



# NEWSLETTER 163

December 2005

## DEBRIEFING

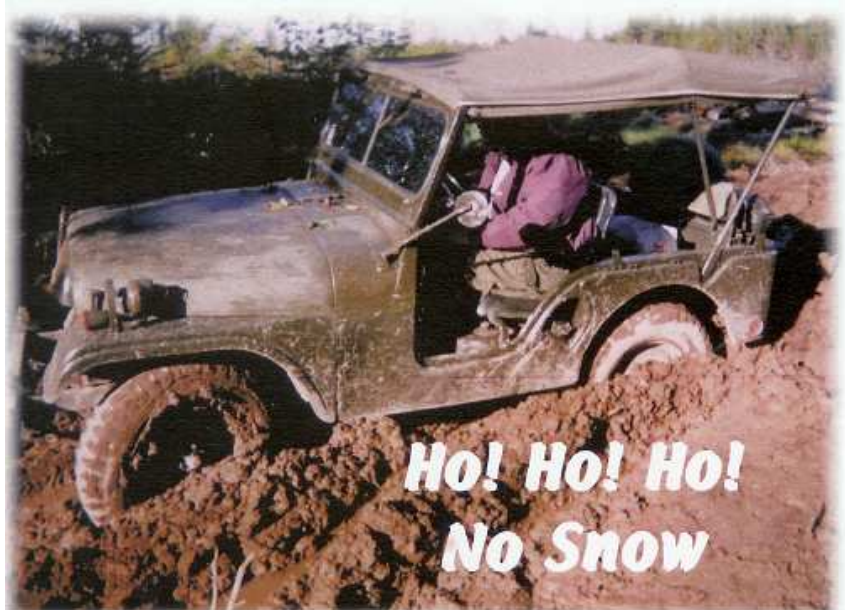
The December meeting had about 40 members and family out to Legion 215. The crowd was great, the food was good and finally I think some of us were asked to leave so they could close for the nite! Dirk, the Great Organizer looked after us again in fine style, the weather was good and a whole bunch of people we haven't seen for awhile came to complete just a great evening. If there was club business, I'm not sure, except that dues for the coming year will be \$20.

Welcome new member Barry Smitke. Barry was introduced to us thru Joe Greenberg. Barry has a 1953 M38A1 he recently acquired out of Calgary, and is restoring to original. We hope to see him driving this spring. In the meantime Joe is making up a wiring harness to pattern and some body work is in the offing. I've seen this Jeep, it's in very nice condition and will fix up well!

## NEXT MEETING

Will be held the second Monday of the month, January 9. The meet will be at Bill Briercliffes 1800 Day Street address in Transcona, and is set to begin at 19:30 hrs. The meeting agenda includes elections, nominations from the floor and votes for the following positions: President (Gord Falk), Vice-President (Dirk Derin), Member at Large (Doug Young), and Secretary (Don Trueman). If you wish to nominate a candidate before the meeting, you can submit the name to the PC website.

The issue of membership dues at \$20 will be discussed, although feedback from the membership seems to



Christmas Card from our friends in the ACMVA

indicate acceptance of the new amount. This partly compensates for the loss of the air show honorarium and to allow a buffer for unexpected costs such as insurance premium and the members who have committed to events (eg. Christmas Dinner, \$70 not recovered) and who failed to arrive.

Re-enactors: This is a subject that is emerging in our activities. The OMVA, for example, is addressing the issue. It's also a question before the major MV organization (MVPA) and has bearing on our PC as well. Our constitution (and MVPA? and OMVA?) define our activities as having everything to do with military vehicle restoration. As our projects develop, we appear as accessories to the re-enactors hobby who are also club members. The intent of our community is open to new venues, rules and expectations. They are not part of our

original mandate but we share many common goals. Difficulties appear when re-enactors don't comply with "standards" set out in their community or ours, and conflict with MV aspirations. Different agendas are present. Resentment comes from personal views of the hobby and the expectations of others. More discussion will follow, be sure!

