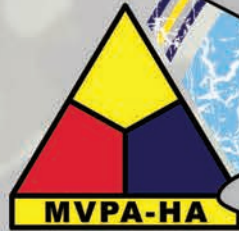




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MVPA-HA



49TH INTERNATIONAL CONVENTION



OSHKOSH, WI
2024



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INTERNATIONAL CONVENTION AND SHOW**

SEPTEMBER 12-14 ~ 2024

<https://www.mvpa.org/oshkosh>

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A MESSAGE FROM THE MVPA-HA PRESIDENT



To all our members, vendors, and guests, welcome to the 49th Annual Convention of the MVPA-HA. The Midwest MVA Chapter is our affiliate who is hosting this year's convention. The members of this chapter, have been hard working these last 21 months to bring this all together. I want to congratulate all of them on a monumental task well executed. This is our first convention at an airport with a historic background. It is a great layout for our convention and I hope there are a lot of aircraft for you to look at. Our vendors have brought their wares for sale that cover both vehicles and militaria items. You should be able to satisfy whatever shopping list you have! Thank you for attending, be safe and enjoy the convention. Our 50th convention will be at the Kentucky State Fairgrounds and Exhibition Center, Louisville, KY 12-14 June 2025.



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Let's Get You Behind the Wheel!

Buying and enjoying your very own historic military vehicle is easier than you think.

This will answer some of your questions.

CAN ANYONE OWN AND DRIVE AN OLD MILITARY VEHICLE?

Sure! If you are licensed to drive an automobile on the road, you can purchase and use a historic military vehicle. There are no special licenses or permits required!

ARE OLD ARMY TRUCKS OR JEEPS "STREET LEGAL?"

In most cases, "yes." If you plan to use it for commercial purposes, however, that is a whole different ballgame. Again, check with your state's department of motor vehicles (DMV) before you purchase a truck to use for your business. But if you just intend to drive it in parades, around town, or on the trails, most states are very receptive to private ownership of historic military vehicles.

WHAT KIND OF MILITARY VEHICLES ARE AVAILABLE TO OWN?

The sky's the limit. If the military drove it, someone has probably restored it. Jeeps and trucks are the most common vehicles, but if you have the money and space, tanks are available as well as heavy, specialized engineering vehicles.

WHAT ARE SOME TYPICAL PRICES?

You can buy a ready-to-drive jeep from the Korean or Vietnam War era for about \$12,000. WWII Jeeps will run a bit higher, around \$17,000-\$25,000. On the other hand, 3/4-ton Dodge "M37" 4x4s (the military version of the Dodge Power Wagon) can be found, ready-to-drive, for about \$10,000-\$14,000. Later Dodge or Chevrolet "CUCVs" (militarized pickups and blazers) sell for around \$7,500-\$10,000. Basically, a good historic military vehicle isn't going to cost you much more than a second car or pickup.

IS IT CHEAPER TO FIND A "FIXER-UPPER?"

That depends on how much "fixing up" a vehicle needs. But generally, don't look for a "jeep in the barn" to restore unless you love restoring vehicles. It is almost always cheaper to buy a finished vehicle than it is to do a ground-up restoration.

WILL THE STATE LICENSE MY VEHICLE?

That varies from state to state, but a good guideline to follow is: If the seller doesn't have the title for the vehicle, you are better off walking away. It can be a lot of hassle to



title an untitled vehicle. You will be out driving and having fun a lot quicker if you buy a vehicle that has already been titled. If in doubt, contact your state's DMV before you handed over the cash!

WHAT ABOUT INSURANCE?

Check with your provider, but usually, if you store your vehicle in a garage, insurance is not a problem. It is more difficult, though, to insure a that is kept vehicle out of doors. Before you buy that massive 10-ton cargo truck, you might want to be sure you can insure it!

WHAT SPECIAL SKILLS DO I NEED?

Most historic military vehicles are equipped with standard transmissions. Unless you are buying a CUCV, HMMWV ("Hummer") or a GMC M135/211, you better know how to drive a manual! Basically, if you can handle a car or pickup, you should be able to hand most military vehicles up to a ton-and-a-half. Larger trucks require a bit more awareness of turning radius and visibility issues.

WHERE CAN I GET MORE INFO?

Your best source for finding a vehicle, parts, and others in the hobby is History in Motion, published by the Military Vehicle Preservation Association (MVPA) Historical Archives. The MVPA is an international club dedicated to serving all who love to own and drive historic military vehicles. Log onto www.MVPA.org for info.

2024 MVPA-HA CONVENTION SCHEDULE OF EVENTS

Tuesday–September 10, 2024 – NOT A SHOW DAY

12:00pm-8:00pm Early Vendor Move-In..... Hangar A
4:00pm-8:00pm..... Early Military Vehicle Move-in and Pre-judging..... Hangar C

Wednesday–September 11, 2024 – NOT A SHOW DAY

8:00am-8:00pm..... Vendor Move-In..... Hangar A
8:00am-8:00pm..... Military Vehicle Move-in and Pre-judging..... Hangar C
9:00am-2:00pm..... Tour to National Railway Museum* Hilton Inn

Thursday–September 12, 2024

7:30am Early Vendor Entry Hangar A
7:30am-9:00am Vehicle Judges Meeting Hangar A
8:00am-5:00pm..... Vendor Area and Vehicle Display Open EAA Grounds
9:00am Vehicle Judging Begins..... Hangar C
9:00am-10:00am Seminar – MVPA Newsletter Workshop. Terry Witiuk Hangar C
10:00am-5:00pm Shuttle Bus to EAA Museum & Military Veterans Museum Departs AirVenture Gate
10:00am-11:00am Seminar – MVPA Local Affiliate Rep. Meeting. Robert Brough..... Hangar C
11:00am-12:00pm Seminar – Use of Tech Manuals While Restoring. Patrick Tipton Hangar C
1:00pm-2:00pm..... Military Vehicle Quiz with President Emdee Hangar C
2:00pm-3:00pm..... Seminar – Safe Towing & Trailering. Wisconsin State Patrol..... Hangar C
3:00pm-4:00pm..... Seminar - Emergency Medical Evacuation Services. Stan Schwenke, SkyMed..... Hangar C
5:00pm Vendor Area and Vehicle Display Closes..... EAA Grounds
5:00pm-6:00pm..... MVPA-HA Auction Social Hour* LaSures Hall**
6:00pm-7:30pm MVPA-HA Auction Dinner* LaSures Hall**
7:30pm-UTC..... MVPA Historical Archives Auction Everyone welcome!..... LaSures Hall**

