



**O.D. NEWS
THE FUEL LINE
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WEBSITE:

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



**NEXT CLUB
MEETING...**

September Meeting to be held at 11:00 AM on September 14 at the home of Fred Lutes at 3749 Jennings Chapel Rd, Woodbine, MD 21797

Meeting Minutes:

WAC B&G MVT MEETING April 12, 2013
M&D Machine Shop - Purcellville, VA

Call to Order The meeting was called to order at approx. 1100 hours.
Members in attendance – Bob Taylor, Wayne L. Miller, Richard D. McCommack, Warren Watt, Neil Conner, Ray Clements, Mike Bishop, Gerald Bland, Denis Mengele, Tom Buonaugurio, John DePasquale, Clive Rowley, Rick Skipper, Lanny Moore, Daniel Barbeau, Andy Catsakis, George Buss, Scott Johnson, Larry Voight, Bob Shawn, .

Pledge of Allegiance We take time to honor our great country by reciting the pledge of allegiance to the United States of America.

Treasurer's Report Treasurer Mengele discussed our finances and the upcoming Rally. \$27,000 received for the Rally as of this date. \$7,000 profit, so far. 493 of 632 spaces are sold.

Denis also mentioned that he now has Club hats available for \$12.00. They are blue/tan or brown/tan.

60 of 120 members are current with their Club dues. Dues bring in \$1,400, but we spend \$2,000. Cost of Newsletter must be reduced.

Secretary's Report Secretary Anja Taylor was unable to attend.

Old Business None.

New Business Rally plans were the primary subject. We are currently eating into our reserves at a rate that cannot be sustained long term. We will be renting fewer golf carts, have a single dumpster, as economy measures.

There will be no public sales or purchases on Rally Wednesday - paid vendors or Club members only. Auction profits are now to benefit the Club only. A donations box will be placed at Registration.

We will continue the policy of free admission, primarily due to vehicle traffic issues and the lack of adequate staff to man the gate full time.

Decision for 2014 Rally site must be made by August. It was suggested we canvass incoming vendors about moving the site. The possibility of moving to our old grass site was discussed. This is no longer on post due to relocation of the gate. Other sites were discussed, mainly in the interest of reducing our overhead with a cheaper rate.

A motion for a new economy Newsletter policy was voted on and approved by the majority of the members present.

The next issue will be the last print version universally distributed. Black and white print issues will be sent to members without internet access or to others on special request. Otherwise, members will be informed by e-mail of the availability of the Newsletter on the WAC/B&G MVT website.

Motion for Adjournment The meeting was adjourned at approximately 1200.

The members then toured the facilities of our host, M&D Machining, and were treated to lunch on the grill by the staff.

Respectfully submitted,

Bob Taylor, (for Secretary Anja Taylor)

Meeting Minutes:

**WAC/B&G MVT MEETING
Peter Lee's Farm, MD**

June 1, 2013

Those in attendance were:

Scott Johnson, Tim Clark, Peter Lee, Lanny Moore, Richard McCommack, John DePasquale, Mary Ann DePasquale, Tom & Rose Buonaugurio, Clive Rowley, Fred Lutes, Robert Amos, Bob Buker, Art Buker, John & Mindy French, Jar Hain-Matson,

Jeff Hain-Matson, Larry Voight, Mike Tideman, Charlie Doyle, Carol Marshall, George Hopkins, JoAnn Hopkins, Bob Shawn, Dough Ferencz & family, Dean Hansen, Rick Skipper, Brian Cessna John & Maryann Sadilek (other attendees not listed I cannot read their names)

Pledge of Allegiance

President: Scott Johnson - Welcome - Scott Johnson.

Vice President: Bob Shawn - No Comments

Secretary: Anja Taylor - Please remember to renew your 2013 membership of \$20/annually.

Treasurer's Report: Denis Mengele – Provided members with a report of the club finances. Club made approximately \$6,000 profit. Denis recommends donated \$1,500, with the remainder of the funds fro club support for the remainder of the year.

