



NEWSLETTER 179

Jul/Aug 2007



Legion 215 meeting was good with half-a-dozen vehicles turned out.

CONDOLENCES

We begin this month's newsletter on a couple of sad notes. After a lengthy illness Bill Spence's wife Jean passed away over the summer. Derk Derin also suffered the loss of his mother during the same time frame.

Many of us had met Jean as she and Bill took part together in club events. Always cheerful and interested, she brightened many MV shows. A number of club members were able to make it to the memorial services. Our deepest condolences to both Bill and Dirk on their respective losses.

DEBRIEFING

On July 8 Gord Falk and Mark Perry attended to the All British Meet sponsored by the Mini Club at the Forks in downtown Winnipeg. Gord brought out his Ferret and Mark with his BATIS Land Rover. These always get interest when set amongst the usual British sports and luxury cars. This event grew

quite a bit from last year and they hope to see us again next year.

For the GPW and carrier guys the All Ford meet was a bust because of poor weather predictions. Turned out it was poor predictions and not poor weather!

PC vehicles met up with Ghost Sqn at the Carman Annual Parade after a convoy from the Wpg area. About a dozen vehicles in attendance. Jeep owners reported fuel bills in the order of 28 to 30 dollars. Doug Young and his M37 a bit more. Weather was hot and sunny, but we got to use the wipers for a bit on the way home. Brent Ferniuk and his family came along with his new Iltis.

The next big event was somewhat invitational to PC, as Mike Wolter committed the club to turn out for the 75th Anniversary of "The City of Winnipeg" Squadron #402. The hi-lite was of course, all those nice MV's, only slightly overshadowed by the P-51 Mustang (City of Winnipeg) flown in for the occasion. This aircraft is owned by

it's pilot who lives in Carberry Mb but stores the aircraft in Fargo ND at their museum. We were treated to a fly past at the end of the formal ceremonies. Derk jumped in to help push the P-51 back into the hanger and say's he won't wash his hands again!

Derk also put on a great photo mosaic from his air force archives and appeared for us in WWII RCAF uniform, including appropriate kit. Need some wings to dress up the uniform! Derk?

Both Bill Spence's and Don Trueman's jeeps were used as part of the hanger floor displays, With Don's .50 Cal providing AA defence for the Mustang!

At the last minute 402 Squadron was unable to obtain the planned vintage staff car to pickup dignitaries BGen "ET" Thuen from 1 Canadian Air Division HQ and the 17 Wing Commander Col Scott Howden. PCMA members Major Mike Wolter and Jeff Helps (with Derk acting as uniformed escort) answered the call and provided much appreciated period transport. Mike's jeep even sported the

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BGen Thuen and Col Howden Arrive in Style

correct General's plates after some last minute modifications by 402's tech workshop. After the ceremonies both gentlemen were taken on a tour of the Wing with tops off (the jeeps not the dignitaries) and windshields down, a sight probably not seen on the wing in decades!

NEXT MEETING

The next club meeting will be held in conjunction with our end of year BBQ at Rob Fast' house (see events section) To try something new this fall the regular club meetings will be held at the 17 Wing museum on our usual Monday nights. We will try and reschedule the tour of 1 Cdn Air Division during that time frame as well.

EVENTS

🚗 Rob Fast has offered to host the end of summer club BBQ at his house Sunday Sept 30th at 1400 hours. I am assuming with his large "hanger" that weather will not be an



Don's Jeep at the Ready!

issue except perhaps determining whether you arrive by MV or SC.

DISPATCHES

Derk has been settling in to his new home and returned from a shoot meet in Brandon to find the house had been hit by lightning! That explained the shingles in his driveway, the wind would account for the trampoline that also ended up in his yard. Fortunately there was no fire and damage was to roof and soffit, both of which Derk has some experience with! Also, his carrier radiator is in and the vehicle is quite serviceable. Not exactly zoom-zoom-zoom though.

Barry Smitke has his jeep thru the sandblast step and it should be showing in green now. It needs a return trip to Lorne Ertle for engine refit.



Derk on the Alert for Saboteurs

Gord Falk picked up a flathead V8 for the shipping costs out of BC. Full report to come.