Friday–September 13, 2024

7:30am Early Vendor Entry Hangar A
8:00am-5:00pm..... Vendor Area and Vehicle Display Open EAA Grounds
9:00am-UTC..... Vehicle Judging Continues Hangar C
9:00am-10:00am..... Seminar – MVPA Convoy Overview. Johnny Rossman..... Hangar C
9:00am-2:00pm..... Tour to National Railway Museum* Hilton Inn
9:00am-2:00pm..... Tour to Manitowoc Maritime Museum/Manitowoc - USS Cobia Hilton Inn
10:00am-11:00am Seminar – Willys MB DoD/Serial No Research. Greg Hiltgen Hangar C
10:00am-5:00pm Shuttle bus to EAA Museum and Military Veterans Museum..... Departs AirVenture Gate
11:00am-12:00pm Seminar – Jeep Ownership 101. Dave Wiedenkiller..... Hangar C
1:00pm-2:00pm..... Seminar – Taking a HMV to Normandy. Greg Hiltgen Hangar C
3:00pm-4:00pm..... Seminar – Handcarts 1917-1945. Tim Scherrer Hangar C
5:00pm Vendor Area and Vehicle Display Close..... EAA Grounds
5:30pm-6:30pm..... MVPA/MVPA-HA Awards Banquet Social Hour* EAA Eagle Hangar***
6:30pm-8:30pm..... MVPA/MVPA-HA Awards Banquet* EAA Eagle Hangar***
8:30pm-UTC..... Awards Presentation. **Everyone welcome!** EAA Eagle Hangar***

Saturday–September 14, 2024

7:30am Early Vendor Entry Hangar A
8:00am Vendor Area and Vehicle Display Open EAA Grounds
10:00am-11:00am MVPA Membership Meeting Hangar A
10:00am-4:00pm Shuttle bus to EAA Museum and Military Veterans Museum Departs AirVenture Gate
1:00pm-2:00pm..... Seminar – Vehicle Judging Overview. Mike Wright..... Hangar C
4:00pm Vendor Area and Vehicle Display Close..... EAA Grounds
4:00pm-8:00pm..... Vendor and Vehicle Move-out Begins..... EAA Grounds

Sunday–September 15, 2024

8:00-UTC..... Vendor and Vehicle Move-out EAA Grounds

UTC=Until Complete

* advanced tickets required

** LaSures Hall, 3125 S. Washburn St., Oshkosh, WI 54904

*** EAA Eagle Hangar, 3000 Poberezny Rd Oshkosh, Wisconsin, 54902

- Seminars will be added as the instructor and topic are confirmed.

- Tour bus drop-off and pick-up will be at the Hilton Garden Inn entrance. Hilton Garden Inn, 1355 W. 20th St., Oshkosh, WI 54902

Tadd Rapant Tribute

Tadd Rapant was called home by his Heavenly Father on September 8, 2021. In Tadd's memory, his family made a generous and appreciated donation to the MVPA-HA auction.

Tadd is the beloved son of very proud parents, Joe and Pat Rapant, and brother of his loving sister Amy (Eric) Schmitt and uncle of Ty Schmitt.

Tadd was born on January 22, 1969 in Cudahy, Wisconsin. He graduated from Cudahy High School and UW-Stout in Menomonie, Wisconsin where he received his Master's Degree in Technology Education. He put his degree to its highest use for 20 years, teaching future generations, as an industrial arts teacher at South Milwaukee High School as head of the Tech Ed Department.

Tadd was a long-time member of the Midwest Military Vehicle Association (MMVA), EAA Warbirds of



America, and the Military Vehicle Preservation Association (MVPA). Tadd was the proud owner of several M38A1 jeeps. He also owned at

least one M100 trailer. Tadd and his mother, Pat, joined up with the Lincoln Highway convoy in his favorite M38A1 in the Midwest and drove it together across the country to the west coast. Tadd frequently supported the MMVA, taking part of parades and shows in Wisconsin.

Tadd had a loving and caring heart for his family and friends. He will be truly missed. I was personally blessed to know Tadd as a friend and club member.

In Tadd's honor, his parents, Pat and Joe Rapant, donated Tadd's M100 Canadian trailer to the MVPA-HA auction that will be held on Thursday Sept. 12 during the MVPA-HA convention in Oshkosh, WI.

With deepest respect for a great friend and club member and his family,

Leo H. Jankowski
President, MMVA

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JUDGING AT THE CONVENTION

Restoration help is on the way!

Anyone who has attended an MVPA Convention will know that vehicle judging is a fundamental pillar of the organization. For 20+ years, I have reported on the winners but have failed to consider what the vehicle owners and the judges go through to produce that winners' list.

Many people (including myself) don't realize that the MVPA does not judge vehicles against each other. That is to say, one Jeep doesn't receive accolades because it was the best Jeep displayed at a particular event. Instead, it (or any other vehicle judged) receives points toward a predetermined standard.

I will try to demonstrate how that works: If, for example, you enter an M37 4x4 with correct paint but an aftermarket winch on the front, you will receive points toward a 100% perfect representation for the correct paint but will lose points for the aftermarket winch. After all criteria for a correct M37 restoration is judged, the points for each are added up to determine if they meet the predetermined percentage necessary to receive an award in the class it was entered.

And, while you might think there are a dizzying array of judging classes at an MVPA Convention, the fact is, there are only two:

RESTORED CLASS: This class is for vehicles that are restored to the "like new" appearance, either as it left the factory or as it was when issued for service. Vehicles must be at least 20 years old to be entered in the Restored Class.

MOTOR POOL CLASS: This class is for vehicles that are restored to the "in use" appearance after being issued for service by the military. Points are not deducted for correct modifications, replacement motors, and installed accessories — if proper to the era portrayed by the vehicle. There is no vehicle age restriction in the Motor Pool Class.

It is an important thing to remember that it is the restoration that is being judged, not the vehicle. If you display an ultra-rare BRC-60 prototype that is covered with bondo, rattle-can paint, and Velcro decals, chances are, you are not going to get an award, even though that BRC-60 might be the only one at the show. It's the restoration that is judged — not the vehicle.

THE VALUE OF JUDGING

For many years, I have avoided judging — as a participant or as a judge. In fact, I believed what the entrepreneur and founder of the Iola Military Vehicle Show, Chet Krause, told me: "When you judge vehicles, you make one person happy and have the potential of making a whole bunch of people angry." I took that advice to heart — that is, until I had a very enlightening conversation with one MVPA Judge, Chris Doran.

At the 2021 Convention, Chris had the formidable task of judging Willys MB slat grille jeeps. He told me how he had just judged a Jeep that he had previously judged two years earlier at the York MVPA Convention. After he finished the current judging, and the points were all added, the slat grille owner had something to share with Chris. The Jeep had been previously judged at York. The owner used the judging results from York to improve his Jeep. "I spent about \$200 based on your judging recommendations," he told Chris. "Because of it, I gained about 200 points in just two years!"

It was at that moment, a light bulb went off in my head. It blotted out the advice that Chet had given me years ago. Judging does serve more than just ego. In the case of the MB owner, judging provided a pathway to further perfecting his vehicle and learning more about it.

