

# MVPA Historical Timeline

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## 1976

The founders of MVCC wanted the officers elected by the membership at large and publication of a directory. As a result they broke away from the National Military Vehicle Collectors Association (NMVCA) and established a new club, incorporated in the state of New Jersey.

The First Military Vehicle Collectors Club (MVCC) convention is held in Kansas City, Missouri.

Merrill Madsen is the first MVCC President, serving with Officers Al McAdoo, Dennis Spence and Jim Herrick.

Membership reaches 370, and the annual US Regular membership is \$10.

*Army Motors* magazine is created by John Vetter.

The first Membership Directory is published, and includes 470 member listings.

## 1978

Sondra McCoy is hired as Business Manager and MVCC headquarters is located at her home in the Denver, Colorado area. Articles of Incorporation are filed with the state of Colorado.

Vehicle judging began at the MVCC convention in Denver, Colorado.

Jim Fitzgerald is elected President and services with Officers; William Sterling Parkerson, Dennis Spence, and Jim Herrick

*Supply Line* is created by Oliver Kenen, a spinoff of the *Army Motors*' Supply Room.

## 1979

Membership approaches 880 and the first dues increase is enacted, taking a US Regular annual membership to \$15.

## 1981

The MVCC receives a 501c10 IRS not-for-profit status.

Directors are: Sid Beck, Roy Hamilton, James Herrick, Oliver Kenen, Merrill Madsen, Ross Moir, Bruce Smith, Dennis Spence, and Robert Zubeck.

## 1983

Jerry Cleveland becomes *Supply Line* Editor and production manager replacing Oliver Kenen, after 5 years in the position. As the number of pages increase, Jerry updates the look of *Supply Line* making it more user-friendly and informative.

Membership approaches 3500, and a dues increase takes the US Regular membership to \$20

# MVPA Detailed Historical Timeline

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## 1984

The MVCC National Judging Program is launched at the Charlotte, North Carolina convention. The new process involves a point system, similar to other car clubs, where vehicles are judged against a standard instead of other vehicles. Oliver Kenen serves as Judging Chairman.

New Directors are: Buz Bowling, Nelson Dionne, Barbara Janquitto, Richard Raday, and Jack Tomlin

## 1985

Reg Hodgson is appointed *Army Motors* Editor replacing John Vetter, after 10 years in the position. Reg creates an award winning publication; doubling the number of pages, infusing it with style, color, organization, quality articles and outstanding photographs.

## 1986

Representatives from a group called the *Proving Grounds* attended the mid-year Board meeting. They request changes, including: direct chapter representation on the Board, revised election process, a return to the 1976 MVCC By-laws, and full financial disclosure. Unable to come to an agreement, the *Proving Grounds* files a lawsuit against the MVCC Board, which is later withdrawn.

Change begins with a favorable audit of the 1985-86 fiscal year and some of the bookkeeping tasks are turned over to an accounting firm.

New Directors are: Jess Hackenburg, Tom Phair, Pat Smith and Merrill Madsen

## 1987

Change continues: During the previous year's lawsuit attorneys for both sides proposed by-laws that addressed some of the debate. They also corrected certain technical deficiencies to bring the Club into full compliance with Colorado non-profit regulations. At the MVCC Board's mid-year meeting they ratified new by-laws, developed by incorporating parts of the existing by-laws into those proposed by the attorneys.

The *MVCC Book Club* is announced, with an initial offering of three jeep books. By 2009, the *Supply Room* offers over 75 books, plus apparel, decals, patches, and canvas products, resulting in about \$15,000 of annual revenue.

The membership approaches 4816 and dues are increased, taking the US regular membership to \$25 per year.

New Directors are: Antonio Allegranzi, Steve Greenberg, Mike Keller, Nick Mentavlos, and Orié Nelson.

## 1988

The name is changed to the International Military Vehicles Collectors Club (IMVCC). This reflected the growing membership outside of the U.S.A.