Newsletter Editor: Bob Taylor -.Need newsletter articles.

Events Coordinator: Tim Ketchum - Not in attendance.

2013 Rally Final Report/Discussion:

Fred Lutes asked why there could be no ammunition/firearms sales at the Rally, when there were sales of ammunition/firearms at the Rally in the past. It was confusing at the Rally as t what was allowed, what changed? Vendors have invested a lot to sell at the Rally. Tom B. mentioned that there was nothing in the lease or insurance that prohibited the sales of ammunition/firearms. Fred spoke to a police officer at the Rally and the officer stated there was nothing illegal about selling ammunition/firearms at the Rally as long as it was to persons eighteen (18) years old and above. Fred stated that he does his best to do an instant check. Art Buker stated when he inserted the ad for the Rally in Hemmings Motor that he understood “no firearms”. Tim Clark stated that at Finley there are sales of firearms & ammunition.

President Johnson stated that he was the one to make the decision at the Rally not to sell ammunition/firearms, and also made the announcements. If it shoots a bullet he does not want it sold at the Rally. If someone goes on a rampage, the club could be held responsible. It was for the good of the club.

George Hopkins asked if each individual member could be sued if some got hurt from purchasing firearms at our Rally. . Tim Clark supported Scott and stated it was a good idea to form a Committee to investigate the sales of ammunition/firearms and the liability to the club and its members. Peter Lee sees it as a liability.

We should begin with show flyers and vendor mailings that we do not allow the sales of firearms, ammunition, etc. at the Rally.

Committee is Tim Clark and Fred Lutes. Will research and have answers to us for the September club meeting.

No Old Business

New Business:

Long discussion about moving the Rally to Carlisle, PA; Tim Clark and John D have done extensive research of the site, costs, layout, etc. Lots of hotels and restaurants nearby. Maybe the Redball club can help since they are nearby. There are no sales taxes to vendors. We can charge admission and charge the vendors less. Tim & John will handle the vendor registration.

Anja spoke and first asked who would like to do the vendor registration for the 2014 Rally, no volunteers. Anja also stated that she would not be going to PA if the Rally is moved there.

August 2nd is Citizens on Patrol Nations Night Out at the nearby school at Bob Buker's home.

Trail ride August 10th, meeting in Damascus. All approved \$20.00 per vehicle for attendees of the trail ride.

WWII convoy September 21st must be in uniform. See Tim's schedule for updates.

Tom B. has been working diligently with Ripken Stadium & we have an offer of \$5,000 to lease the stadium. Motion was made to have the 2014 Rally at Ripken. Clive made the motion; Bob Amos seconded the motion all in favor. 2014 Rally: May 8th, 9th & 10th.

September meeting to be held at Fred Lutes' home on September 14th at 11:00AM.

Anja made a motion and Peter seconded the motion to adjourn the meeting at 12:05.

From the Newsletter Editor:

VERY IMPORTANT – PLEASE READ THIS!!!

This newsletter is different from previous newsletters in two respects.

1. This will be the ***final print Newsletter***. Members who have submitted an e-mail address will receive a notice to the effect that a new Newsletter has been posted on the WAC/B&G MVT website. It can be viewed there, and printed out by the recipient as desired. Members who do not have e-mail will continue to receive a black and white printed copy, (possibly abbreviated?) This is an economy measure initiated by the membership as a means of saving on printing and postage costs, which are not adequately covered by our dues. We will see how well this works out. Allowance will need to be made for the time delay between editing the newsletter and getting it posted on the Web. On the other hand, it will mean that large photo spreads, in color, naturally; and lengthy texts can (and will!) be included at no cost to the Club.

2. Primarily due to procrastination on the part of your humble Newsletter Editor, the current issue is a *double issue* making up (somewhat) for a newsletter that probably should have gone out by Rally time.