It took a Convention, several conversations and a few personal observations for me to conclude, "Chet may have had a good point regarding judging, but there are reasons why vehicle judging is important to our hobby: It helps owners learn about the vehicle, develop their restoration skills, and, quite frankly, it spawns economic growth for our dealers. Remember the slat grille guy? He went home after York and decided to spend some money to improve his vehicle. That would not have happened if it wasn't for vehicle judging.

So, after 20 some years, I am revamping my opinion about judging: While a trophy might make one happy, when judging is done to help a vehicle owner, it positively impacts the entire hobby. — John Adams-Graf



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2023 MVPA-HA AWARDS

MVPA-HA Service Recognition Awards

Each year, the MVPA-HA Board Members recognize individuals, groups, and organizations that promote the hobby. During this year's Convention Awards banquet, MVPA President Kevin Emdee announced this year's recipients.

THE BART VANDERVEEN DISTINGUISHED SERVICE AWARD



Presented to an individual who has contributed significantly to the historic preservation of military vehicles. This award is the most prestigious recognition that the MVPA can confer. This year's award goes to: Rory Grenier MVPA # 26108, Grand Forks, North Dakota.

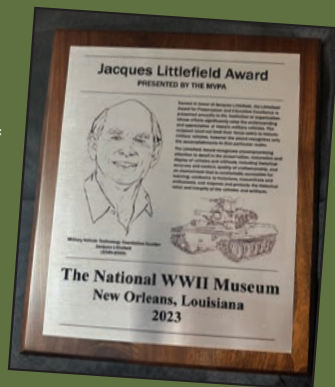
Rory is the owner of Kilroy's Garage and Parts and has gone out of his way continuously to help a

restorer find that rare part required for a project. He regularly attends the MVCC spring meets in California, bringing many rare parts for restorers in the West Coast area, attends the National Conventions, and is a strong supporter and endorser of the MVPA.

THE LITTLEFIELD AWARD FOR EXCELLENCE

This year, the MVPA recognizes the National WWII Museum. Located in New Orleans, Louisiana, the National WWII Museum tells the story of the American experience in the war that changed the world: why it was fought, how it was won, and what it means today, so that all generations will understand the price of freedom and be inspired by what they learn.

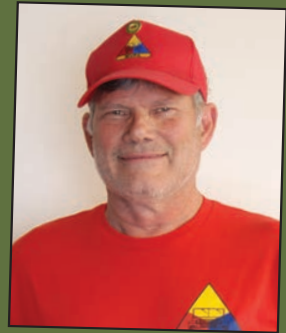
The National WWII Museum features immersive exhibits, multimedia experiences, and an expansive collection of artifacts and first-person oral histories, taking visitors inside the story of the war that changed the world.



Beyond the galleries, the Museum's online collections, virtual field trips, webinars, educational travel programs, and the renowned International Conference on World War II offer patrons new ways to connect to history and honor the generation that sacrificed so much to secure our freedom.

THE MVPA HONOR ROLL

This year, the MVPA recognizes author Michael Wright, MVPA # 4341, Owasso, Oklahoma, for his unparalleled dedication to the research, development, and publication of the *Ford GPW Restoration Standards 1942 to 1945*. This 292-page book complete with 600 illustrations, details the correct parts down to the last cad-plated "F" script bolts with numerous descriptions of the many variants of the Ford "GPW."



MVPA PIONEER AWARD

The Pioneer Award recognizes those individuals who were instrumental in the formation, development and organization of military vehicle collecting. This year, the MVPA recognizes Brian Asbury, MVPA # 282, Milton, Ontario.

Brian was an early advocate of the association and after attending the first convention in Kansas City, Missouri, in 1976, he recognized the unavailability of various military vehicle parts. Aware of untapped sources he became one of the very early suppliers. Thus, others followed in his footsteps which ultimately developed a specialized industry for which — we members — are so fortunate. Brian has attended every MVPA convention since then but was not able to do so this year.





Photo courtesy of David Doyle

MVPA VEHICLE HALL OF FAME

The MVPA Vehicle Hall of Fame recognizes military vehicles on which individuals have performed outstanding restorations as shown at past conventions.

This year's award goes to a 1942 WC-54 ¾-ton Ambulance restored by David Binkley of Perrysburg, Ohio, and presently owned by Mark and Debbie Strassel, Buxton, Oregon.



THE MVPA COMMUNICATIONS AWARD

The MVPA Communications Award recognizes those affiliate publications, web sites, and editors who have consistently published quality periodicals and/or web sites.

This year, the MVPA recognizes the Florida Military Vehicle Heritage Group as the recipient of the Communications Award.



RECRUITER OF THE YEAR AWARD

This year's recipients are Jerry and Margo McDougald, MVPA #400. They recruited 6 new members in 2022.



MVPA JUNIOR RAFFLE

Each year, the MVPA invites young convention attendees to register for their chance to win a large assortment of military vehicle and MVPA-themed gifts and books, each selected to promote a sense of appreciation for our veterans and our military history. This year's raffle winner was Tony Datillo.



The History of OSHKOSH CORPORATION

By John Schroeder,
Volunteer Convention Planner,
Midwest Military Vehicle Association, Inc.

When we descend on Oshkosh in September of 2024 for the 49th Annual International Convention, one of the first things you will notice is the number of Oshkosh Corporation military vehicles driving throughout the city, back and forth from the factories, subcontractors, and staging areas. Oshkosh Corporation, also known as Oshkosh Truck or Oshkosh Defense, has robust contracts with the Department of Defense (DoD) and foreign governments for products like the Joint Light Tactical Vehicle (JLTV), Family of Medium Tactical Vehicles (FMTV), the Mine Resistant Ambush Protected (M-ATV) vehicles, Heavy Expanded Mobility Tactical Truck (HEMTT), Palletized Load System (PLS), Heavy Equipment Transport (HET) and the P-19R Aircraft Rescue Fire Fighting truck.

Oshkosh Truck was founded by William Besserdich and Bernhard Mosling as the Wisconsin Duplex Auto Company. Besserdich and Mosling were early pioneers in four-wheel drive technology. Their groundbreaking designs include the automatic locking differential responsible for transferring power from the front axle to the rear axle, which was patented in 1914, and the front driving axle with improved steering and drive capacity, patented in 1915. Besserdich and Mosling presented their four-wheel-drive designs to automakers Case, Ford, Jeffery, Kissel, Packard, Studebaker, and others. Despite the promise of performance, the automakers decline the opportunity to produce vehicles using the Besserdich/Mosling components.

Rejection from industry leaders inspired Besserdich and Mosling to take charge of their ideas. They use the designs as the foundation for the Wisconsin Duplex Auto Company, founded May 1st, 1917. The duo quickly obtained funding to develop and produce their first four-wheel-drive truck prototype, known as Old Betsy. Old Betsy still resides today at the Oshkosh Corporation headquarters.

By 1920, the successful prototype propels the company's early growth. To meet demand for the powerful first production series Model A truck, the Wisconsin Duplex Auto Company moves to a new, larger facility in Oshkosh, Wis. and becomes the Oshkosh Motor Truck Manufacturing Company.

