



**The ARMVPA is the Arkansas Affiliate of the MVPA since 1991
Volume 25, Issue 1: January-March, 2022**



From the Editor: Well it's spring in Arkansas and the weather is warming. I will soon take delivery of Mischief from BJ Smith, who completed my stalled and barely-attempted restoration which I started over four years ago. I plan to debut the NEW Mischief in the Red Ball Convoy on May 21st. To say that I am excited is an understatement! I have included information on the Red Ball Convoy in this issue and hope you all will consider joining us in Mena!



Also in this issue of the MV Traveler, we have the second installment of a 3-part article from Jim Vandenberg on his restored Dodge WC-57. In this installment, Jim presents his story of acquiring the vehicle and having it shipped to the States.

As always, I'm always on the lookout for original HMV material. A couple of paragraphs and a couple of pictures about your project, event or a shop tip is just about right!

Our *Calendar of Events* is still in development so watch for updates sent out by email and posted on the website www.armvpa.com. If you are not getting any emails, drop me a line with your email address and I will make sure webmaster Dan adds you to the list. Finally, *Keep Em Rolling!*

David Hopkins, Editor
(501) 813-6746
hoptruck@sbcglobal.net

Correction: In a previous edition I left out members Doug and Sharon McKee also attended the National Convention in South Bend.

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Traveler! Photo by Jerome Casey



From the President: Spring is technically upon us although it seems winter has still got a bit of a hold on us.

I've anxiously been waiting for spring this year, more so than usual. Cold doesn't really bother me much but it certainly does put a damper on some things. I have a litany of projects lying in wait as I'm sure most of you do.

I guess you could say being involved in military vehicles is not that expensive—it's all the other stuff that goes with it to support your habit that costs so much.

On the short list is completing my shop electrical and compressed air. Then there's the M37 lurking in the corner that I'm determined to make progress on. Oh, and the front axle rebuild on the deuce and Ole Henry the CCKW. The list goes on. I'm sure if you're like me: there's actually no end to projects. Once one is completed, a new one springs forth. I've come to realize that's just the way we are in this family. We seem to thrive on "projects."

That doesn't begin to cover the list when you consider all the household projects that are asking for attention. Tree trimming, firewood cutting, house expansions, among others. I'm sure you all have them.

So Spring is nature's definition of new. New grass growing, new gardens to be planted and new fawns looking for gardens to raid.

Back in 2006 I was new to the ARMVPA. In 2007 the ARMVPA hosted the International Convention in Little Rock, which was a new experience for the club. I believe it was 2008 when we had our first Red Ball Convoy. A group of us collaborated on the route and spent hours driving and redriving the route. The convoy was a new experience for many. We've had convoys when it was plenty hot and convoys when it was plenty cold. We've even had convoys when it was a little wet. Fortunately, we've never really been caught by major rains, although we had one night before a convoy out of Clarksville that had thunder and lightening like I've never heard or seen before! The next morning though the skies cleared up and we had a great convoy.

We've been running the Red Ball for quite some time now. We've moved it from place to place and altered routes. All of them have been great experiences. All of them have been worrisome. Fortunately, I'd say they were all successful. They've been good reunions allowing us to see folks we normally don't see and we've gotten to meet lots of new folks as well.

However, I think it may be time for something new. I think perhaps the 2022 Red Ball will be our final Red Ball, at least as we currently know it. I think it may be time for something new. I have some ideas, some of which I've bounced off a few folks and others are still being formulated. Perhaps we can reinvent Red Ball into something new and different.

So, I wouldn't say this is an end, just a modification. Remember, we must adapt and overcome. Change routes so to speak.

