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ARMOR-ZONA

By Rick Forys



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The 2019 Annual AMVCC Arizona Military Vehicle Show



The vehicles were lined up in tightly dressed rows, and were pretty well organized by type or size.

I'm standing in a lot full of nice looking military vehicles from basically all eras. Golden sunshine, crisp blue skies and very comfortable seventy degrees temperatures overwhelm the senses, while barren, rocky hills set a other worldly backdrop... and oh yea, it's January! I must be dreaming, right? Actually, no, I'm in Phoenix, Arizona at Tempe Diablo Stadium to take in the annual AMVCC Arizona Military Vehicle Show!

The Arizona Military Vehicle Collector's Club was started in 1982 by a small group of collectors and like-minded individuals. A short two years later, they put together their first small show spearheaded by Rod Shaver in a Tempe parking lot. The next year saw it move to the Papago Military Museum, and by 1991 it had grown to become an annual





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event. In the years following, the show relocated a few times until 2016 when it moved to Tempe Diablo Stadium, where they hope to stay for the foreseeable future.

The site is the spring training home for the MLB Anaheim Angels, and with acres of green ballpark, it looks like an oasis in the desert landscape. The grounds are immaculately groomed and kept, so sadly for obvious reasons the show and the trucks are confined to the asphalt of the east parking lot, bordered by the I-10 freeway. However, with the moderate temps and January sun, walking the pavement was pleasant without that feeling of getting baked, and the freeway also makes the show site very accessible.



In front of the line sat a WWI era 1918 US Army Class "B" Standardized Truck, manned by George Paulsen, appropriately dressed in period uniform.



In 2016 the show moved to Tempe Diablo Stadium, where they hope to stay for the foreseeable future.





This 1965 Ford F-100 pickup was built as a temporary vehicle for the US Navy and was displayed in "factory" condition by P. Francis.

Another benefit was that everything was close together. The show entrance is on the south side. A food truck sat on the west side, opposite the freeway, with a covered eating area and vendors filling the entire west corner, banking around the north side of the lot. The rest of the area was filled with trucks. It wasn't like any part of the show was way over there, or in the next field. Two or three laps around this entire show might get you once around Findlay, or Gilbert, but that's not to say there wasn't as much to see. The club, led by Alan Thurston really did a good job of organizing everything, and making optimum use of the space available to them. The vehicles were lined up



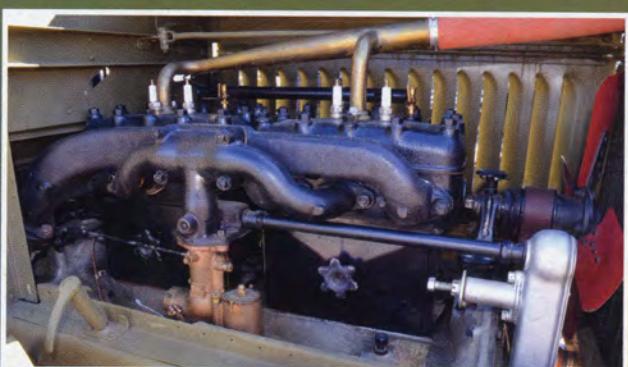
Ian Liljeblad displayed his 1.648:1 scale 1942 Willys MB "Big Willy" which was originally a concept for Burning Man and evolved into a fully functional vehicle.



The 1918 Standardized Class "B" truck also known as the "Liberty Truck", was built to serve in WWI, however the war ended before it could see much service.



The data plate indicates a total loaded weight of 17600lbs allowing for 6000lbs of cargo. The fuel capacity is 21 gallons and the delivery date is listed as 7-15-18.



The vehicle employed a gas powered inline four cylinder 425 cid L-head engine that produced 52 horsepower through a 4 speed transmission.





As a second series truck, it likely never left the country, and after the war went through the hands of Marvin Bradley, John Furrer and Hayes Otooplak before being obtained by current owner George Paulsen. **INSET:** The truck was designed by the Quartermaster Corps with help from the Society of Automotive Engineers.

The 1918 Standardized Class "B" truck, also known as the "Liberty Truck" was designed by the Quartermaster Corps with help from the Society of Automotive Engineers in 1917 with the goal of producing the most technologically advanced truck possible, and also to help standardize the immense parts catalogue and multiple types of vehicles then in use by the US military. It was the first official standardized motor vehicle adopted and produced by the US Military.