# MVPA Detailed Historical Timeline

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The Chief Operating Officer position is created to facilitate Board business when Antonio Allegranzi from Italy is elected President.

## 1989

Elected to the Board for a term of 1990-93 are: Bill Black, Fran Blake, Phil Dallosto, and John Flake. Bob Jenkins was also elected to fill a vacated 2-year term.

## 1990

The name is changed to Military Vehicle Preservation Association (MVPA), to include the motto; *An international organization dedicated to the preservation of military transport*. Dropping the “club” aspect makes it possible to request museum tax status. In addition, the new name upgrades the image of the group, a plus when dealing with government agencies as an historic military vehicle advocate.

Lou Moore is selected by the MVPA Affiliates to chair the President’s Advisory Committee. Lou participates in the decision making at Board meetings but does not have a vote.

## 1991

As membership approaches 4500, the headquarters is moved from Colorado to Missouri, having outgrown the office space in Sondra McCoy’s home. In her 13 years as Business Manager the membership tripled as Sondra worked tirelessly with several Directors to guide the club through the many obstacles of a growing organization.

Directors John Flake, Orié Nelson, Bob Jenkins, and Lou Moore put the MVPA on a new, more stable financial course. Their plan included hiring Association Manager Kay Willard, and with assistance from her mother, Helen Willard, they establish the “New National Office” in Independence, Missouri.

Lou Moore is appointed Judging Chairman and holds the position for 11 years. Factory and Combat classes are added to the judging categories.

Elected to the Board for the term of 1992-95 are: Dick Scott, Franz Wagner, Mike Yeck and incumbent Bob Jenkins.

## 1992

After editing four MVPA Membership Directories, Reg Hodgson enlists Lloyd White to edit the next directory. Lloyd tackles the 2-year project and produces the D-5, a 400 page directory with, 10,072 vehicles submitted by 4777 members.

The MVPA’s Alcan Highway Convoy, in celebration of the 50<sup>th</sup> Anniversary of the Alaska-Canada Highway, is a success. Organized by Reg Hodgson, 41 historic military vehicles took part in the 21 day, 1900 mile convoy from Edmonton, AB Canada to Dawson Creek, BC to Fairbanks, Alaska.

## 1993

## MVPA Detailed Historical Timeline

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Dues increase is enacted, taking the US regular membership to \$30

Elected to the Board for the term 1994-97 are: John Bennett, John DaGrosa Sr., Wayne Ross, and Kenton Tucker.

### 1994

The *Factory* judging class is changed to *Restored* and *Combat* to the *Motor Pool* classes. A *People's Choice* award is added, which is later changed to the *Best of Show*.

The Board appoints Lou Moore to replaces John Flake as Treasurer, following over 4 years in the position

The Board approves the *Convention Guideline* book developed by Kenton Tucker, and appoints him Convention Chairman.

### 1995

Membership reaches 6807, a 51% increase since 1991. Growing conventions, a new website, and increasing e-mail traffic, prompts the hiring of Tracey Metcalf, Administrative Assistant.

Elected to the Board for the term 1996-99 are: Frank Buck, James McCall, Garrick Smith, and incumbent Dick Scott

### 1996

The Board appoints Treasurer Lou Moore to also serve as C.O.O.

*Supply Line* Editor, Jerry Cleveland launches [www.mvpa.org](http://www.mvpa.org) introducing the MVPA to the internet.

### 1997

As *Supply Line* grows production is transferred to MVPA Headquarters. Jerry Cleveland continues as Editor, with a third full-time person is added to the headquarters staff.

Elected to the Board for the term 1998-2011 are: Lee Holland, Frank Gentry, Charles Varner and incumbent Kenton Tucker.

### 1998

MVPA Convention sets records at Tobyhanna Army Depot, Pennsylvania: Through 2011 it holds the record for most vendors at 221 and most registered vehicles at 275.

### 1999

After 16 years of service and editing nearly 100 issue of *Supply Line*, Jerry Cleveland passes the duties to Bill Keen. Bill spruces up *Supply Line* with new paper stock and departmentalization.

