



CALIFORNIA



MILITARY VEHICLE
COLLECTOR
NEWSLETTER



EDITOR: Johnny Verissimo

October 2020

VOL. XIX

Photo by Scott Rohrs who is a firefighter in Northern California and MVCC Board Member



MVCC PRESIDENT'S MESSAGE



Chris Thomas, MVCC President

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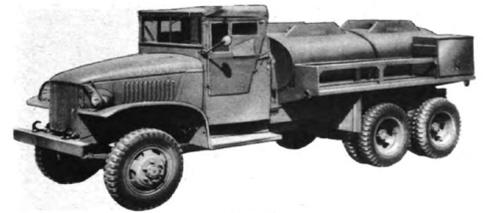
By Johnny...

For those of you who don't know it Chris Thomas works for AT&T as a head lineman which means he has been really busy lately. One time I talked to Chris he was up in Vacaville, California putting up polls. Chris told me that by that phone call he and his team had put up 20 polls and had ordered 624 more polls to put up.

Yesterday Chris called me to have me write something for him. He wanted to say that he hopes all MVCC members and their families are safe and sound. He told me that he was now in Santa Cruz with his team putting up polls. He says when putting up poles you have to be sharp, he says that he and his crew are so focused that don't make and jokes and don't make small talk, he says one wrong move and someone is electrocuted..

Again, Chris wished everyone well and hopes to be home soon to get some much needed rest and back to MVCC business.

Johnny for Chris Thomas...
MVCC President



LEFT VIEW



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If you have any questions or have information regarding a meet or activity in your area, contact your regional vice president or any of the officers to let them know. Be sure to visit our website for any last minute activities or changes to activities/events. Please submit information regarding upcoming activities to the newsletter editor at least two months before the scheduled event. All articles must be submitted to the newsletter editor by the 14th of each month.

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Hello again from Northern Nevada!

Things have been quiet around here from an event perspective, but I've continued to work in the shop on all sorts of things while sucking in huge amounts of California smoke.

Speaking of smoke, with the anniversary of September 11, 2001 just past, and the unprecedented wildfires all over the West, my deepest respect and appreciation goes out to all my brother and sister firefighters from everywhere trying to bring this Fire Season to a speedy conclusion. While I've been out of the firefighting game for several years now, folks like our very own Scott Rohrs are still out there on the front lines giving their all for the protection of their communities and fellow citizens. We all owe them our thanks and respect for their efforts and sacrifices.

Around here, I've been putting in some upgrade work on my Dodge pickup tow mule, trying to figure out why a new seal, and a new yoke on my HMMWV transfer case still manage to leak, wrapping up fiddly little detail jobs on my HMMWV, and putting in a little time just trying to organize and clean up the shop before the next major project unfolds.

One thing I thought I'd share with all of you is a fairly inexpensive tool I picked up about a year ago that I have found to be indispensable. It's called the 'MixKwik' (<https://www.mixkwik.com/>). It's a device that turns your Sawzall into a rattle can paint shaker. Since OD seems to flow mostly from aerosol cans, this little tool really helps get a good mix on heavy solids paint (I'm looking at YOU Gillespie!) and helps revive some of those DOA cans that come in the case. I am not a paid spokesperson, nor did I stay at a Holiday Inn Express last night, but the MixKwik has really upped my rattle can game. I got mine at Amazon. I hope you all have lots of projects to work on, are safe from the fires, and I look forward to the time we can all be together with our OD iron once again. In the meantime, give your club buddies a call that you may not have talked to in a while. I guarantee it will brighten their day and most likely, yours too.

-Sean

Jimmy Strauss
The Expert in Military Vehicles



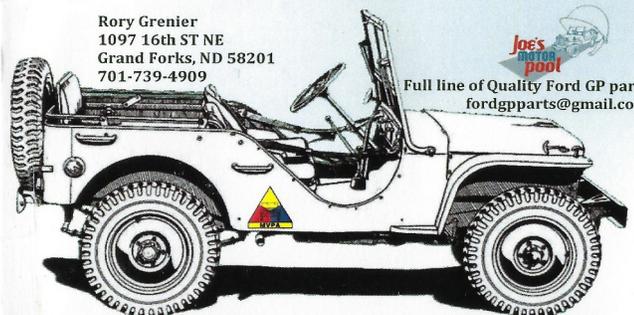
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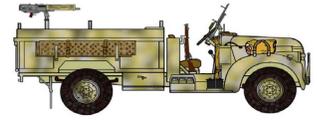
MVCC BOARD MEMBERS REPORT



Jack Valenti, (Central Coast VP)

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I wanted to be ahead of the curve on my Newsletter report, so started it as early as possible after the combined Aug/Sept came out.

I have been a more than little “miffed” that all of the Military and Car show events have been cancelled. Although I do understand the necessity, look what’s happened after the Sturgis Motorcycle met. I’m sure we would love a turn out like that at one of our meets.

Anyway I got to thinking; my wife always thinks that dangerous thing for me to do. What could we do locally with our MV’s and still be safe. To do a parade you need to go to the city and get a permit and advertise when and where. So no Parade.

How about a simple “Convoy” just a few guys with their street legal MV’s convoying around town. When? How about “Labor Day Weekend”. So I sent an email to my local MVCC group (about a dozen) and invited them to my “Convoy”, on either Sat. Sun. or Mon. of Labor Day weekend. It would depend on how many I could round up as to which day we would go.

I got a quick response from Charles Tope and Marc Johnson (both with jeeps). Nothing else - was a little disappointed. Anyway there was just one problem with Marc, his jeep was in storage in Coarsegold, just this side of Yosemite (168 miles away).

He didn’t have the time or the where with all to get it here in time for the “Convoy”. I guess I should have started thinking about this earlier in August to get this idea working. Anyway since I’m retired and had nothing else to do; I offered to use my trailer and go get it for him. Rounded up some trusted helpers (you guys know that I’m old don’t you). John Dick my local trooper readily accepted and George Escobedo offered his assists. We agreed to meet and pick up George at Casa de Fruta on our way.

