



# Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club  
Volume 6 – Number 1 – Winter/Spring 2026

## Winter Garage Issue



**Meet the newest MG, the MG U9**  
**(Yes it really is an MG – we sat in one in New Zealand!)**

### Highlights this issue:

- MG U9 – a Ute for you?!
- CMGCC Plans for the Year
- Meet the New Executive (mini bio's)
- Steve Bryant's project car – an Austin 7 Delivery Van!





# Crown Wheel and Opinion

- volume 6, number 1

Editors' Letter – March 2026

## Some Random Thoughts for This Year

**W**elcome to CW&O issue 6-1. This is our first since we returned from a family wedding and an extended tour of New Zealand and Australia.

Some highlights from the trip:

We got to an MG dealership to check out the current MGs being offered in the rest of the world, including the MG U9 on the cover this issue. It would not look out of place on an Alberta road – yes – it is that big! And it can come with suspension lift and all those other good things. (Check it out in the Feature Articles Section)

Knowing we were going to New Zealand Jim Herbert told us we had to see Napier, a city rebuilt following an earthquake in 1931 totally in the Art-Deco tradition. The 1934 Austin 7 “Chummy” you see here, met us on the dock when we arrived.



Another site we visited was Dunedin, a city which can claim the to have the steepest street in the world (A Guinness certified designation). Baldwin Street has a 39% grade, (1 in 2.27) and as you can see it is dead straight. This could make for a wild soap box derby track.



All told, we were in New Zealand and Australia long enough that driving on the right side of the road felt weird after we got back and the effects of time change/jet lag are finally

wearing off. It is great to be back home again and back at getting ready for Driving Season. World of Wheels is only 3 weeks away!?



*Safety Fast*

*Dean and Trish Harrison,* Editors, CW&O



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## Crown Wheel and Opinion

Our club objective is “to enhance the MG British style of motoring and the preservation of the MG marque”  
CW & O is the ‘official’ publication of the Calgary MG Car Club. It is normally published four times per year although special issues will be produced when club activities warrant, content is available or the editors feel like it. The material herein is the sole responsibility of the editors and cannot generally be blamed on the club executive or any club policies.

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### On the Cover this Issue:

**On our trip to New Zealand and Australia we got up close with the newest MG model the U9!**

# Presidential Ponderings –

Spring 2026



What a year we have ahead of us. First ever club display at the biggest Indoor Collector car show in western Canada. AutoRama's World of Wheels March 27-29 in the new BMO Center. Also, after a hiatus of several years the BritsBest committee is working hard on the plans for BritsBest 2026 to be held in Pincher Creek, Alberta on the weekend of June 5-7.

It is time to start or finish all those little or major projects on our LBC's. We are less than 60 days from the start of driving season and what great way to start the season by attending SVAA safety check day on May 9 at North Glenmore Park. Remember the MG motto is "Safety Fast".

Did you ever wonder where the logo originated? The story goes that on a rainy day in 1929, Ted Colegrove, Managing Director for MG, was driving behind one of the new Oxford buses. To warn those behind that it was fitted with brakes all round, and not just at the front so it could stop much quicker, painted on the back was a large Dewandre Triangle with "Safety First!" emblazoned on it. Ted thought if it was altered to read "**Safety Fast!**" it would be a wonderful slogan. When he went back to Kimber with his idea, he (Kimber) was at his desk steaming about a newspaper ad someone had sent him of the present MG ad, "Faster than most!" to which was added "bicycles".



Seeing it could not be messed with, Colegrove was immediately instructed to use "**Safety Fast!**". (Ed. Note: Check the Dewandre note in the tech section of this issue)

To paraphrase an often over used quote "Ask not what you club can do for you; ask what you can do for your club". To make this another exciting event filled year, we are looking for ideas for drives, tech sessions and events that the club could attend.



**Jim Herbert,** President, CMGCC

Ed. Note: left – Jim doing one of his best jobs – promoting CMGCC. Right – his standard for cleanliness in the engine compartment!



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## Letters

Hey – we love feedback – and we do publish it! And, we have the email address fixed. So let us know what you like, dislike, want to see more/less of or just to tell us off. We can/will always tell you what we think. We are often irreverent, sometimes politically incorrect and yes, we do control the content!



Questions, comments and even rebuttals are always welcome. Letters (via email) can be sent to:

[Newsletter@calgarymgclub.org](mailto:Newsletter@calgarymgclub.org)

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## Newsletter Trivia Challenge #1

We had an infinitely greater number of responses to the 2<sup>nd</sup> Caption Challenge.



**However: here are all the responses to the third caption contest picture. (Hmmm.....??)**

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So, since we seem to be back to our previous level of 0 responses, we are trying something new this issue:

### A Trivia Challenge.

The first challenge is about Formula One history. Given we have had 75 years of the current series of F1 races, we will look at the series every 10 years for our questions. If you are interested there are many more areas of F1 that we can ask questions about. The second trivia challenge may be entirely about the tracks that F1 currently uses or has used in the past or maybe one about the drivers or even F1 technology. As well, we tossed in a couple of totally off the wall questions to sort out who knows more than anyone should about F1.

As usual, entries can be submitted by email to [Newsletter@calgarymgclub.org](mailto:Newsletter@calgarymgclub.org) So, take a read through, line up the things you know and send in your entries.

Here are ten questions about F1 over the years. All but one are multiple choice and that one only requires a name. So, make a list from 1-10 and email me your answers!