In the early 1940's, Oshkosh Motor Truck Manufacturing, like manufacturers all around the country, ramp up and sustain production of wartime vehicles, equipment and supplies for American forces during World War II. Utiliz-



Bernhard Mosling (left) and William Besserdich believed their two pioneering four-wheel-drive inventions had the power to transform the performance of vehicles: automatic locking differential responsible for transferring power from the front axle to the rear axle (patented 1914) and the front driving axle with improved steering and drive capacity (patented 1915).



Mosling and Besserdich's prototype vehicle was a four-cylinder, three-speed, 3,000-pound truck called Old Betsy. Old Betsy's four-wheel-drive components attracted investors, Old Betsy still resides today at the Oshkosh Corporation headquarters. *Oshkosh Corporation*

ing hard lessons learned from difficult Wisconsin winters, Oshkosh focuses on snow removal. With a great number of military bases and airfields stationed in winter climates, Oshkosh received a contract to build the powerful W-Series snowplow trucks to help ensure fast response times to threats. Between 1943 and 1945, the company delivered 988 W-Series trucks to the U.S. military. Production levels were



Oshkosh's first serious military contract came in 1939, when they supplied Model W-700 trucks to the Air Corps. These trucks were specifically designed for snow removal at Army Air Corps bases. After the outbreak of WWII, the Army Corps of Engineers ordered at least 75 Oshkosh W-709C-15 mounting Model TU-3 Sno-Go snow blowers.

so high, by 1945 the company tops 100 employees.

For Oshkosh's wartime efforts, the company is one of many U.S.-based corporations to receive an "E" Award for excellence in wartime production. The famous flag with the big "E" emblazoned on it became a badge of patriotism in action.

The 1990s start strong for Oshkosh with major Family of Heavy Tactical Vehicles (FHTV) contracts from the U.S. Army, allowing tanks and equipment to be transported faster, over any terrain and at the best value. The DoD contracts Oshkosh to engineer a new Heavy Equipment Transport (HET) capable of hauling the 70-ton M1A1 main battle tank. The HET offered greater payload capacity, a 500hp engine, a five-person cab, and 8x8 drive. It also incorporated the central tire inflation and steerable rear axle for increased maneuverability. Central tire inflation allowed the operator to appropriately, efficiently inflate or deflate tires depending on terrain while the vehicle was in motion. This new generation HET proved to be a game-changer for U.S. Army transport during the first Gulf War, 1990-1991.

The same year Oshkosh delivered the HET, the U.S. Army awarded Oshkosh a contract for 2,626 Palletized Load System (PLS) vehicles. The 10x10 PLS had a hydraulic load-handling system for quickly loading a flat rack cargo bed onto its back in a single motion. It offered a 500hp engine, and was equipped with automatic transmission, tandem-steering front, central tire inflation and rear-steel axle, essential to the vehicle's mobility and versatility. Lifecycle cost savings of the PLS were estimated at \$600 million, making this system a revolutionary upgrade to U.S. Armed Force's logistics. Oshkosh Corporation's commitment to serving those who serve received praise from the U.S. Army during Operation Desert Shield/Desert Storm. General Norman Schwarzkopf is noted for calling the Oshkosh HEMTT "the new ship of the desert."

Today, around 15,000 Oshkosh Corporation team members

OSHKOSH, WI - SEPTEMBER 12-14, 2024



Between 1943 and 1945, Oshkosh delivered 988 W-Series trucks to the U.S. military. This W709-CT-5 tractor truck in U.S. Navy livery had been on display at the Oorlogsmuseum in Overloon, Netherlands. *Image via Wikipedia Commons*

are putting over 800 active patented technologies to work serving, developing, and connecting communities around the world. Oshkosh is developing and competing for contracts with the DoD for unmanned and robotic battlefield platforms to deter future conflicts.

(Compiled from information on Oshkosh Corporation's public website. For more information on Oshkosh Corporation go to: <https://www.oshkoshcorp.com>)

WWII AIRBORNE DEMONSTRATION TEAM

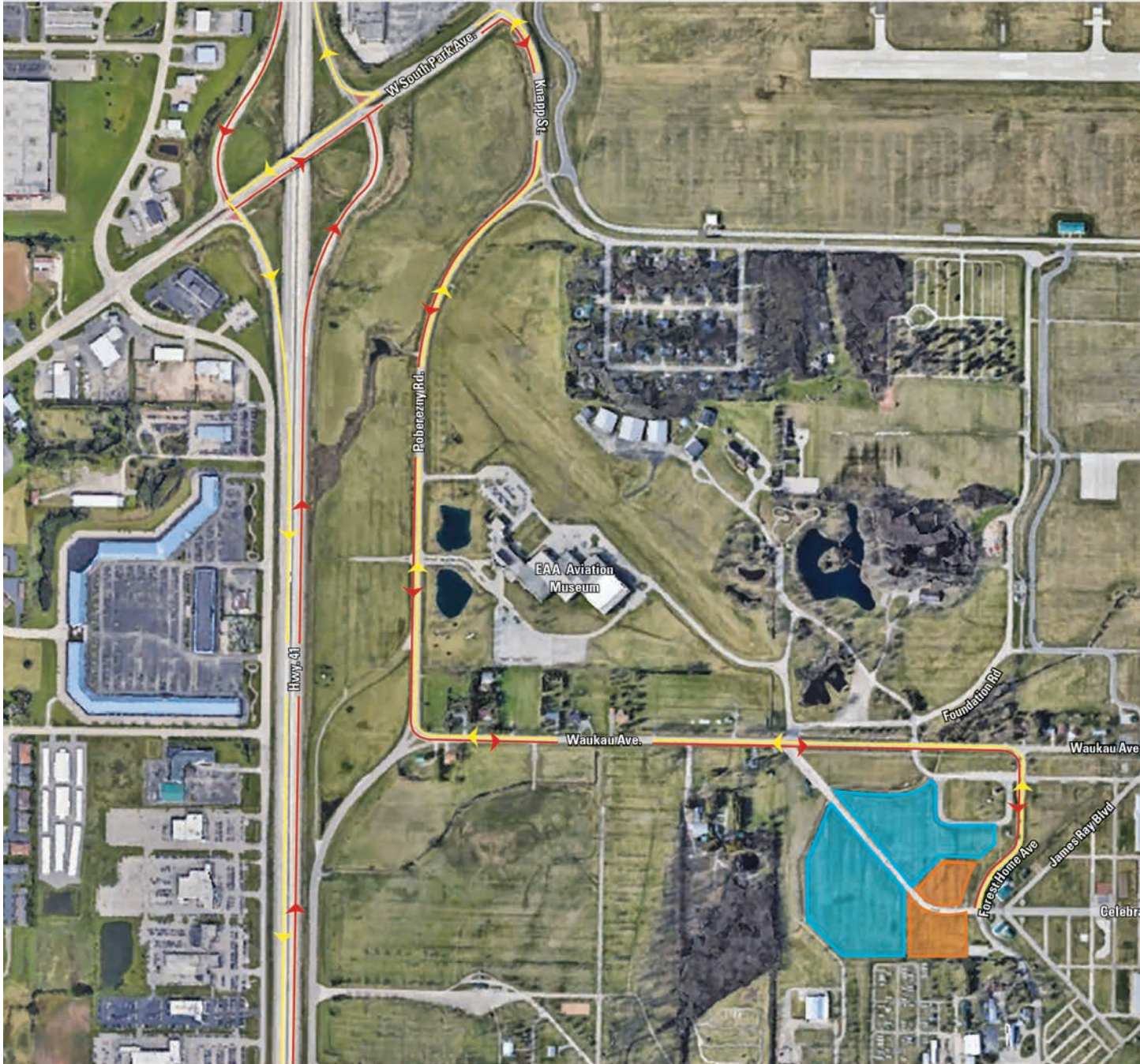
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Show Day Ingress and Egress Map – MVPA