Gassed up the Mountaineer and hooked up the trailer on Thursday for an early (7:00 AM) departure on Friday. John came to my place as it would have been difficult to pick him up at his house with the trailer attached.

John showed up on time, George was waiting for us Casa. We ordered some Deli sandwiched at Casa along with some drinks and chips; as we weren’t sure what was available on the road.

With a few misdirection’s from my GPS; we finally found the right spot. His jeep was where he said it would be, key in the glove box. While the guys were getting the trailer ready (it’s so hard), I got the jeep started. I had to run it on the trailer several times to get the jeep properly placed. Tied it down, had a short and quick lunch and we were on our way home.

Total time from start to finish (home at 5:00PM) ten hours, 350 miles, 27 + gallons of gas.

Saturday at 11:00 Am the guys (and gal) started to show up. Charlie (Tope) with his two boys (Maxwell & Hunter), hope I got those right. Marc (Johnson) and his wife Christine and my gunner John Dick.

I got my “Convoy” placards out of storage; since Charlie had his windscreen up he got the “Convoy Follows” sign and Marc had a spot on the back of his Jeep that accommodated the “Convoy Ahead” sign. Everyone was gassed up and the route all planned out. We were ready to roll at 11:30. So we left early.



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Now I know that everyone has said at one time or another that God works in mysterious ways; well as we left Pebble Beach, turning left to go along the beach area towards Pacific Grove. – What do we see but another WW II Jeep headed our way. If we had left at our start time of noon we might have never have seen him.

Flagged him down, and he joined our Convoy behind me. It was a family jeep (painted tan) pretty much in original condition that they used for hunting etc. around the ranch. Brought it down from the ranch because of all the fires. His name is Bob Gruber (wife Christine) and since it is a family jeep and not his....He's looking for one of his own....hint... hint. I emailed him an application.

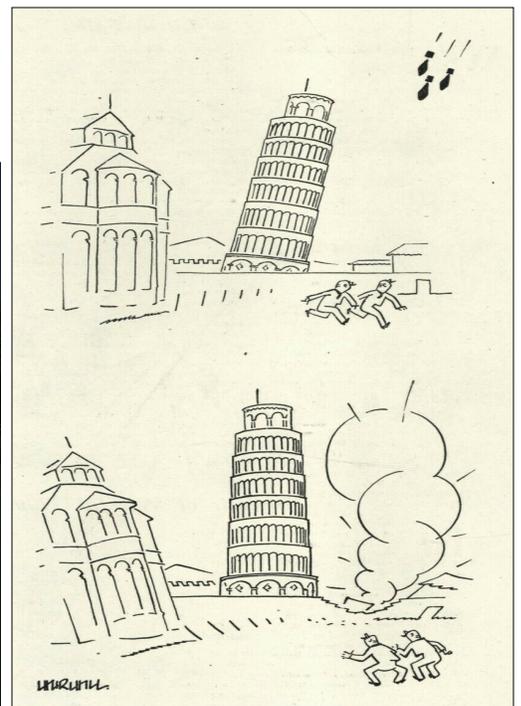
Then with Charlie still leading; we continued our "Convoy" went through down town Pacific Grove, then through down town Monterey, then headed for Seaside for a quick lunch (at The Habit). Bob and Christine (our fourth) on the Convoy had to leave us there as they had other things to do, we were really glad they joined us.

Marc sprang for lunch for all of us (Thanks Marc). After lunch we went down Fremont Blvd. through the heart of Seaside. At lunch; Charlie had suggested a change of the route to include Cannery Row, which we all thought was a good idea. Lots of tourist on Cannery Row. Got a lot of "thumbs up" and people taking photos as we passed by.



Then was back through down town Pacific Grove and back to the RV (my place).

Everyone agreed that it was a good "Convoy" and we should do it again; the weather was perfect. We will have to find an excuse (or not – just do it).



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Cannery Row, Monterey, California

Photo Jack Valanti



Posted last month as still active the “Cars in the Park” **has been cancelled** - sponsored by the Marina Rotary on Sat. Oct 10th. Location is Vince DiMaggio Park, 3200 Del Monte Blvd. Marina event time 8:00 AM to 3:00 PM. Website is here <http://marinarotaryclub.org/cars-in-the-park-info.html>

Ditto the one on Oct. 18th – **has been cancelled**. Historic Town of San Juan Bautista, sponsored by the “Gold Coast Rods” on Sunday Oct. 18th from 8:00 AM to 3:00 PM. Website <https://www.goldcoastrods.org/san-juan-bautista-show.html>

And finally this one **has been cancelled** also. Another I found in October that is still up on the internet is “Rods on the Wharf” on Sunday Oct. the 25th. <http://www.rodsonthewharf.com/>

I haven’t looked in November, if you know of one in the local area that has not been cancelled; please let me know. Jack

FROM THE NEW EDITOR

WOW, 2020 is like super Nuts, its FUBAR big time.

I do hope everyone’s staying safe and out of harms way. I’m hearing a lot of stories of MVCC members and members who are first responders dealing with what’s going . The whole West Coast is dealing with the same issues. Scott Rohrs sent pictures of military vehicles that got caught up in fires (you will see them on the front cover and in his article). I think I speak for most when I say I am ready for 2020 to go and 2021 to come.

Had questions of the 2021 MVCC April Meet: as of right now I haven’t heard anything about the 2021 MVCC Meet but I’ll let you know as soon as I do.



New: I’m a proud owner of a 1942 US Army Ford GTB Cargo Truck! Thank you Paul Lubker! Thanks Don Gomes for helping haul her home from Eagle Field, Dos Palos, Ca. If anyone knows where I can find GTB data plates let me know..

Thank you to everyone who’s sent in articles and a quiz this and past months, you guys make this newsletter, thank you!