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## The F1 Trivia Quiz

- (1950) – Who won the first official F1 race?
  - Alberto Ascari
  - Giuseppe Farina
  - Juan Manuel Fangio
- (1960) – This was the last year a front engine car won a F1 race. (Yes it was a Ferrari). But what circuit was it run on?
  - Silverstone
  - Spa-Francorchamps
  - Monza
- (1970) – This was a hard year for F1 drivers as 3 were lost on track. Bruce McLaren testing a Can-Am car at Goodwood; Piers Courage at the Dutch GP; and Jochen Rindt who became the first posthumous F1 Champion at Monza. At what historic corner did he crash?
  - Curve Grande
  - Ascari
  - Parabolica
- (1980) – Alan Jones was the second ever Australian World Champion, he gave a team their first Constructors Title. What team was it?
  - McLaren
  - March
  - Williams
- (1990) – Leighton House fired their designer after 6 races that season. In 12 tries their 2 drivers had failed to qualify 6 times between them. The car had a weak Judd engine, but the designer was cut anyway. Who was he?
  - Ross Brawn
  - Adrian Newey
  - John Barnard
- (2000) – Michael Schumacher won Ferrari's first Drivers Championship in 21 years. His partner was Rubens Barrichello after a driver swap for Eddie Irvine. What team did Irvine go to?
  - Arrows
  - Jordan
  - Jaguar
- (2010) – At Abu Dhabi, 4 drivers had a chance to win the title that year. The first 3 were: Mark Webber, Fernando Alonso and Sebastian Vettel. Who was number 4?
  - Nico Rosberg
  - Jensen Button
  - Lewis Hamilton
- (2020) – Covid Year! – With 3 races in Italy, several races were cancelled. Which one of these 3 went ahead anyway?
  - US Grand Prix
  - Singapore Grand Prix
  - Hungarian Grand Prix

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Now for the Off the Wall Questions:

9. Who is the only F1 Champion who also won a World Motorcycle Cycle Championship?
10. Eddie Jordan had a band that used to play after the British Grand Prix. The band was called V10. Damon Hill even sat in occasionally and played guitar with the group. What instrument did Jordan play?
  - a. Bass guitar
  - b. Rhythm guitar
  - c. Drums
  - d. Hammond Organ

**That's it for the first F1 Quiz - Winners will be listed in the next issue!**

From now on pretty much anything could be included in the CW&O Challenges. There may be pictures, quizzes or whatever. Ideas are welcome!

### **F1 Season Start – 2026**

And in case you missed it – F1 pre-season testing is done and there seem to be tons of problems and issues for several teams this year. These were borne out at the season opener in Melbourne Australia, but the level of competition is fantastic among the top teams. Any race with 4 lead changes in the first 8 laps promises an exciting



season. The race settled a bit after the initial excitement, but this could be the best season in years.

Here are a couple of pictures from this weekend in Melbourne.

**We will definitely be watching as this season proceeds**

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# Club News

## Membership

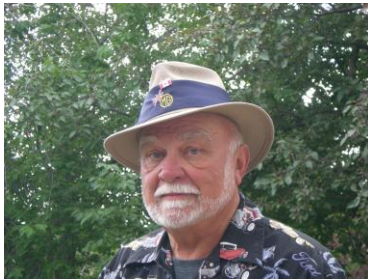
Azim and Helen are off in the Dominican Republic at the moment. A great idea looking at the snow outside right now. As of March 10, 2026, our membership stands at 61 regular members plus 2 lifetime members. These are some of the best starting numbers we have had in years. There are a couple of people not renewing because of MG status changes and several who have not yet renewed.

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### We Have a New Executive

The 2026 executive has several new members and a few that have returned to the fold after some time off for other things or time away from the club. We welcome you all and look forward to the new year. It promises to be exciting for all of us. We do have continuity though as a few members are staying on in key positions including Troy Parker and Azim Bhatia (moving to a new role though – as VP). We are adding two other couples to our leadership crew in Dave and Brenda Blair, and Dave and Paula Morris (Driving Challenge Coordinators). Anyway, here is a brief introduction to those who are new to the elected executive this year:

#### Jim Herbert – President



After an extended absence from our executive to work with other organizations one of our past presidents has returned. Jim Herbert has been building, restoring and driving both collector cars and rally cars for over 40 years. (There must be some great stories in that bit of history!) His current vehicle collection includes an award winning 1951 MGTD, 1974 MGB-GT and a 1978 2+2 Datsun 280Z. He has been a member of the Calgary MG Car Club since 1994 and has held various roles within the club.

Outside of the club, Jim has been deeply involved with the collector car hobby. He is the current President of The Specialty Vehicles Association of Alberta, a position he has held for 10 years. He is also one of the Alberta Directors of the National Association of Automobile Clubs of Canada.

He has served as a sports car judge at various concours car shows and a general field judge at numerous car shows.

His hobbies, outside of cars, are flying and maintaining his 1952 Cessna L19 warbird. He also likes to ski and hike as well as travel.



Jim's other passion – Flying the 1952 Cessna L19.

(It's great to have another old rally driver in the fold: Ed.)

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## Jamie Honey – Events Coordinator



I was born and raised in Calgary, growing up in Parkdale. I got my first car when I was 17, a 1959 Hillman Minx. I bought it from another Parkdale boy who was anxious to unload it. His mother knew my mom and warned her that it needed a lot of work, but it seemed like a bargain to me. Total of \$60,- \$10 for the car and \$50 for the 5 brand new tires. I drove it home having to pump up the brakes before every intersection. My Dad showed me how to replace the leaking hydraulic clutch line and adjust the brakes. The carb was needing a serious overhaul but another Parkdale boy, Barry Williams also had a Minx, and he sold me his spare carb for \$5.00. I never got it licensed or insured

but all summer Barry and I would meet at the abandoned grave pit west of 37th street on Bowness Road to do gravel pit racing.

