



Flywheel:

The Open Road Beckons

June 2021 Vol. 2:4



Which Way? The Pritchards Ponder Photo: Sean Nakoneczny

President Sean: June is prime time for enjoying our LBCs and I hope everyone is getting some road time in theirs. The NBCC has been hosting Google Meets for regular general meetings the second Tuesday of the month at 7pm with good attendance. We are learning with each call and I think it's a great way to stay in touch. For anyone still having difficulty, I'm always available to help. All you need is a laptop, computer, or tablet. Sometimes it's nice to use headphones.

The NBCC has also been asked for a wellness drive-by in Niagara-on-the-Lake. Details will follow.

I'd like to ask members to share a picture or two of any of your adventures this month. Groups.io is a nice way to share them, or you can send them to me or Pete to post on the website or distribute to the club.

Al and Jan celebrated their 46th anniversary last month and reported that the public washrooms are open in Queenston Heights. With that, I think a little run will be organized with a picnic at Queenston while following safe social-distancing measures. Details will follow shortly.

I'm looking forward to a great driving season and seeing members and their LBCs this summer. Safe motoring everyone!

Club Video Meetings: The April video club meeting was a largely effortless procedure for all involved, which suggests **Google Meet** may be more user friendly for a greater number of club members. About a dozen and a half club members participated. In addition to the usual suspects, it was good to see **Jack McCallum's** smiling face, and active participation by newer members **Mike Hupel** and **Cameron and Maureen Pritchard**. By now though, we should stop thinking of the Pritchards as new members. Their active participation over the past year makes them "old hands" in the club.

The meeting for the most part was a happy bull session with participants putting forth their thoughts on how and when we can start engaging in more normal club activities. With a hard lockdown in effect at the time, there was concern about how any small runs might be perceived, either by the police or the public in general. All were looking forward to better times in the warmer months.

May 5 Executive meeting: Seven current and past executives mulled a number of topics:

- First, selecting a 20th anniversary crest from the designs submitted. We hope to have finished design to show off to club members soon.
- **Pete Moffett** suggested that the *Flywheel* offer page space to highlight members' hobbies and talents outside of their automotive skills, an idea that was enthusiastically received. That idea was fuelled by **Jim Collacott's** excellent painting of an MG TC that was visible over his shoulder during the Google Meet.
- Details about efforts to have a news feature about our club in a local community newspaper, an idea that sprang from the fertile 36-year-old brain of **Leslie Moulson**.
- An exploratory discussion about how some of the club surplus might be used to fund a worthy student in the automotive restoration trade. **Al Munro** is searching for a suitable outlet. And, because any tuition would be more than any one club could fund, **President Sean** will suggest a multi-club initiative through the British Car Council. This idea will of course be subject to the approval of the general membership.
- Discussion of a Halton Hills run this summer with new member **Mike Hupel** and Al to organize. A previously published guide on how to organize club runs will be included as a link in the *Flywheel*. Look for that in a coming issue.

May 12 General Meeting: It was good to see **Jerry and Wynn Cushman** back and to reconnect with one of our newer club

members, **Dainan Poonwassie**, whose career, combined with current pandemic restrictions, have teamed up to restrict his club activities. We were happy to have him join us, if only virtually.

Topics discussed:

- Sean is still waiting for the time when he can hand out last year's club awards in person. **Leo and Tina Van Tuyl** are still content to wait for their club mileage trophy. Also still to be handed out are last year's BCCI mileage plaques. Keep in mind that the miles achieved are down temporarily from three thousand to one thousand
- Sean revealed to those present a working copy of the club's 20th anniversary crest. A few tweaks may yet be required depending on the fineness of the needlework, but we are close to done.
- Treasurer Pete Moffett reports our income is still above expenses, with both numbers down because of reduced club activity.
- And the usual back and forth about how we can enjoy our cars with lockdown still upon us. There was general agreement that convoys of LBCs are still not a good idea for the time being. We will be checking with area long-term care homes about how and when we will be able to bring our cars and some cheer their way. Such drive-bys are a feel-good way to purposefully enjoy our cars and may present the earliest opportunities for socially responsible runs

Bronte British Car Day Cancelled



Bronte 2019 Photo by Russ Kwiatkowski

No surprise that this year's September 19 event has been cancelled for a second year running, for reasons we are all too familiar with. On the bright side, pent up demand should make September 2022 a stellar event. Next year will mark a number of automotive anniversaries along with some belated ones from 2020 and 2021. More complete info at torontotriumph.com.