## MVPA Detailed Historical Timeline

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With on-going introduction of government legislation affecting the military vehicle hobby, a Government Liaison Committee is created. Chaired by Lee Holland with assistance from Alan Cors, the committee monitors legislative activity in Washington, D.C. and coordinates lobbying efforts with MVPA members to prevent restrictions on private ownership of military vehicles.

Elected to the Board for the term 2000-03 are: Art Pope, Randy Withrow and incumbents Frank Buck and Garrick Smith.

### 2000

The sixth MVPA Membership Directory has over 8700 member listings. Produced by a third party, the vehicle section lacked detail. Unlike previous directories, all costs are incurred by only those members purchasing the directory. Lee Holland volunteers to manage MVPA's directory projects.

The growth of the internet prompts the need for a new professionally designed website.

The MVPA establishes a Historical Archives. Lou Moore spearheads the creation of a 501c3 corporation that can accept material and financial donations, while affording the donor a tax credit. Lee Holland arranges and the Board accepts a donation from the U.S. Army Tank Automotive Command in Warren, MI. The donation consists of over 100,000 original drawings and blueprints of military vehicles from the 1940s through the 1970s

A 2000 square-foot building is purchased for \$129,000 in Independence, Missouri, the first MVPA owned headquarters.

### 2001

By-law revisions are approved by a vote of the membership. Most changes are to keep the MVPA in compliance with Missouri statutes, including any future By-law changes requiring membership approval.

Through 2011, the MVPA convention at Fort Lee, Virginia holds the record for the largest Friday meal and auction, with 530 in attendance.

Elected to the Board for the term 2002-05 are: Jim Gilmore and incumbents John Bennett, Kenton Tucker and Charles Varner.

### 2002

Membership reaches an all time high at 10,360, and is sustained at the 10,000 mark through 2004.

The Board appoints Jim Gilmore Judging Chairman, replacing Lou Moore after 11 years in the position.

### 2003

Archive drawings are moved to the WWII Victory Museum in Auburn, Indiana as part of a cooperative venture between the MVPA and Dean V. Kruse Foundation (DVKEF). With ample space to get organized, Art Pope establishes a committee of volunteers that meet in Auburn a few times a year to sort and catalogue the military vehicle drawings.

## MVPA Detailed Historical Timeline

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Through 2011 the MVPA's 2003 convention in Alameda, California holds 1<sup>st</sup>-place for the largest public attendance at 1855.

Continued increases in paper and postage costs, makes a dues increase necessary, taking a US regular member to \$35.

Elected to the Board for the term 2004-07 are: Linda Haas and incumbents Lee Holland, Art Pope and Randy Withrow

### 2004

With a growing association Susan Young is promoted to the full-time position of Membership Services.

A revamped website adding an introduction video by actor R. Lee Ermey, and a shopping cart is implemented.

After four years Bill Keen steps down as *Supply Line* Editor due to health reasons. Member John Varner steps up to serve as interim Editor.

Disagreements begin to emerge involving policy making and interpretation of the By-laws.

### 2005

The political differences continue and are amplified by postings on the internet and in hobby magazines. Along with an aging membership these issues begin a membership decline.

The seventh MVPA Membership Directory is produced with a larger 10,000 member listing. This directory has an enhanced vehicle listing, larger format, and popular member submitted photo section.

The Board appoints John Varner *Supply Line* Editor.

### 2006

As he was not reelected to a 4<sup>th</sup> term, the Board appoints Kenton Tucker to continue as Convention Chairman

The Board accepts Lou Moore's resignation, having served as Treasurer for 12 years and C.O.O. for 10 years.

Through 2011, the MVPA 2006 Convention in Dayton, Ohio holds 1<sup>st</sup>-place for the number of tables/spaces sold at 576 as well as Awards Banquet attendance at 438.

### 2007

The Board appoints Jim Lurba as Judging Chairman to replace Jim Gilmore, after 4 years in the position.

The Board appoints John Pojunos C.O.O.