I also learned my first lesson about autobody work with that car too. The kid I bought it from had repaired the rust holes on the top of the fenders using a cut up Calgary Herald, a layer of plaster of Paris and then spraying the smoothly sanded plaster with red primer.

That was my last British car until I got my 1974 Triumph Spitfire in 2022. I had been working in Doha, Qatar as an instructor of mechanical engineering technology. Home for the summer of 2019 I was staying at an Airbnb in Calgary and there was an old Spitfire peeking out from under a tarp behind the place. I liked the looks of it. I found my present one when I retired back to Calgary. Brenda Ferris, who I went to Queen Elizabeth Highschool with suggested I join the MG Club, and I've enjoyed being a member ever since.



Great picture of the car Jamie, but where are you?

I look forward to a great year of activities and drives!

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## Dave and Brenda Blair



Who says CMGCC membership ages you!?

For 2026, Dave is the Calgary MG Club Secretary and Brenda assists with club member engagement, holding the Social Coordinator appointment. They re-joined the club in 2022, after a lengthy intermission through the 2010s while raising kids took attention away from the fun car.

That fun car is a 1980 Midget that Dave bought in 1985, when he was a ~~toddler~~ recent university grad; a present to himself for surviving Engineering school. It was Dave's daily driver until the first blizzard that winter forced an education about carburetor icing and the necessity of owning a semi-reliable winter car.



Our intrepid Secretary and Social Convenor in 1988 - all shined up for a formal event! The Midget looks pretty good too!

Brenda’s first encounter with the allure of a convertible sports car was going for drives with Dave, and the Midget likely influenced Brenda’s response when Dave asked her to be his co-driver for life. After getting married and buying a house, the Midget was the summer roadster and got plenty of use until the late 1990s when kids and family obligations reduced it to occasional use only, slowly becoming “garage royalty”.

Eventually, since the passing years had taken their toll on the Midget, a lengthy maintenance program ensued between

2016 and 2022 to refresh just about every part of the car. It was only natural to reconnect with the MG Club. The timing was good as the 2023 NAMGBR convention was in the planning stages. Dave and Brenda got involved in drives, tech sessions, tours, and other club activities as well.

They are both looking forward to many more adventures and have recently added a second LBC to the garage, a 1978 Triumph Spitfire that is currently “in recovery” (alongside the Midget which makes sad noises while driving). Keeping the fleet roadworthy continues to be an everyday fact of life and Dave will be looking forward to this year’s tech sessions, and Brenda is looking forward to planning the associated co-driver events.



A few years after the last picture – this one at MG 2023 – at Heritage Park



### We Have Co-driver News

As with a lot of things in life, the sum of the parts is greater than the whole. This definitely holds true with our club. We have cars, we have drivers, we have drives, we have tech sessions, we have events and we have meetings, but we also have co-drivers. These can be spouses, partners, family and friends but the common thread is that they all fill that important role of providing support to the club member in a myriad of different ways. The club in turn provides opportunities for co-drivers to get together. For example, when there are tech sessions, an alternate activity is planned at the same time for co-drivers. These activities are planned in the vicinity of the tech sessions and explore the local area and will often include

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food. Since tech sessions are often a bit more spontaneous, co-driver events tend to be the same. However, having said that there will be a co-driver event on May 16th, 2026 when the Lift n Lube is being held at Reg & Jane's place in Carstairs. Details to follow.

If you are a co-driver and want to make sure you get notified of upcoming co-driver events please reach out to Brenda Blair at [bblair@cafewall.com](mailto:bblair@cafewall.com) or 1-403-816-6004 with your contact details.

Brenda Blair,  
Social Convenor and Co-Driver Coordinator

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## 2026 CMGCC Driving Challenge

Sponsorship of the CMGCC Driving Challenge has been moved from **Team RACAP** to **Dave MORRIS'S GARAGE**. Dave and Paula took up the challenge after some marketing by Trish convinced them to take it on. (Dave had been thinking about it!) There will be changes coming – look for a major announcement at the March 10 Meeting. I can't say too much about it except that the Challenge will see some new and innovative ideas this year and it will run coincidentally with the Driving Season.

We are looking forward to it – so over to you Dave and Paula!

**Some Past Challenge Pictures – if you need inspiration!**



# Feature Articles

## MG U9 - (or MG creates a pickup truck with no Lucas electrics!!)



The 2026 MG U9 is a dual-cab 4x4 diesel Ute featuring a 2.5-litre turbocharged engine producing 160 kW and 520 Nm of torque, paired with an 8-speed automatic transmission. Designed for work and lifestyle, it boasts a 3500 Kg braked towing capacity, independent multi-link rear suspension, and advanced tech like a 12.3 inch infotainment screen. There is an option

for panel to fold down behind the rear seat area to expand the bed capacity.

This could be right at home on Alberta highways! It has the size to be competitive with the pick-up trucks we see daily. On a side note, the dealership would have been more than happy to sell us one for about \$60,000 NZ .

They had all manner of cool vehicles: they sold Subaru as well as MG, and we noted that MG was currently the 3<sup>rd</sup> best seller in the Pacific market.



On the rally (Subaru) side they had the World Rally Championship car driven by Possum Bourne of NZ. He was NZ Rally Champion several years running. Pictures below.



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## The Rocky Mountain Rally

### (The Early Days – How Modern Rallying Started in Canada - an Alberta Story)

Back in the early 70's when Trish and I were involved in serious rallying, National rallies in Canada made the transition from TSD to Stage rallies. Our club, the ELCC created one of the best events ever included in the Canadian Championship, "The Rocky Mountain Rally". Just ask any of the competitors from the time!