Virtual British Car Show: Pull out the camera and the car cleaning supplies; you have until July 14 to get your photographic entry into the hands of the **Victoria British Car Club** if you want to participate in **Brits-in-the-Park 2021**. Because the club cannot hold a live event this year, they are inviting entries from across the country. Here are the details as passed on to us;

For over 25 years, Brits-in-the-Park has been one of the best shows of the season. Although health and safety considerations preclude a "normal" Brits this year. The Victoria British Car Club will be holding a virtual Brits-in-the-Park in July.

Brits 2021 : A Virtual British Car Show hosted by the Victoria British Car Club

If you are interested, write to Britsinthepark@gmail.com for more information. You will need to submit a form for each car entered;

that is, owners of multiple cars have to submit multiple entry forms. Judging will be done by members of the Victoria British Car Club. Following this, 1st and 2nd place award certificates in each class will be mailed. In addition, participation certificates will be sent to everyone who enters. Certificates are 5x7 and suitable for framing and display.

- There will be 17 classes of British cars
- There is no entry fee
- Entry will be done by emailing a photo and a few notes about your car
- All cars will receive a certificate of participation
- Awards will be presented to the 1st and 2nd place vehicles in each class
- As this Brits is being sponsored by the Victoria British Car Club, no Victoria club vehicles will be judged for awards

Given the importance of coming together at this time, we sincerely hope that our members and guests will support and participate in this event, keeping the spirit of classic British motoring alive.

Project Updates in Pictures:

Bruce Bowman's Jensen GT. It's encouraging when a project starts to look like a whole car again.



Pictures by Pete Moffett

John Foster's L-17. John has measured four-and-a-half inches each side of a laser line to shorten his MGB tub by nine inches. Details of this project were outlined in last month's *Flywheel*.



Pictures by John Foster

Features:

Parts Chasers: If you are running around grubbing parts for your latest folly, well, why not do it with some British style? **Bruce Bowman** has the right idea...his Morris Minor woody must surely turn heads at the NAPA store. Its successor, a Mini clubman or panel van would also nicely do the trick, or perhaps even a Moke. But let's move upscale with a couple of suggestions. Both are British, both have inline sixes and 4-speed transmissions, and both have torsion bar front suspension. But beyond that they couldn't be more different.

First is this Armstrong Siddeley Station Coupe. Armstrong Siddeley was known for its luxury cars and aero engines. The station coupe was a variant of the 1949 Whiteley Sports Saloon. Just over a thousand were built, with 60 percent of those going to Australia, home of the ute.



If you really want to attract attention this E-Type hearse should get the job done. It would appear the dearly departed would, themselves, have to be in parts to fit into the back of this beauty.



This was a one-off car made for the '60s cult movie *Harold and Maude*. The only one built for the film, it was deliberately destroyed in the movie's closing scene. At least one enthusiast has had a replica built.