I wouldn't consider it an end. I'd consider it a new beginning. While I have ideas of my own I'd certainly encourage anyone who has an idea for something new to let us know. Are you ready for something new? Jerome Casey

Calendar of Events:	
<i>Dates and times subject to change. Watch for email updates from Dan.</i>	
3 Apr 2022	ARMVPA Meeting, MCMM, Mountain Harbor Resort. Meeting starts at 1:30 Hosted by Bill Barnes & Mt. Harbor Resort.
21 May 2022	ARMVPA Red Ball Convoy, Mena, AR. Details in this issue.
9-11 June '22	MVPA International Convention, South Bend, IN. Information at www.mvpa.org
18 June 2022	ARMVPA Meeting, Greers Ferry Auto Museum. Meeting at 12:30, hosted by Bruce Lynch
? July 2022	ARMVPA Meeting at Wildman Arms, Bryant, AR. Meeting hosted by the Douglas Family.
22-24 Sept '22	ARMVPA Fall Rally, Petit Jean Mountain, Morrilton, AR
8 Oct 2022	ARMVPA MacArthur Park Show, Little Rock, AR

Birthdays (April-June)

APRIL: Bailey Blackmon, Paul Bushnell, Kacy Craver, Judy Cross, Michelle Douglas, Lilita Dutton, Nell Dutton, Julie Foster, Pat Goodeaux, Paul Harless, Suzy Holland,

Kevin Hoover, Lenna Hopkins, Addie James, Imogene Long, Alex Madison, Frank Masoner, Andy Quick, Randy Slaughter, Sharon Smith, Tim Smith, Glyn Wink, Tim Young.

MAY: Andy Andrews, Bill Barnes, Kelley Bost, JoAnn Bushart, Jeff Creason, Ann Donovan, Hannah Dyke, Jeff Fuller, John Gayle, Robert Goodeaux, Nick Hopkins, Debbie Jones, Doc. Joseph Kayser, Sharon Kornas, Steve Landgraff, Patrick Lewis, Cheri Reed, Andy Ross, Hubert Spann, Nate Stanton, W.C. Toombs.

JUNE: Lewis Anderson, Gloria Blakeney, Victor Brown, Evan Cates, Shirley Dyke, Lisa Fox, Hanna Gay, Darryl Harding, Christof Hasse, Richard Hasse, Cecil Jones, Gus Jones, Linda Jones, Crystal Kimmey, Vickie Libby, William Oliver, Janet Rossi, Elissa Stanton, Bruce Street, Gloria Vaught, Lena Wood, Bette Woods.

Red Ball Convoy Update

The 2022 Red Ball Convoy will be Saturday, 21 May and will originate in Mena, Arkansas. The host hotel is the Sun Country Inn, which has rooms reserved for the "Red Ball Convoy" at a group rate of \$99/night for a room with two queen beds.

Lineup will be at 0730 and departure promptly at 0800. and travel west, northwest to Queen Wilhelmina Lodge where breakfast will be provided. We'll then continue on into Oklahoma where we'll make a stop, returning to Mena from there.

The 2022 route will be shorter but will have more steep grades than on previous routes. Drivers need to be proficient at stopping and starting on inclines and knowledgeable on safely pulling and descending grades. Brakes need to be in good working order and use lower gears for engine braking while descending! Trailers are not recommended on this convoy.

Activities for Friday, 20 May: The City of Mena is holding a street festival and will be blocking off South Mena St. from Highway 71 south to Oak Ave, with the stage being setup in the old Sears parking lot, (corner of S. Mena and Martin St.), The streets will be blocked off from 5pm to 9 pm. We are invited to display our vehicles in the blocked off area.



Additional information, including phone numbers and registration forms are available at www.armvpa.com/red-ball-convoy/



Here and There

The Internet Works by Jerry Gardner. Dear Friends, if anyone tells you that emails do not sell merchandise they are crazy. In the past few weeks I listed a 5 ton truck, two restored jeeps, 4 trailers and assorted other military equipment, even a demilled Browning 1919a4 MG and a demilled M-16 vietnam rifle. I have sold all but the 5 ton and M101 trailer.

I don't care if I sell them but they are still for sale. I purposely did not list my '42 GPW, it is too valuable. The internet works!!

