



NEWSLETTER 164

January 2006

DEBRIEFING

The January Annual General meeting was held at Bill Briercliffe's business office, (is this our ancestral home?) Ten members were present. On the agenda were elections, NAAACCC membership and the Financial Reconciliation for the past year. Membership in NAAACCC was supported with the fees/dues being \$3 per member of the club (currently we are at 46). The Financial Statement was presented by Bill Briercliffe and accepted by the members present. Elections for President and Vice-President were not contested (no candidates) and the status quo remains with Gord Falk and Derk Derin remaining voluntarily. Member at Large will be addressed at the next meeting. The position of Secretary will be filled again by Don Trueman, with support from members vis-a-vis Newsletter etc.

Much discussion took place on the club's position with respect to vehicle replicas and re-enactors who are club members without vehicles. The nature of some Club activities where for example, we are invited to Legion Special or Commemorative events or services, raised the issue of decorum for Club participants, and the type and quality of vehicles presented. In the past, church activity such as Remembrance Day Services has been left to individuals, as the Club had some strong feelings about a presence at what is essentially a religious service. In seeking answers to these items the Club bylaws where referred to and it became apparent that a review of them was in order. This led



New member Barry Smitke's A1 ready for restoration

to the establishment of a Committee to review Club By-laws. With the agreement of the members present, the committee is comprised of Gord Falk, Mike Wolter and Jeff Helps.

The Club reminds members that there is a preferred Club event shirt still available, as well as Club crest and magnetic name tags with Club shield.

We are looking at future Club meetings at the Garry's Museum and the Shilo Arty Museum. See next meeting also...

Fund-raising activities are being pursued by Jeff Helps and Mike Wolter. Idea's being kicked around include the display of MV's at Auto-dealers on Historic Event occasions, say June 6. A report is being prepared.

We have a tentative TV show developing with CTV and their program Manitoba Moments.

There was a suggestion that we should have a "push, pull and drag club event, see how many vehicles we can gather in one spot (summertime, of course!) and is there a possibility of a rally in (eg) Fargo/Moorehead with the Duluth Red Ball div'n. of the MVPA...

NEXT MEETING

The next meeting will be held on TUESDAY, 7, Feb at 7 PM at the Winnipeg Rifles Museum, Minto Armory on Minto St. Winnipeg West-end, cross street is St Matthews Ave. Thanks Dirk for arranging this visit.

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
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TECH-TIPS

Ever had a stud break off when trying to back it out? Often times the only solution is a trip to the machinists shop for an expensive extraction. Before going that route how about trying this old welders trick. Place a nut over the stud and weld it through the centre hole of the nut letting it cool slowly to room temperature. Often times the heat generated by welding will loosen the stub and it can be removed using a wrench on the nut. You may have to make several attempts to get it just right



but it seems to work pretty well. For a larger stud broken off inside the tapped hole, sometimes it is possible to drill through the centre of a bolt, thread it into the hole and weld it to the stud as well.

EVENTS

☛ Nothing in the near term.

DISPATCHES

There was an Executive meeting on the 27 of January. The Committee to examine the Club By-laws was also present. Members who were able to be present were the Pres., the Secretary, By-laws committee member Jeff Helps and Member-at-Large Doug Young. In the course of the meeting the By-laws were reviewed and a draft will be prepared by Jeff Helps. Pizza was consumed and no member received the entitlements they might have thought they were entitled to. Secretary got away with the left-over pizza.

Not much field activity to report. Bill Spence has George McGowans CMP Wireless and wants it known he is now long on Chevy parts. Doug Young's long box Dodge is stretching into a project. Jeff Helps solidly into the radio side, needs a course correction back to vehicle restoration. Derk Derin has discovered the lightening effects of E-bay. Rob Fast has a giant Nipper to protect his (RCA) radio HUP.

Mordyck Auctions sold the Ambulance Van for \$3500, Doug Young found it being pressed into service with a construction Co. in northern Manitoba. Several Iltis have been moved through the auction ring, we got a heads-up from Mark Anderson that they were essentially wrecks, maybe good for parts...

Western Command has (club logo) Shields for sale (like our PC Shield, but Jeep sized) as well as a Red Ensign adhesive described as 4"...

John Tizzard has finally scared up a hood for his M38. John is looking for period radio equipment, had a contact in the US but something went off the rails... any one help? He needs AN/GR-9 radio accessories.