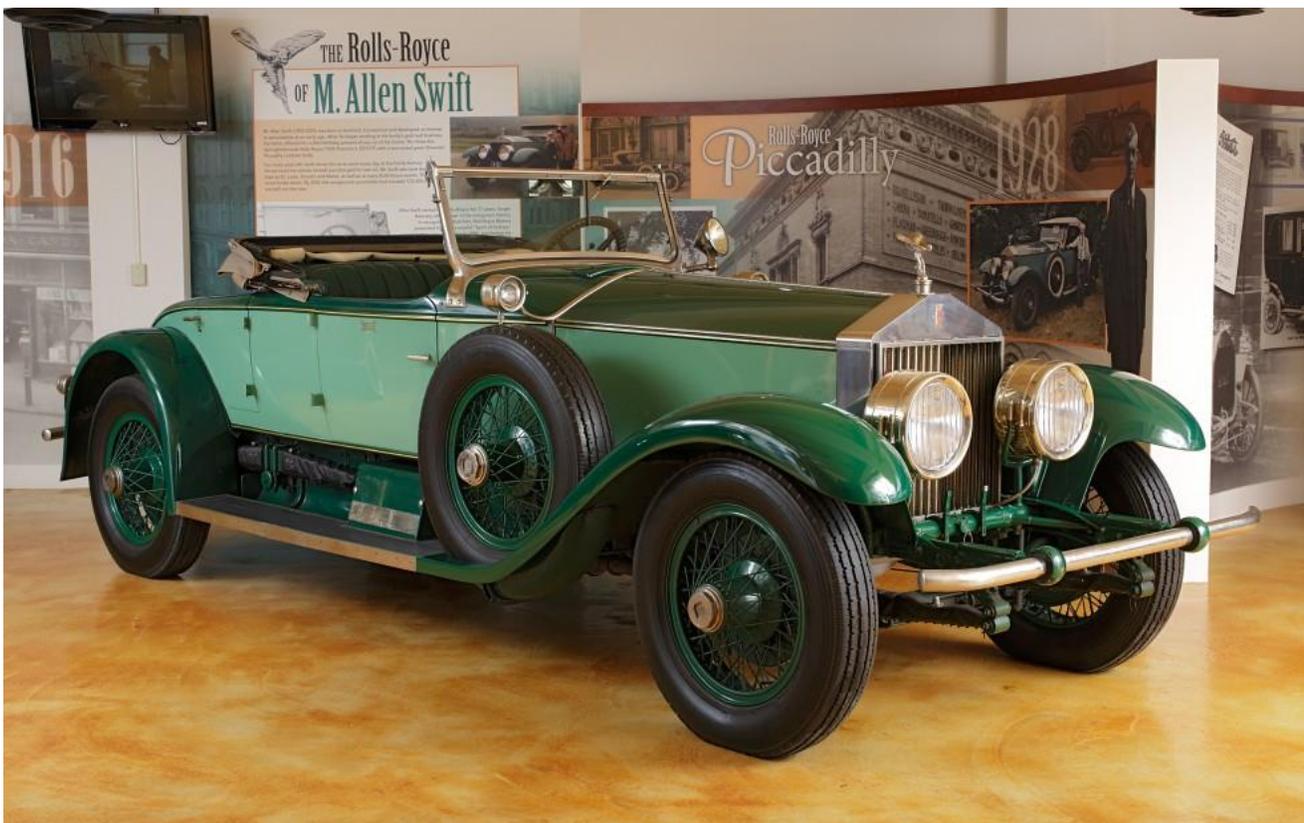
A final note...The Armstrong Siddely has suicide doors. This movie Jag had suicidal tendencies.

Springfield Rolls: Some car hobbyists own large numbers of collector cars over their lifetime. Others, like our own **Carmen Dortono**, find a car they like and stay with it. Carmen bought his TR6 new in 1976 and 45 years later he still has it. Well, Carmen, you have to keep it for another 32 years to match the late **M. Allen Swift**. He owned his 1928 Rolls-Royce for 77 years!

Swift was born in 1903 in West Hartford, Connecticut. For his 26th birthday his father told him he could choose a brand-new car, as long as he agreed to stay in the family's gold leaf business. Swift determined the best car for him would be a Rolls-Royce.

At that time Rolls was also building cars in America to keep up with demand there. Between the two world wars, the Springfield, Massachusetts, plant produced about 3000 cars before closing.

