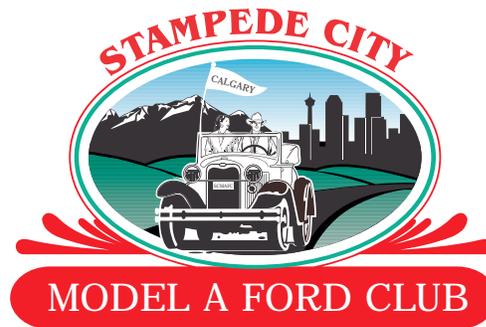


# The Script



March 2019



Gary Callander and Yvon Picot greeting visitors to the 'Rust to Glory' Display at Heritage Park.



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**President's Message**



Hello Stampede City Model A Ford Club.

My son and I went down to the World of Wheels this year, something we have not done in several years. I always find these car shows interesting and there is usually something there for everyone in terms of likes and dislikes. Personally, I like the true authentic correct in every way that makes sense restoration where as some folks like the most radical and odd custom you can imagine! JR Smith was down there with his 1930 A, and I believe the only Model A. As we were chatting, we met up with Al Shannon, Jeff Brooks and his son and even took a picture by JR's car.

We have had a few members confirm that they would like to let their name stand for the formal positions of Project Manager and assistant to the Project Manager which is great. Anyone wanting to let their name stand can do so until the end of March allowing us enough time for the April meeting.

I hope you can make it out to Woodridge Ford for 7:30 PM on Wednesday, March 13th.

Sincerely,

***Gord Rouse***

**Stampede City Model A Ford Club  
Mission Statement**

The SCMAFC is devoted to the restoration and preservation of Model A Ford vehicles to protect our automotive heritage for future generations. Membership initiatives and objectives are demonstrated through workshops, tours and participation in community events.

**General Information**

Meetings are held on the second Wednesday of each month (Sept-June), normally at the Club Garage at 7:30 PM.

**Mailing Address:**

Stampede City Model A Ford Club  
1411 Southdale Place S.W.  
Calgary, Alberta, Canada  
T2W 0X8

**Web Site:** [www3.telus.net/scmafrc/](http://www3.telus.net/scmafrc/)

**Email:** [scmafrc@telus.net](mailto:scmafrc@telus.net)

Membership fees are \$35. per family per calendar year.(add \$20. for mailed Script)



**2019 Executive**

President	Gord Rouse	
Past President	Troy Dillabough	
Vice President	Colin Outtrim	
Secretary	Ted Loble	
Treasurer	Brian LeBlanc	
Membership Director	Jeff Brooks	
Publications Director	Al Friesen	
Editor/Publisher	Al Friesen	
Printer	Jeff Brooks	
Technical Editor	Sid Gough	
Capital Assets Director	Paul Chudek	
Clubhouse Custodian	Paul Chudek	
Tours & Events Director	Russell Moore	
Christmas Function	Ron Rigby	
Technical Projects Mgr.	Paul Chudek	
Tech Talks Coordinator	Mike Hill	
Librarian	Irene Rigby	
Revenue Advertising Mgr.	Keith Robinson	
SVAA Liaison	Lloyd Glover & Don Mazurick	
Web Site Manager	Al Friesen	

The Stampede City Model A Ford Club Publishes the "Ford Script" monthly (except July and August). Articles appearing in the "Ford Script" may be reprinted provided credit is given. All Information in the "Ford Script" is provided for your enjoyment and edification only. No one associated with the "Ford Script" can be held responsible for errors, omissions, or misinterpreted information even though all efforts will be made to ensure correctness of the content.