Director John Varner introduces the idea of reenacting the 1919 Transcontinental Motor Convoy.

# MVPA Detailed Historical Timeline

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The website is updated adding a bulletin board and a secure more user-friendly shopping cart.

Elected to the Board for the term 2008-11 are: David Cadorette, John Cheney II, Tom Wolboldt, and David Welch

## 2008

The political disagreements subside

Membership at 9266, as the 3-year decline begins to slow.

The MVPA's headquarters staff. Kay Willard, Tracey Metcalf, and Susan Young now have 35 years of combined service.

## 2009

By-law revisions are approved by the membership. Changes included updating the structure of the Board and its appointed positions, amending the qualifications for Board candidates, and an overall tune-up to insure clarity, conciseness, and equal member representation.

The Board appoints Steve Preston to replace Kenton Tucker as Convention Chairman, after 15 years in the position. In addition they replace the *Supply Line* Editor John Varner, after 5 years of service with David Doyle.

A new computer system and software is purchased for headquarters, an advertising campaign is developed, and a new information-packed, colorful *Supply Line* is launched.

To date Historic Archives board member, Art Pope and his volunteers have sorted and catalogued 60% of the more than 100,000 drawings at the MVPA Archives, located in Auburn, Indiana.

Reg Hodgson publishes the 129<sup>th</sup> issue of *Army Motors* and prepares for his 25th year as Editor.

MVPA member Terry Shelswell and his volunteers execute their two-plus year task to re-enact the 1919 Transcontinental Motor Convoy along the Lincoln Highway. Over 30 historic military vehicles convoy the entire 26 day, 3100 miles from Washington, DC to San Francisco, CA. Nearly 100 additional military vehicles participate in segments of this historic reenactment.

Through 2011, the MVPA convention in Evansville, Indiana takes 1<sup>st</sup>-place for the number of registrations at 911.

Elected to the Board for the term 2010-13 are: Toby Chandler, Kevin Emdee, Kevin Kronlund, and Randy Withrow.

## 2010

An increase in postage, production and operational expenses make it necessary to increase the dues. The increase takes an annual US regular membership to \$40.

## MVPA Detailed Historical Timeline

---

The Board appoints Kay Willard as C.O.O., following John Pojunos who had held the position over 3 years.

The eighth Member Directory has an improved vehicle section and includes a glove box size edition. It is filled with member-submitted color photos, and highlights of the MVPA's Transcontinental Motor Convoy.

The Board appoints Tom Wolboldt as Judging Chairman replacing Jim Lurba, following 4 years in the position. Tom begins revising the MVPA's judging process. .

The headquarters staff completes the initial training and setup of a new online membership database, as they transition away from 18-year old accounting software.

The economic slowdown and membership decline continue to create budget strains. One of the more aggressive cost saving initiatives is to bind *Supply Line* and *Army Motors* together.

### 2011

An updated MVPA logo, including the *History in Motion* slogan, is created. The Association is successful in receiving a trademark for the new logo/slogan from the US Patent & Trademark office.

C.O.O./Association Manager Kay Willard marks her 20<sup>th</sup> year of dedicated service with the MVPA.

With a world-wide economic slowdown, an aging membership, and a public less likely to join associations, membership continues to decline. The Board and staff continue to focus on ways to increase member retention and growth.

Elected to the Board for the term 2012-15 are: Kevin Lockwood and incumbents David Cadorette, David Welch and Tom Wolboldt.

### 2012

The Board launches a membership drive, asking members to recruit a new member, or buy a gift membership, in the coming year. A new category, US Outreach Sponsorship, is added for those who wish to have *Supply Line* and *Army Motors* sent to a school or organization of their choice.

MVPA Director Kevin Kronlund passes away on February 8<sup>th</sup> after being critically injured extracting a vehicle from one of his cranberry bogs. Kevin was elected to the Board in 2010 to serve a 4-year term through 2013. The second half of Kevin's term is filled by Bill Scott who received the 5<sup>th</sup> highest number of votes in the most recent election.