



NEWSLETTER 187

May 2008



Don's Multi-taskable Tow Bar (close-up page 2)

DEBRIEFING

May 4 started poorly in Winnipeg as snow fell again! However, by the time to head for Gord's and the BBQ meet, most of the roads were clear of ice and snow. Wet though. We fielded a dozen members. Gord entertained us with his inventory of vehicle stuff, radio sets and then cooked up a good meal with help from his kitchen galley staff. Our appreciation for his fine effort! No new business was discussed.

NEXT MEETING

Summer mode now in effect. We'll try and keep meetings co-incident with Club and car events. Keep an eye on the website calendar.

The Steinbach Car Show on June 1 is getting some attention from members.

This is a major draw, however we've missed it over the past two years as we met for Armed Forces Day with the Prairie Dog Railway. As I recall, we missed the Steinbach event three years ago, when we arrived in the rain, and discovered it was cancelled.

Keep the 21st of June open for Princess Auto set-up on Panet Rd. This is a date change (I keep forgetting!).

EVENTS

- 31 May Beausejour, Manitoba contact Rod Kischook 204 268-0544
- 1 June Steinbach Car show - Contact Gord Falk or Don Trueman
- 21 June 2008 (**Note this is a date change**) - Princess Auto 75th Anniversary at the Panet Road Location - details to follow

Check the club calendar on the website.

The Princess Auto display has been set to a later date in June, it is now scheduled for the 21st. This is at the Panet Road store only. If you wish to join, please let Don T or Jeff H be aware. Last year there was a barby on site to keep the troops on the fat side. Lubricants too. Unfortunately this conflicts with the prez's schedule and he will not be able to attend.

DISPATCHES

I think we all missed the Red River Swap Meet May 11. Beautiful weather for the first time this spring, and for the Swap Meet. My plans went awry after discovering a major clean-up necessary to get a Jeep to the show/shine part. Several club members attended but no vehicles.

Gord Falk persuaded Gord Krentz' DAF to turn a few rev's on its own. Ignition parts from Holland were installed, but Gord says work needs to be done on the fuel system next.

Gord's been busy with his own Ittis project. He ran up the daily driver Ittis for us at the BBQ. A second sits in reserve. Gord had planned on the Ford meet but needed logistic and moral support (good company!) and all was in short supply.

Cost of gasoline is going to be a big factor this year, especially for moving heavy and trailer borne vehicles. Last year's \$30 trip to Carman looks more like \$45 this year.

Parker Fillmore's A1 (MD) has arrived.

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Members at large: Bill Spence 204 837-7706; Doug Young 204 895-1618 **Past President:** Gord Falk 204 326-1933
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Parker has a lengthy list of detailing parts and is well on his way to lots of Saturday afternoon projects. The Jeep is serviceable but needs some attention to get it thru the safety process. Seat belts, wiper blades, turn signals, mostly worthwhile upgrades.

Joe Greenberg has been tasked with a vehicle display to be part of the Red River Exhibition held later in June. Joe is making great strides with his M38A1 project. M38 running much better now with a new fuel pump (diaphragm). Keeps that gas and oil in the correct locations!

PRESIDENT'S CORNER

I'm going to use most of the space this month to tell you about other uses our rebuilding skills can be put to. I recently bought a 2000 Ford F-150 Supercab 4X4 at auction from MPI which had been in an accident. With guidance from a friend of mine who is an auto body repair tech and the confidence gained rebuilding my jeep I tackled the repair work. The frame needed to be straightened at a professional repair shop and was the single most expensive job. All the rest was replace parts with salvaged parts from the auto wreckers. A bit of welding and work with the "blue wrench" and the truck was ready to go for a body integrity inspection, wheel alignment and safety check. It passed with flying colours and is now on the road. A few things left to do (the airbags are not working properly - Note did you know that airbags are not required to be installed in Manitoba? I could have left them out however I have replaced them (seems like a good feature to me!!) and now need to have them checked for function. Saved a bundle overall and now have a great

truck. Where is the MV tie in you ask? The truck has the heavy towing package so I am now looking for a 25' trailer (5th wheel or standard hitch) capable of carrying two jeeps. Anyone got a line on one for me?

If the weather ever warms up, we hope to get a regular Sunday met for coffee event under way. We are currently looking for a good location (as central as possible to all) to meet and do a "drive about" from there. Any thoughts on location, please forward to Don Trueman. That's all for this month, hope to see you in Steinbach!

TECH TIPS

Jeff H and Don T have come up with some tow-bar variations built around the Princess Auto classic. Jeff has fitted his with a lunette for pintle MV towing. Don has a dual system that allows for a ball coupler or a lunette. Most of it is off-the-shelf, but uses two scratch made plates at the apex of the bar. A coupler pin in the apex is used to permit the bar to collapse flat for storing. One other point to remember is that the princess auto tow bar is not designed to be attached directly to our lifting ring attachment points. The older attachments were a square cornered bracket, which requires cutting and moving the spacer down to the bottom of the square to allow the tow bar to pivot downwards. Mike Wolter recently bought a new PA tow bar and the attachment points are more triangular in nature allowing the spacer to remain at the apex. One mod that Jeff H made to Mike's tow bar was to replace the spacer with one that fit the pins that are on the jeep. Much less slop and lots less banging when starting up and stopping.