1973 was the height of this transition when rules were in more flux than current North American tariff policies, and the very nature of the rallies was in question.



**1973 Winners: Walter Boyce and Doug Woods in their Toyota**  
Would you believe this is a forestry road near Panorama in BC. It was part of a special stage on the RMR in 1973 and 74. No speed limit, other than the driver's ability or level of insanity!

The rules were set nationally by the Canadian Automobile Sports Clubs, an association of competition cars clubs from all over Canada. Hence the rules had a distinct Ontario/Quebec flavour. Because rallies ran on public roads the 'closed' sections were restricted to the same 10% below the posted speed limit of TSD rallies. Well, the Edmonton Light Car Club, in the embodiment of Dr. Ian McArthur, found a loophole in this restriction, a great big one.

It seems there are a lot of Forestry Roads on the Eastern Slope of the Rockies. These roads are not governed by the Highway Traffic Act but rather by the Forestry Act. The Minister of Forests could set speed limits on these roads, but the department only set them in specific recreational areas. That left 1000's of miles of twisty, rough, gravel and dirt roads with absolutely no speed limit. This was totally unheard of in the rest of Canada. This caused a problem in most areas, organizers couldn't set average speeds high enough to make them competitive, but here, as Ian noted 10% below infinity is still pretty darn fast! The RMR was about to become the first ever full-on stage rally in Canada.

To say this didn't occur without incident would be an understatement. It seems the event steward didn't bother to check the route as submitted to CASC for approval. He certainly did not travel out from Ontario to look at it until the day before the event.

First problem, the steward didn't believe that there were no speed limits on the roads. (There were average speeds used for planning, but they were in the 70+ mph range, not the 45 mph the rest of the country was used to). They were only set to plan overall timing for the route, so it fit into the weekend and to set up all the controls. This could not be changed.

Second problem, (or question really) given that the route covered over 1000 miles of road, "Had the organizers informed every homeowner, in person, along the closed stages of the route that the event was

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taking place?” . This one was easy, yes, the organizers had spoken to both of them! We were way out in the Boonies!

A compromise was reached about 3:00 AM, but only after the organizers threatened to cancel the event completely the morning it was to start. The speeds would stand. As it turned out the speeds were still a



The sponsor provided AMC Javelin, in Willow Creek. Yes the power window was stuck in the down position.

bit too slow! Some sections were zeroed out by some crews. Rally cars were now faster than expected. (Or drivers were more insane! Who knows). There were other firsts for the event, a major sponsor, Gulf Canada, provided fuel for everyone, competitors, control crews, event officials and even the Army.

Did I mention the Canadian Army handled ‘traffic’ control for all the stages on route. I don’t think anyone argued with them. (I think this had something to do with the roads being blocked by military 6X6’s, each manned by a half dozen soldiers in combat fatigues. No one was really sure about anyone carrying weapons. The army turned it into a field exercise.

Another sponsor, Hertz, provided the organizers with a previously unrented AMC Javelin to organize the event. It was later sold off, still unrented. Apparently setting the route pretty much destroyed it.

Interestingly, almost all the competing crews came back for 1974, with great enthusiasm. Organizers made a few changes but refused to change the ‘great adventure’ vibe of the RMR. However, change was inevitable and by 1975, RMR was another short, overnight stage rally. The grand adventure aspect of the event, think East African Safari Rally, was forever gone.



Mini Cooper – a modern-day rally car.

Rallying had changed; and not necessarily for the better. The camaraderie was disappearing, the spirit of earlier events like the Shell was gone, people stopped helping one another out on route. And worst of all

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events started to get to the point where they were won or lost, not on the road, but in the protest meeting after. Gee, does this sound a little like international racing these days?

The RMR still runs every year with a home base now in Invermere BC. It is organized by the Calgary Sports Car Club and forms part of the western leg of the Canadian Rally Championship. You can follow these events online and watch them on Rev TV. It's part of their international motorsport coverage. The cars look different now, (see the new Mini on the previous page) they are for the most part 4-wheel drive and built on a small SUV platform. There is still however both a 2-wheel drive class and even a historical class for those who pine for the 'good old days.' In the historical class you can only use timing and performance equipment available when the cars were new.

Now then, didn't I see a Datsun 510 on 'Bring a Trailer'.....?!

Anyway - That's enough rally stuff until September and the next Fuzzy Bugger!

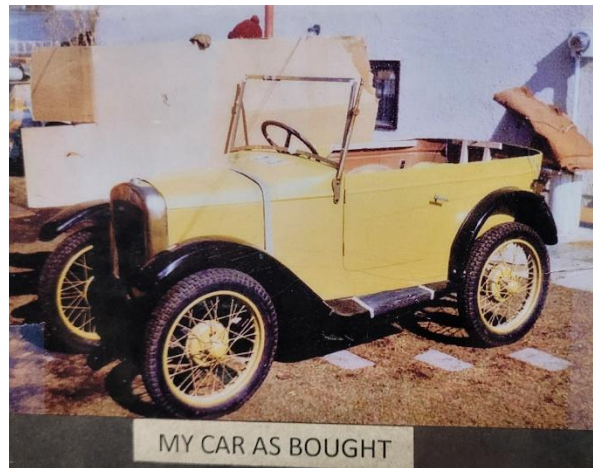
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## **Who Knew – There Was an Austin Seven Delivery Van**

### **Stephen Bryant's 1929 Austin Seven Van Project**

#### **Austin Seven History**

Known as the "Baby Austin" the Austin Seven was a car for the working man. Just big enough for a man, his wife and two small children, the car proved very popular with the public. Many body styles were fitted to the car by Austin. As well, many other manufacturers put their own bodies on the Seven chassis. Some of these became proper car manufacturers in their own right. (for example, LOTUS) The Seven was also produced under licence by other companies world-wide including BMW and Datsun.