The vehicle employed a gas powered inline four cylinder 425 cid L-head engine that produced 52 horsepower through a 4 speed transmission, driving the rear wheels to yield a top speed of about 15 miles per hour. Fuel consumption was said to be anywhere from 3.5 to 7 gallons to the mile, depending on terrain, speed and driving ability. Although designed and produced for the war effort, the first trucks didn't arrive in France until early October 1918, and few made it to the frontlines by war's end.

This 1918 Standardized Class "B" truck is one of 8000 built from the second order. The truck was once owned by Marvin Bradley who sold his collection of WWI vehicles

to John Furrer after retiring from the film industry. Furrer then moved the collection to Picacho Peak, AZ to create a WWI vehicle museum, and upon his death in 1987, the collection passed to Hayes Otooplak who owned the truck until purchased from him in 1988 by current owner George Paulsen who restored it to the present condition.



The spartan interior shows the height of technology from a century ago. The simple instruments comprises an oil pressure and amperage gage, along with switches for the ignition and lights.





Chuck Reuter from Tehachapi, CA displayed his Ford GPW built on 12-29-1942.



Vern Throop from Prescott, AZ showed his 1944 GPW.



This 1943 Ford GPW owned by Idan Greenberg had May 5th delivery date.

in tightly dressed rows, and were pretty well organized by type or size. Some of the trucks were a little close together making individual pictures tough, but it wasn't that bad, and all the trucks in tight formation looked great. I was impressed with the way that when a new truck showed up, it was promptly guided and precisely parked in just the right spot.

On entering the 2019 show attendees were greeted by no less than a British Chieftain main battle tank displayed by Bullet Proof Diesel, who also brought their FV432. Just beyond lay several columns of green vehicles neatly lined up for inspection. I like to say that it's always a good show if I see something I haven't seen before, and as I get ready to choose a direction I spot two. Parked in front of me I see a WWI era 1918 US Army Class "B" Standardized Truck, manned by George



Willys MB owned by Mark Jewell with a September 1945 delivery date.



AMVCC President Alan Thurston displayed his 1942 Willys MB.



Of special interest was a seldom seen V35-U exhibit presented by Mike Wixom that included both a restored and project vehicle.



The half-track family was represented by a 1943 M15A1 in the process of being restored by Dave & June Esparza.



Joe Martoccia displayed his 1970 AM General M35A2.



Kaiser Jeep produced Mike Pfeifer's M35A2 in 1969.



The lone M35A3 proudly displaying the colors is owned by Charlie Compton.



John Pavka displayed his Dodge 1953 Marine Corp M37.





M38s were well represented, including this 1952 model owned by Abe Miller.

Paulsen, appropriately dressed in period uniform. Seeing one of these usually involves a trip to a museum. Out of the corner of my eye, I also notice something else. It is the unmistakable shape of a Canadian Military Pattern vehicle. Not only is it a CMP, but it happens to be an unusual version with the early #11 cab, owned by Ed McCawley from Tempe, AZ. Things were starting off well. Overall, the first thing that struck me about the show was the high number of Jeeps, which I believe was the most I have seen since the last Louisville convention.

Another thing that occurred to me later on was how balanced the vehicle turnout was. There were some holes but most of the MV family tree lineage was pretty well



Seeing the lighter 8cwt with the early #11 cab was double rare and certainly one of the highlights of the show.



Although some 8cwt's went to England, the bulk of them went directly to North Africa and into combat.



James T. Pea brought his 1953 Willys M38A1.



The CMP cab interior shows the use of many civilian / commercial parts.



The first #11 cab designed at Ford by Sid Swallow is shown here. Ford-built truck grilles used a square mesh while Chevrolet-built vehicles had a diamond pattern.

With only 2-wheel drive, off-road capabilities were limited and by late 1941 the 8cwt class was determined to be obsolete, with production switched to the 15cwt class.

It is commonly said that Canada's war-time production of soft-skinned trucks, including the CMP class was the country's most important contribution to Allied victory. The country produced around 410,000 CMP trucks, with GM building 201,000 and Ford contributing the remainder. Taking advantage of Canada's thriving automotive industry, work on the vehicles started in 1937 when Ford Motor Company of Canada and General Motors of Canada Ltd were invited to develop prototypes. After the Dunkirk evacuation in the spring of 1940, where the British Expeditionary Force was forced to abandon most of its military vehicles, there was an urgent need to replace those losses and to provide more vehicles to equip the armed forces of the Commonwealth. The Canadian CMP vehicles proved to be a solid solution for the armies of Britain, Canada, Australia and New Zealand, and were also sent to the Soviet Union as part of Canada's Gift and Mutual Aid program to the Allies.