## EVENTS

➡ Nothing in the near term.

## DISPATCHES

*Vehicle progress.* Lorne Ertle reports the successful install of a gas tank well in Don Trueman's A1. Lorne is pleased, which means a very nice job done. Now to the HUZ project...

**President:** Gord Falk 204 326-1933 **Vice President:** Dirk Derin 204 388-4557 **Secretary/Treasurer:** Bill Briercliffe 204 224-3089  
**Members at large:** Mike Wolter 204 487-2097; Doug Young 204 895-1618 **Past President:** Rob Love 204 763-8739  
**Editor:** Don Trueman 204 832-2857 [Truemand@sbl.ca](mailto:Truemand@sbl.ca) [Truemand@mts.net](mailto:Truemand@mts.net) **Correspondence:** 4807 Roblin Blvd Winnipeg Mb R3R 0G2  
**Email:** [prairiecommand@hotmail.com](mailto:prairiecommand@hotmail.com) **WEBSITE:** [www.prairiecommand.homestead](http://www.prairiecommand.homestead)

Jeff Helps declared a winter interlude and took a trip to Minnesota for a X-country ski trip culminating in a visit to Midwest Military, See the Recce report.

Doug Young is progressing on the long Dodge M37+½.

A new companion for the RCA Wireless HUP of Rob Fast, security a la Nipper.

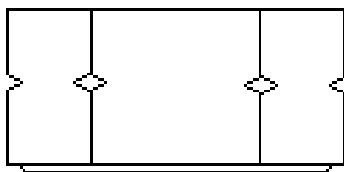
Jean Catellier has dibs on the wireless box Bill Spence acquired in his deal with George McGowan.

A winter push to get the (former) McGowan CMP 1500 to Bill Spence home, George McGowan headed for Victoria, BC to take up new work and home. George is keeping his minty A1, all else to remain in a prairie home. Jeff Helps is getting long on 19 Set stuff, to Dirk Derin's good fortune. Delete 19 mk II from the "wanted" section...

Your editor was into Tiger Hobbies off Rouge Road in St. James as part of a stop at Warehouse Hobbies for model railroad stuff. Tiger Hobbies has an important collection of military model materials and resource material for any scale (including 1:1). By resource/reference I mean books, drawings and other material. The modeling fraternity has a great requirement for detail accuracy, even the model manufacturers adhere to. There is a strong bias to German military history. Have a look and find your vehicle in a different (and lighter) size, something to do when it's freezing or the mosquitos drive you in!

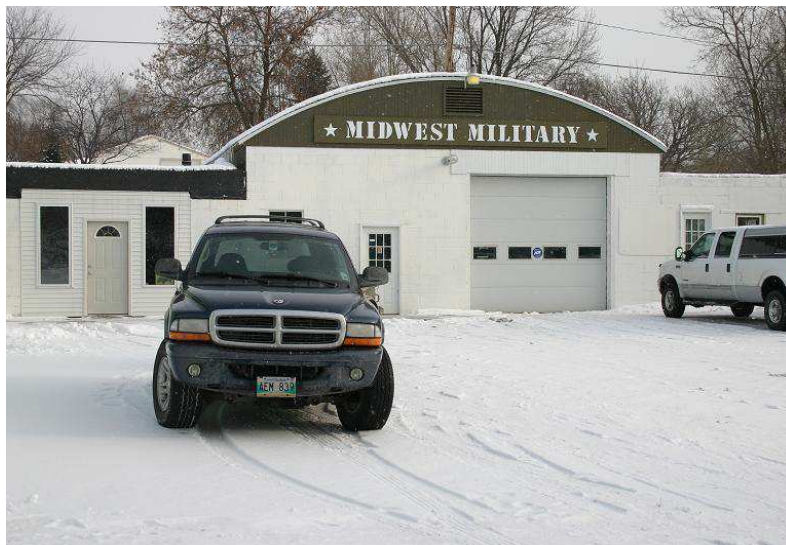
## TECH-TIPS

Putting an M38 head back on for the first time? Make sure you use the proper nuts and they're on the right way! There are no lock washers under the nuts but they do have a "shoulder" cut on one face to act as a bearing surface and to increase the pressure per nut. The correct nuts are marked with a cut on each corner.