An American company Bantam was even started to produce a vehicle known as the Austin Bantam. They were also famous for designing the prototype for the JEEP, but Willys and Ford were given the contract to build them in WW2.

#### **Some Historical Highlights**

Built from 1922 to 1939 with continuous improvements.

750 cc four-cylinder engine developing 7 HP (10 BHP in modern measurement). The name Seven equalled the HP. This was a two main-bearing engine, but it was extremely reliable, and Austin had an incredible racing and trials history. Other builders used Austin Seven engines to great success.

Three speed crash gearbox – who needs synchromesh?



School project the previous owner brought with him when he came to Canada from Australia. It was a bit of a basket case; pretty much everything had to be gone over as most of it was questionable for correct assembly and repair.

The car was shipped to Australia as a chassis/scuttle unit June of 1929 and bodied by



“Proberts” with Holden steel body pressings. The body style was a four-seater ‘Chummy’ convertible. Stephen had great difficulty gathering sufficient information to support the correct restoration of the original body. He decided to fit a new van body using a John Heath body kit which matches the original Thomas Startin van body as made for Austin in the 1920’s. All the parts for the Heath body were made from patterns created from an original van. So, this is technically a replica made 88 years later based on original components. He still has the original Chummy body waiting to be restored if and when the missing information is available.

Single Zenith carburettor gave 50 MPG or 5 Litres per 100 KM. Fuel supplied by gravity from a 5 G (22.75 L ) tank.

Top speed of 45 MPH or 70 KPH.

Cable brakes, operated by a pedal for the rear, and a handbrake at the front.

The Austin Seven was the MINI of its era. In fact, the Mini was called the “New Seven” when it was launched.

## Project Progress and Problems

This Seven was originally bought as an unfinished Night



“Proberts” with Holden steel body pressings. The body style was a four-seater ‘Chummy’ convertible.

Stephen had great difficulty gathering sufficient information to support the correct restoration of the original



Many parts have had to be restored, or when that couldn't be done, fabricated to meet original specifications. Rear axle tubes and the steering column were bent, other worn-out tubes were replaced. Felt seals were upgraded to modern neoprene ones to help eliminate the old problem of oil and grease leakage common to these cars.



The engine fitted was four years too new for the car. Since the mounts were different, adapter plates had to be made to correctly

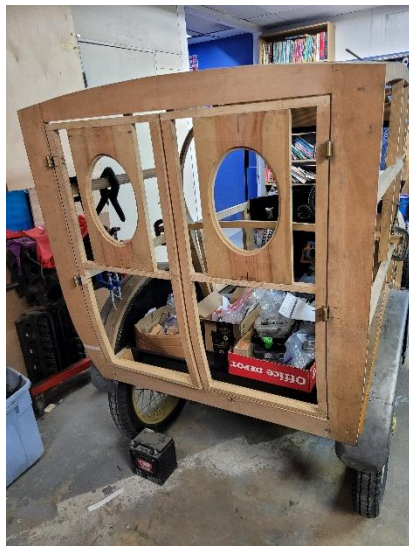


position the engine in the chassis. Stephen sourced another engine of the correct year and rebuilt it. This engine is now fitted, so problems have been corrected. This was at the time

the Seven

engine changed from a magneto to a coil-based ignition system.

The rear fenders had been badly repaired with most



of the inner portions cut off because of rust. He fabricated the missing parts and welded them to the



original fenders to restore them to their original configuration.

Stephen had to make a jig to create the curved double flanged side ends for the running boards as they were incorrectly restored and had to be altered to match the original factory shape.

The rest of the van body will be fabricated from aluminum covering the wood frame visible in the pictures. The in-shop pictures were taken a few days ago in the shop at Automann.

Original text and some pictures from Stephen Bryant

Edits and other pictures by the Editor



## **Tech Articles**

### **“Oils Well That Ends Well”**

#### **Some Science-based Opinions on Engine Oil**



Three topics that always prove to be controversial: religion, politics and motor oil.

CW&O can't help with the first two, but we found people who know people who know motor oil. So, these people queried the scientific brains quoted here on the subject. And answers flowed. This is a very long segment for the newsletter, but there is a lot of good consistent information. These responses are from experts in the field, but they have been edited by us. Who knew we had contact with Mythbusters?

**Q. My collector car only drives a few hundred miles per year. How often should I change the oil?**

**A.** Collector cars typically sit for extended periods and can be subjected to a wide temperature range. Mostly, they're taken for short trips, which don't allow the engine to reach operating temperature and evaporate moisture from condensation. For best protection, change the oil at least once a year.

**LEN GROOM**

*Technical product manager*

*Amsoil*

**A.** Unfortunately, engine oil still gets contaminated while sitting in the crankcase in your garage. It collects condensation and debris and should be changed every 12 to 15 months.

**MICHAEL TRUEBA**

*MPT Industries*

**A.** For a collector, classic, vintage, legacy or historic street or muscle car, I recommend every 3000 miles or once a year, whichever comes first. It's always best to change oil prior to any lengthy storage period (weeks to months) so the engine sits with fresh oil in its block. It's never good to store a vehicle with used oil in the crankcase, as used oil contains harmful internal combustion byproducts, like acids, soot, varnish and moisture.

