



NEWSLETTER 188

Summer 2008



With only the regulars showing at events this summer, some members have had to do triple service

DEBRIEFING

As usual, we have no formal summer time meetings. However, we have had a busy MV season! And editor likes a little time off too.

Let's start with June. June 1st saw a few hearty souls (Don T and Jeff H) do a jeep road move from Winnipeg to Steinbach for the annual car show. Gord Falk and Rob Fast wow'd the crowd, Gord with his carrier (which won best display) and Rob with his air raid siren followed by anti-aircraft fire from his Bofor's. Both Rob and Gord also deserve big points for quantity with both bringing more than one vehicle to display (Gord - carrier and Ferret, Rob Bofor's the CMP support vehicle and "Nipper" his radio van)

Our Princess Auto display produced 12 vehicles and was a good representation showing every type of ¼ ton truck used by Cdn Forces over the years. Also the Tallman M37, recently acquired, made an appearance. Dave Thomson and

Derk Derin presented two Gun Carriers. It was fun to point to the Club brochure picture of a carrier being pulled from it's grave and then show visitors the results in Derk's carrier!

Gord Falk's Iltis, 151 from Gord Krentz and Land Rover from Mark Perry (c/w trailer) completed the display. We were driven out by heavy rain and lightning before the day was quite finished.



Gord Falk's "Best Display" winner

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Rob's REALLY BIG Cap Pistol!

Our next big gathering was Legion 215 Show/Shine July 27. This seemed the best to date for the Legion and we had a nice sampling of club vehicles. Also a nice day with no mosquitoes, hurricane winds, high temps etc. A surprise was the appearance of Kim Blake who had come to visit while on a Forces course four years ago. Just returned from Germany and transferred to Winnipeg (735 Sqn), he took in the show when he read in the Sunday papers about MV's and made a re-acquaintance with several of us. Forces were shipping his family stuff and he expected to be MV mobile soon (M38 recoilless rifle variant).

Jeff Helps decided to attend an auction in Brandon for the purpose of buying a really big trailer. He succeeded. His really big break came when Rob Love appeared at the review and took us under his wing. Rob took us to all the banks and agencies necessary to get rolling, then fabricated a fifth wheel adapter to upgrade the trailer. Jeff's F150 has a fifth wheel installed. Great club, great help!

Jack Mavins won the Budweiser Car of the Week award for his 1947 Chrysler Town and Country 4 door sedan. And what a beauty! Jack has a MB tucked away in the garage, also an award winner, in case you were wondering how a '47 made the page here.

Parker Fillmore has his MD saftied and on the road. Parker's put a great deal of energy (and other stuff) to get this ready

for the jeep season. Unhappily it was popping out of second gear when the drive train was slack. For a while. It then locked up in second gear and now the tranny is off to the shop. Parker remains in good spirits...Parker has a really nice condition CJ2-A gas tank for sale (a repro?)

Ken Heiberg called to let us know his carrier was for sale. Jeff Helps scooped it up and after an all day drive with that nice new trailer, the carrier resides in Headingley Mb.

Don Trueman took a weekend to install a new clutch in his M38, with lots of assistance from Jeff Helps and Doug Young. Parker Fillmore and Bill Spence waiting in the wings to help. The engine was pulled with the transmission separated at the bell housing. The bell housing was re-installed to the transmission, then the engine returned.

There was no certain sign of clutch damage, but the clutch chatter is now gone! Thanks to Norm Dumontier and Mid Canada Suspension for NOS parts.

NEXT MEETING

Garden City Show/Shine, sponsored by the Fabulous 50's Ford Club. Garden City Shopping Center. September 7. This will be our first meeting of the fall season.

EVENTS

As Above. Site for regular fall meetings to be determined, but we are always looking for someone to host!



Princess Auto Turnout

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DISPATCHES

After a long hard slog (angle of approach) at publishing a MV interest magazine for Canadian fans, Marcus Montgomery has collapsed Convoy Magazine. Marcus worked hard for many years to make this go, and deserves our gratitude and praise for his efforts over the years.

