



NEWSLETTER 174

February 2007



More Work Progress on Bill Spence's CMP

DEBRIEFING

We had 13 members come out on a nite that was -40 C and that was w/o windchill! Fortunately it was a windless cold (or is that dry?)

Elections were carried over from previous meeting:

Our new President is Jeff Helps. For Member-at-Large, Bill Spence is the new officer by acclamation, Mike Wolter having withdrawn his name from the process. Thanks to all who participated and welcome to the new executive.

Joe Greenberg put forward the completion of membership date for the coming year as the previous December, followed by the AGM in February. The executive will have a look at this and report back at a future meeting.

There was a request for a Club Membership Card for individuals. This could be a business size card with a line for members to write in their names. Mike Wolter volunteered to make up some samples. President Helps has in the past suggested a brochure to pass out at events. More discussion to be held including approaching the car dealers for brochure support. Seems like we could provide dealers with an appropriate vehicle for display on occasions.

Jeff also will revisit the CTV television production Manitoba Moment. We had some conversation with them in the past year, but this has gone quiet.

NEXT MEETING

Next meeting: March 5 at 1800 Day St in Transcona, 19:30 hours.

A quick look to the future is off to Rob Fast's in April, 17 Wing Air Museum in May (a drive to event?) and possibly the Steinbach Car Show or Portage Air Show in June?

MEMBERSHIP

The membership list will be sent out next month. If you haven't submitted your dues (\$20) you won't make the list...or get one! I need to tidy this up and if you are rejoining, please get your * in gear. Like it's been two months already!

EVENTS

There was agreement that a club calendar of events would allow some pre-planning and commitment to perhaps an event each month thru the vehicle season. These could be club events or in association with other clubs. The problem is getting commitment and planning ahead. Examples might be the Portage airshow or the Neepawa parade which could take two or three days of activity. Similarly we may be able to plan better presentation for any event shared by other clubs, such as Legion 215. The calendar would allow sufficient time to organize.

Some events that could be interesting put forward: Gord Falk suggests a weekend off-road run. A&W and Tim Horton's are planning summer activity for car collectors too.

TECH-TIPS

Some things that need to be replaced can be revisited. For example, the fuel line from pump to carburetor should be

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steel not copper. This because copper work hardens with vibration and could/will break...some considerable hazard now! However, a crankcase vent line could be copper as failure won't pose any hazard and it won't be the end of the mission either.

By the by, the fuel line should be steel right to the back of the bus. One old M38 kept smelling gassy tho, and it turned out to be the fuel line rusted thru! Copper ain't all bad! And further, don't rely on the fuel line to provide ground for the gas tank fuel gauge sender unit. If the gauge seems erratic, try a ground wire from one of the sender unit screws to the vehicle frame and/or instrument panel.

DISPATCHES

John Tizzard has forwarded a picture of a M-38 data plate, date reads 2-25-53. Anybody have one newer than this? I checked my A1 (CFR 53-32492) and it's data plate is stamped 1-30-53. Apparently there is some overlap in the assembly line... Johnny Cash's Cadillac?

Past President Gord Falk now out of excuses for not having his CMP rolling this summer. Except his Ferret, M38 and Carrier keep getting in the way.

Barry Smitke and Lorne Ertle working up new side panels and rear panel on Barry's A1.

Historian Ed James reports from Elkhorne that great treasure is to be found in the gas tank wells of Jeeps, including beer bottle caps, shell casings and cigarette packs. Oh for the good old days!

HISTORICAL NEWS - from JL Granatstein, author of the book Who Killed the Canadian Military, published in 2004, referring to the Iltis "jeep" used by the Canadian Forces as an example of the procurement procedures of the government of Canada.

"A perfect example of how not to do it was the contract for the wretched Iltis patrol vehicle, let in 1982. The Iltis was German designed and could be purchased there for \$26,500 each. But Ottawa decided to help out Bombardier and gave it the contract - at \$84,000 for each vehicle. If the offsets had added, say \$10,000 to the cost of each vehicle, that might have been acceptable. To increase costs by almost \$60,000, however, was scandalous. Even worse, field trials of the Iltis before the order was placed found much fault with the design, but these complaints were blamed on the inexperience of the soldiers testing the vehicle. Only in Canada, you say? Pity."

PRESIDENT'S CORNER

First of all I would like to thank all of you for bestowing this unique honour upon me by allowing me to act as your

president. OK reality check as in most clubs nobody else wanted the job and I am just the poor sap that got sucked in to doing it. Either way I will try my best to make sure to put the "FUN" back in Prairie Command (I know that the "N" is already there we'll just have to find a way to F U).

Before continuing I would be horribly remiss if I did not thank Gord for his years of service to the club as president. While I am still a relative newcomer (probably why I could get sucked in to running for president!), it is clearly evident to me that a) Gord is passionate about military vehicles, b) has a very soft spot in his heart for young folks who express interest in our vehicles and c) he always conducted himself as president with the best interests of Prairie Command in mind. While I'm sure he will find it difficult to cut the strings of control, I have it on good authority that he is looking forward to getting back to the operations side of things - restoring vehicles.