Show Day Ingress



Show Day Egress



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Handicap Parking

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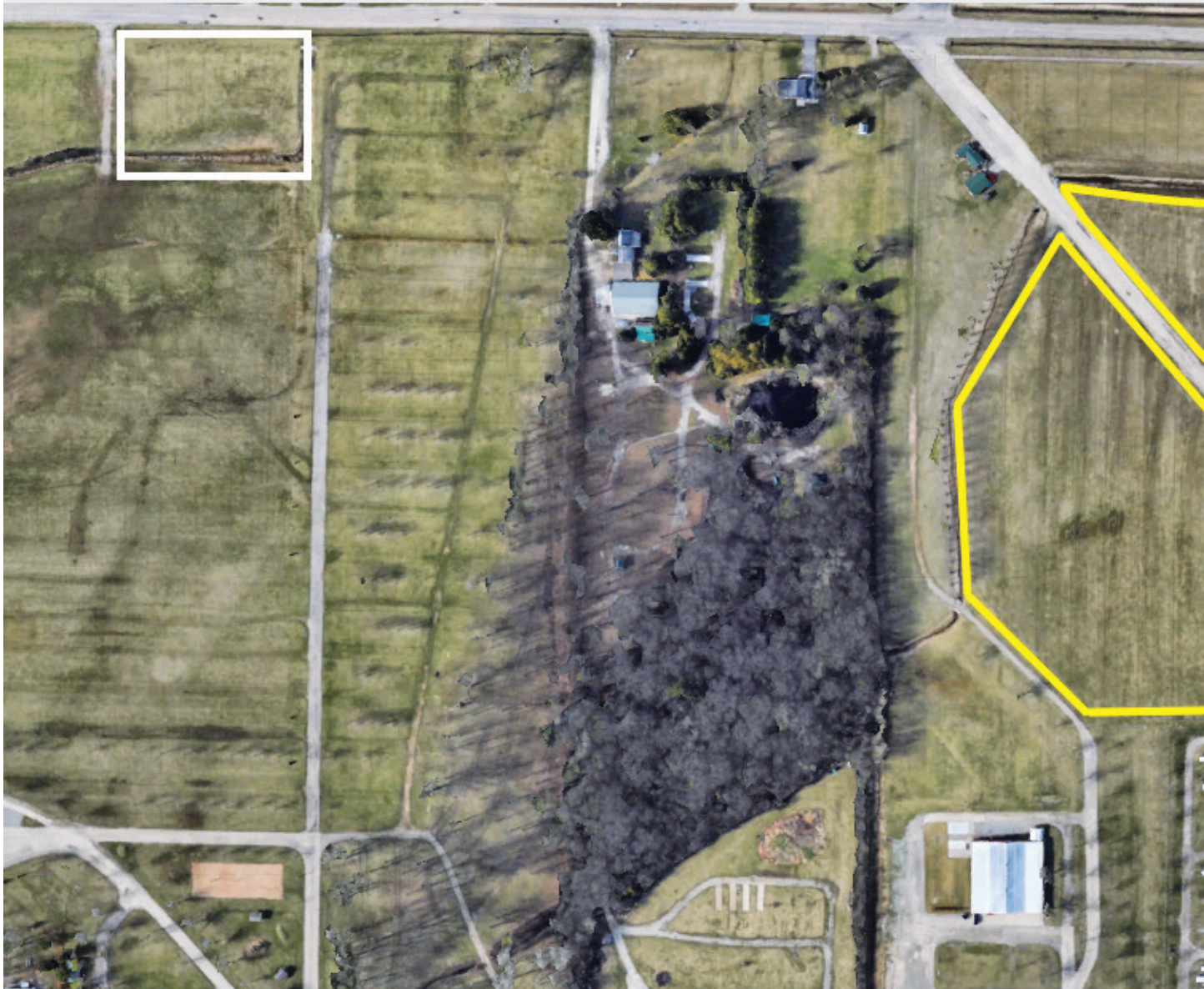


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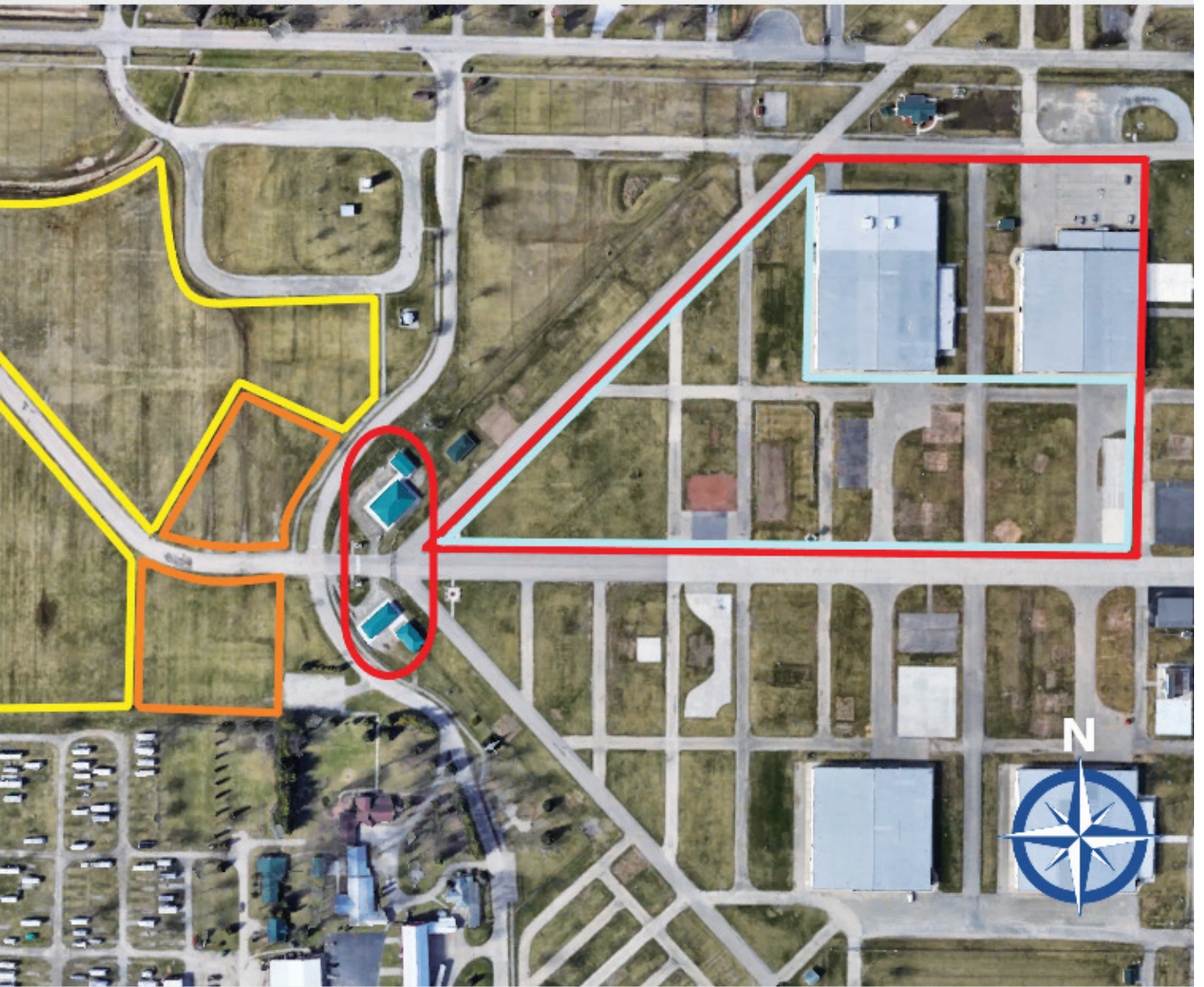