Quilts for Veterans The Mt. Ida Stitchin Friends are no longer associated with the Quilts of Valor. They now call their organization "Quilts for Veterans". Although Dorie Oswald is no longer in charge of the "Stitchin Friends, she is still a member. The Quilts for Veterans is an honorary associate member of the AR MVPA. The new person in charge is: Karen Scott, 6318 Hwy 270 E, Mt. Ida, AR 71957, skscotts59@gmail.com phone: 501.515.2956.

Big Cedar Veterans Day 2/14/22 Big Cedar Lodge/Bass Pro is looking for a 2nd large truck (2 1/2 or 5 ton) to be displayed for their Veteran's Day event. on the 10th of November. I understand they will provide a hotel night and \$300+\$350 to offset fuel costs.

If you are interested let Jerome Casey know- email him at jeromec5460@gmail.com Thank you, Jerome



Run for the Fallen by Michael Hoge 20 March 2022. This year some members brought their vehicles out again for the 2022 Arkansas Run for the Fallen on March 20th. It was my first time bringing my HMMWV out for something unrelated to re-enactments or vehicle shows, and was a little bit more meaningful as to honor those who served. We had about 35 5K runners piled in the 5-tons, and then followed them back to the state Capitol building. The whole affair quite literally stopped traffic both ways on Cantrell, a 4-lane street. The sight of a large group of runners being followed by a military vehicle column was quite the unusual sight for that Sunday. I ended up having several JROTC cadet stragglers pile in! Hopefully we will be back next year to do the same task again." Participating members included Carl Bassham and his brother, Hunter Douglas, Hunter Douglas Jr., Michael Hoge and Kevin Sweeten.



My WC-57 Journey

Part 2: Found At Last – Negotiations for Purchase and Shipping of the WC-57 to the U.S. from Sweden. Photos and story by Jim Vandenberg. In October 2007, after previous recalls to Iraq (2004), the Philippines (2005-06), I was called once again to active duty, this time at US European Command (USEUCOM) in Stuttgart, Germany.

That fall, before leaving, I put an advertisement in the AR MVPVA newsletter seeking a Dodge WC-57 (winch model). In March 2008, I got an email from a Mr. Karl Rosberg of Genarp, Sweden, saying he had one to sell, and would I be interested? I responded, heck yeah!

Let the negotiations begin – A barn find is confirmed.

In April I asked him for some details and photos of the vehicle. He responded back with some photos and caveats. He reminded me it was a WC-57 model with a winch, and that although rough looking, it was in good mechanical and body was sound despite its age and past use. He had kept it in a barn as he had no space at his home in the village of Gernarp, about 20 miles east of Malmo in Southern Sweden.



WC-57 in the Barn!

Mr. Rosberg explained to me his background as a law enforcement officer with the Swedish customs police out of the port city of Malmo, across the straight from Copenhagen, Denmark. He had since a boy, had a strong interest in the US Army, and the vehicles they used. He had previously bought a 1950s era jeep and restored it. But, for years had his eye on this Dodge WC-57 used by the nearby Swedish Fire constabulary "Billesholm Brandkar". He had stopped by on occasion to ask if they would be willing to sell it, and for at least a decade, they said no. He related stories about the vehicle the firemen told him; the biggest use was to use the Braden winch to pull errant cows out of bogs. The spare tire and support bracket was removed nationwide after a WC drove into a lake and the driver drowned because he could not get out in time. That this vehicle included the support arm and the spare cover and nuts, which was rare; and he was proud that this vehicle had one.

When asked about the history of vehicle serial number 81676933, he described anecdotally that the vehicle was used in Europe during World War II, but had not information on where or what service it saw. Following the conclusion of hostilities in 1945-46, it was transferred to the Kingdom of Sweden for use by their military in a scheme similar to Lend Lease. As the US had a law on the

books prohibiting the reimportation of military vehicles, it was put to a better use via gift from the US to countries rebuilding after the war. It was thought that this vehicle was put into service by the Swedish military in or around 1946. With it came 3 wooden boxes with spare parts in the original packaging. Upon inspection, the Swedish military had pasted over the labels or put into envelopes with Swedish language versions.



