



NEWSLETTER 185

Mar 2008



“Eye Candy” for the Brandon Career Symposium

DEBRIEFING

Another cold meeting night brought out 5 members. There was no new business. Sales in club decals and patches was brisk and brought \$35.00 to the treasury.

For your calendar, Gord Falk will be hosting us May 4 for a BBQ and Bill Spence will entertain us in his garage for the June meeting.

We have several other club newsletters arriving each month. They are available at the meetings. Contributors are ACMVA (Atlantic), CMP from Ontario, and Western Command from BC.

We also get stuff in the mail. A&W has been sending discount coupons for their restaurants as they encourage automotive hobbyists and sponsor a national rolling rally...the Radiator Service Centre in Winnipeg sent a

picture of their gas tank rebuild capabilities and one of their examples is a tank for M38 series! Just coincidence?

And NAAACCC has sent membership ID. cards that get you a discount at Best Western and Avis...also Marks Workwearhouse on an upcoming mailing. It's impractical to try and keep sending these forward to members...please pick them up at a meeting or ?

NEXT MEETING

Will be at the Museum again, April 7th at 19:30 hours. We still would like to hold some of the meetings at members garages and shops but of course need a volunteer or two to host us. Any takers?

EVENTS

🚗 The Club Calendar on the website is partially updated with a number of events for the next few months. The rest of the events will be posted over time.

🚗 4 May BBQ at Gord Falk's

🚗 31 May Bousejour, Manitoba contact Rod Kischook 204 268-0544

🚗 14 June 2008 - Princess Auto 75th Anniversary at the Panet Road Location - details to follow

DISPATCHES

Mark Perry reports that in spite of the glacial pace of his HUP project, in part due to a frozen septic system at the country workshop, some progress has been made. He just received a complete new wiring harness put together by the formidable CMP buff Phil Waterman of Temple, N.H. Last year, Phil had offered to do harnesses - at cost - for Mark and Rob Clarke, the Ottawa-area restorer who is also working on a '45 Staff Car HUP. Phil had done a new harness for his own HUP, so already had a pattern to follow and had made his own drawings and plotted it all out. The finished result is a work of art complete with the correct colours, connectors, fabric loom, terminal blocks and even a turn-signal circuit included. The cost of the job was just over \$300 US, not including shipping and import costs, which added another \$140 or so to the job. Still a bargain at the price. Phil even included a CD with many photos and diagrams to aid the installation of the loom, and offers to answer any questions that arise. Anyone who is online and who

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hasn't already found his way to Phil's world must visit his website at <http://www.canadianmilitarypattern.com/> which is a treasure trove of useful information for CMP restorers.

Don Trueman reports the new floor project for his A1 is complete with the considerable assistance of Jeff Helps and his continuous electrode. The replacement panels and channels supplied by Midwest Military in Prior Lake, Minnesota, were a perfect fit.

Gord Falk and his family took a weekend break to visit Grand Forks ND. Coincidentally, there was a firearms/militaria event in the hotel and Gord found a table set up by the North Dakota Military Vehicles Collectors Association. Considerable discussion ensued with a joint meet possibility. Gord is actively pursuing this and if the wide open spaces and price of fuel can somehow be compressed, we might get together this summer. Have a visit to their website, www.ndmvca.com, they have some very nice equipment and beautiful restoration work!

Member John Tizzard in Moose Jaw has an important inventory of Iltis stuff and knowledge.

Ed James from Brandon reports:

Recently the Canadian Forces recruiting centre in Winnipeg contacted club members to see if they could bring some of their vehicles to the Brandon Career Symposium to act as "eye candy" for the recruitment display. Joe Greenberg, Gilbert Fontaine with their jeeps and Ed James with his WWII **style** dispatch motorcycle, answered the call. Joe was also very successful with getting folks to sign yellow ribbons which will attached to two flags (one from the Winnipeg City Hall and the other from the Manitoba Legislature) and sent to Afghanistan in May. The purpose is to show that Manitoban's care about their troops overseas and are especially proud of the reservists who volunteer to go.

The vehicle display attracted a lot of attention from the 1000's of students who attended over the 3 day event and even the CF recruiters showed interest in the setup. Overall the club presentation gave a lot of positive PR to the people who stopped by and acknowledged strong support for our troops.

PRESIDENT'S CORNER

Not much to report this month except that the calendar on the website is now being updated as will the classified ads page (all old ads will be removed). Paid up membership is currently sitting at 33 while the membership list shows 44 members. There will be a note tucked in with this months general mailing, to remind the missing eleven... A copy of the membership list in the mail and includes other clubs for mailing purposes, newsletter exchange.

And finally the club Bank Account balance as of March is a healthy \$1590.17. Hope to see you at the meeting in April or at Gord's in May.

TECH TIPS

The Winnipeg Free Press Automotive section (Friday papers) has carried a discussion of motor oil by Larry D'Argis. Apparently new oil formulations are removing a zinc-based component that is important to cam/lifter lubing. Without this component, cam wear accelerates rapidly (the hardened metal surface is not very thick and will wear thru to softer metal below this hardened surface). This is a big problem with older engines and especially with high valve spring pressures. What constitutes an older engine seems to be high performance by our MV standards and valve spring pressures may be quite high. The wear issue may still be too high for our engines well-being. There are some multi-grade oils available including a synthetic especially designed for older engines but a further complication for older engines is that multi-grade detergent oil may not be suitable for some filtering (or lack of!) systems. Here is an article from the VRCBC newsletter which discusses the same topic.

Do any of us know what ZDDP is? No, it is not the last line of a Polish eye chart. It stands for Zinc Dialkyl Dithio Phosphate, a lubricating oil additive that used to be in our oils that we fed our engines over the years. I said "used to be" as it has been slowly removed from our oils in recent years due to (unfounded) environmental concerns. Most oils that we have trusted and used successfully over the years now contain little or no ZDDP. Not concerned? Well if you have a flat tappet engine (most engines built before 1990 and before roller rockers) you should be. ZDDP provided a stickiness to keep the cam and followers lubricated. This is particularly important during the break in period when cam lobes and followers are mating. I first became aware of this when remanufactured mid 1970s Olds 455 engines (as used in my GMC motorhome) were having catastrophic cam failures within the first 300 to 1000 miles. Ouch. Now we have to sort out what to do. I have some suggestions but make your own decision as I don't want to be responsible for possibly ruining your old beater engine. Some of us went to a diesel rated oil which worked in previous years but will change in 2008 when levels of ZDDP will probably be lowered more. Check with your oil company. Check the API code on the container. If it says SM, CI-4, CJ-4 it is probably not suitable. If it says SL, CI, CI- 4+ it is probably OKAY. Again, check with your oil company as I found some discrepancy in which codes contained ZDDP. Add an oil additive like GMC (Chev) E.O.S.,STP Red, or Torco MPZ to your normal oil. There are many other additives which may work also so be sure and check them out as the container labels often fib. Good luck. For further info - Google - "ZDDP Older Engines". A bit outdated but worth reading. - Contributed by Bob Smith