Joe Greenberg is busy building wiring harnesses for M series 38, 38A1 and 37.

At the end of 2005 we had 46 members and 6 affiliates. For those of you who have not yet paid their 2006 dues please forward the \$20.00 membership fee to either Bill Briercliffe, (or Don Trueman)

CLUB MEMBER SAVES TUNIC

Rob Fast was cruising the internet one day in early December when he came across the battledress tunic for S/Ldr E.A McNab who had been the commanding officer of No. 1 Fighter Squadron of the RCAF when it arrived in Britain early in 1940. After a few weeks training the squadron began

operations August 19, 1940, at a time when the Luftwaffe's attacks on southern England were increasing in intensity. The first few days only resulted in fruitless scrambles; then on August 26, the Canadian Hurricane pilots finally encountered a formation of Dornier 215 bombers, three of which they destroyed. Eight weeks later, when the Squadron flew to Scotland for a well-earned rest, the score stood at 31 enemy Aircraft definitely destroyed and 43 more probably destroyed or damaged. Three pilots had been killed in action - the RCAF's first combat casualties.

For their actions the three most successful fighter pilots of the squadron, S/L McNab, F/L G.R. McGregor, and F/O B.D. Russel, were awarded the DFC.

Recognizing the importance of this tunic, Rob contacted Jeff Helps who passed the word onto the History and Heritage officer at 1 Canadian Air Division, Capt Brendan Bond, who in turn passed the info on to Air Force museums across the country. The result of this info passage was that the tunic now has a new home in the Canadian Forces Museum of Aerospace Defense in North Bay Ontario. Thanks Rob !!!!