PRESIDENT'S CORNER

Club\klub\ noun - *an association of persons for some common object usually jointly supported and meeting periodically.*

Well that is the dictionary definition of a club, now let me tell you what it really means. As you read elsewhere in this edition, we did a road move out to Steinbach, where amongst other things I discovered that I have a personal fun meter of about 1 and ½ hours in a jeep seat! So the almost 4 hour round trip, pushed a trailer a bit higher on my list of things to have, plus I decided that I was going to try and go to a few distance shows, perhaps even into the US. Constant vigilance in the newspapers and on line auction sites led me to a few trailers, but the deals never went through. And so mid June found Don and I leaving early in the morning to attend an auction in Brandon, which had a few trailers that fit my bill. And as noted we ran into Rob Love who happened to stop by to see what was for sale. Well if you're going to buy a trailer it turns out that you couldn't do better than have Rob in your corner. His critical eye pointed out some things I missed which added a few more trailers to the possible winners. One that was NOT on the list was a 2005 nearly new 24' flat deck trailer. Not on the list because I thought it would go way to high for me, however at the end this beauty was mine! So what's this have to do with the definition of Club you ask? At this point most folks would probably say congrats and head off on their own business, however Rob is a different cat. First he asked how I was going to pay, I had thought VISA (I get Aeroplan points!!!) but Rob said "No way" as they have a surcharge for visa payments. So we jumped in Rob's M38A1 and headed off downtown to get a stack of hundreds from the bank (the ladies at the auction were NOT happy having to count out the bills!) So I now had title for my new beast. "How are you going to get it home?" says Rob? "Well I brought a trailer plate and I just thought ... Well you know ..." says I. "No way" says Rob and off we go to transfer ownership and get new plates for the trailer. "What weight do you plan to register it at" says Rob? "Funny question" thinks I saying "17,000 lbs, its gross weight" "No way!" says Rob with an explanation that makes perfect sense, ask him next time you see him! SO this should be the end right and we hitched up and ride of into the noonset (it wasn't quite lunch time yet) Right? Wrong! Not knowing what hitch would be on the trailer I came prepared for a fifth wheel or a goose neck ball hitch, which is

what was on the trailer, however it wasn't in my comfort level to use that type of hitch. I asked Rob if there was a trailer dealer in town who might have a king pin adaptor for my trailer, to which he replied "Yes ... But you know I think I have one at the house". So off we go again this time to Rob's where in his meticulously catalogued storage yard he pulls out a king pin which he used to move his Quonset hut (another story you should ask Rob about when you next see him). He offers to cut the gooseneck off my trailer and weld on the King pin when Don (remember he was with me?) says



The Prez's new trailer with two jeeps snuggled on board

"It seems a shame to ruin that coupler, you might want to use it someday!" "Well" says Rob "I think I have some of that pipe laying around here some where" which indeed he did ... the pipe being an 'A' frame used to tow Leopard Tanks!!! No big deal we'll just cut a section out of the middle and weld the King pin on the end, which Rob proceeded to do (as a side note if you ever get the chance, watch someone's electric meter when they light up a welding arc. It goes from idle to warp speed in an instant!). Well after a not insignificant amount of Rob's time and materials we were back at the trailer, fitting the hitch and ready to go. The cost you ask? Lunch at A&W on me and at that I had to twist his arm. Sure the dictionary version of Club is shorter, but I think mine spells it out a bit better don't you? Truly the club spirit is alive in Shilo. Thanks again Rob!

I recently spent a some time at a small French Bistro in a newly liberated section of France, and after passing a checkpoint (warnings about mines were clearly displayed) had a quick look at some nearby gun positions ready to repeal any German counter attacks! Well not really but it only took a bit of imagination to believe that one of the finest displays of WW II equipment was the real thing. And where was this fine display you ask? The national war museum? Somewhere overseas? Nope Right in our own backyard in West St Paul in Derk Derin's basement. The level of time

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and effort but into the displays is truly amazing and any description I can give here (as well as the photo's) does not do Derk's efforts justice. It must be seen to be believed!! When asked about the work Derk responded "I have always seen peoples collections displayed on shelves or in glass cases, I wanted something different". And different it is! I have spent a lot of time in museums looking at second world war displays and would put Derk's up against any of them.

