



# NEWSLETTER 203

## Summer/Fall Edition 2010



**PRAIRIE DOG CENTRAL JEEP TURNOUT**

### DEBRIEFING

This newsletter covers approximately May thru October. Our event calendar was not full, and activity diminished for weather and other club-member projects.

Two events scheduled in June were only a partial success. The Brookside Cemetery event was rained out. Some shelter had been promised if there was rain, but most of us were discouraged. Kim Blake and Don



Trueman made it to the parking lot at Tim Horton's, but realized it would be a poor show, called it a day. Later in the day, Kim was off to the Grant Park show.

We did have half-a-dozen vehicles out for the Prairie Dog Armed Forces Day event. (I need to insert a personal "drat" here. The steam locomotive wasn't running! Next year hey!) It was fun to have our "honorary member" biker Jim Shortt come along. See him and his bike (Matchless) in the photos. As usual members had a good visit and Prairie Dog member John McGoey presented wheel chocks to participants...the road bed and visitors shifting stuff in to neutral...it's a good idea! We were invited to the destination of the train where other military activities were presented.

We've got Parker Filmore, Ed James and Jim Shortt all introduced through the motorbike side of the club. Another more personal event is that my Vancouver brother found a 1939 BSA army bike. He determined it was one of a hundred (and 5?) built and one of several shipped to Canada in 1940.

### NEXT MEETING

Next meeting TBD.

### DISPATCHES

Some engine problems for Barry Smitke; the engine has been rebuilt and has been waiting for the correct exhaust valves. This is an A1 engine. The valves supplied by others don't work as they were all too long. To the Rescue! Norm Dumontier, Mid-Canada Suspension was able to get it right and using a reference no. from Lorne's original research. These valves fit both the M38 and A1 engines, and probably (I'm guessing)



**President:** Jeff Helps 204 837-3166 **Vice President:** Derk Derin 204 388-4557 **Secretary/Treasurer:** Don Trueman  
**Members at Large:** Bill Spence 204 837-7706; Doug Young 204 895-1618 **Past President:** Gord Falk 204 326-1933  
**Editor:** Don Trueman 204 832-2857 [truemand@sbl.ca](mailto:truemand@sbl.ca) [truemand@mts.net](mailto:truemand@mts.net) **Correspondence:** 4807 Roblin Blvd Winnipeg Mb R3R 0G2  
Email: [prairiecommand@hotmail.com](mailto:prairiecommand@hotmail.com) WEBSITE: [www.prairiecommand.com](http://www.prairiecommand.com)



changes with the CJ-5 series? LATE NEWS - Barry Smitke's A1 about ready to go with a "new" engine. It seems that in the original rebuild somewhere in Ab the engine had been "tanked" with a sand-blasting clean-up rather than the usual caustic soda dunk tank. Sand is a terribly insidious thing and scoured out the rebuild...resulting in a second rebuild including two (real) tank dunks to purge it. DON'T do this! Barry's rebuild guy said he had seen this before in a Camaro from out west. Rehab included a new crank and bearings, a hone and rings.

Bill Spence was out for the last formal event (Prairie Dog) but his CMP was having some engine issues which he found and corrected. No opportunity for running it since, but we're looking forward to a bit of drive time before the season runs out. To illustrate the kind of quiet summer we've had this year, Bill hasn't registered his GPW yet!

Derk Derin and Rob Love met Gord Falk in Kansas for the MVCC annual meet. Derk seems to have acquired much or all the stuff to complete his "new" GPW. I understand the Convention was a great success as well as good hunting.

Gord Falk has the pole barn up and has waited all summer to get a power pole set and cable trenched in. Last chat I had with him, the pole was set but the cable-trenching operation was foundering in the wet ground.

The brothers Fast have scared up a third 13 inch rim for their Cab 11.

Derk has provided us a summer update:

Hi Don,

I thought I would update you on my projects of the summer. The Sherman tank at the McGregor armouries of the Fort Garry Horse has been repainted and new vehicle signs also repainted with Prairie Command shield.

I pushed the Ford CMP ambulance project off to the side for now as I bought enough Ford GPW parts from the MVPA convention in Topeka, Kansas (and help from Lorne Ertl's spare parts he sold me) to make it into a driver for next year. I am not restoring it yet but will mount all the new parts on and get it running to be able to go to events and car shows with it. I am making it into a stretcher jeep.

Rob Love told me about a Ford MCP parts truck at a farm auction this summer like my MCP dump truck so I went out with him to the auction and wound up buying it. It has a lot of good parts on it to use on my dump truck when I get around to restoring it.

My last project was to repaint my Ford carrier for the Queens own Cameron Highlanders of Canada 100th anniversary events last weekend. I had it displayed on Friday night at Minto armouries and also had a WWII infantry weapons display set up indoors for all to view. Had a chance to talk with a lot of people and veterans. Saturday I set up the carrier at the legislature where the Camerons paraded to and were inspected by the Lieutenant governor and then paraded off. They also brought in a LAV 3 from Shilo to show the New armour compared to my WWII armour vehicle (big difference!)

Never made it to any car shows this year but will look forward to getting out more next year and take in events with the members. Signing off for now!