An original spare distributor and several rotors

Mr. Rosberg went on to say that the military used the vehicle for about 30 years (1946-76). The data plates were replaced, and a heater system with blower onto the windshield was installed. After approximately 30 years, it was declared surplus and sent down to the next tier of public use – the local fire department. This is common not just in Sweden, but America, where old military vehicles saw a second life after the military at state agencies, forest service, state parks, patrol and firefighting. Here, the vehicle was greatly modified to accept a water tank for fire fighting (removing the back seat, and cutting some holes in the floor panel for piping). Painted red throughout including the canvas top and doors, put on sirens, additional lights for driving and alert, blinkers, taillights and all sorts of other items to make it more road worthy in all conditions. The vehicle was cared for and lubed and greased often (as BJ Smith can attest during restoration). The vehicle performed admirably for an additional 30 years of service (1976-2006), when the local fire department finally acquiesced and agreed to sell it to Mr. Rosberg. It was now that it was stored in a barn awaiting his renovation. Alas, changes in jobs and family situation, challenged his ability to start the restoration, and he started looking for a buyer in September 2007 – about the time I put my ad in the AR MVPA news letter.

In April 2008 after my return from Estonia to Germany, I found in my inbox the email asking me of my interest in

buying. I asked if he could describe it and send some photos of the condition so I may figure how much I would suggest for a price. All the previous info was provided on the history, he reiterated its condition, and said it would be a good candidate for restoration, and noting the three boxes of spares said this would factor in the price, as I would not need to do a lot of hunting around for hard to find original parts. Price was set at 30,000 Swedish Kroner (crowns) in cash.



Interior view of the dash – with the Swedish data plates, different gauges, and heater blower flutes pointed at the windshield. (2007)

We established I could travel there the weekend of June 13-14, 2008 to inspect it and undergo an “interview” before the final purchase would be consummated. I asked about this interview, and Mr. Rosberg said, he has to make sure I was “the right person” to sell “Ike” as he affectionately called the Command Car, to.



Command Car moved to Mr. Rosberg's driveway in Genarp, Sweden for inspection in June 2008.

I had my wife and son visiting me from the US in June, and we had a German - Scandinavian trip plan, with a few days in Malmo and Genarp to inspect, undergo interview and purchase prior to taking the train onto Stockholm, then Helsinki, Tallinn, and back to Germany. We were greeted at the Malmo train station by Karl and his wife Irene and taken home to Genarp where we stayed with them. The interview process began...

He first wanted to know what are my intentions for "Ike"? I responded, I intend to do a complete "frame off" restoration, replacing all non-original items with original manufactured items. Remove all of the things put on by the Swedish fire department, fill any holes, like the ones in the floor pan, get a new rear seat made, new correct design canvas top, and of course paint it original paint color and markings. "Would you consider selling various parts off to fund the restoration, or even part out the vehicle? You know the parts can be rather valuable in their own right?" he asked. I said, no. I want to bring this vehicle back to life, and show it off to the world via participation in parades, and public events. "Will it be a daily driver?" No, I said, I intend to keep it inside a building and protect it from the elements, and not use it as a commuter to drive to work, etc. We drove to another warehouse where he had three wood crates of spare parts, and went through them. I filmed him explaining what each part was for. This was very helpful as many of the parts had Swedish nomenclatures. In the attic he had items piled up that would go with the vehicle, such as the spare tire support, tools, camouflage netting (WWII era), accessories, and larger parts that he said if he approved of the sale, would load them into the car and have it packed in a shipping container. We drove back to his house and he showed how to start the engine, using the choke, and the floor starter. With the hood up showed the various connections while the motor was running, which started right up and ran smooth. This was to demonstrate the motor was in good working order.

Then time for a test drive around town.



Photo of me driving around Genarp – 14 June 2008

We came to agreement at the end of the weekend. I had brought the amount in cash in an envelope, prepared a bill of sale with the vehicle, and the major accessories, and three wood boxes of spares included in the sale and departed for Stockholm.

In the next month, he arranged with a Swedish shipping company to pack the car and supplies in a 20 foot Connex box for overseas shipment to the port of Memphis. This was done on July 24, 2008 in Malmo. Arriving in mid-September 2008, I was home from Kosovo, to see it at the delivery point – Mud Connection 4x4 on Young Road who had helped with my jeep previously.