**KENNETH M. TYGER**

*Director of Technical Services*

*Penn Grade/PennGrade1 Lubricants*

**Q. Since modern oils are so much better, do we stick with 20W-50 in our older engines or move to a modern, lighter oil?**

**A.** Stick with what the OEM recommends. Your engine was designed to use a specific viscosity of motor oil. Oil that's too thick or too thin can fail to adequately fill the clearances between the bearings, leading to wear. While modern oil technology is better, viscosity still protects your engine.

**LEN GROOM**

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**A.** It's always best to use oil with the viscosity specified by the engine manufacturer. Unless the engine is being run in an extremely cold climate, so continue to use 20W-50 if that is what's recommended.

**MICHAEL TRUEBA**

**A.** The viscosity choice is a matter of bearing clearances and oil temperature. There is no one-size-fits-all in chemistry. The application always dictates the chemistry, and therefore the choice of oil.

**LAKE SPEED JR.**

*Certified lubrication specialist*

*Driven Racing Oil*

**A.** There is no universal answer. Consider the engine, application and consult the OEM owner's manual.

Viscosity is a key parameter of a motor oil. Modern engine manufacturers may recommend 0W-grade motor oil products, even in high-output systems. These engines have been engineered for low-viscosity oils, to help deliver more power or better fuel economy.

Older engines may have specific requirements for a heavier oil, follow the OEM motor oil specifications. For modified or custom engines, the modifications made and the expected use should guide the selection of the engine oil viscosity.

In instances like this, it's beneficial to understand what the SAE J300 designation specifies for multi-grade engine oils. Eg. For 20W-50: 20W is the oil's "winter grade," with the 20 representing the viscosity under cold conditions. The 50 is its "summer grade" and specifies its viscosity under hot conditions.

Determining whether you can switch to a different grade of motor oil requires reviewing your vehicle handbook and consulting any subsequent OEM service advisories. If your engine is modified, you should also seek your engineer's advice before you experiment.

**ERIC W. KALBERER, PH.D.**

*Global product application specialist*

*Pennzoil*

**RICHARD DIXON**

*Technology manager*

*Pennzoil*

**Q. Which is better for my original, older engine and why: conventional oil or synthetic? And which one leaks less? And what if that older engine has been recently rebuilt?**

**A.** If your engine is mechanically sound, motor oil will not cause a leak – conventional or synthetic. If it's leak-free and healthy, use a synthetic oil for maximum protection. The same goes for a rebuilt engine.

If your engine is older and does leak, the problem could be brittle or worn seals and gaskets. Even if the engine doesn't leak, those seals could still be in poor condition. Sometimes sludge build up can prevent oil leaking past deteriorated seals or gaskets.

Using synthetic oil with good detergency can dissolve that sludge and reveal the true condition of the seals, causing leaks. If your engine falls into this category, we recommend sticking with a conventional oil.

**LEN GROOM**

**A.** Classic engines that have been using conventional oil for several years should stay with conventional oil. The seals get accustomed to the lubricant, and big changes (like switching from conventional to synthetic) can cause them to leak. For rarely driven cars, the risk is not worth the reward, so stick with conventional oil. If the engine gets rebuilt, then you can use synthetic after the breaking-in process.

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**LAKE SPEED JR.**

**Q. Is there anything to these oils aimed at high-mileage and older cars, or this just a marketing gimmick?**

**A.** Many high-mileage or vintage-car oils have higher amounts of zinc, which does help decrease wear in older engines. Their additives include detergents and dispersants needed to help clean and protect your engine, seal conditioners and more. Of course, with these products you also get a lot of marketing noise and false promises, but quality high-mileage oils are certainly good for your classic or vintage car.

Remember, differentiate between oils for high-mileage cars and classic or vintage cars. There are many high-mileage oils, but a 2009 Audi diesel at 200k miles needs different oil than a '70s classic.

**OLE WAGENBACH**

***Rowe Motor Oil***

**A.** I strongly believe that a legacy stock engine should use an engine oil formulation that was more prevalent in the earlier era—certainly one that is conventional or mineral-based and possesses higher anti-wear content. I am not a fan of running modern, full-synthetic engine oils in older engines. Due to their light nature, synthetic oils can exacerbate leaking, blow-by or oil burning issues. If your engine has been rebuilt and has no catalytic converter, use an oil laden with anti-wear additives.

**KENNETH M. TYGER**

**Q. What is an acceptable max oil temperature?**

**A.** This depends on the design of the engine. Turbocharged engines run much hotter—sometimes 250 to 300 degrees Fahrenheit. Generally, oil should stay in the range of 220 to 260 degrees. Temperatures above that may cause evaporation loss and shear issues.

**MICHAEL TRUEBA**

**Q. What about seal-swell additives? What are they, and is it all just marketing speak?**

**A.** In the early days of synthetic oils (back when they were polyalphaolefin-based) seal shrinkage was common, which meant leaky engines were, too. Today, formulators use additives or ester base stocks to counterbalance seal shrinkage issues, so leaks are less of a concern.

**MICHAEL TRUEBA**

**A.** Seal-swell additives are seal softeners, or conditioners. They can clean seals and swell them slightly by replacing elastomer molecules or nitrile atoms that they've lost to wear, oxidation and sludge. In other words, seal-swell additives can help stop and prevent leaks.

**LEN GROOM**

**Q. Once I move to an oil with seal-swell additives, can I go back to an oil without them?**

**A.** Technically, yes, but it would not be wise, particularly after the reconditioning of seals.

**KENNETH M. TYGER**

**Q. How do I determine exactly what percentage of a semi-synthetic oil is synthetic?**

**A.** You can't. Oil companies maintain that information as proprietary, and the percentage of synthetic base oils in a "semi-synthetic" oil can vary from brand to brand.