Its October which means Happy Halloween so you can have extra candy this month... Johnny Verissimo

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Articles! Articles! Articles! from your neck of the woods. If you have something you would like to see in the newsletter just email it to me and I'll see about getting it in the newsletter, If you're a member in any state and have something you think is interesting please email it to me: Johnny_istanbull@sbcglobal.net :)

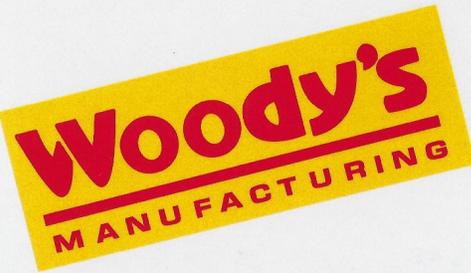
If you want more info on the MVCC check out the web page and we are on facebook in two areas, look us up.



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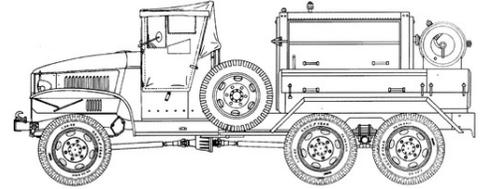

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FRONT LINES



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ADHESIVE, SEALING AND LOCKING

Johnny, there's nothing going on!!!! Until the Lotus Club lets me autocross the M37 or there's some sort of event I'm stumped... The SF Mayor's Veteran's Day Parade looks like it's not going to happen and I suspect Danville's event is iffy too.

Enter my comments about some of my favorite products. Loctite 242, 271, 290, 609! Decades ago I was formally introduced to "Adhesive, Sealing & Locking" at my first "real" job. I was involved in making sure our avionics components survived "shake & bake". Loctite helped to keep us out of trouble on the shake part of the deal. I'd seen their products when working on cars, but did not have an appreciation for the depth of their product line or range of uses. At that job I learned more about the stuff works. Turns out it not only sticks in the absence of oxygen, it expands and seals. Who knew? We used 242 and 271 by the gallon!

At later job we had a batch of porous castings and limited alternatives and time to deal with the issue. This is where I saw 290 in action. This is commonly referred to as "Wick n' Loc". It did just that. Apply to casting, allow to wick in, allow to set. Fixed! This stuff has tons of uses, but be careful. A buddy effectively glued the engine to the tub of an Indy car by getting a bit too enthusiastic. Not cool when you're doing a late night engine change.

Then there's 609. We used this stuff frequently to deal with loose bearing races or threaded hardware you didn't want to come loose. I'm pretty sure the properties are similar to 271 and I've swapped 'em in a pinch. If you have a bearing race that's a bit loose this is just the ticket. I've seen it save numerous parts that were scrap bound.

One item often overlooked is Loctite Primer-T. Lord knows what's in this stuff. It stinks and I suspect fries brain cells rapidly. It's Loctite supercharger! Apply a bit, allow to flash off, apply Loctite and assemble QUICKLY! This stuff kicks off the Loctite products mentioned fast and improves their adhesive properties. If you have a cracked casting (alloy oil pan?) here's the trick. Spray the crack with this until nothing wicks out, apply 290, spray Primer-T on the 290, done. It may seem like a half a\$\$ed fix, but there are times when that's the only option.

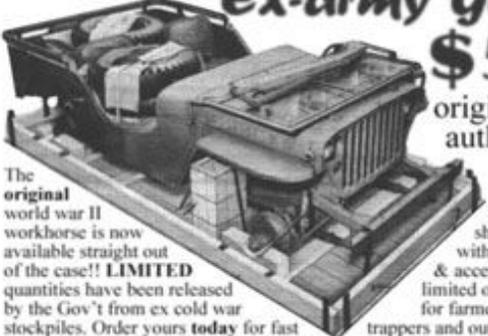
I use these products all the time on the truck. Mostly 242 Medium strength to keep stuff from vibrating loose and keep the threads on all those UNF bolts from seizing. The 271 High strength I use on some of the bigger high torque nuts on the gearbox units and on the driveshaft hardware. Keeps the lube from sneaking down the threads and ensures the nuts don't back off. You may have to heat it to 300°F to kill the bond, but you didn't want it to come loose, right. The 290 I'll use to keep hardware from backing off once adjusted/assembled. If you're very careful it works well on idle adjustment screws and the like. I've been lucky with the 609. The MV's lack of light/soft metals tends to make sure the bearing races don't wallow out their bores. Primer-T is reserved for special occasions as it's \$ and stinks, but, boy does it work!

I hope you found this useful. Our MV's do have a few things in common with paint shakers and sometimes attention to little details makes them much easier to live with.

Stay Healthy and Sane,

Andy

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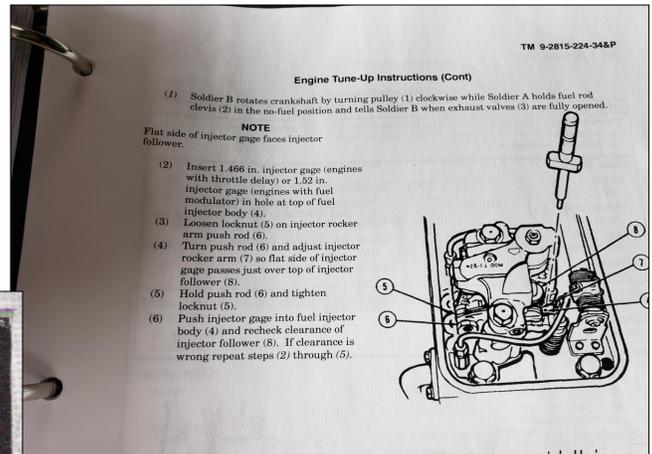
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Howdy MVerS

