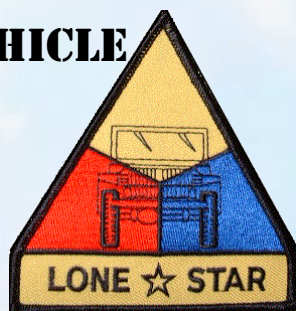


LONE STAR MILITARY VEHICLE PRESERVATION ASSOC.



SUMMER LETTER 2025

VOLUME 1 ISSUE 1

The Debut Issue of LSMVPA's Overhauled Newsletter!

- After Action Reports
- Member spotlights
- Member Written Articles



MESSAGE FROM THE PRESIDENT

My fellow club members,

We have reached the halfway point of the year, and what a year it's been so far! It's July 4th, and the Lakeway parade (one of our biggest events of the year) has been rained out, giving me plenty of time to write this column.

We've had several interesting events this year, including a new club president in January, a total replacement of the national MVPA board of directors in April, the threat of having to pay for our meeting room on Camp Mabry, the closure of Camp Mabry, the rainout of the Memorial Day parade in Burnet, and the aforementioned rainout of the Independence Day parade in Lakeway. But it's not all bad; we definitely need the rain.

As your new president (new in the sense that I'm not one of the 5 or 6 guys who have rotated as president for the last 15-20 years), I'm excited by the opportunity to contribute more to the club. I appreciate everyone entrusting me with this responsibility, and I hope I can meet everyone's expectations. I am already appreciative of the support from the rest of the board, and the club in general. There have been a few instances where I needed to delegate a task or two, and everyone has stepped up admirably. With this kind of cooperation, I think the club can continue to operate smoothly, even with me at the metaphorical helm.

As I'm sure you are aware, increasing membership and event participation is one of our most pressing long-term issues. Many of our members are no longer able to be as active as they once were. New member recruitment is a topic that will most likely be discussed at length for the foreseeable future. There have been many good ideas floated by members, and I would like to begin to implement these ideas sooner rather than later.

I look forward to finishing the year on a strong note, and I hope to continue to serve the club in a positive manner.

Scott



ACTIVE MEMBER SPOTLIGHT: SAM R

Sam has been a reliable fixture in Lone Star since he joined in 2008 when he felt he needed to drive a truckload of veterans in a parade. He knew an active member, Clint D, who brought Sam to his first meeting. A few months later, He bought his first truck, a M35a2. He would come to have an M109A3, an M1028, a couple M1009s and a small pile of trailers at different points in time. He has since downsized his fleet and can be spotted in his second M1009 towing a M416. He is hoping to start restoring his M762 trailer as he wants to complete at least one frame off restoration on something wheeled.



Over the years, Sam has attended every possible type of event the club has participated in. He enjoys hanging out with fellow members at events and interacting with the public like the people surprised that people could own MVs and the kids excited to climb into the giant trucks! He has taken part in reenactments at air shows and fondly remembers getting to engage a HIND with his AK firing blanks! He has travelled all over the country to attend conventions and museums. He would like to see the club put together some local convoys.

Outside of the club, he enjoys shooting at the Austin Rifle Club and participates in historical reenacting with the Outriders Historical Group with Barry F. He also acts as Lone Star's unofficial photographer.

NEW MEMBER SPOTLIGHT: JONATHON H

Jonathon (aka Techy) officially joined Lone Star in May but has been around here and there for a while. Being friends with Kyle P, he has been abducted for many MV adventures over the years. When dragged to a Lone Star picnic with Kyle, it was found that he already knew Sam from Sam's work!



Currently, his only MV is an Air Force life raft that he and Kyle are currently restoring to show quality condition. That is actually happening. When not being drug along, He races at Autocross and time trial events.

ABOUT THE EDITOR: KYLE P.

As Lone Star's Chief Propagandist, I, uh, mean Newsletter Editor, I should introduce myself to our readers. I have been in Lone Star going on 3 years and have been obsessed with military vehicles since I was little. I joined Lone Star to do more than just work on mine and my friend's trucks in Temple. Currently, I will either be in my M1009 in Temple or in my M109A3 in the Austin area. My big goal is to get one of my M656s on the road but that is several years away. I keep saying "No more trucks!" but know I will likely end up building a Vietnam gun truck. I am currently the youngest independent member/vehicle owner of Lone Star.