However, you can look for clues to help interpret which oils might be formulated with increased levels of synthetic base oils. Visit the manufacturer's website and look at the product data sheet or technical data sheet. In this document, look for "Typical Physical Characteristics" or "Typical Technical Properties." This

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section provides a high-level peek into the base oils used in the formulation. There are two numbers to pay attention to:

1. Viscosity Index: Oils with a higher number include a better synthetic base oil that provides more protection to critical components over a wide temperature range by maintaining fluid thickness and the necessary fluid barrier between parts.
2. Pour Point: This measures the oil's fluidity at cold temperatures and refers to the lowest temperature at which it maintains its ability to flow. Lower numbers are likely to indicate a better synthetic base oil.

#### **LEN GROOM**

##### **Q. How much zinc does my older engine need?**

**A.** It depends on the engine's make, model and vintage as well as its purpose—is it for racing or just the occasional trip around town?

Modern engine oils are formulated to be backward-compatible with older stock gasoline engines. However, many modified older engines exist with flat tappets and performance cams. For these, a higher-zinc oil (like some racing oils) might be prudent. Defer to OEM recommendations for stock engines and to the engine builder's recommendations for modified engines.

#### **VALVOLINE TECHNOLOGY TEAM**

***Compiled by Josh Frederick***

***OEM technical manager***

**A.** I recommend above 1200 ppm if it has a flat-tappet cam and lifters.

#### **MANUEL A. GUTIÉRREZ**

***Director of marketing***

***Lucas Oil***

##### **Q. A lot of people recommend diesel oils for older gasoline engines. Is this good advice? Why or why not?**

**A.** The diesel oil recommendation likely started when API reduced the amount of zinc in gasoline engine oils. Diesel oils do contain higher amounts of zinc, so people do use them in gasoline engines.

Another factor is the wider viscosity selection of diesel oils. If your classic requires a 15W-40 oil, it's going to be hard to find in a gasoline engine oil.

Diesel-specific engine oils are designed to help remove the soot and other byproducts of running diesel fuel—a greater amount than gasoline produces. Therefore, diesel oils usually contain a higher concentration of some detergents. Usually this is a good thing, however, the detergents can be so effective that they can remove part of the oil film from the cylinder walls, causing more wear.

There are other reasons why people use diesel oils in gasoline engines, but none of them are, in my opinion, valid. Modern, high-quality gasoline engine oils are much better at protecting the engine than any diesel oil will ever be.

#### **STEFAN BRAUN**

***Application specialist***

***Liqui Moly***

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**A.** That diesel recommendation comes from the days when diesel oils contained more ZDDP than gasoline engine oils. The current API CK-4 diesel spec allows the same ZDDP level as a gasoline car oil, so the “advantage” of diesel oils has been eliminated.

**LAKE SPEED JR.**

**Q. What oil should I use when breaking in a rebuilt engine?**

**A.** We would defer to the engine builder’s recommendation on this.

**VALVOLINE TECHNOLOGY TEAM**

**Q. What makes racing oils so special, and when do I need them?**

**A.** A properly formulated racing oil is designed specifically to deliver these benefits: improved extreme-heat resistance; maximum friction reduction for optimum power; and increased film strength to protect bearings in powerful, high-torque engines for short durations.

Passenger car motor oils, on the other hand, are designed to provide fuel economy and longer oil life. Racing oil is changed frequently. Use a racing oil in competition vehicles only. And change it often!

**LEN GROOM**

**Q. Is it okay to run a racing oil in my street car?**

**A.** Using a racing oil in a street car is not a great choice unless you perform very frequent oil changes. Racing oils don’t contain the amount of detergents, dispersants, or other ingredients needed for long oil change intervals. Keeping the engine internals clean equals less wear, so oil needs to remove byproducts and suspend them long enough to reach the oil filter. Racing oils often contain high zinc levels, that will damage exhaust costly emissions equipment.

**STEFAN BRAUN**

**TECHNICAL DEPARTMENT**

*Millers Oil*

**Q. Can I run a high-zinc oil in my newer engine?**

**A.** Yes, you can, but should you? No, you should not!

High zinc in a new engine can damage the catalytic converter and other emissions-related equipment. Zinc is not necessary because it has been replaced with better, more up-to-date additives.

**STEFAN BRAUN**

**Q. Do you recommend using a zinc additive in older engines?**

**A.** Engine oils are a very precise balance of additive components and base oil(s) that work in harmony to provide the desired lubrication. The introduction of any additional additive disrupts this formulation synergy—like jamming an extra piece in a completed puzzle. This change in harmony can have a negative effect on the performance of the oil, not to mention change its identity.

Bottom line: Additional aftermarket additives are not needed. Frankly, if an end user relies on an additive to change some aspect of their oil’s performance, then they’re using the wrong oil.

**KENNETH M. TYGER**

**A.** We never recommend using aftermarket oil additives. Engine oils are designed with a fine balance of base oils and additives designed to work holistically to provide optimal protection and performance. A properly formulated oil for the intended application doesn’t require aftermarket additives to provide good protection. In fact, adding aftermarket additives can disrupt the oil formulation and reduce protection.

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**LEN GROOM**

**A.** No! If your oil needs an additive to properly protect your engine, then you need a different oil.

**LAKE SPEED JR.**

**Q. When comparing oils, what numbers on the technical data sheet matter?**

**A.** Look for the total base number (TBN), which indicates the oil's ability to minimize contaminants; the Noack volatility, a measure of evaporation loss; and the high-temperature, high-shear (HTHS) viscosity, which is the oil's ability to withstand breaking down under high heat.