I hope everyone is safe from these terrible wildfires. The fires came close enough to our house that we needed to "prepare" to evacuate. Mandatory evacuations where 1 steet away from ours. Here is a picture of me putting a sprinkler on my roof. I found another use for a German machine gun tripod. Luckily we were spared...for now. Anyway, the fire situation took a few weekends away from my HEMTT project. I was able to re-start work on the HEMTT motor over the last couple weekends. I installed all the water related parts including hoses, thermostat housings etc. I then filled the radiator with water in preparation of a pressure test. I found out the hard way that the exhaust manifold studs go into the water jacket. Yea, I got rained on! Anyway, after plugging up the holes and fixing a few leaky hose clamps, I pressure tested the cooling system. I ended up putting a piece of hose on the radiator drain petcock and squirting some air into the radiator from the bottom. It worked great and I didn't have to buy a radiator pressure tester. The radiator cap did its job by not allowing too much pressure into the system. I found a bad cooling hose from the head to the compressor. That was great finding it now versus having a leak and potential overheat on a newly rebuilt motor. The heads and piston liners did not leak a drop. YEA!! I drained the water and started to install all the remaining parts. It took soldier A and soldier B to get the oil pan installed. Thank goodness a former employee of mine came by to do some work on his jeep. Nolan was able to help put the bolts in while I held the pan up from underneath the truck. From here, I could work on my own for the most part. I installed the engine governor, the injector racks and the airbox covers. I adjusted the exhaust valve rockers (that took Soldier B again). He turned the motor over via the crank while I watched the injector rockers. The TM calls out a special tool (picture shown below) for the height adjustment of the injector rockers. I'm thinking I can use a dial caliper in leu of spending \$200.00 on the gage. Next week I'll tackle the injector rockers and potentially "running the rack" as they say. I'm hoping to post pics of a running HEMTT in next month's newsletter...keep your fingers crossed. Speaking of newsletters, I'm sure there are other folks working on projects as well. Please forward me your project(s) so I can share with the rest of our MV community. Stay safe and keep wrenchin'.

Big Mike



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Hello North Bay West and beyond,

Well, I am writing my article (once again) from the firehouse! I came to work on the 31st of August and it is the 14th of September. I'm sure you all are tired of my "Fire Season Report", but that is all I have been doing.

I did get to put the 42 GPW Jeep Truck though its paces at the Rohrs family "proving grounds" up at our families ranch in Mendocino/ Humboldt County. I had my annual deer-hunting trip and brought the newest addition to the fleet. For me, this annual trip is the decider on whether or not the current jeep will remain in the "stable". As always it's the WWII jeeps that always make the cut. Besides the fact that I used a jerry can that had some film in it that fouled the carburetor a bit. She passed with a good score. Some of the challenges I put the jeep through are hill climbs, steep declines, creek crossings, river bar runs, high temperatures, high speed runs, and skidding logs. I did have the original flex brake lines collapse on me which led to a emergency front brake purchase which took me to Garberville Napa Auto Parts and O' Riley's in Arcata. Turns out I got away with replacing the flex lines only. I love the fact that I can still order parts from the current parts houses and they have the parts!

I will not be able to have Part 3 of Spearhead VI in this month's issue. I hope it will return next month. For the obvious reasons.

I hope all of our members are staying healthy and aren't affected by the fires. I have been taking pictures of Jeeps that I see burnt up. I have done that for my whole career and it always makes me sad to see these machines that survived all these years to burn up in a wild land fire.

Pray for rain!

Scott Rohrs

North Bay West VP



Photos taken by Scott Rohrs



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MVCC BOARD CONTINUED



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To All MVCC Members

I hope all is well with you and your families . Well not much is going on here in the Central Valley but a lot of smoke and ash and at one time you could look up at the foot hills and see the sky glowing red! So one day three weeks ago a little bird informed me that Joe the owner of Eagle Field selling a few vehicles like a WW2 Jeep , 1940 Aviation COE fuel truck, 1951 International COE box truck , WW2 Tracked trailer and a few others. I ended up selling the International on Face Book to the owner of Cabral Western Motors in Manteca his family had the International Dealership there so he wanted to restore the truck in his Grandfather memory. I ended up buying the Dodge COE Aviation Fuel Truck it just intrigued me and I had been watching this truck for twenty years and was parked at Eagle Field for 40 years. I know it might not be military but it has an interesting story. The truck was based at Lockheed Martin at the Burbank plant in WW2. The Dodge was used to fuel the new P38 Lighting fighters being manufactured there for their first test flight. At this time I asked one of my old friends Bob Turley also a MVCC Member to dig up some old info on the old truck . I finally had the truck hauled to the ranch so I could start the decoding of the vin and found that the truck didn't have a normal vin stamped on a Dodge data plate. What it does have is a small brass plate stamped L.A.T 3596 on the drivers door jam where the Dodge plate should have went and on the passenger side it had a oval tag with 4152 -3337. The truck is very complete only missing the seat and the driver side floor board panel . 1940 Dodge Aviation Fuel Truck to be continued...



KEEPING HISTORY ALIVE .
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75th Anniversary with Provence 44 by Herman Phauter

“Unfortunately the corona virus has affected our hobby severely, especially in what was considered to be a special year – the 75th anniversary of the end of WW II in Europe on May 8, 1945. While we were fortunate last year to be able to commemorate the Allied Landings on June 6, 1944 in Normandy and 10 weeks later on August 15, 1944 in Provence, this year most if not all events were cancelled in Europe and postponed to 2021.

To my great surprise I received an invitation from a French club “Provence 44” to attend their 75th commemoration of the Allied Landings in La Londe Les Maures, a small beach city on the Mediterranean Coast east of Toulon. I had participated in their events in years past but was unable to accept their invitation due to 2 broken vertebra which prevented me from driving my 1942 Chevrolet in Navy livery. Besides, visitors from the USA were banned by the European Union.

But my friends sent me the pictures attached which showed the parade rolling along the main street of La Londe on August 17, the actual day of liberation in 1944. Mostly American and French troops had landed on the beaches at Cavalaire and other beach cities and had liberated the entire coast by the end of August.

I still don’t know how the club “Provence 44” managed to avoid the governmental restrictions imposed due to the Corona Virus – obviously the French did not take them too seriously as the pictures show. The club “Provence 44” is one of several very active French clubs in Southern France. The club is the owner of a number of mostly WW II American military vehicles including Sherman Tanks and an impressive collection of heavy trucks such as Ward LaFrance Heavy Wreckers, Diamond-T M20 with the Rogers Trailer M19, a collection of GMC’s including a DUKW, a Tanker Truck, etc. Smaller vehicles like Jeeps and Dodges are usually owned individually.

