



This is the first addition of the Montana vehicle club new letter the editors in charge of this operation are Richard Galli and Richard Morris .

In this addition a list of for sale and wants and needed , stories of history of vehicles and weapon systems , tech tips and good advice . Up coming advents of our club state wide

TANK OVERHAULING HAPPENS IN MONTANA



Larry Torske , Bob Schoen and Ray Jenko are in process restoring their M-24 Chaffee tank our March meeting will be in Hardin at Larry's shop on the weekend of the 14th 15th and 16th of March please contact Larry Torske or Rich Morris at 586-2255 if you can come and help these guys out on this great project

M1 Carbine Raffle



The Club rifle raffle of the M-1 carbine is going very well , we will be selling tickets this month at the Bozeman Gun show on 7th-9th of march location is at the county fair grounds , if any members would like to help sell ticket please contact Hank Adams I am sure he wont turn down any help . If you would like to buy at ticket the cost is \$5.00 each the raffle will be on the 11th of November veteran's day and you don't need to be present to win Please contact any of the officers for tickets or events that you might like to sell tickets at and we can make sure you have the rifle at the event .check out more on the raffle and events by going to the website www.mmvc.org

Member new vehicle projects

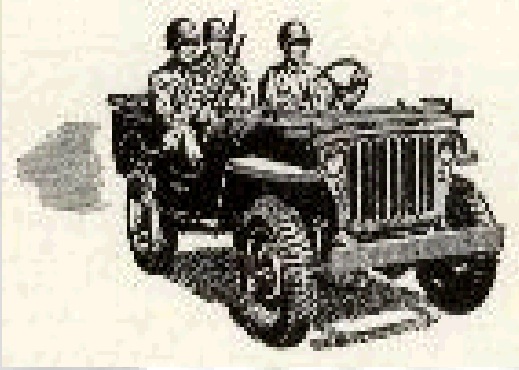
Member Bill Otto has a 1942 Dodge command car for a new project that he and his son David have started to work on . Here's a picture of the command car after Bill got it ,He's got his work cut out for him and David too



David helps his dad remove bubba's plywood top



Here a picture when Bill's son David started to help on the project . David didn't like the bubba's plywood cab and wants dad to get a canvas top for his command car . David removed the the plywood cab with the ease with the help of the boom of the crane and the high speed of the command car . Good Job David!!



Veterans Day 2007

By Hank Adams

On November 11th the MMVC had an extremely busy day. The day's activities started with a Veteran's Day Memorial service at Sunset Hill's cemetery in Bozeman. Our club lined up our vehicles on the hill in back of the new Vietnam Veterans Memorial Wall. This provided a perfect backdrop for the service.

Following the service, members had lunch at Chicago's Pizza and then went to Highgate Senior Center in Bozeman. Dozens of Veterans and their spouses were present. After a brief introduction Rich Morris demonstrated weapons and Army Veterans were provided the Freedom Salute from the US Army. Outside Mike Atwood, Steve Opp, Bill Otto, Len and Barb Thomas, Bruce Garbe, Rich Morris and Steve Mayville gave veterans and their spouses were given Jeep rides. Jess Tode took some great pictures during the event. Many members thought this was the best event that our club sponsored in 2007. We hope to have even more participation next year.

The final event was the M1 Garand drawing at the American Legion Post 30 in Belgrade. The raffle was won by a gentleman from Minnesota that purchased his ticket at the Air Show at Gallatin Airfield in July.

The MMVC appreciates the great participation on Veterans Day 2007 and hope everyone had a great time during the events.



Becoming Part of ARMY Aviation

By PV2 Morris, Brittney



Picture by PV2 Morris, Brittney UH-60L bottom left & forward right two UH-60M in the back left and right in the hanger at FT Eustis, Virginia.

Brittney has completed basic training and Technical training for Avionics on the Black Hawk and Chinook helicopters. She now is the newest member of the Army Aviation team, and will be stationed at Camp Humphreys South Korea. There were only ten personnel total in the 16-07 15N class. The course itself was 7 months long. I underwent Black Hawk and Chinook wiring, and many other components that has to deal with keeping these birds flying. The course was not only challenging, but also had many tasks that had to be completed for one system, and trouble shooting eventually became easier as the course went on. We were only allowed twenty minutes per test, to complete the paperwork and find the fault. It was mainly hands on, with only very few hand written tests.



From left to right PFC Joiner, PFC Gale, and PV2 Morris standing in front of the stabilator of the UH-60L Blackhawk.

Kilroy Was Here



Kilroy.

There have been many stories about who Kilroy was. Here are just a few:

1. The most accepted story ran in the New York Times in December 1946. It stated that a welding inspector for Bethlehem Steel shipyard in Quincy, Massachusetts, named James F. Kilroy, started the craze. Usually, inspectors used a small chalk mark to denote a completed inspection, but welders were erasing those to get double pay for their work. To prevent this, Mr. Kilroy marked his inspections with the phrase (“Kilroy was here”). The graffiti became a common sight and was imitated by workers when they entered the service and traveled around the world.



2. During WWII the U.S. was producing Liberty ships very fast and they all had to be inspected. There was one inspector named Mr. Kilroy who worked in the Boston shipyard. When he completed an inspection the proper people and papers were not always there. Consequently, he began writing “Kilroy was here” on the bulkhead to show that he had been there and that the ship passed the inspection. Because ships were built so fast, thousands of soldiers saw the slogan and carried on the tradition.

3. In ancient Ireland a form of communication consisted of symbols carved into trees,

plants and rocks. This was called “Ogham.” A common message was. “Kilroy, son of Here.” This statement likely was a way for a landowner to communicate to others that this was his land or turf. “Kilroy, son of Here,” was probably changed to “Kilroy was here” by a young soldier familiar with Irish lore.

Interesting Kilroy lore:

In 1942 British soldiers exploring passageways deep inside the Great Pyramid found written on the ancient walls, “Kilroy was here.”

A bathroom was set aside for the exclusive use of Truman, Stalin, and Churchill at the Potsdam Conference. When Stalin emerged he asked his aide to “find out who Kilroy was.”

Kilroy became the U.S. super-GI who always got there first ### wherever GIs went. It became a challenge to place the logo in the most unlikely places. It was said to be atop Mt. Everest, the Statue of Liberty, the Arch de Triumphe, and in the dust on the moon. Kilroy is no doubt the most scrawled graffiti in the world.