Special Request from Treasurer Denis:

Two requests: for the next Newsletter.

1. Would you put in a notice about rally space reimbursement for helping at the rally? The last date to get reimbursed will be the picnic at the Lutes' in September. I would like to close the books and don't want his item to linger very long.

2. Do you have a "T" shirt from the 2003 rally or any from rallies before 1998? I am trying to get together a display like the one in the command tent but more complete. Would you post a notice asking if any one knows what year the "T" shirts started being sold at the rally? And if anybody has any from the very early rallies? You can use my e-mail or phone number as a contact point. (See page 2.- Editor)

Thanks
Denis

Museum notes from Tom B.....

I thought I would pass on a few comments on the Army Museums in the Club's general area of operation. The US Army Ordnance Museum was moved down to Fort Lee approximately 3 years ago at the cost of several million dollars. To be clear this move consisted of just the staff positions and the artifacts. There is still no building to call it home so almost all of the large artifacts such as the Rail Road Cannon Anzio Annie, tanks, etc continue to sit outdoors while the small artifacts are in various sub-standard storage facilities at Fort Lee and Fort Belvoir. The latest I saw for "Military Construction" of an Ordnance Storage facility (their words for a museum) is 2019. Fort Lee already has two museums and in this fiscally constrained environment I sincerely doubt that will occur or be public accessible.

A decision was made in May 2013 by the Installation Management Command (IMCOM) to reverse course and cancel plans to reopen the APG Museum. IMCOM already owns 13 Museums, such as Fort Meade, West Point etc., Immediately following that decision all remaining large artifacts, tanks, cannons, at Aberdeen were transported to Anniston AL in June. Plans are to eventually store the vehicles in buildings at Anniston Depot, "bumper to bumper" just to get them out of the weather. The rehab of the buildings and restoration has not been funded so they will probably remain sitting outside for some time.

The National Museum of the US Army is still trying to raise funds (goal is \$200M) to build the facility adjacent to Ft Belvoir. If you are like me and get asked to buy a brick, become a member or donate, I have one note of caution. I recently looked up their organizations Form 990 for 2011, the latest one I could find on the net. Non-profits who raise over \$50,000 annually must file a Form 990 that becomes public domain. According to their own records they raised \$8.7M and their expenses were \$4.6M! Wow over 50% of what they raised that year went to "expenses" I personally do not appreciate nonprofits asking me for a donation when their expenses are over 10%. In this case I will essentially be subsidizing a \$100,000+ (not a typo) salary plus perks for

retired generals who are in better financial shape than most of us. In comparison the National Marine Corps Museum in Quantico which thanks to Tim we have been to for a few events raised \$31M and had expenses of \$7.2M in 2012. Okay that is better, but I think I was most impressed that this was accomplished by a service that is generally less than 1/2 the size of the Army!

In summary while I am sure there are some good intentions by good people, the fact is it looks like millions have been spent moving Army Museum artifacts around while their end state is essentially still the same i.e. deteriorating and more stuff moved out of the public domain into non-accessible facilities. In closing the Army Museum system in my opinion is a victim of its own size, 60 Museums run by 5 Major Commands. At least we had the benefit of being associated with the APG/Ordnance Museum, etc for over 20 years. All that remains is an empty building, 1 tank and the 16 inch cannon.

Also from Tom B:

I stopped by the Stadium just to check on our paid reservation, spoke with their events manager, pleasant conversation, they do not have anything else scheduled for the inside of the stadium but expect a baseball tournament across the street. Same as last year

The Aberdeen Chamber of Commerce relocated their office to 18 Howard Street, Aberdeen and is now sharing space with the Aberdeen Room Museum. Their web site is below. I will go to their next meeting in Sept. and bring flyers and see if there is some interest in supplying coupons, etc for vender and or visitors. I will offer free space(s) if the museum/historical society wants to set up if this is okay with everyone.