**MICHAEL TRUEBA**

**Q. With regular driving, how often should modern, synthetic oils be changed?**

**A.** The oil drain interval (ODI) is largely dependent on how and where the application is used. With that said, my rule of thumb is to drain every 3000 miles if the engine oil is conventional or mineral-based; every 3000 to 5000 miles if it's a synthetic blend; and every 5000 to 7500 miles for a full synthetic. Synthetic oils do afford better volatility and longevity than their conventional counterparts.

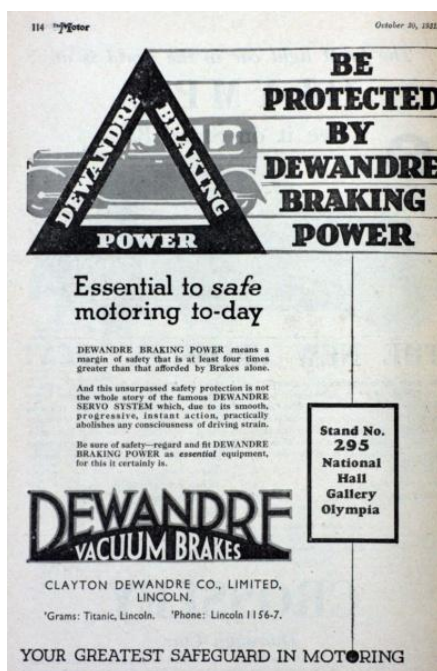
Still, I would much rather change the oil long before I should than extend a drain interval just because I can.

**KENNETH M. TYGER**

So, there you have it, a **VERY** extensive review of material from some industry experts on engine oil. Probably more than you wanted to know but lots of ammunition the next time a discussion of oil comes up in your travels. If nothing else remember the very last line of the whole discussion.

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### Clayton Dewandre – Power Brakes in 1927!



Clayton Dewandre brake systems are historical, pioneering servo-brake (brake booster) technologies developed in the late 1920s by Albert Dewandre, which significantly enhanced braking efficiency for commercial vehicles by reducing driver pedal effort.

They produced air/vacuum brakes, compressors, and automatic adjusters. Who knew the forerunner to modern power braking systems was invented back in the 20's.

The triangle warning let people know the truck, bus or whatever could stop faster than they may expect!

Thanks Jim for opening up an interesting bit of automotive history.

I can think of some modern applications, these days, just from driving on Calgary streets!

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## Upcoming Events

### NAMGBR is Hosting the Biggest North American MG Event in 2026!



This event only happens every 5 years, when NAMGBR invites everyone (all registries) to their annual gathering. So, think back to MG2023 and multiply by a big number for both attendees and varieties of MG. If you only go to one MG event, this one offers a bit of everything MG, short of travelling to the UK for the major events there.

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### Other Big Events to Think About for 2026 (The early season events)

#### 58<sup>th</sup> Annual World of Wheels

When: March 27-28-29

Where: BMO Centre Calgary

CMGCC has a display booth at this event – there will be up to 6 or 8 member vehicles on site. Volunteer for the display or just come out. It's a big event celebrating many aspects of the car hobby!

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#### The Vancouver All British Field Meet (Nothing out for the show yet this year)

When: May 16, 2026 (No details available yet)

Where: VanDeusen Botanical Gardens – Vancouver BC

More Information: <https://www.westerndriver.com/>

Entry Form: not yet available

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Several of our members have attended past versions of this show and enjoyed a good event. We even won a case of oil, a draw prize at the close of the event! More info when it is available.

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### **Alberta All British Field Meet – Victoria Park Edmonton**

#### **When**

- Saturday June 13th, 2026
- Vehicle open to parking: 9:00 am to 11:00 am
- Show Time: 11:00 am to 3:00 pm

More Information: <https://www.edmontonclassicsportscarclub.com/ecscweb/category/upcoming-events/>

This is as close to home for an all-British meet as you can get. Traditionally they provide a great time for all, and as we remember, the Edmonton crew throw a good party.

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### **BritsBest returns for 2026 – but in a new location!**

When: June 5-7 2026

Where: Pincher Creek AB, Ranchlands Mall (Car show on Saturday)

Host Hotel: Heritage Inn,

919 Waterton Ave, Pincher Creek, AB, T0K 1W0

Phone: (403) 627-5000

The new location for BritsBest was required as there is no longer a show field in Radium. Pincher Creek is a cool small town, and Waterton Park is not far away!

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### **Brits by the Bess – Saskatoon SK**

When: Sunday, July 12, 2025 (I think – no details published yet)

More information: <https://www.sbcc.ca/saskatoon-events>

Last year a few of us went; battling weather to get there and home again! But it was totally worth it, the Saskatchewan British Car Club puts on a great weekend! A great party, and a really good show.



Most of the crew that went to Brits by the Bess last year – they made Henri park with the other Triumphs in a special area

**More events to come.**

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## What to Look for in Upcoming Issues:

### Next Issue:

- 2026 Driving Challenge
- The start of the 2026 Driving Season
- Trivia Quiz Winners!

### Future Issues:

- More Member Profiles – who's who in our zoo!
- More MG Tech - How to fix something if/when it breaks, tips to help avoid having to fix something and general ideas to make our playing with our toys more enjoyable (like we need that!?)
- Other project cars in the club (there are several)

If you have an idea or suggestion for the newsletter. We are always looking for new content so don't hold back. Every MG and LBC has an interesting story; we would love to hear yours.

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## Memories: CMGCC Members on a Drive to Wayne and the Last Chance Saloon



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# The Back Page:

A Memory for all of us.....

Found my Grandpas  
old GPS unit



Forget Grandpa's - Mine was black plastic – but with exactly the same mount!