We're waiting to hear from the Tallman team on their visit to the MVPA convention, expect this when summer break is over.

Correspondence from Ed James shows his jeep project in parades and a big success with young and old. Ed always gets good press for his efforts to bring Canadian history to life and we have quite a clipping file of his efforts in the club archives. Remember he wants your "big band music" 78's you have stashed in the attic. Ed also suffering the "Willys wobbles" steering issues ... where to start tightening up! Stick to motorbikes Ed, they just fall over at stop signs!

Marc Montgomery's Convoy Magazine carried Gord Falk's great report on club activities with pictures from the Steinbach Car Show. Marc has done an excellent job in this

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Bill Spence's "Burma Buggy" Takes Shape

issue, we look forward to many more.

Lorne Ertle has made excellent progress on the HUZ. Painting is near complete and major pieces are going back together. Lorne also has a 42 Dodge Carry-all in his yard for sale acquired after a completely uneventful and smoothly executed commercial transport from Vancouver Island. NOT!

Bill Spence "Burma Buggy" also looking good. Bill was away during the 75 Anniversary of 402 Squadron but made arrangements for us to borrow his GPW for the event.

Bill Briercliffe's motorbike is back on line after transmission issues.

TECH TIP

In the distributor of M-series, the vacuum system is applied to vent and/or dry the distributor inner workings. To preserve



Lorne's Carry-All on The Last Leg of It's Journey Thanks to Mark Perry and His Trailer

the vacuum level, one of the tubing adapters has a small aperture (40 thou. ins. apparently). Next time its apart make sure you have same! This vacuum circuit branch may also be important in cooling the distributor, especially the ignition coil. And further, the coil has quite a bit of power (heat dissipation) if the ignition is on and the engine not running...we've seen the top popped off from overheating. If the motor isn't running, make sure the ignition is off!

Lesson from the P51 Mustang owner (see events) after his Rolls Royce Merlin seized up 12 hours into a rebuild. The re-builder used gasket goo instead of gaskets and a piece of silicone came away and blocked an oil passage causing it to spin a bearing and seize. Fortunately the airplane was on the ground!



MV's as Far as The Eye Can See At Carman

Lots of distributor grief for Trueman's A1, finally after all the component substitution in 38C weather, the spring tension of the breaker points showed itself (on a cool day!), they just plain didn't close anymore. This was the final straw as there were a couple of other (coil and condenser) suspects. But spring tension? who woulda thought! Footnote; the "b" size bottle of Scotch in the US is not the same as the mid-size in Canuckistan. In fact its much bigger and the Cdn custom guys know it even when you don't. Hey, welcome to metric US and Imperial. If you're old and grey, just pretend you're stupid and maybe Cdn.

PRESIDENT'S CORNER

As you read this I am in Ottawa attending to very important National Defence business (at least in my own mind!) and like it or not summer is coming to an end. I am looking forward to some quiet time to complete the small details on my M38, finish the M-100 and hopefully start the M37! All in all I think a good season was had by those that attended the events and we are already getting bookings for next year.

Princess Auto would like us back in June and the Gimli modelfest would like us to set up displays in August for the weekend of their model aircraft meet. Camping and fun events are promised.

Your executive has worked hard to keep members informed about events via the newsletter, the webpage and via e-mail Warning orders, but as always it seems that it is the same small core group of members who attend events. Not a complaint, just a wish that more would attend and enjoy the fun with your club mates.

This year we did a serious road move to Carman (which amongst other things proves we need practice at road moves) that was a good test of our vehicles and on the way back our windshield wipers. Sadly perhaps one of the reasons for low numbers may be fuel costs. The trip cost most jeeps around 28 bucks return in gas and that can be a lot these days. Personally I am becoming well known at the local Shell station.

Please give some thought as to what kind of events you would come out to and let us know once the fall/winter meetings start again. Now is the time to start planning for next year.

Not much else to report for now except the time to check anti-freeze seems to be rapidly approaching.

Hope to see you at the wrap up BBQ and the fall meetings. Don't forget we have our annual X-Mas dinner coming up and we will get you dates, times and locations soonest.



P-51 on The Ramp



Derk's 402 Sqn Display



Mark Perry and Gord Falk's Entries at the All British Car Meet