<http://www.aberdeenc.com/>

Lastly, I sent the notice of our event to the various magazines so should be on their websites and magazine calendar of events for next issues. I left out price although I assume we will keep it the same.

8-10 May 2014, 41st Annual East Coast Military Vehicle Rally at Aberdeen's Ripken Stadium, Maryland.

The 680-plus all-weather, paved spaces sell fast. Featuring historic military vehicles, tents, militaria, insignia, collectibles, knives, bayonets, gun parts, electronics, surplus, uniforms, models, parts, books and much more. Large vehicle display area, Friday night auction. Great for military vehicle enthusiasts, scouts, vets, campers, collectors, modelers, re-enactors, history buffs. 7 May vender move in, 8-10 May Rally, 11 May tear down and depart. This non-profit event benefits Museums and Veterans Organizations. Always Open and FREE admission to the public. Large 18 x 18 ft all-weather paved spaces, details at <http://www.militaryvehicleshow.com/> (800) 730-6621

Regards,

Tom

From Chief Judge Bob Amos – 2013 Rally Judging Results:

AWARD PLAQUES 2013

BEST OF SHOW
Factory Class
1987 Ben Bewz Unimog
Dean Hanson

First Place
Factory Class
1967 Ford M718
T. Stallone

Second Place
Motor Pool Class
1944 Willys MB
Raymond Castonguay

PRESIDENT'S CHOICE
Motor Pool Class
1942 Ford GPW
Dan LeFevre

First Place
Factory Class
1945 Columbia 92LCompax
Garrick Smith

First Place
Factory Class
1987 Men Bewz Unimog
Dean Hansen

CHIEF JUDGE CHOICE
Factory Class
1961 Reo RM49A1C
Keren Wilhelm

First Place
Motor Pool Class
1942 Ford GPW
Dan LeFevre

First Place
Motor Pool Class
1964 Kaiser M151
Douglas Marx

First Place
Factory Class
1944 Dodge WC-62
Richard H. Ward

First Place
Factory Class
1961 Reo RM49A1C
Keren Wilhelm

First Place
Factory Class
1841 Mountain Howitzer
William Ward

First Place
Motor Pool Class
1968 Kaiser Jeep M725
Wm. P. Max

First Place
Motor Pool Class
1972 AMGen M109A3
Jesse Glackin

First Place
Factory Class
Air Compressor 2US4VA
Luke Jones

First Place
Motor Pool Class
1972 AMGen M109A3
Jesse Glackin

First Class
Factory Class
1971 AMGen M35A2
Drew W. Haagenon

First Place
Motor Pool Class
1943 Bantam Trailer
Don Marshall

Second Place
Motor Pool Class
1968 Kaiser Jeep M725
Charles McEwuen

First Place
Motor Pool Class
1971 M816 Wrecker
David Harold Reed

"After Action Report" by Tim Ketchum:

After Action Report
DC St Patrick's Day Parade
17 March 2013

The club participated in the Washington DC St Patrick's Day Parade. The third St Pat parade in the area in the last three weeks. We were with the Veterans of the Battle of the Bulge. We have done this for many years. However, each year the number of veterans gets fewer and fewer. This year there were three veterans. One was Ret Col Douglas Dillard. During the Battle of the Bulge he was with the 82nd Airborne Division. He is also a veteran of the Korean and Vietnam wars. He was the designated grand marshal of Division C and was carried by Bob Conrad at the head of the division. Another veteran took a bus from Michigan to carry the American flag as he marched in the parade at the age of 90. The third veteran was in the 7th Armored Division with the field artillery. There were three WW2 jeeps and a M35A2 truck participating. The morning was cold but dry in DC. On the way home it did rain, but not enough to use my hand operated wipers. Three MVs stopped by the WW2 Memorial after the parade for pictures and interact with the public. Participants were:

Bob Conrad with daughter Christina in his 43 GPW
Mat Curtis and Bill Bethke in Mat's 44 MB
Tim Ketchum in his 43 MB
Ted Lawson in his 71 M35A2.