There were four basic weight classes using the British standard load capacities of 8 cwt (hundredweight), 15 cwt, 30 cwt and 60 cwt corresponding roughly to the American loads of 1/2 ton, 3/4 ton, 1.5 ton and 3 ton, respectively. The Ford-built CMP trucks used a 95hp, 239 cu in (3.9 L) Ford V8 Flathead engine, while most of the Chevrolet-built CMP trucks had a 216 cu in (3.5 L), 85hp straight-6 overhead-valve engine.

The Ford and Chevrolet trucks shared a standard cab design, which evolved into three models over the years of production. The first #11 cab was designed at Ford by Sid Swallow and was followed by the #12 design which was similar except for a two-part radiator grille that became known as the "Alligator cab". The final and most commonly seen #13 cab was an entirely Canadian design entering production in late 1941. All the CMP cab designs featured a short, "cab forward" configuration to meet the original British specifications for a compact truck, which gave the CMP trucks their distinctive look. This compact design would prove to be very efficient for ship transport.

Ed McCawley from Tempe, AZ has owned his Ford 8cwt with #11 cab for several years now, purchasing it from an older collector in the area. From what he knows, the truck came out of Canada and was restored by a group of individuals in Wisconsin. Apparently the only concession made during restoration was the installation of an automatic transmission to make driving easier for the previous owner. In talking with Ed, he told me that he was actually happy with the automatic conversion stating that "with the way those pedals are, I'm not sure I could drive it with a manual!" Seeing any CMP vehicles on the show circuit today is very uncommon, with by far the most typical model seen being the 15cwt with the #13 cab. Therefore seeing the lighter 8cwt with the early #11 cab was double rare and certainly one of the highlights of the show.



This 1953 M43 ambulance owned by Napoleon Korpas rounded out the group of Korean War Dodges.



1984 AM General M925 5-ton displayed by Sam Moore.



Another ambulance was this 1954 M170 brought by Jun Tolentino.

organized for display. As I mentioned, there were a lot of quarter-tons, with a number of wartime GPWs and MBs. I also noted a small number of CJ/MB "hybrids" reporting for duty. M38s were well represented, and I saw a few M38A1s including a rolling chassis displayed by Dave Esperanza, and an M170 brought by Jun Tolentino, but compared to most shows lately, the number of M151s was low, and only one M274 Mule brought by Butch Taylor made the trip. Of special interest however was a seldom seen V35-U exhibit presented by Mike Wixom that included both a restored and project vehicle.

Working up the weight scale, two half-ton Dodges, including a nice WC12 owned by Mark Giuliani were the only WWII attendees, but things picked up again with a



From the 1960's, and built at the Cleveland Tank Plant (site of the 2017 MVPA National Convention) was a clean Cadillac M114 displayed by Dan Parmley Jr.



Club Treasurer Albert Turner showed his AM General 1984 M936 wrecker.



A pair of M1078s attended the show including this one owned by Allan Gazza.

handful of M37s and an M43 ambulance. It was also nice to see a couple of Kaiser M715s, which seem to be making a small comeback lately. Moving on there was good selection of M35s including an M109A3 driven in by "Iron Mike" and an M35A3 proudly displaying the colors owned by Charlie Compton, and of course 900 series vehicles were also popular, with a number on hand. There were a few HMVEEs, but likely were the massive M1070 HET owned by Matt Lane and the pair of M1078s owned by Allan Gazza and Tim Filson.

Moving on to armor, besides the imposing British Chieftain and F432, the first thing visitors encountered was Rod Shaver's 1944 Ford T16 Universal Carrier looking smart in the Arizona sun. Not far away, the half-track



The massive M1070 HET owned by Matt Lane was one of the newest vehicles attending.

family was represented by a 1943 M15A1 in the process of being restored by Dave & June Esparza. From the 1960's, and built at the Cleveland Tank Plant (site of the 2017 MVPA National Convention) in what could be considered a modern evolution of the Universal Carrier was a clean Cadillac M114 displayed by Dan Parmley Jr.