I greatly value the time I spend with the club, especially the meals after events where time can slip away. My favorite memory by far is traveling with Scott, Rory and Sam to the MVPA convention in Wisconsin and during breakfast, a local asked about our matching shirts. I watched those three jump and all talk over each other to proudly share about Lone Star and the MVPA. I personally prefer static displays over parades as there is more interaction and there is more to do. I would like to participate in reenactments with my vehicles like I hear more senior members talk about. I hope we can get together for some club only events like a day for trail riding or radio relay exercise.

Outside of Lone Star, I volunteer at the Temple Museum of Modern Warfare where I am gratefully allowed to keep my vehicles. I work as a warehouse maintenance technician and happily get to turn wrenches every day. Lets get them rolling and keep them rolling!

EDITOR'S COLUMN

THE HOPE OF THESE RAMBLINGS

I have learned a lot since I became the official Newsletter Editor a year and a half ago, first being we had a newsletter editor position. For a long while, we have only had a Facebook page (approved by National) and on that page, we have been mostly posting our AARs from the website. We weren't sharing the page around to various Facebook groups or talking about LSMVPA activities on the web. This has led to only a few seeing our AARs and fewer potential new members stumbling across our club.

We hope that we can correct these shortcomings by restarting a proper newsletter. By starting a proper newsletter again, we are striving to reach more members and keep everyone up to date on all club happenings with AARs and a calendar of upcoming events. We would like to keep members informed on the direction of the club with messages from the President. We aim to have a regular periodical that we can show to people outside the club and proudly say; This is Lone Star, this is US and this is WHAT WE DO.

We hope to do all of this and more with your help as Lone Star members because without you, there is nothing to write about. We hope to have active and new member spotlights in each issue to highlight those of you acting as the face of Lone Star and to help put names to the new faces. We hope to recognize your hard work on your vehicles by publishing updates on your projects for the rest to see. No job is too small to share as I'm sure all will agree ANY progress IS progress and motivation to others. We don't care if it's as big as pulling a drivetrain or as small as changing lights out. We hope to share your expertise with the club with technical and historical articles written by you. While I have a lot of knowledge about M656s, I can't tell you much about the PRC-77s or how to identify the correct part needed from specific production batches. We will welcome articles from How-Tos to providing historical context of a vehicle to full build/restoration stories. We hope to hear your opinions to publish in a responses from the readers sections so your voices can be heard. We need to hear from the club to know how we are doing.

We are a member led organization. We rely entirely on ourselves to make Lone Star as good as it is. Scott has taken the reigns as president and is being taught by Rory, but we cannot rely purely on the same people over and over. So please, send in your thoughts, stories, photos, and requests. Tell us what you need; A ride for events, help working on your vehicle, or finding a part you need.

The hope for these ramblings of a newsletter to come is to help breathe more life into Lone Star. To motivate. To recruit. To inform. To educate. To entertain. To Promote. To speak for the membership. To help however we can. -Kyle

AFTER ACTION REPORTS

EVENT: Central Texas Airfest

LOCATION: Temple, TX

DATE: 16-17 May 2025

Temple held their airshow Friday night and Saturday. Kyle P. Was able to setup Friday with his M1009. Sadly weather cut the evening short. Rory and Panda C in their M1028A2 and John T in his M151A2 arrived and the club was relocated to a more grassy area. Family and friends joined in the shade of the netting. We enjoyed chatting with the public despite Rory trying to sell Kyle's truck a few times! The weather was better and the show went smoothly for us and the crowd. Work with event organizers allowed us to have a good showing and we look forward to helping make next year even better. -Kyle P.