From Rick Skipper – Manassas Air Show report:

Rick Skipper drove his ex-USAF Forward Air Controller (FAC) M998 Humvee towing M1102 trailer, both carrying his display, "Danger UXB" The inert ordnance is a selection of 20th Century items representing most major ordnance categories from many countries.

Nose section of vintage aircraft makes for an interesting display piece when the whole plane is not available. People were climbing all over this thing all day long, it was a big attraction.

The living history units provided encampments from the USA, Germany and Russia. Full lay-outs of field gear and weapons nicely complimented the squads of soldiers who gave many "briefings" during the day to very enthusiastic crowds.

A nice Mk 1/2 fixed turret FV711 Ferret showed up on the tarmac. It was festooned with all manner of kit and CES: scrim, sand channels, leads, driver's weather screen, 303 caliber ammo case, spot light, pioneer tools, fire extinguisher bombs, desert covered helmets and much more.

Jim Shindler drove his recently painted M1009 CUCV 3/4 ton utility and brought along some display items as well; squad weapons, radios and field gear, of the three color camouflage era.

Tim Ketchum became quite the celebrity at this event. He set up all of his WW2 jeep and trailer gear as well as his family history posters. But the big hit was Tim in his newly acquired WW2 flight suit, leather flying helmet, May West and parachute pack. Every shutterbug wanted to photograph Tim, considering the heat of the day, he put forth great effort to accommodate all the visitors who made pictures like this.

Lunch was provided to all of the vehicle drivers and living history participants.

Rick Skipper

Re-enactor's report from the Manassas Air Show:

Command HQ, Department of the Re-enactors. Washington D.C.

Location: Manassas Regional airport, Manassas Virginia.

Date: 3rd & 4th, May, 2013. Time: 1000 to 1600.

Weather: Sunny, very few clouds, 70's by mid day. winds 10 mph from West.

Field conditions: Grass area freshly cut to 4 inches.

Target area: LZ Tango (Terminal Lot)

After Action Report:

On the morning of 3rd, May, at 0830 a squad of 101st Airborne troops led by Jim Ortte landed at the target location designated LZ Tango. The unit quickly setup an observation post at the Southern edge of the LZ.

At 0900 an aircraft identified as a (Remote Control 5-footer) crashed South West of the LZ and burst into flames. The pilot was reported in distress over the loss but not injured. Fire crews responded.

The 101st temporarily left its OP at the LZ at 1100.

Sometime on the 3rd, May, late afternoon German units identified as 137th Mountain led by Gilbert White arrived at the LZ target area. They quickly setup a base to defend the area. The base included an HQ with surrounding support units, heavy equipment with Mortars, Machine guns, Bazookas and demolitions. The Germans had complete control of the area by late evening on the 3rd, May.

At 1700 hours the 101st with OIC Robert Hubbs arrived back at the observation post and observed the German units. There was a brief exchange between the two units. The 101st fearing discovery of its OP stood ready to leave the area by 1800 Hours. No losses were reported.

In the late hours on the 3rd a British unit arrived at the LZ. The 101st prior to its departure made contact. This unit was identified as the 601 Squadron led by its OIC Scott Rall. The 601 quickly set up a base camp at the cross-roads and cut any escape of the Germans from the East and the South East corner. The 601 had complete control of the cross-roads. The 101st moved out of the area.

The 101st returned to its OP on the morning of the 4th, May, at 0745 and made contact with the 601. After the link up was made, the 101st setup a Mortar position along with a Bazooka team to keep control of the Southern line.

At around 0830 the 101st along with the 601 made contact with the Germans. A brief engagement occurred. All units retreated without losses. The Germans appeared to gain more troops by mid morning. The Germans still held control of the central lands.