He visited the plant and chose a 1928 Phantom I chassis and then had a two-tone green roadster body constructed by the Brewster coach building company in New York.



In a 2003 interview, he described the quality that went into every Springfield Rolls.

“Someone had advised me to go to the Springfield plant and I did. I went all through it and watched them making the parts. It reinforced my idea that it was well made. I saw all the ways they tested the cars. Every engine was tested. Then when they got the engine finished they set it up on a concrete block and ran it a specified number of times and a specified number of hours Someone would come around periodically with a stethoscope and listen to it and so forth. Then it was completely dismantled and checked and reassembled and put back in to the chassis. Then a bench was mounted on the chassis and a test driver drove it 200 miles before it was released.”

Remarkably, Swift used the car as his daily commuter vehicle until 1958. He estimated that by 2003, the car had run 172 000 miles without a breakdown. Two months before his death in October 2005, M. Allen Swift made a sizable donation to the Springfield Museums complex toward the construction of a special new building. Today, his two-tone green Springfield Rolls is the centrepiece of the Wood Museum of Springfield History.

For those rainy days: Brits in Bits

[Triumph Spitfire Cockpit puzzle on TheJigsawPuzzles.com](#)

and

[MGB puzzle on TheJigsawPuzzles.com](#)

These come from: thejigsawpuzzles.com

It is a huge collection of online jigsaw puzzles categorized under different themes. The “Cars and Bikes” folder is 24 pages, and a goodly number of the hundreds of puzzles there are of British vehicles. When you open a puzzle, you have the option of changing the puzzle shapes as well as the number of puzzle pieces. Enjoy.

Editor Jim: The Joy of a Slow Car

We are lucky. Niagara is blessed with hundreds of kilometres of back roads. Back roads are not the place for fast driving, but as one who enjoys pattering along in the old MG, I’m OK with that. One thing is sure though; for enthusiasts of newer sports cars, our pastime can, theoretically, be enjoyed at much higher velocities.

Back in the day, a zero-to-sixty time of 14 seconds was considered acceptably quick for an MG. If you wanted to go faster, a Triumph would do it in about 10 seconds. Muscle cars of the day mostly hung out around the 7 second mark. I remember being blown away when *Road & Track* reported 5-seconds for the Ruf Porsche. Surely that was the zenith; anything quicker than that was the province of full-on race cars. Today, any performance marque worth its carbon fibre had better be able to handle that number in about three seconds. This kind of performance is available right off the show room floor. These low numbers are great for bragging rights, but if you want to unleash the ponies, you had better be prepared to pay, either in fines or track fees. One expects that to operate a hyper-powerful car responsibly on public roads must

require a great deal of maturity along with equal amounts of frustration.

I hadn't thought much about this until, in a recent issue of the Hagerty online car magazine, columnist Aaron Robinson asked if it wasn't more fun to drive a slow car fast, rather than a fast car slow:



Hagerty

“...my 1933 Austin Seven, which weighs about 800 pounds, has something like 17 horsepower, and proves that old axiom that it's more fun to drive a slow car fast than drive a new Ferrari behind a Prius. The Austin cackles and clanks and makes 30 mph feel like you're doing a hot lambda with death. Often on these drives I'll be white-knuckling

around some corner, leaning in like Louis Chiron to keep all four of the black hula hoops that are its tires on the pavement, while the guy in front of me is wondering if he'll ever get to shift his GT3 out of second. I know who spent more money; I will take odds on who is more amused.”

Yes, Aaron, today's congested highways and urban environs don't lend themselves to unleashing a large herd of horses. And on the back roads, you don't want to frighten the livestock and cyclists.

These days I'm much happier with the performance of my MGB. I've stopped daydreaming about engine swaps.

&: When Life Imitates Art: The Joy of a Slow Car



Austin Bantam at Carlisle, PA Auto Museum, 2011. Aging better than its driver. Photo by Peter Ronan

NBCC Flywheel

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Thanks for reading. Contributions gratefully accepted. Jim