I am looking forward to next year when we hope to catch up on what we missed this year.....”

MVPA 5399



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CLASSIFIEDS

FOR SALE: Because of recent surgery, I need to sell one of my M151A-2 Mutts which I was going to restore. It runs very well and is an over-all good project. It was a USMC tow vehicle. The paint is 34052. It never had R.O.P.S. It has a lot of body holes where the tow brackets were removed.

There are some small spots of rust on the body. It has lot of new parts, plus 4 extra tires and rims, a heater, and a N.O.S top.

It has been parked outside since June, when all maintenance was done. It is in San Luis Obispo County, California. It has a clear Arizona title. Asking price \$8000. A fact sheet listing all parts and photos are available on request.

Harry Leave a message at (805) 473-9705. 6-20

FOR SALE: 1944 International USMC 2.5 ton 6x6 M-5H-6 Cargo truck. Needs some TLC to get back on the road and running. This truck has the original bed with both fuel tanks and the winch, rust free open cab with top bows and windshield. Surface rust only. Was running and driving has sat for a year now. Will start with a battery and fuel. Very complete original older restoration. Clean title, California historical plates currently on non op.

Very rare WW2 Marine Corps truck. \$5,000 OBO **Dave** 408-805-0065 12-20

Want To Buy WWII Jeep and Dodge WC 62 parts: Looking to buy a "driver" WWII Jeep. Must look nice and be relatively correct. Not looking for a garage or 100% show queen. Also looking for running boards assemblies, spare tire bracket, and head light brush guards that will fit a 1943 WC 62/63. Lastly, looking for many usable 9:00x16 NDT tires. Thanks, Calvin 1897kma@gmail.com or 805-458-7291.

FOR SALE: Ford GTB Parts, all sorts of GTB parts. I'm restoring another GTB but will have many extras including frames, engines etc. Make offers.

I also have a 1941 Dodge Radiator and some rims for sale. The radiator needs work. Taking offers. Don Gomes, Newman, Ca. (209)765-1273 7-20

WANTED: Looking for Willys M38-A1. Needs to be restored as I am no mechanic. Please contact Ralph hatland, Fresno, ca. Email: ralph@ralphhatland.com. (559) 903-0704.



FOR SALE: This is an M151A2 windshield that is a spare part that I got with my Jeep that I do not need. It is in fair condition and I am asking \$200.00 for it. It has 1 small chip in the glass that you can see in the last picture.

E-mail works best for me at rjheim38@comcast.net. Regis 7-20



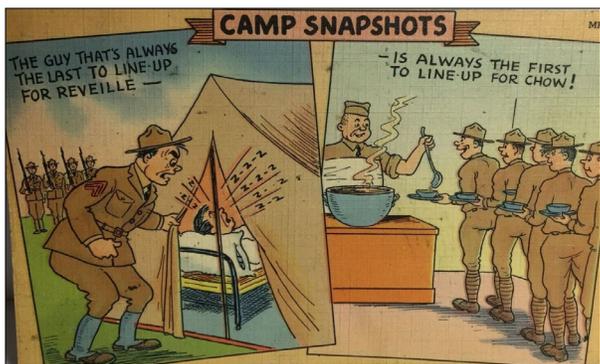
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CLASSIFIEDS

For Sale: RT-1523 / prc-119 SINCGARS radio (demil, nonfunctional, for display only) includes dismantled 8523 battery box. No internal cards or components. No mounts or other accessories Included. Not for export. \$450. Brendan (650)759-3983" **8-20**

For Sale: M211 complete cargo truck, metal cab, winch, was a great runner till rats ate engine wires. M211 Truck Tractor, winch, good parts truck, motor and transmission in it, both trucks go together, best offer. - WW2 Engineer trailer, 5th wheel, 8 wheels in the rear, flat bed, best offer. Mike Killeen, (530)601-7166 **8-20**



FOR SALE MILITARY VEHICLE COLLECTION

1) **1942 Dodge WC 53 Carryall** in running/driving condition 5 new tires, new master cylinder new wheel cylinders, all lights function correctly, very rare and desirable vehicle. \$45,000.

2) **1943 White half-track.** Runs and drives, new starter, starts and stops. New front tires. Lights are not connected at this time. All new interior. Seat backs and bottom cushions from Beachwood Canvas. Beachwood canvas cab top as well. \$50,000. Street legal in California.

4) **1944 Dodge WC 52** original 6 V barn find, all wiring still original, all original wood bed new master cylinder, new wheel cylinders. New tires, runs and drives, lights not working at this time. \$12,000.

5) **1945 Ford GPW** very good condition. Runs, drives, starts and stops. New master cylinder, new wheel cylinders, 50 caliber machine gun M 31C pedestal mount, Combat rims and a BC 659 jeep radio. \$25,000.

6) **Ford GPW**, VIN 108038, Date of Delivery 4-23-43. Was restored 10 years ago by a specialist but never driven, kept in a safe garage. Every item is absolutely correct with many F-marked components and bolts.

New Beachwood Canvas summer top and seat covers, new Denman American tires on correct combat rims, correct OD paint. Engine runs very quiet and has excellent oil pressure. Original 6-volt electrics. Clear title and current registration. A steal at \$20,000. Located in Santa Barbara.

7) **K 38 Telephone Trailer**, restored, very rare, attaches to a Jeep. \$2,500.

All vehicles are in running/driving condition. They all start and stop. All vehicles have new master cylinders and new wheel cylinders except for the half track. Its brakes and Hydro Vac system function correctly.