**SCMAFC GENERAL MEETING**  
**February 13, 2019**

1. **Call To Order:** The meeting was called to order at 7:30 pm by Gord.
  2. **Minutes:** Gord asked if there were any errors or omissions in the minutes of the January meeting. None were forthcoming.  
*Moved that the minutes be adopted as printed. Lobley/G. Callander Carried.*
  3. **Correspondence:** Most of the letters were for the Treasurer. Andy Smith paid his advertising with his membership.
  4. **Membership:** We have 74 memberships paid. Jeff is planning on sending a reminder in early March. Ron asked if Dennis Martell had paid. Jeff will check. The roster will be done at the beginning of touring season.
  5. **Publications:** Al is always looking for articles for the Script.
  6. **Advertising:** If we know of anybody who may want to advertise, give their name to Keith or Ron. We have \$810 in revenue as compared to \$675 at this time last year.
  7. **Capital Assets:** Nothing to report.
  8. **Treasurer:** Brian reported that we are in good financial shape.
  9. **Tours & Activities:** Is there interest in a rally and a progressive dinner? Jeff, in Russell's stead, distributed a list of possible events. Jeff was asked to add the Bowness High School tour in September. Yvon suggested that we start now if we are doing a rally. To do it properly, we need 4 -5 people on the team. Yvon is happy to provide guidance and support. He emphasized that it is lots of work to do it well. We are going to try for August. We are going to offer to share with the Model T folk. The Okotoks Ford Tour with the Model T folk is on again this year. June 22 is the suggested date. Heritage Park Brunch tentatively scheduled for April 28. A big thank you to Jeff Brooks for getting the tour list underway. Wishing Russell's wife a swift recovery.
- 10. Old Business**
1. Safety: Brian suggested a Taser in lieu of a defibrillator. Deferred pending hearing from Mike Hill.
  2. Heritage Park: For those who want to volunteer, a volunteer application form is needed and there is a short interview. Ted reported that he had done a shift and enjoyed himself.

**11. New Business**

*1. Executive Meeting Summary*

a. Car Project

The Executive met acting on the motion from the January meeting. The plan is to recruit a Project Manager and an Assistant Manager with selection done in April. To be considered, a member must notify Gord or Ted. The posting closes two weeks prior to the April meeting. A vote, if needed, will take place at the April meeting.

There is a concern about registering the car. Glenn Smith advised that the engine that we have purchased from Troy Dillabough is registered with Shirley Dillabough. Gord will follow up with Troy as this is the easiest route. Alternately, we can get a VIN through the province for \$500. One way or another, this is a problem that can be resolved.



Colin reported that there are a number of coupes in Hemmings listed at an average price of \$20,000.

b. Insurance

MAFCA requires that everybody on the Board be a member of MAFCA. There must be a perfect congruence between the Board members listed in the minutes and that list submitted to MAFCA. The Executive has decided to pay the membership for its members. The MAFCA policy does General Liability and Directors & Officers insurance. Ron told the group that he has assurances that Canadian claims are not a problem. Diana Adams is going to do an analysis of the SVAA and MAFCA policies. The cost of the MAFCA policy is around \$850 per year possible necessitating a dues increase. The Board is looking at CGL and D&O insurance for 2020. Dan asked the status of the insurance on the Coupe Project. Ted will talk to Grant Cave of Brokerlink on what we need to do to get coverage.

2. Christmas Party

Ron has done considerable research and work on the 2019 party. We were at Lakeview doing potluck and there were problems. We hired a caterer who then retired. We then moved to Chapelhow Legion for a year then Chapelhow had some problems. We then moved to Kensington Legion. For 2018, we moved up to \$35 per person. The restaurant, run by a contractor, also negotiates for the room we used. If we use them, we must pay \$535 plus the \$35 plus GST. Ron moved on to other alternatives. Keith suggested the Heritage Club Hall in Springbank. It has been operating since the 1980s. It is a dry facility. The cost per head is estimated at close to \$35. We have to set up the room and set the tables.

Ron sent an e-mail to those who had attended the 2019 function asking for comments. He got feedback from about 50% of the people who attended the 2018 Christmas Party. The responses he got said nothing about the dry facility. The only date open is December 15.

Gord suggested that the e-mail Ron sent, in the spirit of inclusivity, should have gone to the membership. A concern was raised about the location. Keith pointed out that it is only one mile from the clubhouse.

Ron has made a deposit of \$500 for the event that, Ron has been told (verbally only), is non-refundable. We are going to Springbank for our 2019 Christmas party

11. Adjournment: The meeting was adjourned at 8:45 pm.

Tech Talk: Murray showed us some tools and materials for fixing flat tires. He then moved into a presentation on transmission gears.

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***Editor's Notes***



Gosh, Alberta has had a cold winter this year! It was unusually cool here in the Valley of the Sun, Mesa, Arizona during February but is warming up nicely now.