Pulling it up to the wall of the shipping container, before blocking in the wheels and axles with dunnage prior to sealing up the container – July 24, 2008.

After arrival to Arkansas, and after the import customs snafu in Memphis where the Customs Bureau held up release of the vehicle due to a Post-WWII law prohibiting military vehicles importation from overseas, the vehicle was driven to my residence and sat under a tarp until March 2014 when BJ Smith picked it up for hauling to his Marshall, Arkansas shop for restoration.



Arrival in Little Rock at Mud Connection 4x4 in SW Little Rock – September 2008. Home on leave from Germany to interview with the Department of State.

End of Part Two. Stay tuned for Part 3 – Seven year restoration begins and continues 2014-2021

From the Motor Pool

Buying a Tire Changing Machine by Jerome Casey. This may not be directly related to MVs or their restoration but I'm sure any of you that have worked on MVs or related equipment can identify.

Recently I got frustrated with the constant problem I have with tires. More specifically, the fact I always seem to have one on the place that's going flat! So, I added up the number of tires we have on the place. Keeping in mind we refer to our "place" as the family "compound." Taking everyone's vehicle into account and various pieces of equipment we possess we now have 80+ tires on the property. That's only counting cars, trucks and equipment that have easily serviceable tires. In other words, I'm not counting rear tires on tractors, backhoes, yard equipment or anything with a combat or split rim!

The last time I took a tire to a tire shop to be repaired I specifically requested they remove the tire from the rim, install a patch on the inside and remount the tire. All of that was agreed upon when I dropped off the tire. I was informed it would be done the next day. I waited two or three days and went back only to find my tire had not been repaired. The proprietor told me to wait and he'd have it right out. About an hour later it was done, with a plug in it. After months of reading, researching, you-tubing, and speaking with other folks in the club and in the industry I made the decision to purchase a tire changing machine. I went back and forth numerous times but ended up buying a Coats RC45 air/electric machine. I spoke with the Coats representative as well as a distributor for Coats a number of times.



The machine was delivered on by the distributor's own truck on Friday, the third of December (the day before our December meeting). A very neat and polite fellow made the delivery, set up the machine and ran me through the basics of operating it.

Last week I got to try it out by changing the front tires on the Ford 4600 tractor we just acquired. The prior owner had two worn out automobile tires on it and they were a constant problem. Not to mention not steering so well. Removing the tubeless tires was a breeze. Installing the new tube-type tires was a little bit of a challenge. Having never operated this type of machine before I was a bit nervous about pinching the tubes. The flaps were a little challenging as well but that's another story. After laying out the instruction manual on my adjacent parts washer I managed to get the tires remounted with tubes intact. Basically, it took longer to clean up the rims from all the crud that accumulated in there than it did to change the tires. I'm sure they won't all be this easy but I'm hopeful. I'm happy with my purchase and I'll try to pass on what I learn. I'm hoping I can do my own tire maintenance on our various cars, tow vehicles, equipment and MVs.

The research on what tire balancer to get is on going!

Military Trivia By Ruth Bassham 19 March. The United States military encouraged both Willys-Overland Motors and Ford Motor Company to build test models, as American Bantam Car Company lacked the production ability that the others offered. Representatives from both companies watched and studied the vehicle as it was being tested by the military in October of 1941. The military claimed to own the designs and turned them over to both companies. In just a few weeks, both companies had test vehicles available. The vehicles had the names Willys Quad and Ford Pygmy.

In the end, all three companies were awarded the contracts. Each vehicle received a new name; American Bantam's was the BRC 40, Willys was the Willys MA (MODEL A) and Ford's was named the Ford GP.