All of the vehicles have combat rims and new tires, Tubes and flaps except for dodge 1944WC 52 the one with the markings C 14 , has older tires. Will sell the whole lot or individual vehicles. Vehicles are located at the Santa Barbara Motor Pool, Santa Barbara, CA

If you have any other questions you can call me Robert at 805-699-1827 or 805-259-9178

email rgracing57@gmail.com or call Herman at 805-964-9449 **8/20**

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For Sale:

Willys 6cyl Super Hurricane Motor. This motor was a running motor when pulled. Used in Willys P/U Trucks and Wagons from the 50's- the 60's. Will bolt up to T90 transmission. Motor is complete with Carb, Intake, Exhaust manifold, Generator, and Distributer. Black oil on the dip stick. Asking \$700

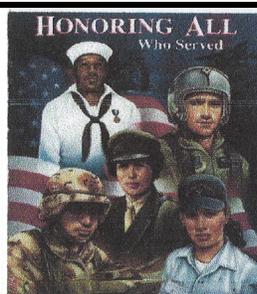
For Sale: 1955 M38A1 ¼ ton 4X4, DOD: 1-55. Running driving jeep. New canvas seats, newer rubber, new glass for windshield, 12v, comes with a bill of sale. _Great starter MV! Great to use as a hunting or trail jeep. \$4500 Firm (**Pictures below**)

For Sale:

Military Medical Stretchers, Great for your Ambulance, Mash Unit, or Battalion Aid station. Asking \$30 a piece, if bundle 2 or more \$25. Interested in any of the above call **Scott (415) 259 8177** **8-20**



For Sale - WC52 w/radios/winch 12 volt, 3rd owner, was stored and used for parades, and car shows, Has a few dings. sold as is!, where is!. No trades! I have a title! \$14,000 .Contact: Sultangear@gmail.com Rick Sultan. Location: S.Oregon, off I-5 exit 24 **8-20**



Ione Memorial District

(209) 274-4936

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Ione CA 95640

IoneMemorialDistrict@outlook.com

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Dave Porter (Northern Region VP) Divisions 530 & 916, 279

dnporter56@comcast.net (530)-677-5115



Another story of Adventures in Vehicle Recovery, from Dave Porter

Just about a year ago... There I was, minding my own business working on one or another of my MV projects when I got an email tip from my friend Doug O'Neal. It seems Doug had received word from Aggie Surplus at UC Davis concerning an upcoming auction. Normally, Aggie Surplus auctions off things like computer desks, chairs, monitors, keyboards, speakers, file cabinets, etc. but this time they had several vehicles up for auction. Two of them were jeeps. One was a 1974 two-wheel-drive Postal/Dispatcher jeep. The other was advertised as a 1944 GPW. They were to be auctioned off in a closed bid process in a couple of weeks. Bidders were to be present at their UC Davis store in order to submit a bid; one bid placed in a sealed envelope with no increase allowed, award goes to the highest bidder.

I arranged for a preview of the jeeps before the auction date, then visited both jeeps. They were stored on the UC Davis Ag (farming and agricultural) facility. Neither one was in running condition but both were fairly complete. Being a WWII MV guy, I was mainly interested in the '44 GPW, so I spent more time looking at it than the Postal Jeep. From the picture on the Aggie Surplus website, I had already determined the '44 was probably an MB, not a GPW. Something was amiss, so I checked it over to confirm my suspicions. Sure enough, it showed characteristics of being a late '45 MB, not a '44 GPW – things like the tubular front cross member, flat topped tool box lids, no fuel filter on the fire wall, etc. Both jeeps had flat tires and were covered with dirt. They had been sitting outside for a long time.

The MB had a Solex carb and what appeared to be MUTT M-151 wheels. The original front seat frames were there but the passenger seat back was missing. No data plates. Hardly any rust, just a little in the hat channels near the fender steps. No tailgate mod. No battery. Existing, correct fuel tank was still holding fuel. There was a set of axle housings marked "GP" (Ford) and one Ford leaf spring-pack in the back along with assorted hubs and brake drums, etc., so I suspected they once had two jeeps and scrapped the GPW but kept the title and attached it to the MB jeep. The Postal jeep was in better shape except for 4 flat tires. It even had a long-dead battery still installed. Hmm... wonder why they stopped driving it??



Minimum bid on the MB was \$2,500. Minimum bid on the Postal jeep was \$200. I wasn't sure how much I wanted to bid on The MB, but I did some research and settled on \$3,656, which I figured would be a fair bid and might be enough to win it. On bidding day there were 8 or 9 other bidders standing around waiting for bidding time. All but one looked like they had no clue as to what they were bidding on – just an old jeep they might get cheap. One bidder, however, was from the Surplus City Museum and knew what he was bidding on. I had expected to see other club members and a swap meet vendor or two, but none showed up.

The Postal jeep came up before the MB. I had not planned on bidding on it, but just for grins I put in a bid of \$556 on it. Envelopes were opened immediately after bidding closed and to my surprise, WOW! I won the Postal jeep. Next highest bid was \$500. Next up was the MB and my sealed envelope with \$3,656 written on the form inside. To my utter astonishment, I won that one too! Next highest bidder was the guy from Surplus City with a bid of \$3,575... So now I had two jeeps to haul home, and only one truck and trailer. Luckily they gave me a few days to remove my prizes. Also a good thing I have an understanding wife.

The next day we went back to get the MB before it disappeared. As luck would have it, the electric winch on the trailer refused to cooperate, so we went to the local Tractor Supply and bought a hand winch/come-along. It took three hours to get the darn thing loaded. I disassembled the winch that night and fixed it, so when we went back the following day to pick up the Postal jeep, it took less than an hour to get it aired up, loaded and tied down.

Since bringing them home, both jeeps have been running and I've actually driven the Postal jeep. The brakes even worked! It turned out to have a bad flywheel (still waiting to be changed out), with ground-off teeth so the starter doesn't engage very well. I have since purchased a lot of the missing parts for the MB and actually uncovered the original USA registration numbers on the hood (USA 20721008 S, confirmed by Tom Wolboldt to be July, 1945 production). The MB ran well until the fuel line clogged and the right front brake wheel cylinder sprang a leak, but with appropriate repairs it's coming together nicely. More pictures coming as the restorations continue.

Dave



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In the interest of upgrading the quality of our membership we are presenting the first in a series of simple quizzes on basic facts related to historic military vehicles.