Other non-armor items that surely attracted attention included a 1969 Hughes OH-6A Cayuse helicopter on a trailer brought by Dr. Baron Smith, and a very unique 1965 Ford F-100 pickup built as a temporary vehicle for the US Navy displayed in "factory" condition by P. Francis. I also can't forget the dedicated group of Pinzgauer owners holding station in the southeast corner. Then if you ever considered what it would be like to build a Jeep,



Other non-armor items that surely attracted attention included a 1969 Hughes OH-6A Cayuse helicopter on a trailer brought by Dr. Baron Smith.



The club led by Alan Thurston, seen here being interviewed by the local Fox affiliate, really did a good job of organizing everything, and making optimum use of the space available to them.





Two half-tons, including this nice WC12 owned by Mark Giuliani were the only WWII Dodge attendees.



Unusual 1991 Puch 230GE displayed by Mike Nims with a 1975 Puch 710M owned by Danae DeStories on the left.

double the size, then you need to talk with Ian Liljeblad who displayed his 1.648:1 scale 1942 Willys MB "Big Willy". The 4-wheel steer behemoth was originally a concept for Burning Man and evolved into a fully functional vehicle that is displayed at 4X4 and other events.

On late Saturday afternoon, AMVCC President Alan Thurston was very happy with the day's events telling me that considering truck, vendor and public turnout, it was one of their biggest and best events yet, and that plans for the future are on a steady course. I have to say that this show was a lot of fun. The weather was beautiful, the site was clean, everything was well

organized, and the walking was easy and limited. The original motivation for the trip was to cover the show with the side benefit of slipping in a little winter getaway, or maybe the other way around, but in either case, it was a good idea! We found airfare to be comparatively cheap and hotels abundant and very reasonable. Being metro Phoenix, all the amenities are available and tons of tourist destinations are within driving distance. The only downside could be that hitting the vendors too hard may involve shipping, but I have to say if you're looking for a little something to beat those winter blues, this may be the ticket. I'd do it again!!



One of the first things visitors encountered was Rod Shaver's 1944 Ford T16 Universal Carrier looking smart in the Arizona sun.



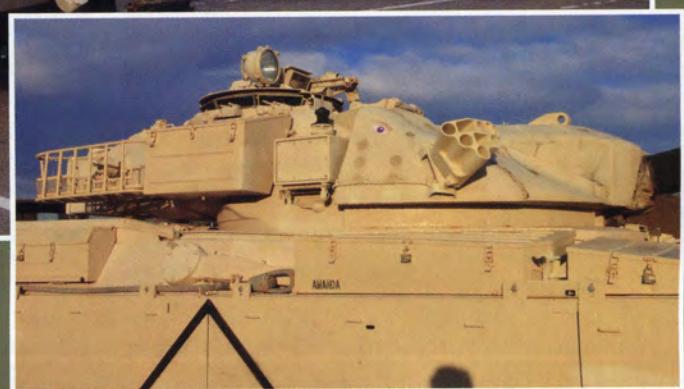
Matt McNeil brought his well used 1973 Steyr-Puch 712M.



On entering the 2019 show attendees were greeted by no less than a British Chieftain main battle tank displayed by Bullet Proof Diesel.

The FV4201 Chieftain was the main battle tank of the United Kingdom during the 1960s, 1970s and 1980s. It was considered the final evolutionary development of the Centurion, and introduced the supine (reclining) driver position to British tank design enabling a heavily sloped hull with reduced height. It featured a new power pack and improved transmission that gave it higher speeds than the Centurion despite being heavier due to major armour upgrades, which in turn allowed for a heavier gun. The Chieftain remained in service until replaced by the Challenger 1 which shared a large number of the Chieftain's features.

The 56 ton tank was produced by Leyland Motors and powered by a Leyland L60 2-stroke multi-fuel 6-cylindar opposed piston engine that was rated at 750hp. Top speed was 30mph with a range of 310 miles. The Chieftain was armed with a 120mm rifled tank gun and a Coaxial L8A1 7.62 mm machine gun. The tank was used by the U.K., Kuwait, Iraq, Israel, and the Netherlands, and is still in front line use by Iran, Jordan and Oman.



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The Chieftain was armed with a 120mm rifled tank gun and a Coaxial L8A1 7.62 mm machine gun, and had an NBC protection system which Centurion lacked.