THE United States decided to choose one manufacturer, Willys-Overland Motors, to build the Jeep. Willys won the contract due to its engine being the more powerful of the three and, as such, an order for 16,000 was placed. These models were designated Willys MB (or Model B). From warhistoryonline.com

With the United States entry into World War II, the Secret Service increased its protective web around the President. In December 1941, Franklin Roosevelt became the first President to use an armored vehicle. Originally belonging to infamous gangster Al Capone, the car was seized by the Treasury Department in 1932 on an income-tax evasion charge. The car's armor actually was comprised of only bulletproof glass; the body of the car was still vulnerable. The vehicle was used

until limousines in the presidential fleet were armor plated in the early part of 1942.

In 1938, Hitler was Times Magazine's Man of the Year. Times' choices are often controversial. Editors are asked to choose the person or thing that had the greatest impact on the news, for good or ill - guidelines that leave them no choice but to select a newsworthy - not necessarily praiseworthy - cover subject.

They're Still Out There



M38a1 found by BJ Smith.

Website Update

Dan Sharon continues to update the website and it can be found at www.armvpa.com He has added a 2022 Events Calendar, event photos, past issues of the newsletter, information on the Petit Jean Rally and other events. If you have events or information of interest to the club, email them to Dan at Camera_dan@hotmail.com

Email Update

Dan Sharon sends out all official club emails to members. The club email is the best way to find out up-to-date information about upcoming meetings, events and news related to our club and the national MVPA organization. If you are not getting club emails from Dan, first check your email "junk" or "spam" folders to make sure they are not being mis-directed. Dan usually sends out 1 or 2 emails a week, so if you're not getting them, contact Dan Sharon, ARMVPA Webmaster, 10790 Meadowlark Lane, Gravette, AR 72736. (479) 323-7039. camera_dan@hotmail.com

Facebook Page

Member Jeff Stinson maintains a Facebook page named **ARMVPA**. If you are on Facebook, please join and say

hello! This page will also be used to post club event information and may develop into a forum for members to share technical information, items for sale, etc.

New Members:

Welcome our new members!

J.C. Cox, Water Valley MS.

David Gossett, Clarksville, AR, 1986 Chevrolet M1031

Larry Roberts, Dyersburg, TN, 1942 Harley WLA

Classifieds

1976 American General Does

not run, but many parts and accessories to go with it. Truck is located in Tulsa, OK. Could you pass this info. on to members of your chapter? \$4000. Will consider reasonable offer.



Thanks, contact Sarah Eiler, 918-557-3512.

M35 For Sale LDS 465 Multifuel engine, Spicer 3053A 5 speed overdrive transmission, Rear axle Torque Locker Overson lock out hubs in front axel, Power steering pump (not installed), Newly reupholstered seats, Removable soft top, Braden winch from a 5 ton truck with level wind. What it needs: Front drivers side and rear passenger side tires are flat due to needing new wheel rubber gasket seals, Two 12 volt batteries, In tank fuel pump And general maintenance like filters, fluids ect.



We have a clear Arkansas title, and are asking \$10,000 OBO. Feel free to call me if you have any questions. 501-215-1475.

Angie Sehavilim. Thank you for your help.

M923 M923 5 ton radio truck (with S-280 com shelter) pulse at .50 gun mount over the cab. Two tops, hard and soft. New engine, everything works great! Was on the Route 66 MVPA convoy. Converted to RV. Asking \$20,000. Jerry Gardner 903 530 2172

1959 M151 Have owned since 1992. Runs & drives, kept in barn. Has insulated cab & heater. 8000 lb winch. Military wheels & tires. Lots of spare parts go with it. Asking \$6000. Located in Malvern, AR. Call Larry Parker, 501-844-6804



9.00-16 Military Tire For Sale More than 1/2 tread. \$25. 1946 Dodge WDX "Power Wagon" pickup. Heavy duty 4wd. No winch. Stored inside. Needs complete restoration. Asking \$3000. Perryville AR area. Call Gerald Hoyt for more information. 501-289-0564

1953 M37: Has troop seats and spare tire mounted in the bed. Canvas top. Has extra parts including a winch. Located in Keatchie, LA. Good solid truck. Has been on the Red Ball Convoy. Asking \$5,000. Contact Steve Osborne at 318-697-1491 hm or 318-423-1907 cell.