## RECCE REPORT – MIDWEST MILITARY

A final look at the route card and a quick glance at the satellite reconnaissance photo and we confirmed that one more turn would find us at our destination - Midwest Military's headquarters in Prior Lake, Minnesota to meet with the owner – John Bizal. OK truth be known the "route card" was John's very complete e-mailed directions, but the satellite photo was real (if you've never checked out Google maps or Google 3D – have a look, they are amazing!!!).



Your Roving Reporter in Prior Lake, MN

This side trip was part of a family pre-Christmas vacation to beautiful Breezy Point, Minnesota. I'm sure my wife Jean suspected that my enthusiasm for the trip had less to do with the planned cross-country skiing than it did with the fact that this put us only a little more than two hours away from Midwest Military, but if so, she never let on. Since purchasing my M38 I had ordered a number of parts from John and decided that since we would be in the area anyway, a trip to Midwest would save me shipping costs on some of the bigger items needed to complete my project and would give me an opportunity to meet with the friendly, knowledgeable voice on the phone.

As we pulled into the parking area, John stepped out to greet us with a broad smile and a firm handshake. It appeared as though he had been waiting specifically for our arrival and I originally thought this was in deference to my Prairie Command roving newsletter reporter status. But before my head swelled too much, John commented that he had just mentioned to his two employees that he had to step out for a bit and that probably as soon as he got his jacket on, that "guy" from Manitoba would show up ... he got an arm in one sleeve as we rolled in.

# NEWSLETTER 163

# December 2005



**Just some of Midwest's Parts Storage**

John was a very cordial host and in addition to filling my order from his well stocked shelves (5 repro NDCC tires and a bunch of bits and pieces for the M38) he took the time to show us around the manufacturing side of Midwest Military. Last year Midwest grew from a one

John was very thorough in his explanation of the effort they put into ensuring as accurate a copy as possible and while I didn't fully understand all of the processes involved, viewing a number of samples of their finished products convinced me Midwest does not cut corners. Overall John is clearly proud of his business and as he put it ... while it wasn't going to make him rich, it paid



**John explaining part of the manufacturing process to my son Bob**

the bills, put food on the table, had added two new jobs to the local economy and allowed him to stop working "for the man" and start doing something he enjoys. How many of us are fortunate enough to be able to say that?

Prior Lake is also John's home (3 miles from work ... how cool is that!) and we got a chance to have a look around there as well. How did we manage that you



**Midwest employee Karl Holm at the brake press adding to the rapidly growing stack of M38 cowl battery boxes.**

man mostly mail-order shop behind John's home, to a three-person shop in a well organized 8000 square foot commercial facility. As part of this expansion a number of specialized presses, cutting, welding and bending machinery were installed that allows John and his staff to make some high quality reproduction parts.

Currently they produce a line of over 180 different parts for both military and civilian antique vehicles, ranging from running boards and battery boxes to oil filter brackets and specialty fasteners.



**Midwest employee Al Lehmann spot welds another M38A1 fuel tank well - one of Midwest's products**

# NEWSLETTER 163

# December 2005



**John and his carrier which won a 1<sup>st</sup> place at the 2005 MVPA convention**

ask? That's because while Midwest is a thriving business, John has not forgotten that he is a hobbyist like the rest of us and as such is willing to lend a hand where he can. So when I asked offhandedly if he had any radio gear available (expecting that if he did it would be of US design) I was pleasantly surprised to

in absolutely perfect original condition. His M42 (No not an M37! - I made that ID error)  $\frac{3}{4}$  ton is nearly as complete although he does use it more often as evidenced by the angle of the fording breather pipe, a result of his children not opening the garage door quite enough!.