At 0840 The 101st was able to gain Mechanized support. Two mechanized units led by Tim Ketchum and Rick Skipper arrived on the Western side of the OP. They were equipped with machine guns, Mortars, Rockets and Demolitions. Rick Skipper's unit mined the area behind the German units along a partial pathway. A third mechanized unit arrived and setup an additional OP on the North Western tip of the LZ.

The 101st OP became the HQ for the area and orders began to flow in around 0905 advising of low flying aircraft. It was also discovered that the German units Northern access was blocked. Also discovered was the Germans had an intelligence agent identified as Willie Schumacher at a secret OP inside of LZ Tango. (Iron Cross display).

At 0910 the Soviets arrived, led by Comrade Don Taylor. The Soviet unit set up base on the Western front of the German units. The 101st made contact with the Soviets and mapped out the position of the Allies and Axis troops. The Soviets were equipped with only light equipment.

Throughout the day of the 4th, the allied and axis units engaged each other. No losses were reported. Hundreds of Villagers had made their way to the LZ and HQ and observed all the units located in the LZ target area. Many of these villagers collaborated with the Germans. Many collaborated with the Allies and gave information on locations of aircraft and supplies. The intelligence OP and its agent (Willie) were held inside of the LZ for the duration of the encounter on the 4th, May, by villagers whom surrounded him.

Most of the villagers appeared polite and respectful. The villagers attempted to gain more information from the units as to the operation. They were supplied only with information needed. None took up arms. Local village police did interact with the Allies and Axis troops. No problems were reported.

Additional airborne units were dropped-in with an American flag. This drop appeared late and unexpected. None of the Parachutist were injured.

At 1300 hours HQ called for a supply drop. Command refused the drop. After much debate with the 101st they were able to conduct an operation to bring in supplies. Support units from the CF (Chick Fillet) dropped in food rations on the LZ. The Germans were able to recover some of the supplies. All Allied units received supplies. No further drops were made.

At 1400 hours an air battle took place between unidentified aircraft. No losses were reported.

At 1500 hours ladies of the 601 began to supply extra rations on the line. The 101st required much of the ration supply.

At 1600 hours all the villagers were evacuated from the area.

At 1700 hours the Allied units began to pull out. German units waited for the Allied units to leave before moving out of the area.

Two losses were reported. Supplies were all accounted for.

Losses reported as follows: 101st damaged one helmet and one Thompson sling. British, Soviet and German units have not reported any losses.

This report is concluded.

No further action needed.

Report by Jim Ortte, 101st D-Day Reenactor. (571) 265-3330

Thanks Ladies and Gentlemen, You really made the show fun and a successful. The show people had nothing but compliments for us. The Freedom museum said we were one of the best draws for them.

Other local shows 2013: Sully Plantation in Fairfax, Rippon Landing in Woodbridge, Tank Farm in Nokesville, Veterans Day parade in Manassas. Anyone interested let me know and I can provide dates.

From George Hopkins:

As an MVPA member now for several years and an active member of the Washington Area Collectors/Blue & Gray Military Vehicle Trust, I am now firmly in the grip of the "OD Addiction." I have added to my small collection over the years and have enjoyed the camaraderie and friendship of many of the people who I have found are similarly "afflicted."

The pleasure of rescuing and restoring an historic military vehicle and then sharing the experience and results with others has become a predominant theme in my life. Participating in parades, in displays at various American Legions, in car shows, providing (free of charge) a vehicle for a child's birthday party or just to have people come over to see, take rides, and enjoy, is very fulfilling. As a high school teacher, I occasionally take my military vehicles to school to entertain and educate the students (and faculty). They are told about the history and technology relevant to the vehicles, and maybe even create enough interest for becoming future MVPA members, as well. Students and parents, alike, have shown up at events where my vehicles are displayed.

As participants in this great hobby, we heavily rely on the club, its members, business affiliates and advertisers to be able to find, restore, maintain and share these vehicles that we care so much about. We should, I would imagine, be able to rely on the honesty and integrity of any individual, or business doing business with members, as a result of advertising in our club publications or using the MVPA logo on their website. If I am mistaken in this assumption, then you need not read any further. If this is the case, however, then what should we do when a vendor lacks these attributes that we have come to rely so heavily upon?