MILITARY VEHICLE QUIZ #1 – by Phil Kern

- Which of the following are rare as hen's teeth?**
 - Willys MT-TUG
 - XM443E1 Super Mule
 - A courteous BMW driver
 - All of the above
- You have just observed a display of “duck walking”, you are watching:**
 - An amphibious vehicle
 - A 4x4 truck
 - A senior club member who has pulled his pants up a little too high
 - A seaplane
- You would normally wear a “Piss Cutter” where?**
 - On your foot
 - On your crotch
 - On your head
 - On your arm
- Prior to the HEMTT, the US military issued only one large scale production contract for an 8x8 truck, it was manufactured by**
 - Reo
 - Ford
 - Mack
 - International
- Many of the series of extra lightweight jeep vehicles developed in 1942-3 were powered by motorcycle engines, the engine in the Willys version was manufactured by:**
 - Norton
 - Indian
 - Triumph
 - Harley Davidson
- Phil is feeling particularly lazy today but needs to swap all four wheels on his Ford GPW for an upcoming MV meet. In what order should he change his wheels, so he has to switch the rotation on his impact wrench the fewest number of times? It is currently set for clockwise and each wheel must be fully mounted before going on to the next as he has only one floor jack.**
 - Left front, left rear, right front, right rear
 - Left front, right front, left rear, right rear
 - Right rear, left rear, right front, left front
 - Left rear, right rear, left front, right front
- The Willys version of the ¼ ton 4x4 Command Reconnaissance Car, more commonly known as the Jeep, won the manufacturer's competition and was awarded a production contract mainly because of its superior engine. Who designed the engine?**
 - Karl Probst
 - Edward Studebaker
 - Barney Roos
 - William Packard
- On pre-production Ford ¼ ton trucks, what does GP signify?**
 - Government contract reconnaissance car
 - Government Procurement
 - General Purpose truck
 - Government Proposal



Continued to the next page-

Continued from previous page-

9. The “Easy Eight” was a:

- A. Four axle truck
- B. House of ill repute
- C. Eight ton trailer
- D. Medium tank

10. On Dodge military trucks, “WC” signifies what?

- A. War Department Contract
- B. 1941 half ton truck
- C. Four Wheel drive, 116 inch wheelbase
- D. Wartime Construction



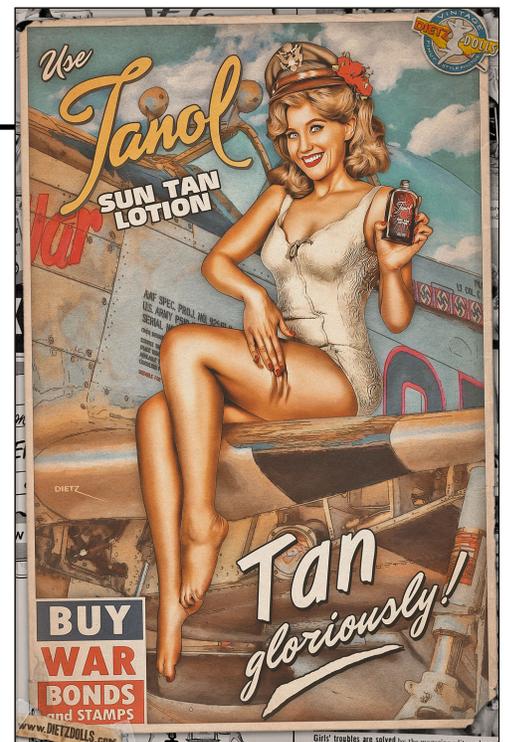
Answers to Military Vehicle Quiz #1

- D. Only about 15 MT-TUGs (AKA Super Jeep) were built, only about 5 XM443E1 Super Mules and courteous BMW drivers are in the same league as Bigfoot.
- B. Duck walking is the ability of an articulated vehicle, such as the Caterpillar GOER series, to rotate the front part of the vehicle from side to side while the wheels are spinning to extricate itself from a mudhole.
- C. A “Piss Cutter” is a military soft cap with a peak down the middle, also known as a garrison cover or overseas cap.
- B. Ford manufactured the M656 series of 5 ton 8x8 trucks.
- D. The Willys Air Cooled utilized a 49 cubic inch, 24 horsepower Harley Davidson engine.
- B & D. The lug nuts on the left side of an MB/GPW have left hand threads, so if the wrench is set to clockwise you would have to start on the left side to loosen the first wheel, switch the wrench to CCW tighten it, then move to the right side to loosen the next wheel, switch the wrench and so on. The minimum number of times you would have to switch the wrench to replace all four wheels is four.
- C. Delmar G. “Barney” Roos (re)designed the 134 cubic inch Willys “Go Devil” engine.
- A. At Ford Motor Company “G” signified a Government contract and “P” signified an 80 inch wheelbase reconnaissance car.
- D. The late model Sherman M4A3E8 tank mounted a high velocity 76mm gun and was known by the troops as the “Easy Eight”.
- B. For Dodge the first letter signified the year (V=1940, W=1941) and the second letter the weight class (C=1/2 ton). Even though the WC series trucks were upgraded to ¾ ton in 1942 and manufactured into 1945 Dodge retained the original WC designation throughout production.

Score yourself as follows:

- 1-2 Correct: Tenderfoot
- 3-4 Correct: Private First Class
- 5-6 Correct: Master Sergeant
- 7-8 Correct: Chief of Ordnance
- 9-10 Correct: Major General

HUGE Thank you to Phil Kern for putting this quit together!!!