Event: MVPA National Convention

Location: Louisville Kentucky

Date: 6/5-6/7/25

Scott, Rory and I attended the National MVPA convention hosted in Louisville, KY over D-Day weekend. While the convention hall wasn't completely full, the convention was still a success to those we talked to for the future. We caught up with friends we hadn't seen since last year's show and talked with a lot more folks about the MVPA and its future. We talked with several of the interim Board of Directors including the President Patrick Tipton and Treasurer Robert Brough. We also attended several seminars and



learned a lot that can help Lone Star moving forward. As for the show portion, about 95 vehicles from our count of all types were on display including bikes, tractors, halftracks, CUCVs, a few large trucks and vehicles brought by the National Guard. The Guard even landed a Black-



hawk outside on Saturday! Rory made the rounds and took a day and a half to make it through the vendors talking with everyone. I spent a good amount of time talking with folks from Texas plotting and scheming and planning. Scott found what he needed to use a radio in his M1009 and enjoyed the show overall. We are encouraged with what we heard from the new leadership and excited to be a part of the revitalization of the MVPA.—Kyle

Event: Chisolm Trail Parade

Location: Lockhart, TX

Date: 6/14/25

Once again we participated in the annual Chisolm Trail Roundup parade in Lockhart, which we have done for many years. Normally we have a big LSMVPA turnout for the event, but for various reasons many members couldn't make it this year. Participants were Jim N with his M38A1, Bob P with his M37B1, Rory and Panda C in their M1028A2 with M116A3 HSTRU trailer, and Scott P in his M813A1 with M1061 trailer.

As usual, there were over 100 entries in the parade, and the route was flooded with spectators. Water guns are a big part of this parade, both to and from the crowd, and a lot of folks got wet! It's fun, and feels good on a very hot day. Out of all the entries, we were awarded the First Place ribbon! —Rory



M656 FAMILY AND THE PERSHING 1A: THE AMERICAN SCUD

As the cold war raged and the space race shot for the moon, missiles developed rapidly and became far more mobile. Throughout that decade, the US had deployed the Pershing 1 nuclear missile system using tracked carriers that could carry everything for the missile system. Efforts were made to make the system more mobile and the M656 family and Pershing 1A were the results.



Designed through the 60s and built by Ford, The M656 is a 5-ton 8x8 cargo truck with the axles split into pairs front and rear using the front pair to steer together. It uses a tweaked design of the multi-fuel motor pushing 190 HP mated to an Allison automatic transmission. The brakes are located outboard on each hub and “auto-adjusting and sealed for life” in an effort to minimize maintenance. The cab and 15 ft bed with drop down sides were made with aluminum and a large chunk of brackets and fittings were redesigned to use aluminum rather than steel to save weight. This unfortunately led to most of the trucks being scrapped after liquidation. Another aspect of the weight saving and design was to make the trucks amphibious with bilge pumps in both cab and bed along with pressurized seals in all the opening edges. This was in vain as only the cargo variant could float as the tractor and command variants lacked the flotation provided by the large bed and operationally, the missile system components couldn't be separated and still function. The doghouse covering the motor separated the driver and passenger and the spare tire and air intake were located in the cab behind the driver respectfully requiring a panel to be unbolted to remove the spare and no hoist was provided to load it.

Built during 1969 and 1970, only one contract was purchased for 500 units with the breakdown said to be 300 of the M656 cargo variant, 175 of the XM757 tractor variant which towed the M790 Erector/Launcher trailer that carried and launched the missile, and 17 of the XM791 Command Vehicle with the M4 expansible body for the fire control systems. The trucks were issued to the 56th Field Artillery Group through the 70s and spent their time in Germany and at FT Sill. They were replaced at the end of the decade with the M1001 Man 8x8s and the Pershing 2 system and were dispersed through the military and liquidation systems.

Many were scrapped and a handful were bought by a safari in Costa Rica. It is unclear how many truly remain but estimates among owners are low. Parts are rare, leading to owners working together and having to scavenge parts to Keep Them Rolling.



LONE STAR MILITARY VEHICLE PRESERVATION ASSOCIATION

**WE ARE A CLUB DEDICATED TO THE PRESERVATION AND
DISPLAY OF FORMER MILITARY VEHICLES. WE ARE BASED
OUT OF AUSTIN AND OPERATE AROUND CENTRAL TEXAS. WE
ARE A CHAPTER OF THE MVPA.**

**MONTHLY MEETINGS ARE ON THE 3RD WED OF EVERY
MONTH AT THE TEXAS MILITARY FORCES MUSEUM AT 7PM
AND ARE OPEN TO THOSE INTERESTED IN JOINING**

