



NEWSLETTER 156

March 2005

DEBRIEFING

Our Fort Garry meeting with Gord Crossley brought out 8 members. The meeting opened and closed quickly, there was no new business.

Skip Lynds reported that the Air Show was not going to happen in spite of everyone's effort.

Gord Crossley gave us an appreciation of the FGH Museum's resources and some recommended reading for researching vehicle authenticity in Cdn Service. One of Gord's strong recommendations was Convoy Magazine produced by Marc Montgomery. A show of hands at the meet indicated four of the eight present were receiving Convoy.

The library of the Museum contained volumes of photographs which drew a lot of our attention, mostly people, but backgrounds were filled with vehicle detail. Gord had other material, for example, maintenance and operation of the Centurion Tank...

NEXT MEETING

Monday April 4/05 at the garage/shop of Jeff Helps. Jeff is located at 7070 Roblin Blvd, on the west side of the Wpg Perimeter Hwy (towards Headingley), south side of the road a long driveway set back in the trees. We'll arrange for something conspicuous to mark the site (watch for something green).

EVENTS

Skip Lynds has volunteered to function as event coordinator for club events. He can be reached at (204) 334 1030 or fhlynds@mb.sympatico.ca

Legion 215 has asked us to provide vehicles (including two trucks) for a trip/parade from Bird's Hill to the Legion on the 29 of May. Contact Skip Lynds.

DISPATCHES

Bill Spence is proceeding well with his Chevy CMP. Much of the chassis work is complete, engine work is in progress. Please note his shopping list in the "buy" dep't.

Jeff Helps M38 is in the repair stages...in pieces and moving forward.

John Tizzard is into the M38 (or should we say MD) re-assembly stages in Moose Jaw.

Lorne Ertle reports he needs to move his HUZ around for access and to get prime coats on...need some warmth in the air too.

Joe Greenberg is casting about for info on M37/M38 starter similarities. Anybody tried to make one from the other?

Derk Derin refinishing 19 Set control boxes. Derk has decal scans for several box types. Guaranteed not to glow in the dark...

Editor has a question about Jeep industrial engines (welder and generator apps.) There is a report that the cylinder head (L head engines) is different (thickness?) Any one got an answer?

Sean Spencer in the NW Territories has a birth announcement! to explain slower progress on his carrier and M37. Sean plans to be in Wpg this

summer and invites us to abuse him by picking up stuff thru SK and AB on his way here...his e-mail address is changed to: grnegnham@auroranet.nt.ca

Some late entries on the membership list from last mailing-Jonathon Lewis, Peter Martens and Mickey Zwack. Please find their particulars from your previous membership list, or contact me (ed.)

TECH-TIPS

If your vehicle is leaning sideways (too substantial a driver?), you can level it up without re-arching the springs. It may remain a little low in the front after this task, (re-arching springs doesn't seem to be a science yet, you may be high in the front after a re-arch). Try this: make a mark on the spring leaves so you know which is left and which is right. Then dis-assemble the springs and put them back together interchanging the left and right leaves. This effectively equalizes them by distributing the error. And the bonus is your shackles will get cleaned, up a big factor in how you ride over the bumps. I think you can do this without removing the main leaves, but you do need to drop the springs from the axle. Also, when you put them back together, get a long piece of threaded rod to pull them together, then c-clamp them while you put the original bolt back in.

BUY AND SELL

Mike Wolter and Jeff Helps are gathering names of other M-38 owners who want or need new data plates. If there are sufficient numbers, they will go ahead and have these made up. The first set is the expensive one of

course, but as the numbers go up, the cost should become realistic. These will be very accurate knock-offs. They are Canadian plates with all appropriate references (Imperial etc). This isn't a buy'n'sell venture, but we'll run it here to increase circulation to other clubs.

WANTED

The bag and manual for CPRC-510 radio set.
Call Gord Falk at 204-326-1933.

M-38 or CJ3-B frame.
Data Plates for MBT or Bantam trailer - also storage box .
MB hardtop information.
Swap M38-A1 canvas top for M38 top.
42 MB slat grill or pattern.
...for Koenig Iron Works Jeep hardtop, M38 or CJ, and made in Houston Tx, model 530. Need left and right door assemblies.
-Call Al Sayak at(204) 256-5517 or sayak@mts.net

Driver's Handbook for HUP series vehicles.
Remote Control Set for 19 Set Radio.
- Call Lorne Ertl at (204) 757-2563

WS 19 Mk II, working or not.
-call Derk at (204) 388-4557

Chevy 13 Cab for 15 CWT. (Must be for a Chevy and for a 15 CWT). Also need pintle hook for same, running boards & all three mountings for cab. Advise condition & price to Bill Spence, (204) 837-7706 or e-mail wrspence1@shaw.ca

FOR SALE

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

M-38 A1-CDN2 with canvas top and side curtains (but no doors) C-42 radio set, good condition \$6000
-Call Jim at 204-745-3405 or e-mail jkh@mb.sympatico.ca
(hey Jim, could the radio sell separately?)

Assorted metal ordnance boxes, mines, shells etc. These are in WW2 markings and good condition, good paint...
-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

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.

Shocks for M37 series. (\$110US at Vintage Power Wagon) Doug at (204) 895 1618

CJ-5 Jeep. Mfr. 1955, 6 Volt. Good shape, open to offers
Jean Catellier at (204) 347-5501

-CMP Towing Hitch-complete and rebuilt including pintle, heavy spring and mounting brackets.
-Radio Crystals-U.S. #4807-PH-53. Crystals are in a metal transport box marked "Signal Corps" which held 42 crystals however 3 are missing-???42 Set?? (ed. note Nope)
-NOS rubber "boots" for 16" tire rims-will fit 1500CWT and 3/4 ton Dodge. These go between the rim and tube to prevent chaffing or pinching.
-Field telephone set "L"

-M-151 starter complete with new "Bendix"
-Chore Horse type portable generator. This is the 30 Volt model PU 5008 U. Supply tags are both marked "servicable"
-15 CWT Run Flat Tire on 16" rim-Chevron patt-well worn-WW2 dated.
-Crew Commanders Headset for 42 Set.
-6 Volt lamps-Phillips#55 (dash panel lights for CMP and other 6 Volt vehicles)
-Practice aerial bomb-sheet metal-9" dia x 48" long (for blowing up British type antennas?)
-Factory rebuilt starter for Dodge 3/4 ton M series - model MCZ 4002 UT.
-Factory rebuilt H2O pump- Dodge 3/4 ton M series.
-NOS starting motor-M38-Model MBP 4301 UT-fits engines with serial number below 74,419.
-Military Folding field Bench Seat-labelled Harrison Q.M.-Maxwell 1944.
-Joe Greenberg at (204) 586-6134 or greentruckguy@canada.com

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



Don Trueman shows Jeff Helps how to tack weld panels