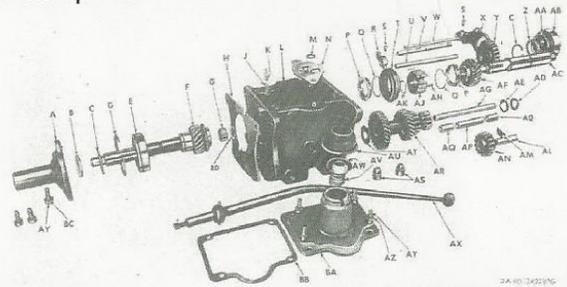


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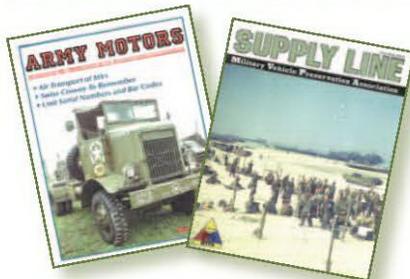
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Military Vehicle Collectors of California Merchandise 2019



2019 MVCC Camp Plymouth

Tshirt. This year we chose A
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 Size: S,M,L,XL - \$20 each
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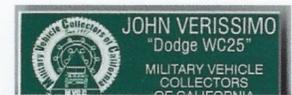


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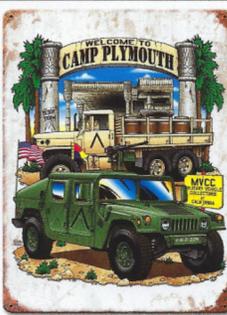
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UPCOMING EVENTS



April 14-19, 2021 Military Vehicle Collectors of California Annual Spring Swapmeet, Campout and Military Vehicle Rally. Held at our new location in Plymouth CA at the **49er Village RV resort and Amador County Fairgrounds.**

No vendor or visitor fee except camping fee.

Lots of free parking for day use. Contact: MVCC Wagonmistress, Joann Lesser

408-238-8277 or 408-440-6068 email

May 22-24, 2021. Best of the West Antique Equipment Show, Santa Margarita Ranch, Santa Margarita, CA. Between San Luis Obispo and Atascadero. Registration website: bestofthewestshow.com

contact Erik Terberg at 951-529-2301

or email eterberg@hotmail.com

June 18, & 19th 2021 Eagle Field Dinner Dance and Fly In & MV Rally

Eagle Field, 11100 W Eagle Ave, Firebaugh, CA 93622

POC is Chris Thomas (559)871-6507

October 10 - 11 2020 Military Vehicle Demonstration Weekend at the American Armory Museum. Saturday: Car Show/military swap meet, Sunday: Civilian & Military Swap Meet. Please look at the flyer on page 21.

4144 Abernathy Road, Fairfield, Ca.

POC American Armory Museum (707)389-6846

October 17th, 2020 Swap Meet and Car show Alameda Naval Air Museum 6:00 a.m. to 3:00p.m

Military Vehicles welcome Free, for display on the plane ramp. Large vender spaces \$40.00, cars for sale \$20.00. Note: Do to the restrictions, there may be no access to the Museum? Other then restroom use, we will find out more as the date gets closer.

POC Larry Pirack 510-522-6440, 510-612-8955

or email backtothe40s@gmail.com

November 8, 2020 Mayor's Salute to Veterans Day Parade, Fisherman's Warf, San Francisco. The parade will be a WWII 75th Commemoration.

Staging starts at 0900, parade step off at 1100.

POC: Andy 510-832-4322

November 11, 2020 San Jose Veterans Day Parade

Step off at 10:30am near the sharks tank.

POC Kurt Lesser 408-238-8277

November 11, 2020 Petaluma's Veteran's Parade

Petaluma, Ca. POC: Scott Rohrs (415) 259 8177

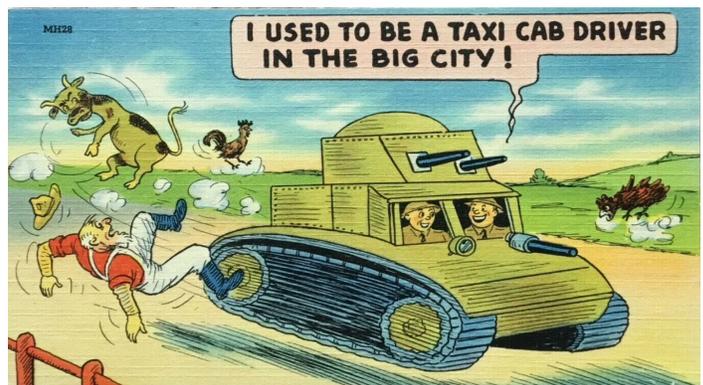
November 11, 2020 Gustine's Veterans Day Parade Downtown Gustine. 10AM

POC Don Gomes (209)876-1273

November 11th, 2020 Veterans Day MV Display, Veterans Memorial Building 400 Hartz Ave, Danville CA from 0900-1700.

POC Andy Shyers 510-832-4322

(Note: Event subject to 11/11/20 COVID rules)



**PLEASE SEND ALL UPCOMING EVENTS
TO OUR EDITOR JOHNNY VERISSIMO
AT**

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Please enter an e-mail address for possible future methods of communication. If you list MVs or related hobby interest, it will show up on membership lists the MVCC Officers receive. Sometimes we want to contact members with certain MVs about displays or movie work. Note that you may opt-out of having contact or hobby information published in the next Member Directory booklet.

This is your application. Separate it from the newsletter, fill it out, and fold it put it in an envelope with your check inside, apply postage, and mail it. Simple!

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Home phone _____ Cell phone _____

E-mail address _____

I DO / DO NOT want my contact information in the Directory (circle one)

List military vehicles you own (year, make, model) and/or related hobby for the next Directory. Help those with similar interests find you. Use separate sheet if necessary.

MEMBERSHIP (check one) (Term is 1 full year!)

- \$40 Regular Member newsletter mailed
 - \$90 Regular Member for three years Newsletter Mailed
 - \$30 Regular member newsletter Online
 - \$70 Business Member (includes one, 2"x 3.5" ad in each newsletter (business card). A Business Member may also hold another class of Membership
 - \$65 Regular membership newsletter Online for 3 years
- ASSOCIATE MEMBERS** (spouse or significant other, and/or children under 18). Includes membership card. Only spouse has voting rights.
 One newsletter delivered per household
 _____ Associates @ \$5.00 each per year, Membership Badge \$10 Each.

Replacement badges \$ \$10 EACH Amount enclosed _____

Print Associate Name _____ Relationship to Member _____

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