**Semi/ Trailer
Parking**



**Primary
Parking**





**Handicap
Parking**

 **Contracted
Area**

 **Outdoor
Vendors**

MVPA-HA JUDGING & DISPLAY CLASSES DEFINED

By the MVPA-HA Judging Committee

In the February/March 2023 History in Motion, MVPA-HA Judging Committee member, Chis Doran, provided a detailed explanation of the Committee's vehicle judging process ("Judging 101," pp 50-55). Below, the MVPAHA Judging Committee explains the different judged and non-judged classes at an MVPA-HA convention.

Your Judging Committee has been working hard to streamline the MVPA- HA judging program. Based on input from you, the members, we have made a few changes.

FACTORY CLASS (PREVIOUSLY, "RESTORED")

There is a revision to the name "Restored Class." We have removed "Restored" and returned the name of the class to "Factory Class."

Factory Class vehicles represent a military vehicle at the time that it was delivered by the manufacturer to the government or a point in time very shortly thereafter. On its date of delivery, a vehicle would have had very little use except for a few test track miles and mileage required to move the vehicle from one point to another. It would literally be in "factory new" condition with no sheet metal damage, wear or tear, rust, or scratched paint. It would be clean and equipped with all the tools, canvas, and other accessories that were supplied under contract by the manufacturer.

MVPA-HA judges consider a restored, "as delivered" vehicle to be the ideal. Judges understand the vehicles being presented are old. They are not actually time capsules that have been hermetically sealed for decades. Rather, judges view the vehicles as having been resurrected through the care and craftsmanship of the restorer. Therefore, the ideal is actually a well-used vehicle that has been restored so carefully that even the most knowledgeable judge cannot point to any specific deviation from manufacture.

Two main elements are necessary for achieving a high score in the Factory Class. The first is originality. Originality means that the parts used on the vehicle are the same type that were used at the time the vehicle was manufactured. In some cases, there may be variations of a given part depending on exactly when the vehicle was built.



A great representative of a Factory Class vehicle is Bill Kish's 1942 GPW. It received the highest score (99.2%) at the 2021 MVPA-HA Convention in South Bend, Indiana.

The finish on the original parts is important. Even the type of plating used on hardware must be correct, though there may be slight paint hue differences in some of the bolt-on parts. Over-restoration is discouraged.

Very few restorations can completely avoid using reproduction parts. Reproduction parts are allowed, but if the judge can tell that the part is a reproduction (because it doesn't look exactly like the original), points will be deducted. For some types of vehicles, the MVPA-HA has adopted restoration standards that spell out what is considered to be original. For vehicles for which there is no standard (yet), the judge's knowledge and opinion will prevail. If a vehicle is rare or unusual, owners can help the process by providing documentation showing how the vehicle appeared when new.

The other element on which judges focus their attention — and is necessary for achieving a high score in the Factory Class — is condition. Condition can be affected by the ravages of time. Obvious examples include rusty sheet metal or a worn-out steering linkage.

But in correcting these deficiencies, the restorer is expected to make the repair invisible! That means, to achieve a 100% score, it is not sufficient to simply weld in a patch to repair a rust hole. The restorer must finish that weld so that the metal looks as if it's always been there — from either side!



In 2010, Kevin Lockwood's 1944 Borg-Warner LVT-3 received a Restored Class Gold Award. This class is now called "Factory Class."

There are a few very specific cases in which a vehicle can deviate from "as delivered" and still score very well in the Factory Class. Vehicles that have installed equipment, accessories or MWO modifications that would typically have been completed by the issuing depot before the vehicle was issued, can be judged as if those changes are not present. That is, the judges will ignore them, and the vehicle will neither gain nor lose points. However, the owner is responsible for presenting documentation that proves that any such changes were authorized during the time frame when the vehicle was built.

Judges can also ignore bumper and other unit-applied markings if they do not significantly obscure the factory applied finish.

Finally, a very specific class of vehicle can be entered in the Factory Class, even though the "factory" is not where it was originally built. These vehicles are those in which the particular variant is based on the chassis of an earlier type. An example would be the M16A1 half-track, which is an M3A1 half-track chassis modified with new rear armor and the addition of the M45 quad-mounted machine gun turret. These modifications must have been performed by a government contractor according to detailed specifications or carried out at ordnance workshops to still be eligible for Factory Class.

Owners should come prepared with detailed documentation to ensure that judges' questions can be resolved on the spot. To be clear, this category does not include "rebuild program" vehicles — older vehicles that were reconditioned to something resembling their original configuration (for example, a GPW reconditioned in 1951 would not be eligible for judging in Factory Class).

Factory Class Awards

Vehicles within Factory Class are eligible for the following awards:

Master Award: 100%* – 98%

Gold Award: 97.999% – 93%

Silver Award: 92.999% – 86%

Bronze Award: 85.999% – 79%.

No award given for a vehicle score below 79%

*These vehicles represent the highest quality restorations in all aspects. A vehicle that receives a Master Award may be re-entered in future Factory Class judging.



