



MMoT POST EXCHANGE THE OFFICAL NEWSLETTER OF THE MILITARY MUSEUM OF TEXAS

Volume 5, Issue 1

February 06

General News



Joe Kuti 11-15-1953 ----- 11-29-2005 RIP
The Museum lost a great friend with the passing of Joe Kuti on November 29, 2005. He will be greatly missed. Attending his funeral from the MMoT was: ED Farris, Charles and Karen Sumner Sr., Jr., Peter Burland, Kirk Sullivan, Buddy West, Rodney Williams, Steve Madison, Tim Miner, Daniel Benczedi, Francisco Vera, and Kenny Rogers

Calendar of Events

ROTC WORK DAY	2-25
St. Patrick's Day Parade	3-17
Brent Mullins Open House	3-24/25
WestHouston CAF Open House MV's welcome	4-22/23
Museum Thank You/ Membership (Still Planning)	4-27
Memorial Day	5-27

Ride of the Month

By Kirk Sullivan



Joe Kuti's beloved M-135 is the Ride of the month. I tried very hard to get some information off the internet about this truck to no avail so I'll try to tell you what Joe told me about the truck. The M-135 and M-211 are very similar trucks. The main difference that I can tell is the M-135 has single tires on the rear axles and the M-21 has dual tires. They were built by GM in the early 50's to replace the ageing CCKW. They had a state of the art, for 1950, automatic transmission. This was to make them easy for young drivers to master. The engine was a beefed version of the inline 6 cylinder overhead valve engine that had been around in the CCKW for 10 years. The transmission was one of those great ideas the army had that just didn't work out. It was weak and prone to breakage. Joe and I were talking to some Vet's at VE day in 2004 in the Woodlands. One of them was a truck driver in Korea during the war. This gentleman regaled us of stories of his M-135 and how the automatic transmission saved his life while driving in the Korean mountains during a blizzard.

The REO M-35 came into service about the same time as the M-135/211. This was a superior truck as attested to its very long service life, it is still in service. As the M-35 was a better truck, and none of the components were interchangeable with the M-135/211, the M-135/211 was discontinued and then used in National Guard and Reserve service for the remainder of its service life.

The neat thing about Joe's truck is the story as to why he would buy a truck that was basically a military blunder. When Joe was a young boy, he worked his summers at a Boy Scout camp outside of San Marcus Texas. He was sent to San Antonio one summer day to pick up a truck the Air Force was donating to the Camp. He told me he spent the rest of his summers at camp driving the wheels off the truck. He even turned it over once. They would go to the drive in movies in the truck; he generally had a great time during his adolescence in the M-135.

Joe found his truck rotting in a field, but when he saw it, he had to have it. I know this is the same way I have found most of my vehicles, love at first site. He spent more time and money on that truck than he should have. Anyone that watched him try to get it running when we moved to Wallisville knows that I'm right about that. When Houston Truck went out of business, he got permission to climb over the relic trucks that they had out there and get some parts for his truck. He never did get it running at the new facility, but that will be a future project for his friends. I can't wait to hear it running again.

February 25, 2006 ROTC Work Day

By Buddy West

The Oak Ridge High School Air Force Junior ROTC program has again volunteered to help us out this school year. So far, twelve cadets have signed up to support us Saturday, February 25th, and more are expected. Buddy West has put together a task list that mainly includes clean-up work around the building. But what really excites the kids is the chance to work on REAL, LIVE MILITARY EQUIPMENT! So if you have work that you would like to do on your vehicle, fluid changes, lubrication, changing tires, new belts or hoses, and could use the help of one or two energetic teenagers, let Buddy know and show up with

the necessary supplies. You benefit from the extra hands, and they are thrilled by the experience.

It is not all work. The cadets get to spend some time running engines to charge batteries, exploring the vehicles, and we try to arrange a few rides. They also get to interact with us and learn a few bad habits that may **help** them in any future military careers.

Buddy is also working with the ROTC cadre to set up another volunteer day in April. So while we could use your help saving the kids from washing and dusting on the 25th, there should be another chance to use their help in the spring.

Remember, we, and they, get the most benefit from their visit when we have members show up with work they'd like help with on their vehicles. If you have any project ideas, please let Buddy know (westbuddy1@aol.com).

HOW A BALL-POINT PEN FIXED A M38A1

While stationed in Heilbronn, Germany, spring 1958 with "D" Co, 54th Infantry of the 4th Armored



M42 tanks in the motor pool of 128th Ord Bn, 4th Armored Division, during manoeuvres at US Army Training Base, Grafenwöhr, West Germany, May 1960

Division, I drew the assignment as 'Jeep Driver' to go on Maneuver Damage Control. Being both fluent in the language and familiar with the country, it was an easy and fun assignment. The Officer-in Charge (my Platoon Leader too) 1st Lt. McKenna and I were 'tooling' down this serpentine-type road outside Schwaebisch Hall, Germany, when all hell broke loose.