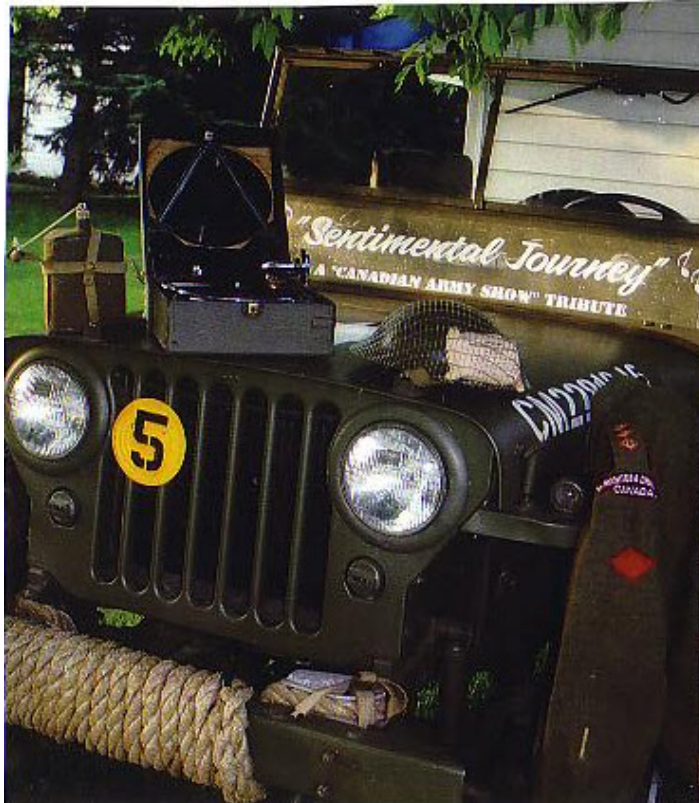
Derk.



## “ATTACK OF THE FRANKENWILLY” PART II

After five years of blood, sweat tears and money, Ed James, outlaw member of Prairie command at Elkhorn, has completed his 1946 jeep conversion.

The restoration started 5 years ago with a few breaks in between for financial and health reasons and was a total body off down to the frame restoration project. Most of the



work was done by club-member George Gamble of the Elkhorn area who owns perhaps a dozen military vehicles in various stages of restoration. As a working farmer he had all the skills necessary to do 90% of the work, including sand-blasting, painting welding and making it road-worthy. When new sheet metal was needed to fix the body tub, he turned to an old green John Deere combine for its strong quality steel. He was even able to replace the 4 cyl. flat head engine with a new F-head Willys engine that was supplied by club member Rob Love of Shilo, MB.

The story of the blown flat head engine is a sad tale caused by an outside party who took it for a joy-ride and returned it broken, saying it was a bad engine. After Piston Ring said they wanted \$3000 to rebuild the engine, Rob Love came to my rescue.

The military style jeep has even been given an official name, that of “Sentimental Journey” and will be outfitted

as a “Canadian Army Show”. That will include an original army issue 78RPM record player, pole speakers and a period microphone. The crowning touch is a great collection of 78RPM recordings by Vera Lynn, Glen Miller, Tommy Dorsey, Gracie Fields, Benny Goodman, Harry James and other great entertainers of the war years. HOWEVER, I still need a 78 RPM copy of “Danny Boy” by Bing Crosby.

At the moment the record player and sound system is being worked over by newsletter editor Don Trueman and it is hoped that I’ll have it for this years local Remembrance Day events.

I will not be able to show it the rest of this summer as soon I head back to the mysterious east to visit my father in Halifax, my home. Yes Halifax and at one time I was a member of the Halifax Rifles. It was this regiment that took part in the 1885Rebellion by the outlaw Louis Riel. I’m now told he’s referred to as a Canadian Freedom Fighter, (political correctness strikes again!).

My only regrets about the jeep is that I am going to have to work hard to learn to drive a standard shift vehicle without grinding the gears. And secondly I wish I was closer to Wpg so that I could bring it in for a club event and entertain the public and bring back memories for the remaining Vets. Lest We Forget!

Shown here is my jeep project with its new name tag and logo. On the hood is a back-up record player that you have to wind with a crank, along with some Cdn Army WWII kit, including the battle dress jacket of a captain in the 12<sup>th</sup> Dragoons, a local regiment out of nearby Virden, Mb. Any suggestions by the club members as to divisional or other formation signs I can add to it?

eds. note...Ed has included a second note on his motorcycles which will follow. Seems to me if he can handle a motorbike, the jeep should be easy! And it won’t fall over at stop signs.wind, 2 tanks spirit and no jeep!) Late news: Ed James has had to return to Halifax at the passing of his father. Part 2, motorcycles, we’ll pick-up later and our sympathies for Ed.

**TECH TIP**...I’ve been fortunate receiving the best Dill’s in the world. Frequently the lids are too tight. Thats when I get out the oil filter spin-off wrench!

Note from Kim Blake - Heres something for you to post in next news letter. As we all know The M38A1 was delivered in three batches, 53, 67 and 70/71 but when I was at the Camp Wainwright in Alberta there was a M38A1CDN that had a data plate with a delivery/ inspection date of 1968..... just something different