I wish to thank Yvon Picot and Ron Rigby who both responded to my note in last month's issue in regard to submitting an article. Also thanks to Greg Williams who has allowed us to reprint his article from driving.ca. I will send Greg a copy of this month's Script. I also appreciate those that submit monthly items and did so early this month to allow Sheila and I to do some travelling. Much appreciated! This month those that receive the Script via email will also receive an index of all the Scripts issued from the point when we went digital in 2002. If you see an issue that you would like to receive just send me a request via email and I will forward a copy to you.

***Al Friesen***



## TECH TALK



The current weather has not been very conducive for getting the Model A on the road.

Now is the time to plan this season's tours. This should include making sure that you have all the tools ready for a road trip. Having a separate tool box prepared can save a last minute rush to find everything you might need including a fire extinguisher and first aid kit. Are all of the tools and equipment in good condition? Now is the time to find out, not in the middle of a tour. The required extinguisher is a Class ABC which is effective on most fires. Water on gas or electrical can be very dangerous and not effective.

Most people now carry cell phones however there may be areas where a signal is not available. Having a modern vehicle on a tour could be an extra safety factor as they can travel faster if help is needed. Another good item to carry is a blanket. If there is an accident, keeping an injured person warm is important. Not all summer days are hot.

Has there been any consideration to have a warning sign on the last car in the line, ie: "Antique Auto Tour Ahead 70 kph " ? I know everyone is prepared to allow modern traffic to pass when safe, but advance warning would explain why traffic is moving slower.

Cheer up! Only three months to go!

*Sid Gough* - Technical Editor

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## Heritage Park's 'Rust to Glory' Display at Gasoline Alley

Further to the details provided in this Script's copy of the Gregg Williams article that recently appeared in the Calgary Herald, a number of our Club members are playing key roles in this spring's 'Rust to Glory' display at Heritage Park.

First of course are Ron Carey's fully restored "1928 Model 'AR Open Pickup" and his nearby "1928 Model AA Express Box Truck" which serve to illustrate the "Glory" aspect of the Model A's display. Adjacent for comparison is the in-progress restoration of Michael Callander's "1928 Model A Open Pickup" which serves as the "Rust" aspect of the display.

Besides Ron and Michael's contributions to the event several additional Club members are contributing their time to field visitor questions and provide them with some elaboration relative to the restoration process itself. To date this has involved Gary Callander, Yvon Picot, Ted Lobley, and Ron Rigby.

An excellent winter weather event through which Heritage Park is serving to publicize our Club as well as the collector car/restoration hobby at large.



## On the Road: From Rust to Glory

### New display at Calgary's Gasoline Alley Museum celebrates the restoration process

by GREG WILLIAMS ( this article first appeared on driving.ca )



CALGARY — Michael Callander enjoys the restoration process. At 21, he's the youngest member of the Stampede City Model A Ford Club to actually own a Model A, and he's been working on his 1928 pickup since he was 13.

"The restoration process is just that: a process," the Calgary jazz trombonist explains. "You have to enjoy it as it goes along and not get attached to when it's going to be finished or how easy it will be."

Callander says he began his project for two reasons: first, he'd end up with a Model A pickup he could drive; and second, he'd learn how to restore one. But he's taking a break this winter from his Model A as the vehicle is currently on display at Heritage Park's Gasoline Alley Museum. There, his truck forms part of a three-month long display the museum refers to as From Rust to Glory.

"We take the collection we have and look at it in different ways," explains Bob Pearson, special programming coordinator for Heritage Park. "(For the most part) we look at these vehicles and gas pumps and talk about their impact on society – but what's really important about the collection is they're works of art.

"And because many of the objects have been restored, we can focus on talking about the art of the restoration, and what goes into restoring a pump or a car."

That will happen using photographs, text and audio-visual media. And, of course, the objects themselves. For example, the museum has a 1924 International truck in rough, as-found-in-the-field condition.

"I always like to tell kids that's what happens when you leave your toys outside." Pearson says, adding, "but it's really what a restorer would find out in the field with weeds growing through it."

At the opposite end of the restoration spectrum is the museum's 1928 Auburn pickup, converted from a car to a service truck using a factory produced kit.



“It looks like new,” Pearson notes. “And that’s the story we’re telling. To restore something means to bring it back to its original state – but some of these objects are better than new.”

That comes down to the interpretation of the restorer. Some of the objects are so straight and smooth and gleam in ways the originals would not have. Gas pumps in particular were meant to be utilitarian, built for a purpose and used on a daily basis. Now, some of the pumps with their exotic shapes, bright colours and graphics are simply works of art.