A Motor Pool Class vehicle, such as Mike Wright's 1943 GPW, is one which the owner has chosen to research and present as it may have appeared at a particular time during its active military service instead of representing it as "factory fresh."

MOTOR POOL CLASS

A Motor Pool Class vehicle is one that the owner has chosen to research and present as it may have appeared at a particular time during its active military service instead of representing it as "factory fresh." The MVPAHA supports owners who opt for this type of restoration. Judges hold Motor Pool Class vehicles to comparably high standards as any other judged vehicle.

A Motor Pool Class vehicle may show the normal wear that would be appropriate for its time and place in history. It must still be historically accurate and not exhibit any non-period correct features, equipment, repairs, or modifications. Judges utilize the same judging form for Motor Pool Class vehicles as for Factory Class vehicles.

While MVPA-HA judges consider originality, condition, appearance, period correctness, and historical accuracy, more latitude is allowed than in Factory Class. For example, it would not be unexpected or inappropriate for a vehicle in the Motor Pool Class to show signs of use and wear or be equipped with parts or modifications used in the field. These factors would detract from a Factory Class vehicle's score.

When examining a Motor Pool Class vehicle, MVPAHA

judges will consider whether any component they are reviewing would be seen on, or indicative of, that vehicle in a military Motor Pool during the specified time period represented. The vehicle owner is expected to indicate to the judges exactly what time period their vehicle represents.

For example, a judge may not assume that a June 1942-produced jeep represents how it looked in June 1942 (though it could). That 1942 jeep may have been restored as it would have appeared in 1944 or as a Military Police jeep used during Germany's post-war occupation. It may be presented as it would have appeared in 1951 while used in the Korean War or restored to how it would have appeared in 1955 after having just been through a depot rebuild program.

A vehicle will not be eligible for inclusion in the Motor Pool Class, however, if it is restored to represent something earlier than its original build date. For example, AM General M35A2 delivered in March 1971 may be depicted as it would have appeared in a Motor Pool in September 1973, but a Willys MB, delivered in June 1944 may not be judged as it would have appeared at a motor pool in December 1943 as this would be chronologically impossible.

It is up to the owner to indicate to the judges what period their vehicle represents. If the vehicle owner does



Paul Gummere restored his 1972 AM General M817 to appear as it would have looked while serving with the 540th Engineer (combat) Group while assigned to the U.S. Army in Germany. In 2022, the MVPA-HA awarded it a Motor Pool Class Gold Award.

not designate a representative date for the judges to apply, the vehicle will be judged as it might appear one year from its delivery date.

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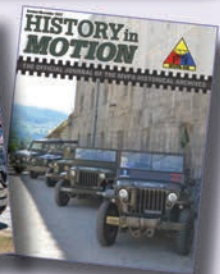


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Motor Pool Checklist

Vehicles that are presented for Motor Pool Class judging should be clean and properly serviced. This includes:

- Inspect the vehicle. Check hoses, belts and fluid levels. Inspect wiring for cracked or frayed insulation, corrosion or other deficiencies. Check steering and suspension for excessive wear or play. Check gaskets and seals for leaks. Check rubber weather strips, seals and grommets for deterioration. Check tire or track condition, tread and inflation. Correct any deficiencies identified.

- Clean the vehicle. Remove excess grease and oil from engine, chassis and running gear. Wash the vehicle body, including the cab, chassis, cargo area, engine compartment, crew compartment, etc. Clean glass, mirrors, periscopes, etc.

- Touch up paint. Remove loose paint and surface rust with wire brush, sandpaper, etc. Prime bare areas with an approved metal primer. Touch up finish paint coat with a vehicular enamel matching the vehicle's finish color.

- Verify operation of controls and instruments. Check lights, indicators and gauges. Correct any deficiencies identified.

- Check tools, equipment and documentation. Verify that the tools and spare parts, if any, issued with the vehicle are present and in good operating condition. Check fire extinguishers to ensure that they are present. Check pioneer tools for damage, cracks, rust etc. Check tow cables and winch cables for damage or fraying. Check straps, buckles, etc. Ensure all canvas items are present and serviceable. Correct any deficiencies identified.

Motor Pool Class Awards;

Vehicles within Motor Pool Class are eligible for the following awards:

Gold Veteran Award: 100%** – 98%

Gold Award: 97.999% – 93%

Silver Award: 92.999% – 86%

Bronze Award: 85.999% – 79%.

No award given for a vehicle score below 79%

**These vehicles represent high-quality restorations.

NON-JUDGED CLASSES

The second big change to the judging program is the addition of two new, non-judged classes, making five non-judged classes in all: Combat Class, Survivor Class, Military Modified Class, Tribute Class, and Display Class. Any awards in these categories are determined by the MVPA members and/or the Hagerty-sponsored Junior Judges, as appropriate.



Many living history enthusiasts and reenactors equip vehicles as if they are ready for combat like this M3 Gun Motor Carriage belonging to Roberts Armory. The MVPA-HA welcomes this attention to detail by including them in the Combat Class.

COMBAT CLASS

In Combat Class, a vehicle can be anything from a factory fresh to a living history vehicle. This display class allows you to include all of your “kit” on a vehicle and/or leave it a little dirty or muddy, just like it has been “time-warped” from Bastogne in 1944 or “Desert Storm” in 1991.

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A Survivor Class vehicle will be in original, “as-found” condition — like Tim Tomlinson’s 1944 M29C.

SURVIVOR CLASS

Survivor Class is for an original, un-restored, “barn-find” condition vehicles. They may or may not be running.



Still in “as-found” condition, Michael O’Connell’s WC-4 is an appropriate Survivor Class entrant.



An M35 6x6 that has been “bobbed” of an axle such as this example done by Memphis Equipment will be included in the Military Modified Class.

MILITARY MODIFIED CLASS

Whether done by the military or a civilian, Military Modified Class is for military vehicles that have been modified in a way that was not typical of its military service. Examples would include a military truck such as an M37 that the owner altered by swapping out original equipment with disc brakes, “mudder” tires and rims, and /or a Ford 289 engine.



Jeff and Wendy Rowsam’s F100 was an original military-used pickup that they adapted for participating in MVPA-HA Convoys by adding disc brakes, air conditioning, and seat belts. It can be entered in the Military Modified Class.

Aluminum 3” by 5” dash plates are available. \$5.00 pick-up at the show or mailed to you ahead of September for \$7.00 total.

To order T-shirts and dash plates go to

<http://www.mmva.us/concat.html>

or scan the QF





The Tulsa, Oklahoma Police Department made one of its cruisers into a rolling tribute to one of its officers who also served in the U.S. Marines. Such a vehicle is welcome to register as a Military Tribute Class Vehicle.

MILITARY TRIBUTE CLASS

This category is for non-military vehicles that pay tribute to our military heritage. Any vehicle that was not originally military, but by its paint, markings, body style, or other alterations, pays tribute to our military heritage is welcome in the Military Tribute Class. The vehicle will not be judged on military specifications, but on:

- efforts to portray a military vehicle,
- paint quality,
- realistic markings,
- crowd appeal, and/or
- tribute to a service or an individual.