**John's M42 Command vehicle with modified breather pipe.**



**John's WC 56 Command Car - It's for sale!!!**

find that as part of his Bren Gun Carrier restoration he had installed a 19 set and had some spares left over. He was not certain what shape they were in or even exactly what he had but said that they were mine if I wanted them, and so we were soon on the road to John's home. Having a look at his fleet of restored vehicles (many of which are featured on his website and some of which have graced the cover of Army Motors magazine) reinforced to me that when its important to him, John does not accept half measures in his work. His WC 56 Command car is unbelievable in the level of detail and the effort made to ensure it is

After drooling over his future project and parts vehicles, we got to the radios and I was pleased to see two almost complete 19 sets.



**WS 19 Set's (a MKII and MkIII) home safe and sound in Winnipeg**

As our editor Don Truman is the expert on these radios, I was working without a net, but the gear seemed in good shape and John's asking price was very reasonable so I was soon loading those beauties in with the other purchases (thank goodness Don loaned me his M100 trailer) and we were on our way back to Midwest to drop John off and to load the last few things.

Much too quickly it was time to leave but I went away with a better idea of where all those packages in the mail had come from, and equally importantly, had gained some insight in to the integrity of man behind them. If you have not had an opportunity to visit Midwest Military's website have a look at <http://www.midwestmil.com>. If you can't find what you are looking for don't hesitate to give John a call as their entire inventory is not yet listed. As well if he doesn't have it he may be able to help steer you to someone



Some of John's parts and restoration vehicles

who does. Overall the visit to Midwest Military was well worth the trip and John's hospitality made for a thoroughly enjoyable afternoon.

## Thinking of making your own parts? ...



... Think again! While certainly some of the parts we need are easy to manufacture in home shops, not all are as simple as they seem. When I mentioned to John that I was going to make the Cuno oil filter bracket as it seemed a very simple bending job, I got a lesson in the quality and attention to detail that Midwest strives for (and I bought a bracket!!!). The bracket is made of fairly heavy gauge steel with stamped in stiffening gussets at the 90 degree bends. As well, both mounting tabs have a relief stamped in them to clear the captured nuts on the other part of the bracket. Not nearly as simple as I first thought!