Bridging the gap between the unrestored International and the restored pumps and Auburn pickup is Callander’s work-in-progress Model A.

Of the project, Callander says, “One of my favourite parts of the restoration process is reaching those landmark moments, like when the first piece goes on the frame, or when you start it up for the first time.”

He continues, “After the first test run, the engine had to come out again, but that came with the knowledge that I would get to test it a second time.”

Callander works at Heritage Park as a seasonal interpreter, and says he appreciates the opportunity to display his project beside many well restored vehicles in Gasoline Alley.

“It gives me the chance to show that anybody can restore an antique vehicle if they want to,” he says. “To be fair, my Stampede City Model A Ford Club members have helped me out quite a bit, and I got a youth restoration grant from the Model A Ford Club of America more than once.

“I am, however, a student and I work on it in an unheated two-car garage with two other cars inside. I am hoping that by displaying my work, other young people might take an interest in restoring an antique vehicle, even if you start when you’re 13.”



The displays are up during regular Gasoline Alley hours, but on weekends from now through April 28 the museum hosts half-hour long 'restoration tours' from 11:30 a.m. to 2:30 p.m. On Sunday afternoons from 1 p.m. to 4 p.m. members of the Stampede City Model A Ford Club will be on hand to discuss how many of them approach the nuances of restoration.

Gasoline Alley does not have the facilities to undertake their own automobile or gas pump restorations. By involving a club like the Stampede City Model A group, Pearson says the museum is fulfilling its mandate to involve the greater community, especially when that community has stories to tell.

Pearson says, "Using all of the objects in the museum and Michael's project truck, our interpreters and Model A club members can explain some of the restoration techniques that bring pieces, literally, from rust to glory."

Greg Williams is a member of the Automobile Journalists Association of Canada (AJAC). Have a column tip? Contact him at 403-287-1067 or gregwilliams@shaw.ca



## News From The Past by Jim Callander

### **40 Years Ago, March, 1979 President – George Edworthy**

- On March 3rd, 18 members turned out to John Robakowski's Garage Tour and Engine Assembly.
- Several members completed the SAIT Autobody course.
- Ray Murphy was organizing a display for our club in the upcoming World of Wheels Show.

### **30 Years Ago, March, 1989 President – Harry Clark**

- Tim Canty volunteered to publish the Newsletter.
- A Bowling and Pizza Party was enjoyed by all at the Silver Dollar Lanes on March 11th.
- A triple Garage tour was held on Tuesday, March 21st. The tour started at Gord Watt's to see his '31 Deluxe Roadster then on to Al Bank's to see the '28 Roadster and lastly to Dennis Miller's to see his '31 Closed Cab Pickup.

### **20 Years Ago, March, 1999 President – Ted Lobley**

- Hank Biesbroek held a garage tour on March 20th.
- The March meeting was once again held in Norm And Doreen Devitt's Garage in Springbank.
- Al Friesen reported 2000 hits on our website since he established it in 1998.

### **10 Years Ago, March, 2009 President – Yvon Picot**

- The cover page was of Dave and Viv Dodd's '28 Tudor.
- Picot's were touring in Hawaii during March.
- Ron Rigby published an excellent article on tire installation tips
- Murray Walkemeyer gave a Tech Talk on the transmission tower and how to safely remove and re-install the springs.



## Reviewing an Earlier Warning

It is worth repeating. I keep coming back to this story of vulnerability in Henry Ford's basic electric system that could cause you a lot of grief. It is a subtle and sometimes baffling occurrence that will keep you scratching your head for a long time. Your entire lighting system could suddenly extinguish as you find yourself driving in the dark some night, baffled because your car is still running fine and you may be able see enough in the moonlight to make it home -- or not. Having reached your destination you may observe a burning smell coming from under the hood. Again you ignore the cause and head to bed because it's late. The next morning you get in your car to start it and find the starter is turning nicely but the engine will not kick over. More head scratching.

If you are an accomplished mechanic and you are still baffled I can fully understand that. If you are not familiar with "things under the hood" then you get the car serviced by a qualified individual. Knowing that there is plenty of voltage at the battery the first thing that person will do is check the distributor or ignition coil and discover there is no current supply there or to anywhere else for that matter. By doing more diagnostics it will be discovered the ammeter is not passing current. The flaw in the Model A electrical system is not so much a design deficiency as an application issue. Ammeters were traditionally installed using thumb nuts. Believe it or not you can still buy them (PN A-10864). This has to be the worst application I have ever encountered, it should be relegated to the making of model cars not Model A Fords.