Finally this month, yes the rumour is true I have purchased a MK II Bren Gun carrier. After all it seemed a shame to have a 24' trailer and only move jeeps around on it, so at 4 am Don and I (I'm not certain how I keep roping him into the se road trips?) were on our way to Regina to get the carrier. Around 15 hours later we were back in town and off loading the carrier. Stay tuned for updates (including the parts manuals and free advice I got from Derk and Gord).



A sidewalk cafe in France



Carrier Offload

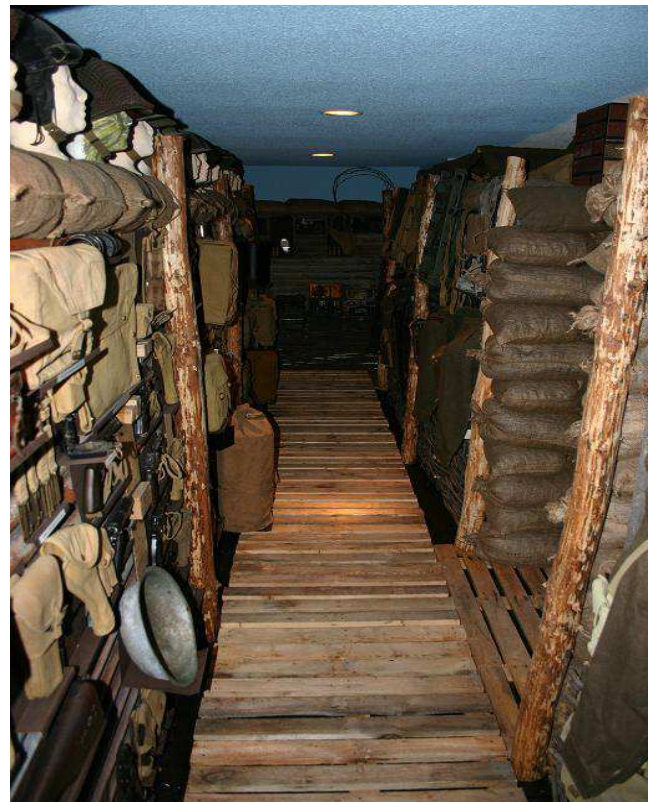
TECH TIPS - BY MARK PERRY

The Land Rover uses a hydraulic clutch, and I discovered that the threads mounting the slave cylinder to the clutch housing were stripped, and the cylinder was coming adrift. The cylinder is mounted with two 5/16 x 1 inch 18 tpi cap screws into holes tapped into the clutch housing. I stumbled across Loctite's "Form-A-Thread" stripped thread repair kit and thought I'd try it. It uses a two-part compound, not unlike J-B Weld, each part in a 4.7 ml pre-loaded syringe, and a "thread release" solution. First, you clean everything up, then coat the screws with the "release agent" which comes in a 3.5 ml bottle, and looks like the regular "blue" Loctite solution. Equal parts of the Part 1 and Part 2 are mixed, and start to set up in a few minutes. A sufficient amount of the mixture is applied to the holes, then the coated screws are twisted into the holes and seated. After 5-10 minutes the screws can be removed, leaving behind a cast of the threads.

Loctite says cure time is 30 minutes, after which torque can be applied, with maximum strength after two hours. I was a

bit skeptical, but it seems to have worked. I was able to re-start the screws and secure the clutch cylinder snugly.

The package specs say a 5/16 bolt can be torqued to 3.8 ft. lbs with the stuff, with torque going to 128 ft .lbs for a 1-inch bolt (Grade 5) Temperature resistance -65 F to 300 F, and resistant to fuels and oils but not to be used with brake fluid. Should sell for about \$15. That should do it. I found the stuff at a bearing and seal supply place, not sure who else carries it.



Entrance to the trenches