DISPLAY CLASS

Your vehicle may fit in more than one class — or none of them. If you and the Judging Committee can't decide which of the above classes would be best for your vehicle, the answer might be to enter it in Display Class — a place for “all others.”

Take for example, a re-creation of an M2HB .50 caliber gun trailer built from battlefield scrap by soldiers of the 95th Division during WWII. Mike Wright's recreation combines a Bantam ¼-ton trailer axle assembly, combat



At first glance, Scott Schiller's jeep looks like a WWII Willys MB — but it is not. It is a CJ-2A that he converted and painted as a tribute to his grandfather. Scott's jeep is an obvious candidate for the Military Tribute Class.

rims, and the remains of a 1942 GPW frame. Because it is a re-creation, it is not appropriate for judging in either the Factory or Motor Pool Class. There are multiple Display Only Classes where it would fit nicely, however:

*Because it pays tribute to the soldiers of the 95th Division, it could be included in the Tribute Class.

*Since Mike has decked it out in battle readiness, it could be included in the Combat Class

*Finally, because it is built on the frame and running gear of original military vehicles, it could even be considered a candidate for the Modified Class!

The point is, there is a place for your vehicle, whether a factory-fresh restoration or your weekend rock-crawler that commemorates the service of your Dad. All are welcome at MVPA-HA conventions!



Mike Wright's M2 HB .50 CAL. gun trailer is not an original vehicle, but rather, is a re-creation based on photos of one built from scrap parts by soldiers of the 379th Infantry Regiment during WWII (see insert).



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As days grow shorter and the weather cools down, Wisconsin is thrilled to welcome one of the most special, scenic times of year. In autumn, Wisconsin offers a blend of cool weather, fall colors, and amazing sights. When you plan your travel to and from the 49th Annual MVPA-HA Convention, consider arriving a few days early or staying a few days after to take in a few of the many historical sites Wisconsin has to offer.

1. The Civil War Museum in Kenosha focuses on the Civil War from the perspective of the people of the seven states of the upper middle west: Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin. These seven states sent over one million men to serve in the Union army while providing much of the food and raw materials necessary for the northern states to carry on the war. The museum has a cyclorama-like, 11-foot, 360° screen, visual and sound effects, and ground motion that enhances the experience of the film, “Seeing the Elephant” (a term Civil War soldiers used to say they saw battle).

Civil War Museum

5400 1st Ave.,
Kenosha, WI 53140
(262) 653-4141
<https://museums.kenosha.org/civil-war-museum>

2. The Harley-Davidson Museum in Milwaukee is the home of the iconic motorcycle. When you visit, you will discover culture and history through stories and interactive exhibits that celebrate expression, camaraderie, and love for the sport. With an unrivaled collection of Harley-Davidson motorcycles and memorabilia on two floors of exhibits, a 20-acre, park-like campus, and one-of-a-kind shopping and dining experiences, the Harley-Davidson Museum is one of Milwaukee’s top tourist destinations for visitors from around the globe.

Harley-Davidson Museum

400 West Canal Street,
Milwaukee, WI 53203
(877) 436-8738
<https://harley-davidson.com/us/en/museum.html>

3. The Richard I. Bong Veterans Historical Center in Superior preserves and honors the memory of Major Bong and all veterans of WWII as well as subsequent conflicts and to provides educational resources for the community. The center honors Major Bong, America’s leading fighter pilot ace of all time, who flew a P-38 Lightning through more than 200 missions over the southwest Pacific and destroyed 40 enemy planes - the most by any United States pilot before or since. The museum features a P-38 Lightning similar to the one Major Bong flew in the Pacific as well as other aircraft and military vehicles.

The Richard I. Bong Veterans Historical Center

305 E 2nd St.,
Superior, WI 54880
(715) 392-7151
<https://www.bongcenter.org/>

4. Fort McCoy, located between Sparta and Tomah is Wisconsin’s largest Army training center. The Commemorative Area consists of WWII-era buildings and heavy equipment. The structures include an administrative facility, a dining facility and one barracks are set up to represent use during the WWII-era. The History Center features displays of memorabilia that reflects the role the installation held throughout WWI, WWII, the Korean War, the Cuban Refugee Resettlement center operations, Operation Desert Storm and more. The Equipment Park, an outdoor area used to display historical and presentday equipment, has more than 70 pieces of hardware, ranging from helicopters and howitzers to trucks, trailers, and armored vehicles.

Fort McCoy Commemorative Area and History Center

100 East Headquarters Road,
Fort McCoy, WI 54656
<https://home.army.mil/mccoy/about/fort-mccoy-commemorative-area>

NOTE: The buildings are open on select days, June-August, and the third Saturday in May for Armed Forces Day. Call first. The equipment park is closed during the winter. Visitors are required to go through a security check. Valid government-issued ID and proof of car insurance are required.

5. The Wisconsin Veterans Museum in Madison exists to share and preserve the stories of all Wisconsin veterans. Beginning with the Wisconsin Civil War regiments view regimental history and the battle flags that guided them. Through to veterans in recent service, explore what our service members did, how that work impacted themselves and their families, and how their service contributed to national and global security. The museum has more than 2,800 oral history interviews, a database of Wisconsin veteran service records and thousands of service-related objects, papers, diaries, and photographs documenting and preserving Wisconsin military history. The museum has a P-51 Mustang, M3 Stuart, and UH-1 Huey on permanent display.

The Wisconsin Veterans Museum
 30 W Mifflin St.,
 Madison, WI 53703
 (608) 267-1799
<https://wisvetmuseum.com/>

6. The FWD Seagrave Museum in Clintonville shares a unique connection with Oshkosh Defense in that they share a founder in William Besserdich. The museum has 70+ vehicles, both FWD & Seagrave and focuses on multi-faceted products, prototype vehicles, company acquisitions and growth, birthplace of an airline, military

vehicles, motor toboggans, railroad, racing, a rare Topp Stewart tractor, and more.

The FWD Seagrave Museum
 325 15th St.,
 Clintonville, WI 54929
 (715) 823-4011
<http://www.fwdseagravemuseum.org/hours--location.html>

7. The Original Wisconsin Ducks in the beautiful Wisconsin Dells has been operating their 2.5 ton, 6-wheel drive, General Motors DUWKs continuously since Bob Unger founded the business by purchasing the World War II surplus vehicles in 1946. The DUWK ride will take you across land, into and out of the Wisconsin River and Lake Delton, and back onto land for the return trip.

Original Wisconsin Ducks
 1890 Wisconsin Dells Pkwy,
 Wisconsin Dells, WI 53965
 (608) 254-8751
<https://www.wisconsinducktours.com/>

8. The Wisconsin 9/11 Memorial and Education Center in Kewaskum remembers the victims, honors those who responded, celebrates the resilience of our communities and country, and educates future generations about the terrorist attacks against the U.S. in 2001.

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