WANTED: Joe Remley is looking for a back seat for his M38 and a useable overdrive unit that goes in the transfer case. Email jjremley@usfamily.net or call 651.270.1908. Thanks!



Doug & Kathy Green, Vic and Denise Quick, our hosts for the March meeting.



Hunter and Tim tackle the dessert table.

ARMVPA Meeting Minutes 5 March 2022

Meeting held in Bismarck, hosted Doug & Kathy Green and Vic & Denise Quick

Grace for the meal was said by Floyd Blakeney

The Pledge of Allegiance was recited to open the meeting.

New Members Alice and David Gossett welcome back

Ruth Bassham has been handling the club's financials since January 2022 and passed out a current statement

Announcements:

Newsletter material is always needed and appreciated. Please send any material you have for the newsletter to David Hopkins

If you have any photos of events you've participated in please send them to Ev Harless.

Voting: need to be addressed.

Upcoming Events:

The Arkansas Run for the Fallen is the 20th of March. Assembly for this will be at the state capitol at 12:30. If you can participate please get in touch with Hunter Douglas.

Big Cedar Lodge/Bass Pro is looking for a 2nd large truck (2 1/2 or 5 ton) to be displayed for their Veteran's Day event. on the 10th of November. I understand they will provide a hotel night and \$300+\$350 to offset fuel costs.

Red Ball for 2022 will be out of Mena again but we're thinking of heading west to Queen Wilhelmina state park. The city of Mena would like for us to come back. The date has not been finalized but will be announced soon.

Museum trip: some folks have been asking about another trip to the WWII museum in New Orleans. Jerome is looking into the possibility of a trip down on Amtrak from Memphis as a group. Details to follow once he has further information.

The next meeting will be the April Meeting will be 3 April at 1:30. Mountain Harbor at the museum.

A group photo was taken, and the meeting was adjourned.

In attendance (24):

Kathy Green	Doug Green	Denise Quick	Victor Quick
Janet Rossi	Andy Rossi	Gil Jeane	Evelyn Harless
Tim Young	Becca Young	Carl Bassham	Ruth Bassham
Molly Anderson	Lewis Anderson	Malakai Hooten	Susie Kendrick
Sandra Blakeney	Floyd Blakeney	Hunter Douglas	Hubert Spann
Carol Spann	David Gossett	Alice Gossett	Jerome Casey





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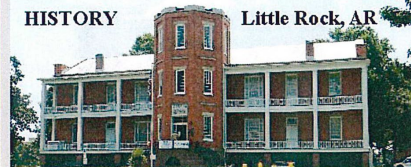


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PO Box 1165
Mt. Ida, AR 71957
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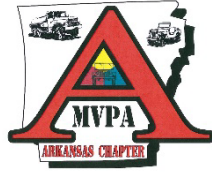
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Past President: Paul Harless (MVPA #15390) 1279 Ada Valley Road, Adona, AR 72001. (501) 727-5530. plheh38@hughes.net

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Treasurer: Ruth Bassham (MVPA #37725) 189 Benton Trail, Gillham, AR 71841 (870)386-7211 summertr@ipa.net

Newsletter Editor: David Hopkins (MVPA #17800) 2323 Faulkner Rd., Little Rock, AR 72210. (501) 813-6746. hoptruck@sbcglobal.net

Webmaster: Dan Sharon (MVPA #28579) 10790 Meadowlark Lane, Gravette, AR 72736. (479) 323-7039. camera_dan@hotmail.com

Chaplain: Floyd Blakeney (MVPA #26424) P.O. Box 1018, Perryville, AR 72126. (501) 889-5729. sandrablakeney@yahoo.com

BOARD OF ADVISORS:

Carl Bassham (MVPA #37725) (870) 386-7211 summertr@ipa.net

B.J. Smith (MVPA #12308) (870) 448-7541 modelt14@tcworks.net

Gil Jeane (MVPA # 32855) (870)416-4160 gjeane101@gmail.com

David Hopkins (MVPA #17800) (501)813-6746 hoptruck@sbcglobal.net