**TRUCK, CARGO, 11/4 TON, M715
WIRING DIAGRAM IDENTIFICATION**

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WIRE MARKING

CIRCUIT DESCRIPTION

- 3 ALTERNATOR GROUND CIRCUIT
- 4 BATTERY FEED TO NON SWITCHED DEVICES (SPlice FROM CIRCUIT "5")
- 5 ALTERNATOR OUTPUT TO BATTERIES
- 6 STARTER SWITCH OUTPUT TERMINAL TO STARTER MOTOR
- 7 BATTERY 1 NEGATIVE TERMINAL TO CHASSIS GROUND
- 8 12V SLAVE RECEPTACLE TO CHASSIS GROUND
- 9 12V SLAVE RECEPTACLE TO BATTERY 1 POSSITIVE TERMINAL
- 10 SPlice FROM CIRCUIT "85" TO VOLTAGE REDUCER
- 11 POWER TO IGNITION SWITCH TERMINAL "B","D"(SPlice FROM CIRCUIT "5")
- 12 IGNITION SWITCH TERMINAL "A" TO COIL
- 15 TO LIGHT SWITCH TERMINAL "F" FROM SPlice CIRCUIT "5"
- 16 LIGHT SWITCH TERMINAL "M" TO HIGH BEAM SELECTER SWITCH
- 17 HEADLIGHT SELECTER SWITCH TO SERVICE DRIVE LIGHT HIGH BEAM, HIGH BEAM INDICATOR
- 18 HEADLIGHT SELECTOR SWITCH TO SERVICE DRIVE LIGHT LOW BEAM
- 19 LIGHT SWITCH TERMINAL "D" TO BLACKOUT DRIVE LIGHT
- 20 LIGHT SWITCH TERMINAL "E" TO FRONT BLACKOUT MARKER LIGHTS
- 21 LIGHT SWITCH TERMINAL "H" REAR SERVICE MARKER LIGHTS
- 22 LIGHT SWITCH TERMINAL "C" TO TURN SWITCH TERMINAL "D" SERVICE STOP LIGHTS
- 23 LIGHT SWITCH TERMINAL "N" TO BLACKOUT STOP LIGHTS
- 24 SPlice FROM CIRCUIT "20" TO REAR BLACKOUT MARKER LIGHTS
- 25 HORN UNIT TO HORN BUTTON
- 25A HORN UNIT FEED FROM SPlice CIRCUIT "4"
- 27 INSTRUMENT FEED FROM IGNITION SWITCH TERMINAL "C"
- 28 FUEL LEVEL INDICATOR TO FUEL LEVEL SENDING UNIT
- 30 VOLTAGE REDUCER 3 AMP TERMINAL TO 12V ENGINE DIAGNOSTIC POWER SUPPLY STUD
- 31 VOLTAGE REDUCER 4 AMP TERMINAL TO RADIO CONTROL BOX
- 33 WATER TEMPERATURE SENDING UNIT TO WATER TEMPERATURE INDICATOR
- 36 OIL PRESSURE SENDING UNIT TO OIL PRESSURE INDICATOR
- 40 LIGHT SWITCH TERMINAL "B" TO INSTRUMENT LIGHTS
- 49 24V SLAVE RECEPTACLE TO BATTERY SWITCH OUTPUT TERMINAL
- 50 24V SLAVE RECEPTACLE TO CHASSIS GROUND
- 68 BATTERY 1 POSSITIVE TERMINAL TO BATTERY 2 NEGATIVE TERMINAL
- 73 RADIO BOX GROUND TERMINAL TO CHASSIS GROUND
- 75 LIGHT SWITCH TERMINAL "A" TO STOP SWITCH
- 75A STOP SWITCH TO LIGHT SWITCH TERMINAL "K"
- 79 FUEL LEVEL SENDING UNIT TO CHASSIS GROUND
- 82 BATTERY 2 POSSITIVE TERMINAL TO BATTERY SWITCH INPUT TERMINAL
- 82A BATTERY SWITCH OUTPUT TERMINAL TO STARTER SWITCH INPUT TERMINAL
- 85 AUXILIARY POWER FEED (SPlice FROM CURCUIT "4")
- 90 TRAILER RECEPTACLE GROUND
- 91 SERVICE DRIVE LIGHT TO CHASSIS GROUND
- 460/461 FEED TO TURN SWITCH TERMINAL "G" CONNECT WITH CIRCUIT "A"
- 460 TURN SWITCH TERMINAL "A" TO FRONT RIGHT TURN INDICATOR LIGHT
- 461 TURN SWITCH TERMINAL "B" TO FRONT LEFT TURN INDICATOR LIGHT
- 22/460 TURN SWITCH TERMINAL "E" REAR RIGHT SERVICE STOP/TURN INDICATOR LIGHT
- 22/461 TURN SWITCH TERMINAL "C" REAR LEFT SERVICE STOP/TURN INDICATOR LIGHT
- 468 FROM ALTERNATOR TO SPlice CIRCUIT "5"
- 491 LIGHT SWITCH TERMINAL "L" TO FRONT SERVICE MARKER LIGHTS
- 509 CONNECT FROM CIRCUIT "85" TO 15AMP CIRCUIT BREAKER
- 509A 15AMP CIRCUIT BREAKER TO PERSONELHEATER CONTROL BOX
- 509B PERSONEL HEATER CONTROL BOX TO HEATER BLOWER MOTOR
- A LIGHT SWITCH TERMINAL "J" CONNECT WITH CIRCUIT "460/461"

01/20/01

Note: While listed as an M-715 this numbering scheme is standard across all M-series vehicles

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<p>BUY AND SELL</p>	<p>M35A2 troop deck (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 (http://www.guntruck.com/Resources/M35A2CTypical.jpeg). Possibility of a trade for my M109A3 radio/van deck. (http://www.mvmvc.org/M109-A2parade2.jpg) -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 Davin- axo@shaw.ca (204)781-2875</p>	<p>Shocks for M37 series. Vintage Power Wagon) Doug at (204) 895-1618.</p>
<p>WANTED</p>	<p>FOR SALE</p> <p>1943 Ford 15CWT 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 kaheiberg@accesscomm.ca</p>	<p>1944 Ford 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>The bag and manual for CPRC-510 radio set. Call Gord Falk at 204-326-1933.</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>2 1/2 Ton M135 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 mickeyd@sasktel.net or call Mickey at (306) 764-7789</p>
<p>For Chevrolet C8A PERS-3 "Staff Car": 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 cmperry@mts.net</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 wrspace1@shaw.ca</p>	<p>CMP Chev 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>Wanted...Rear driveshaft for M series ambulance/comm van. Contact John Robinson at 204-667-8928 or J_F_Robinson@hotmail.com</p>	<p>Stainless steel A1 gas tank knock-off, excellent condx \$50 (or \$100 with gas). Contact Don Trueman at truemand@mts.net</p>	<p>2 x 9:00x16 nd tires nearly new condx with new tubes...\$200 for the pair. Contact Lorne Ertl at (204) 757-2563.</p>