So what do I see as priorities? Well for starters whatever you the members communicate as being important is a priority to us, your executive committee. Unfortunately we rarely get that kind of input and so we are forced to do one or more of the following - a) conduct telephone surveys, b) develop focus groups, c) hire consultants to perform a needs and GAP analysis or d) make Sh** up. Please note that the default position is d).

So with that in mind let me point out some key areas I think could use some improvement.

Communications - I believe this is key to growth and encouraging participation in club activities. With Don Trueman's steady hand at the helm the newsletter is in good shape with the exception of - you guessed it - member input. Please take a few minutes to send Don an article for publication, Pulitzer prize winning material not required. Let your fellow club members know what you did this winter (learned a new technique, found a source for parts) or how about an "I learned about vehicle restoration from that" article. Personally I intend to contribute a president's communiqué on a regular basis.

Externally I think we need to make some changes as well. I will get back in touch with the "Manitoba Moment" TV show who expressed interest in us last year as well as the "Breakfast Show" people to see if we can get some air time. We need to get the word out that we exist and explain what we do. With that in mind we are also working on a brochure that we can handout at club events to persons interested in more info on PC.

Continuing to improve the club Website and establishing a pubs library and photo albums are all things to be considered.

Club Events - A club like ours survives on events. Holding fun events that are of interest to all our members cannot help

but promote growth. But people have busy lives and need to plan well in advance for these events. There are two schools of thought on events - one that we respond to requests for event participation on an ad hoc basis and the other is the establishment of a few key events planned well in advance. I propose we examine the second and try and establish a calendar of events well in advance. To assist in that it is my intention to send letters to some of our key supporters (legions and major car and airshow organizers) to remind them of our willingness to participate in community events with turnout dependant on lead-time. Additionally we have had some members express interest in setting up fun rally's and "cruise nights". Here is where a strong event co-ordinator with assistance from our members at large is key to the success.

Mending Fences

It is human nature for people to form strong opinions on issues they are passionate about. Within PC the topics of uniforms (or more to the point rank on uniform's) and "replica" vehicles can certainly get a conversation going. Unfortunately when carried to extremes these differences of opinion can lead to very divisive circumstances which can become damaging to the Club. Your executive is tasked with "policing" the bylaws, however my interpretation of that is to encourage compliance, not enforce it and wherever possible to find solutions acceptable to all. From my point of view these two issues can be resolved reasonably simply. The uniform issue is governed by the criminal code which hinges around misrepresenting oneself as a member of the armed forces. Not wearing rank (unless one is representing a particular historical individual) or a uniform that could be mistaken for being current CF issue would fit the bill on that one.

As far as vehicles go my personal opinion is that the line between "authentic" and "replica" is pretty blurry. Does slapping an M38 tub onto a CJ-5 frame with the appropriate tie downs and boxed in frame areas welded on NOT make it an M38? We all take a little license here and there (Robertson or Phillips screws on your MB .. tsk tsk!) replica .30 cal, etc. So again it seems to me it is a matter of misrepresentation. If someone chose to buy the replica schwimwagen that is currently available for sale and come to a club event with it, is this wrong? It is if it is represented as an original but not if it is clearly ID'd as a replica. Since a real Schwimwagen would be hard to come by, being able to give folks an idea of what one looked like might be neat. In any event my point is that while primarily a vehicle club, I feel we should strive to find ways to be inclusive of members interests (by the way Don and I are willing to start a HAM radio detachment in the club).

And my final thought for this issue is a simple reminder that the work needed to keep the club rolling along is because of people volunteering their time. If we continue to rely on a

small core of people to attend events, or help conduct club business or arrange club events, it will become harder and harder over time to remain viable. Please consider asking fellow members or the executive if there is anything you can do to help. It would be most appreciated. Till next time.



This is America's first Jet airplane - the P-59 first flown in Oct. 1942. Volunteers have spent the last 10 years restoring this airplane, and they put the wings back on last weekend just in time to be on static display at an air show this weekend. In 1942, this was a Top Secret project located at Edwards AFB. When the dry lake flooded, they had to transport it by road so it was disguised with a dummy wooden propeller on the front and covered with a shroud.

There is also a story behind the hats. On one test flight it was spotted by pilot's getting checked out in P-38's operating from Van Nuys Airport. When the P-38 pilots reported seeing an airplane with no propeller, their account met with skepticism but the story kept circulating, so on a subsequent flight the test pilot of the P-59 dressed up in a gorilla mask, put on a derby hat and a smoked a cigar. He then made a point to fly next to the P-38 pilots and waved at them. When the P-38 pilots got back to the base, they told everyone about the plane with no propeller flown by a gorilla wearing a derby and smoking a cigar. The result of their report was total disbelief, so the airplane remained a secret until after the war.

BUY AND SELL

FOR SALE

Nothing new this month.

For previous ads check out the newsletter archive at the Prairie Command website or at <http://www.m38jeepproject.com/ClassifiedAds.html>

March 2007

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------------|---------|-----------|----------|--------|-------------------------|
| | | | | 1 | 2 | 3 |
| 4 | 5 PC meeting | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 St. Patrick's Day |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |



Gramps and the "Kid"