In any car, as in the Model A, the generator current feeds the battery naturally through an ammeter. All reasonable loads, with the exception of the starter current, are connected on the generator side of this ammeter. The thumb nuts are critical because they are tightened by thumbs are therefore not necessarily tight enough which can cause heating to develop under load at the ammeter terminations with the inevitable serious results of an open circuit. The generator, having no voltage regulation and relying on the battery alone to maintain a modicum voltage range, is now only connected to vulnerable components such as lamps that can be damaged by a sudden voltage rise. This high voltage is also impressed internally to the generator field coils which inevitably cause the generator to heat up and if the problem persists will damage the generator.

Replace those thumb nuts with ones that you can tighten using a proper wrench.

Happy Model A'ing.  
Yvon Picot

## March Birthdays

Ev Myram 1st	Rachael Quon 20th
Lisa Campbell 3rd	Russell Moore 21st
Grace Wingenbach 8th	Norm Devitt 22nd
Jessie Moore 8th	George Edworthy 24th
Lois Craig 9th	Dave Dodd 26th
Emma Campbell 13th	Dave Basaraba 27th
Lillian Myram 13th	Victor Rogalsky 30th
Dianna Adams 15th	

## March Anniversaries

Wendy and Doug Knutson 2nd  
Grace and Glen Wingenbach 18th  
Merlyn and Dave Basaraba 20th  
Megan and Al Myram 23rd



## Dipstick Oil Analysis

Jim Fitch, Noria Corporation

Dipstick oil analysis may sound a little goofy, but it works. Not to mention it's also cheap and quick. There's only one problem - figuring out what the oil on the dipstick really means. No worry. Sit tight for five easy lessons on reading your dipstick.

### Lesson No. 1 - Retrieving the Dipstick

- With the engine hot, park on level ground and shut off the engine. Wait a couple minutes for the oil to return to the oil pan.
- Open the hood and find the dipstick on the engine - a metal loop or grip sticking out of the end of a metal stalk. If you can't find it, your owner's manual should help.
- With a rag or thick paper towel in one hand, pull on the metal loop or grip and remove the dipstick with the other. Wipe the oil-wet straight end of the dipstick and push it back into the stalk you pulled it out of.
- Wait a few seconds and pull out the dipstick again.

### Lesson No. 2 - Detecting a Low Oil Level

- Examine the end of the dipstick and notice where the oil ends. There are markings that indicate the level the oil should reach.
- If the oil doesn't reach inside the markings on the dipstick, you need to add at least one quart of oil. The amount of make-up oil you would expect to add will vary depending on the age of your car, type of engine, total mileage and driving conditions. The dipstick is your gauge for abnormally high oil consumption. Real concern begins at about one quart for every 1,000 miles (0.95 liters for every 1,600 kilometers). It's time to plan an overhaul if the problem advances to one quart every 500 miles (800 kilometers).
- Is it OK to be a quart low? The sidebar at the bottom of this article can answer this question.

### Lesson No. 3 - What If the Oil Level is Too High?

- In certain cases, the oil level may have risen since the last time you checked. This could be due to condensed water (from combustion), condensed fuel or a coolant leak - all are causes for concern.
- Fuel-diluted motor oil (from blow-by or leakage) can substantially reduce oil viscosity and thin additive concentration. The odor of diesel fuel can often be detected right from the dipstick.
- Free and emulsified water is harmful to the oil and the engine. For short-trip drivers, water condensation may be more acute if your engine has the flexible fuel vehicle (FFV) option and you are burning an alcohol-gasoline fuel blend. It is important to remember that combustion produces water in your engine - more water than the fuel consumed. Most of the water goes out the tailpipe, but if the engine is cool, much of it may condense in the crankcase.
- A simple way to detect water in used motor oil is to put a drop of oil from the dipstick on a hot exhaust manifold. If it crackles (sounds like bacon frying) this is an indication of water contamination. Beware that there is some risk that the drop of oil may catch fire.
- Brand new automobiles imported from Japan may have a high oil level due to short-run engine starts (as many as 50) required when the vehicle is transported from the assembly plant, across the ocean, and finally to the dealer's lot. In this case, an oil and filter change may be merited.
- Coolant leak is a serious problem relating to high oil level. See Lesson No. 5.