# NEWSLETTER 163

# December 2005

<p><b>BUY AND SELL</b></p>		
<p><b>WANTED</b></p>	<p><b>M35A2 troop deck</b> (with seats, hoops, and canvas in an ideal world.) Canadian MLVW deck is the same thing. MUST have tailgate. Looking for the modern style without the wheel-well cut outs like in this picture ( <a href="http://www.guntruck.com/Resources/M35A2CTypical.jpeg">http://www.guntruck.com/Resources/M35A2CTypical.jpeg</a> ). Possibility of a trade for my M109A3 radio/van deck. ( <a href="http://www.mvmvc.org/M109-A2parade2.jpg">http://www.mvmvc.org/M109-A2parade2.jpg</a> ) -M35A2 Windshield frames. with or without glass. I will talk to Al McMaster in the spring but if anyone see's any between that time please call me. -P.T.O Winch. working. to mount on same M35A2. any leads or hints please contact <a href="mailto:Davin-axo@shaw.ca">Davin- axo@shaw.ca</a> (204)781-2875</p>	<p><b>Shocks for M37</b> series. Vintage Power Wagon) Doug at (204) 895-1618.</p>
<p><b>The bag and manual</b> for CPRC-510 radio set. Call Gord Falk at 204-326-1933.</p>		<p><b>1944 Ford</b> Commercial Cab Army Dump Truck, runs, needs restoration. Now has a paint job plus some work done... \$2000 OBO - Call Derk at (204) 388-4557.</p>
<p><b>For Chevrolet C8A PERS-3 "Staff Car":</b> bumper mounts, bumper, brush guard and crank support, towing eyes; windshield throwout arm assy LH x 1; 5828085 (long, with notch) windshield throwout arm assy RH x 1; 5828086 long , with notch) windshield throwout bracket, centre, two threaded studs x 1; 5815112 Plate assembly, starter motor opening x 1; 5820080 Plate assembly, centre cab floor R/H gas tank; 1 x door lock assy, RH, 5829608 1x rear engine mount bolt and spring (3/8 x 24 x 4 3/8) grip assembly, Floor x 1; 5809555 door hinge set - side/rear 5811233 1x sliding rear roof hatch roller assembly, 1x front brake anchor pin adjustment cam; 92Y2028 1x front hub bearing spacer; 1811866 Also, any staff car/personnel interior stuff such as bench seat/tool box, parts for cab partition, map table rear jump seats, etc. Mark Perry, Winnipeg: 204 885 5863 or 801 7992 or <a href="mailto:cmperry@mts.net">cmperry@mts.net</a></p>	<p><b>FOR SALE</b></p> <p><b>Communications Van</b>, used to be a veggie stand at Carman Elm Creek hwy. Winch, new brakes and clutch. Needs glass and tires. New batts, upholstery, civilian fuel pump. 31 k Miles, sell by the end of November Contact Al Sayak for details (204) 256-5517</p> <p><b>1943 Ford 15CWT</b> with rebuilt engine. Mostly complete, needs brake work and wiring. Original tread pattern (10.50x16) tires in good condx. Extra springs in rear, may have been machinery or welder configuration.. Ken Heiberg (306) 585-3406 or <a href="mailto:kaheiberg@accesscomm.ca">kaheiberg@accesscomm.ca</a></p>	<p><b>2 1/2 Ton M135</b> complete with winch, trailer and two Coleman field stoves, 60,000 original miles. Belonged to the Saskatchewan Dragoons (Moose Jaw). Downsizing my collection-asking \$7500Cdn. For more info, contact me at <a href="mailto:mickeyd@sasktel.net">mickeyd@sasktel.net</a> or call Mickey at (306) 764-7789</p>
<p><b>Stainless steel A1 gas tank</b> knock-off, excellent condx \$50 (or \$100 with gas). Contact Don Trueman at <a href="mailto:truemand@mts.net">truemand@mts.net</a></p>		<p><b>CMP Chev</b> starter motors NOS in original sealed WW II packing crate... \$120 1952 Dodge M37 3/4 ton in good running condx with winch...\$400 Tarp for M135 Cdn 2 1/2 ton truck, NOS. Slight damage one corner \$400 Valve cover gaskets for M135 CDN, 2 1/2 ton - \$10 each. 24 Volt Alternator for M-series - \$100 Voltmeter type AN/PSM 6A - \$50.00 Tarp for 2 1/2 ton trailer - \$150 M38 Jeep top, good for pattern - \$30 Jeep side curtains servicable? - \$10 ea Slave cable for boosting M series vehicles like new - \$100 all above call George McGowan 204 889-8688. Shipping extra.</p>
	<p>-CMP Chev spark plug socket 15.00 -Two manuals for Chev C60X 6x6 Cab 13 truck. Vg to Exc condition...not priced yet. -Call Lorne at (204) 757-2563</p>	<p><b>2 x 9:00x16</b> nd tires nearly new condx with new tubes...\$200 for the pair. Contact Lorne Ertl at (204) 757-2563.</p>
	<p>for sale...parting out 1944 Chev 1500cwt. Wireless box and cab removed, running gear, steering, axles, xfer case, chassis... later 235" engine, detail parts such as air-cleaner etc. Please call Bill Spence at (204) 837-7706 or <a href="mailto:wrspence1@shaw.ca">wrspence1@shaw.ca</a></p>	