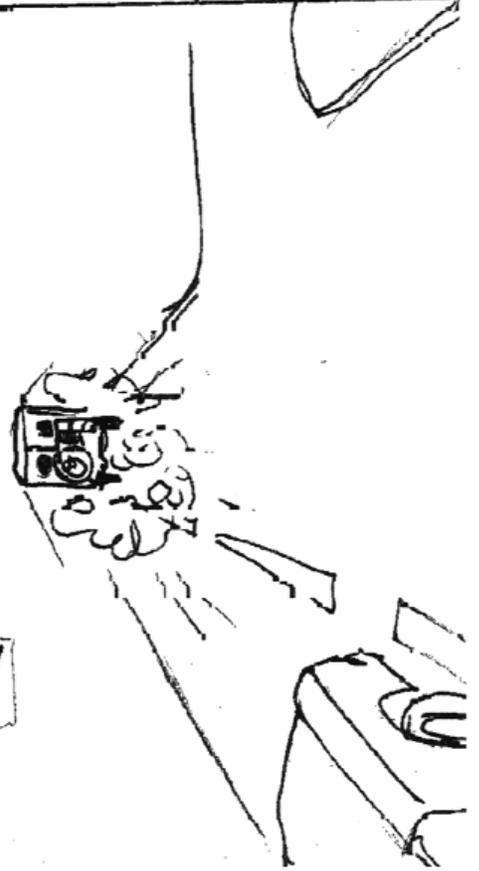
Jerry Can continued...

The Race.

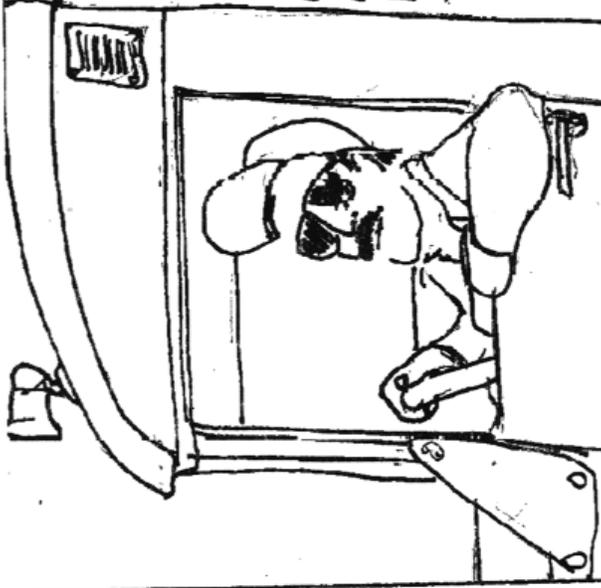
JERRY PULLS UP TO A LIGHT JUST AS IT TURNS GREEN.



HE SMOKED THE TIRES AND THE HONDA. MACH TO HIS SURPRISE.

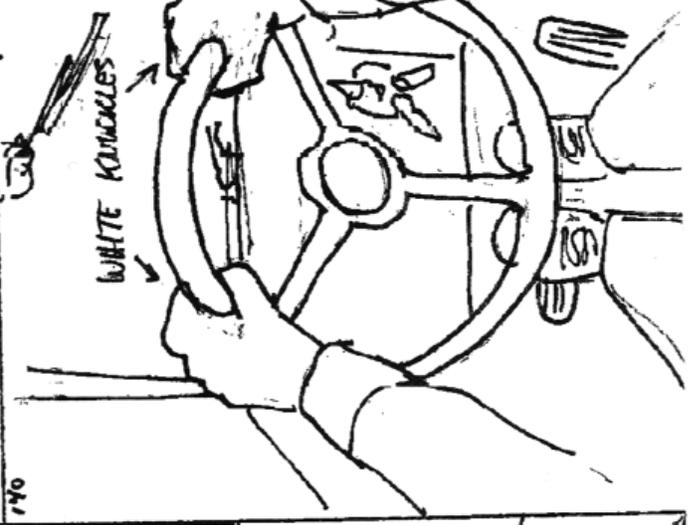


A HONDA PULLS ALONG SIDE AND TAKES OFF. JERRY HAD ALL CONDITIONS MUST RIGHT AND THE HEN! ROARED TO LIFE.



BUT IT TOOK 3 MORE TRAFFIC LIGHTS TO BRING THE MYS TO A STOP.

JERRY WANTED TO TURN AT THE FIRST LIGHT!



L. SZENDREI '80 BY

137 138
137 140

**WASHINGTON AREA
COLLECTORS OF
MILITARY VEHICLES**



**BLUE AND GRAY
MILITARY
VEHICLE TRUST**

**VEHICLE EVENT SCHEDULE
APRIL 2004**

1 May, Sat: Apple Blossom Festival Parade, Winchester, VA. Parade starts at 1330. Line up time depends on where the club is assigned a space. More info to follow. Grand Feature Parade.

6-8 May, Thur-Sat: 31st Annual East Coast Rally. Ripken Stadium, Aberdeen, MD. This is our big club sponsored event. We need volunteers. Check the web site for more info. <http://www.wacbgmvt.org/>

17 May, Mon: A one day exhibit at the Drug Enforcement Administration Museum in Pentagon City. Vehicles will be parked in front of the building by 1000. There is room for 10 vehicles. This is in conjunction with the DEA Museum's world war exhibit. No weapons. Contact is Vince Lutes, at the museum if you want to attend (202) 307-3670.

22 May, Sat: John Brown Day cruise. <http://www.liberty-ship.com/>

22-23 May, Sat/Sun: The town of Edinburg, VA is having a WW2 Remembrance the weekend of 22-23 May. Edinburg is located on Route 11, south of Woodstock near I-81. They are requesting WW2 vehicle participation. Check their newsletter on this web site <http://www.angelfire.com/hero/ww2remembrance/> Point of contact is: Keith Rocco, Tradition Studios, 540.459.5951, keithar@shentel.net

27-30 May, Thur-Sun: WW2 Memorial Dedication and Reunion on the Mall. WW2 US MVs needed for display. See newsletter or web site for more info.

29 May, Sat: WW2 Veterans celebration at Mt Airy, MD American Legion. Vehicles and uniformed personnel requested. Meal provided. Contact: Mike Eveland, (301)252-0404 or Dave Huchinson at (301)829-9161.

31 May, Mon: World War 2 Veterans Parade, Wash DC
The parade starts at 0830 and goes to 1100. It will proceed down Constitution Ave. Open to MVs of all eras. Carry WW2 veterans in the parade. More info to follow. <http://www.worldwar2parade.com/index.asp>

4-6 Jun, Fri-Sun: WW 2 Weekend, Reading, Pa. Airshow and ground displays, large flea market.
<http://www.maam.org/maamwwii.html>

26 Jun thru 1 July: Restored LST 325 will be on display in Old Town Alexandria, VA

Be sure to check out the club web site for more events and information on the club events calendar.
<http://www.wacbgmvt.org/>

**EVENT COORDINATOR, TIM KETCHUM
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