- Whatever the cause of the high oil level, the condition needs to be quickly corrected.
- Note: accidental overfilling oil into your engine can cause problems too. As the crankshaft rotates it will churn the oil, causing aeration and eventually sustained foam may form. This can lead to overheated motor oil, oxidation and a loss of oil pressure. Spongy aerated oil is hard to pump. It starves the engine and critical lubricated surfaces.

#### Lesson No. 4 - Signs of an Aged Oil

- Oil is not like a fine wine that gets better over time. Instead, it ages at a rate that is influenced by driving conditions, fuel quality, engine age, motor oil quality and climate. If not changed in time, your oil will wither and fail to protect your engine.
- So, let's take a close look at the oil on the dipstick. The oil should look smooth and glossy and somewhat transparent. If it has sludgy deposits or grainy particles of dirt, it's time for an oil change. The same is true if the oil looks too thick, is too dark (opaque), and/or has a putrid rotten-cheese smell.
- If you still don't know whether you need an oil change, consider doing a blotter spot test.
- Oxidized and contaminated oil will lose interfacial tension. A simple test for interfacial tension is to place a drop of used oil from the dipstick on the surface of water. If the oil drop spreads out over the water's surface (instead of beading up like a new oil) it may be time for an oil change.

#### Lesson No. 5 - Signs of Coolant Leak

- Brown bubbles or a dried crusty-brown residue above the oil level line on the dipstick could be an indication that coolant (water and antifreeze) has leaked into your engine. The oil on the dipstick might even look like chocolate milk. Never taste motor oil as a test for antifreeze.
- Another prominent indication of coolant leak is white exhaust smoke that has a sweet odor. In this case, the dipstick oil level may actually rise, indicating a significant amount of coolant has leaked into the crankcase.
- To confirm a coolant leak, shut off the engine, let it set for an hour or two, unthread the drain plug and use a clear glass or plastic bottle to catch the liquid. Because both water and antifreeze are heavier than oil, they will puddle up at the bottom of the oil pan. Collect a couple of ounces of fluid and immediately retighten the drain. Inspect the fluid for glycol and water. Glycol and water often look like a thick mayonnaise-like paste, depending on how long the coolant has been in the crankcase. You might also detect a sweet antifreeze smell.
- If you have detected coolant in your motor oil, your engine should be taken in for immediate service.

So there you have it - dipstick oil analysis in five simple lessons. Checking your oil level may never be the same.

Have you learned tricks, not mentioned here, for using your dipstick to analyze used motor oil? If so, please share these ideas but beware, they might show up in print someday!

#### Is it OK to Be a Quart Low?

Automakers and owner's manuals will often say it's OK to wait until the oil level falls below the add mark to add oil. However, remember the crankcase of most passenger cars today holds only about four quarts of oil. This means you are running the engine with 25 percent less oil (one quart), which may not be wise.

Motor oil has many important functions beyond just controlling friction and wear. Oil not only lubricates the engine's internal parts, but also helps cool the bearings and other frictional surfaces. The oil in the engine, therefore, serves as a heat sink to gather up unwanted heat to transfer it by conduction or convection out of the engine. Under typical driving conditions, running a quart low may not make much difference in



terms of bearing temperature or overall engine lubrication. However, the engine also needs to be protected under worst-case conditions, such as in hot weather, while towing or with an impaired cooling system.

Likewise, when you're 25 percent low on oil, you are also 25 percent low on critical additives - the additives that prolong the oil life and the engine. Additionally, when you are 25 percent low on oil there is less oil to disperse harmful contaminants, acids, soot, fuel, sludge and water that enter the crankcase. When you do the math, a quart low on oil translates to a 33 percent increase in contaminant concentration. Plus, the remaining oil spends less time at rest in the oil pan and more time in the hot frictional zones of the engines. The added heat, shear and pressure will more rapidly degrade the oil and its additives.

Once all of this is brought into the picture, especially the prospect of an extended oil change, for many car owners it's a good idea to add oil whenever the dipstick reads low. Don't wait until it is down a full quart. If it needs half a quart, add half a quart to bring it back up to the full mark. However, be careful not to overfill the engine. In addition to the problems caused from overfilling the crankcase, too much oil may cause leaks as the high-riding oil is more easily forced past seals and gaskets.