The Korean War vintage jeep, a M38A1 suddenly shuddered and kept rolling to the right towards a steep cliff. Frantically I turned the steering wheel to the left to stay on the road, but to no avail. Hitting the brakes,

we skidded into one of these square concrete pillars, used in Europe to keep vehicles from going over cliffs! Not knowing much about cars in those days, military jeeps in particular, we sat there dumbfounded by what just happened. Lt. McKenna got out and crawled under the Jeep to investigate. He discovered that we lost the cotter pin and nut, securing the idler arm to the Pitman arm. He suggested we look for the nut somewhere up hill and sure enough found it very close to the cliffs edge. The Lieutenant then banged the two parts together and secured them with the nut. Now not having a new cotter pin at hand, he very coolly asks for my ball point pen, broke off the clip, aligned the holes, stuck it thru and bent one end down. There, he explained. that's "Yankee ingenuity" and that's how we limped back 30 Kilometers to our Motor Pool at the Wharton Barracks in Heilbronn, Germany.

Dieter Klein
PFC US Army

State Guard Report

By PFC. Sullivan



I thought I could find a Picture with MMoT members, but we were too busy to pose for the camera!

Well what can I say about the Texas State Guard this month? The State Guard was involuntarily mobilized for the 1st time since WW2 in August in response to Hurricane Katrina. I was called to Duty on the 28th of August 2005. I met most of my Squad at the Museum on that day about 15:00hrs. Charles Jr. and SSgt. Miner were there along with many members of the RSD North team. We took the CUCV convoyed to

Beaumont Texas to be mustered in at the National Guard Armory on College Street. Most of us were assigned to Orange Texas, so we gathered up and took off. I was assigned to the Presbyterian Church in Orange, but we had folk at all different places between the Louisiana border and Baytown Texas. I was reassigned to the Ford Center in Beaumont for a couple days. This is where I ran into SSgt. Danny King. I bumped into SSgt Ed Farris, he was in the Baptist Church in Orange. Lt. Col Dennis Boone was commanding the North Orange Baptist Church. I was demobilized on September 16, 2005 at 1430hrs, this was a very exciting time, but I was glad it was over. Most of the guys I've mentioned here, SSgt Miner and Pvt. Sumner were on duty through Hurricane Rita demobilizing after 6 weeks or more of service. I joined to State Guard to serve my state during these dangerous times. It was great to have the opportunity to get to serve.

Army launches outreach site

Submitted by Dieter Klein

The Army launched a new web site as a user-friendly way for the public to find Army events and request support for events.

The web site - www.army.mil/outreach - is designed to connect Americans with the Army.

"Connecting with the community is important to the Army because that your community is our community too," Col Garrie Dornan, director of the U.S. Army Outreach Program Division at the Pentagon, said.

Adding, "While soldiers are serving overseas in Iraq and Afghanistan, it is important to show the American people we are serving in their neighborhoods as well."

The web site includes an interactive, searchable calendar of the Army events throughout the United States.

Users can search by date, location, key word or type of event to find descriptions of events in their communities. Calendar events include activities such as air shows, skydiving demonstrations, concerts, parades, speaking engagements and ceremonies to honor troops.

The site also features an easy way to request support for events.

Organizations can invite soldiers, who served in Iraq and Afghanistan to speak, as well as request displays of Army equipment.

Users can also access aerial demonstration forms online, making it easier to request support.

The Army computer game, "America's Army", can be downloaded for free.

Other downloads include poster gallery, book covers, desktop wallpaper and screen savers.

Users can also search a gallery of Army photos and news articles.

Other site feature includes a list of ways to support troops serving overseas.

Users can send a message to troops, providing a calling card so soldiers can speak with their families or donate frequent flyer miles.

Soldiers can use these to fly home free, or families can use there to visit wounded service members in military hospitals around the country.

"This new site gives the American people a direct connection to the men and women of our Army who have answered the call to duty and are proudly serving the nation," Col. Dornan said.

Corporate Sponsorship

By Buddy West, Corp Development

A Thank You to our latest corporate sponsor.

Recently we discovered that the tank was leaking even more fuel than normal. It turns out that we had a damaged fuel injector, and I was deeply concerned about the cost of repairing such a unique part. It was beginning to appear that the tank would not be ready for the Independence Day activities downtown.

In response to a perhaps wistful e-mail, Ken Smith of AMBAC International sent me a message. He let me know that they were, and even better are, the manufacturer of the part. Ken and AMBAC graciously offered to donate the restoration of the fuel injector, and would like to remain available should we have any more problems with the tank's fuel system. An injector was received in due course, and was installed in the tank. Thanks to AMBAC's support, the M60A3 was ready to participate in the Houston July 4th Celebration again this year. Thank you again AMBAC International and especially thank you Ken Smith for stepping outside of the box and helping us out.

Military Vehicle Preservation Association

SMCE 1976, an international organization dedicated to the preservation of military transport

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