I have dealt with many vendors, both here and abroad, and spent many thousands of dollars with vendors that are a credit to the hobby. Through their efforts, assistance, knowledge and understanding I have been able to enjoy and pursue this passion. This, unfortunately, has not always been the case. I recently purchased an M931 through Government Liquidators and had an entirely flawless and professional experience. I then contacted Eastern Surplus and Equipment Company in Philadelphia. I ordered parts for the M931 and the parts were damaged by Eastern Surplus and shipped anyway. The parts were made of heavy steel plate and were twisted and marred beyond usability. The box they came in was undamaged. After requesting either a replacement or a refund I was repeatedly told that I would have to pay to return these parts and/or pay a 30% restocking fee to get a refund! I was also sent a copy of these "Conditions" in the box with the damaged parts. These "Conditions" were nowhere on their website, and I was never informed of any "Conditions" prior to purchase. I filed a complaint with the BBB and after some correspondence, Eastern Surplus no longer would respond. The BBB closed the case as unresolved. Eastern Surplus still displays the MVPA logo with a member number, yet is *not* an MVPA Business Member. My indicating that I was an MVPA member appeared to make no difference.

I believe Eastern Surplus may use this tactic to repeatedly ship defective parts and then demand a 30% restocking fee to fleece customers. I see no other reason. An honest vendor would certainly want to replace or refund, without additional cost to the customer. If I had to deal with this kind of customer service from the beginning of my experience as an historic military vehicle collector, it may have caused me not to continue in the hobby. Who knows, it may have to other members or prospective members. I still have not received a refund and am out the \$125 plus shipping.

I think there should be a place on the MVPA web site to rate and/or make comments about MVPA Business Members and advertisers in MVPA publications. Members would then have a resource to choose the most suitable vendor for the members needs. It would provide feedback that most modern businesses encourage. I have had many excellent dealings with vendors such as: Khaki Corps, Swiss Army Vehicles, Rapco Parts, IRAC, BMG Parts, Army Jeep Parts, Rick Larsen Stencils, Bensinger, and others. I would like the opportunity to be able to give such quality vendors the recognition and loyalty they deserve.

If we are to maintain the integrity of our hobby, our club and our membership and to ensure our hobby continues to flourish, we need to help prevent harm by those whose primary goal is profit, rather than the best interests of *everyone* concerned.

George Hopkins
MVPA#29085



CLASSIFIEDS
(All Ads are Free)

For Sale: M101 ¾ ton trailer. This is a 1953 Dunbar manufacture w/ 5 lug split rim axles. Sale includes side boards, canvas cover, 2 NOS NDT tires, a spare NDT tire (used) and wheel. Perfect for Dodge ¾ ton or M715 5/4 ton trucks. Price \$900, not including shipping. Trailer located in Northern VA. Cash, money order or certified check accepted. Additional pictures are available, contact Mark at 703 477-5871.



For Sale: 1919A4 semi auto 308 cal., shoots great , looks like new, bought from gun broker on internet several years ago asking \$2500.00 tripod and T&E available. call Fred Lutes 301-910-0783

For Sale: 1997 M1102 HMMWV (Silver Eagle) Cargo Trailer, from reserve stock, all MWO's applied, like new 37x12.5x16.5LT tyres, 2740 lb capacity, 3 colour camo, great for extreme camping or expedition, have two left. VA Title-1950\$

1984 M101A2 ¾ ton Cargo Trailer with fiber sides, bows and tarp, body has some rust, tows great, good tyres. VA Title-650\$

1956 M101 ¾ ton Cargo Trailer second pattern early curved brake handle style, 900x16 NDT tyres, wood sides, very solid frame and running gear, body needs repair, not rusted. Rare these days, good for M37. 650\$