### **THE BLOTTER TEST**

Using a business card. Within five minutes of spotting the card with oil from the dipstick, I knew something was horribly wrong. The heavy black soot in the oil was immobile, creating a sticky center on the card. This was not what I wanted to see and I knew it was symptomatic of an oil that had passed its prime.

#### **Cause and Effect**

Why did this happen? The main reason was my driving habits. I'm frequently away on business so my car sits in the garage most of the time. When I do drive, it's usually short distances (typically 3 to 4 minutes to the office). This causes moisture to build up in the crankcase (perhaps as much as 20 percent), which in turn, causes additive distress, loss of dispersancy and sludge. The condition was compounded by the fact that it was January (cold driving conditions hold moisture longer in the oil).

#### **The Solution**

A double oil and filter change was prescribed. I knew from the blotter test results that the oil in my engine had thrown sludge, and soot had dumped (lost dispersancy). An oil change brings in a fresh supply of detergents and dispersants. With the single oil change, these additives would have lifted up much of the sludge and carried them to the filter. Consequently, the filter would have plugged within minutes, sending the oil into bypass and unfortunately, automobiles don't have bypass indicators. By performing two oil changes, most of the sludge and deposits are discarded with the first oil and filter, enabling the second oil and filter to have normal service life. This was confirmed by another blotter spot test after the second oil change.

#### **Aunt Minnie Drivers Give Synthetics a Licking**

Even the very best motor oils cannot safeguard against sludge when free water is present. Within several minutes after starting an engine, the oil typically reaches the thermostat setting. This heat can drive off the moisture, even in cold winter conditions. However, it can sometimes take 15 to 20 minutes of continuous driving before the condensed moisture has dissipated. When water accumulates in sooty used oil and remains in the engine for an extended time, the damage to the oil is irreversible. This is why short-trip "Aunt Minnie" drivers need to change their car's oil more frequently.

How frequently? If you are a short-trip driver like me, consider performing a simple blotter spot test before a scheduled oil change in order to regulate the optimum oil change interval to your driving conditions and climate. If you see undispersed soot, characterized by an inability of the soot to wick outward into the card stock, this may indicate that you need to change your oil more frequently. In contrast, if you see no structure (sticky centers, rings, etc.) on the card, you might consider extending your oil drain. Keep in mind: The optimum drain interval may change by season, age of the car and quality of filtration. Also, other oil properties may become impaired before dispersancy is lost.

To have a CAMOil representative speak at your club meeting, Contact [specialtyoils@gmail.com](mailto:specialtyoils@gmail.com)

This article was sent courtesy of Collector Automobile Motor Oil Ltd. [www.cam oils.com](http://www.cam oils.com)

Buy Canadian.



## 2019 Touring Schedule

<u>Event</u>	<u>Date</u>	<u>Contact/Person in Charge</u>
Heritage Park Brunch	April 28, 2019 (Tentative)	Ted Lobley
Spring Thaw	April 20, 2019	
Spring Check-up	TBD	JR Smith
Beverly Centre	TBD	Kathy Chudek
Ice Cream Social	June 12, 2019	Ron Rigby
Okotoks Ford Tour	June 22, 2019 (Tentative)	Keith Robinson
Stampede Tour	July 10, 2019	Norm Devitt
Manor Village at Varsity	July 20, 2019	Colin
Progressive Dinner	July 27, 2019	TBD
Car Rally	August 10, 2029	Ted Lobley / Jeff Brooks
NW Regional Meet	August 22 – 25, 2019	Ron Rigby
Memorial Tour	September 7 or 8, 2019	Gary Callander
Bowness high School	September 21, 2019	Colin Outtrim
Christmas Party	December 15, 2019	Ron Rigby
Downtown Calgary Walking Tour	TBD	Russell Moore
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Museum of the Making	TBD	Colin Outtrim
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Smitty's Breakfast Cochrane	TBD	

## Classified Ads

**For Sale:** Restored Powerhouse Generators – Original 1928 powerhouse restored generators for sale. Various P1, P2 & P3 models subject to availability. Cdn. & US Mfg. Price vary w/ exchange and core trade-in availability. For further details or inquiry Contact – Dan Adams (403) 238-9616 or Murray Walkemeyer (403) 809-5277. E-mail contact - [Danadams28@shaw.ca](mailto:Danadams28@shaw.ca) Location – Calgary , Alberta.