1973 VW TYP 181 Thing project car, 56K miles, been in storage 25 years, needs floor pans and body work, engine not running, have title and keys, and an additional thousand parts to build your Retro Kubelwagen. MI Title-2500\$

Will entertain all offers or trade for; guns, military surplus, jerry cans. Rick in Stafford, VA: 540-993-8873 or bombmuseum@hotmail.com

Also from Rick:

HMMWV CMT (Contact Maintenance Truck) body only, complete with tools. This all aluminum shell is full of tool boxes, repair equipment, welding gear plus all of the hand tools. Overall in very good condition, 3 colour camouflage, can load to HMMWV or flat trailer, location; Northern VA. 3250\$, offers and trades considered; mule parts, guns, jerry cans, military surplus. Rick, 540-993-8873

Events Schedule:

17-18 Aug, Sat-Sun: Americans in Wartime Museum open house. Nokesville, VA.
<http://www.nmaw.org/> More to follow

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

8 Sep, Sun: Herndon, VA car show. Military vehicles welcome. I can forward an email with details if you request one.

7-8 Sep, Sat-Sun: WW2 Weekend at Rippon Lodge, Woodbridge, VA. Similar to the WW2 Weekend at Sully. Onsite camping allowed Fri & Sat nights. They will provide ice, snacks, water, restrooms and firewood. Contact Rebecca Super at (703) 499-9812 or email RSuper@pwcgov.org. Let her know if you need a lot of space.

14 Sep, Sat: Dulles Family Festival and Carshow. Dulles Airport on the tarmac. Airplane pull. Check out their website for events and registration information at http://planepull.com/View/Page/Plane_Pull_Events

21 Sep, Sat: Convoy and Liberation of New Oxford. WWII vehicles only. 50 mile round trip convoy departing from Eisenhower Farm at 0700. We had 47 WWII vehicles participating last year so we're probably the largest WWII convoy in the US! Since we do this in conjunction with the WWII Living History event at Eisenhower Farm, all vehicles, equipment, uniforms and accoutrements must be WWII originals or repros. REGISTRATION IS REQUIRED and is free for WWII vehicle owners. A small stipend is handed out after the convoy to WWII vehicle owners. All riders pay a \$10 fee to help pay for vehicle stipends, insurance, permits, etc.... Contact Bob Buker arbuker@verizon.net for info. Registration form is available at www.liberationofnewoxford.com Click on more then Re-enactor Details.

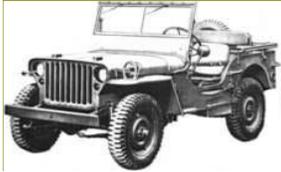
21-22 Sep, Sat-Sun: The National Park Service will sponsor a World War II living history weekend at the Eisenhower National Historic Site, Gettysburg, PA. An authentic recreation of both Allied and German army camps, complete with original World War II vehicles, will be set up on the site. Over 100 living history enthusiasts will portray military personnel from the European Theater in 1944. Dozens of World War II vehicles will be on display.

28 Sep, Sat: Leesburg airshow. More info to follow.

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

6 Oct, Sun: Armed Forces Retirement Home, Washington DC. 56th Annual Car Show. 0800 free coffee/donuts, 0830 registration begins. 1100 judging. 1230 awards. .

12 Oct, Sat: Fast Cars and Freedom Car Show to support the Fisher House. Opens 0800. Location: 1751 Pinnacle Dr, McClean, VA (Tysons Corner). Military vehicles are encouraged. Website: www.fastcarsandfreedom.info For more info and to get a preregistration form contact Francine Quinn, 703-333-5576 or francine.quinn@wellsfargo.com or go to the website. Registration \$15 pre, \$20 day of show. Let them know you are coming so they have enough room up front for MVs.



Tim Ketchum
EVENT COORDINATOR

Washington Area Collectors
of Military Vehicles and
Blue & Gray Military Vehicle Trust
<http://www.washingtonbluegray.com>

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