**For Sale:** I have some original used Model A Ford parts on Kijiji including most of an engine, an exhaust system, some 19” rims, a couple of diffs, and a half axle housing. Call Jim at 403-993-6648.

**For Sale:** I have tons of Ford model A parts, also a lot of AR. Let me know what you need. Gary @ 250 404 0104 or Email [sugarhill@shaw.ca](mailto:sugarhill@shaw.ca) Located in Summerland, B.C. Can ship.

**Wanted:** Storage for 1931 Model A Victoria and 1956 Chev. I live in MacEwan, NW, Calgary so would prefer a garage or storage space in the NW part of Calgary. Contact Ian Jarvis 403 471-5512 or [Ian@jarvisenterprisesltd.ca](mailto:Ian@jarvisenterprisesltd.ca).

**Wanted:** Grill shell for '30 Model A Ford. Ron 780 678 4019, email: [ron.felzien@gmail.com](mailto:ron.felzien@gmail.com)

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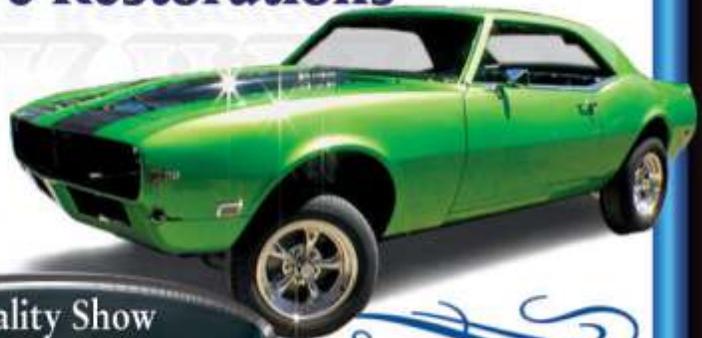
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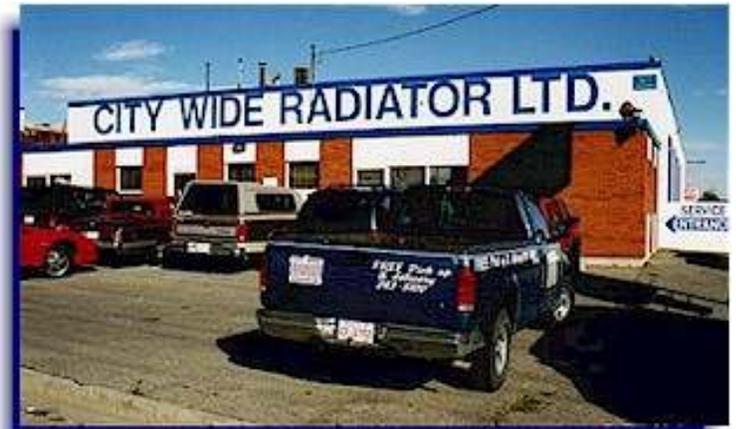
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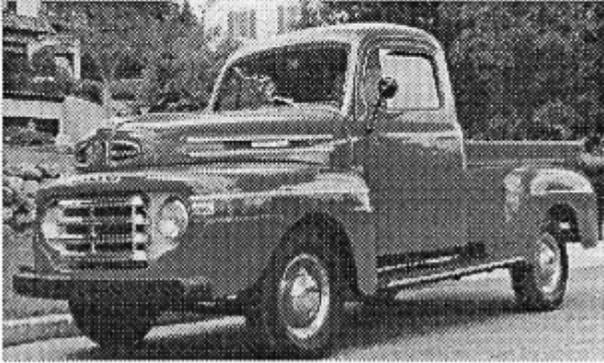
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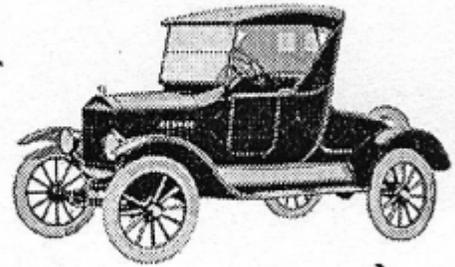


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