

Flywheel:

The Open Road Beckons

Oct/Nov 2020, Vol. 1:7

Bars 'n' badges - Marshville 2019 Photo by Jim Martin

President Sean: October has arrived, which means only one thing... Break out the lederhosen and alpine hats! October does evoke many things for each of us. For members of the NBCC, it is typically the last 4 weeks with our LBCs as the end of the driving season quickly approaches.

Reflecting back on the driving season this year can be a reminder of all the events we've missed or couldn't attend. While this trend will continue into the future for some time, I think this Thanksgiving will highlight much more that we have to be thankful for. To name just a few:

- Bud, Leslie and Maureen as they continue to recover from Covid-19 and remain active club members. Also Kathryn, who thumbed her nose at cancer.
- For the members showing their respects and support at Anne Lemon's inurnment last month.
- For the members who have remained in contact with each other and checked in with one another.

In closing, I'm thankful to represent the NBCC and the kind, generous, thoughtful, and strong members of the club. I wish all of you and your family and friends a wonderful Thanksgiving.

Editor Jim: Here we are, officially into fall and hopefully with several comfortably cool and colourful runs ahead of us before our cars don their jammies for their winter nap.

This is the seventh edition of the *Flywheel* and with an anticipated slowdown of activities in the months ahead, I have decided, starting now, to make the next three editions bi-monthly— Oct/Nov, Dec/Jan, and Feb/Mar. Next April we will revert to monthly editions.

All of this supposes you are actually reading and enjoying the *Flywheel* and would like it to continue. Our *Flywheel* newsletter was started last April as a temporary way to "...keep the works going round on the idle strokes", adopting the motto of the original *Flywheel* prisoner-of-war magazine.

At that time I was thinking of a month or two to get us through the summer, but the truth is I'm having fun with this, trying to concoct a useful and entertaining mix of news and features each month, so I'm willing to keep rolling if you're willing to keep reading.

It has certainly been an unusual and challenging year and looking ahead to the next issue I'd like to include members' stories and memories. Is there a particular moment or memory that sticks with you...a challenge you conquered, people you grew closer to, new discoveries, an inventive vacation? Send me a short note...it doesn't have to be award-winning prose...and over the next couple of months, I'll package the excerpts into a club Christmas article.

Club Business: A small sense of normalcy returned September 15 when we had our first general membership meeting since March. The room size at the Holiday Inn dictated the overall number of club members in attendance but we had a useful crowd of 21 RSVPs. In his opening remarks, president **Sean Nakoneczny** reported that the executive are looking at future room arrangements because of anticipated smaller turnouts as long as Covid-19 is still with us. However as this was going to press, pandemic numbers were again climbing and throwing future meetings into doubt. There will be no October general meeting. Hopefully this stricture will be short lived.

In other business items, Treasurer **Pete Moffett** reported we are in a healthy financial situation simply because we have had little to spend the members' money on this year. Membership is down a

little from last year but that comes as no surprise. We have, however, added two new members. More about them shortly.

The executive are considering a small increase in membership dues, something the club will discuss at a future date.

Club mileage awards are a go. Here is the latest from Sean:

Anyone who wishes to compete for the Kevin Pesant Mileage award this year, please email Jim Collacott at jimlinda@collacott.ca by November 10, 2020, with the following information:

- Member name(s)
- Make, model, year of car
- Recorded mileage

Also the British Car Council will still present its yearly awards. However, the mileage requirement has been reduced from 3,000 to just 1,000 miles.

There was no 50-50 draw this time around, but it will resume at future meetings with the necessary sanitary considerations that arise from handling other peoples' money.

And significantly, in consideration of how strange this year has been, members voted to forego the usual fall elections and roll our current executive into next year.

Members' News:

Kathryn Carr and her husband, **Terry Semple**, are doing a long exhale after a harrowing summer. Earlier this year Kathryn was diagnosed with leukemia with a dire prognosis. But she fought back and is now home and in full remission. The hardest part of the ordeal for them both was the three and a half months of Covid separation. Kathryn is in good spirits and looking forward to getting back, eventually, to her group quilting activities. NBCC best wishes to Kathryn for a long period of boring good health.

Anne Lemon

For our dear friend Garry, it was a long and painful wait, but Anne's celebration of life was held on September 22. Because of Covid restrictions, our club members could not attend indoors with family members, but we were so happy to be able to give her inurnment procession a colourful showing of British cars at St. Mark's Church in Niagara-on-the-Lake.

Photo: Russ Kwiatkowski

We were all happy for such a warm sunny afternoon to bid Anne

goodbye.

Dear NBCC Members,

Thank you so much for your farewell to Anne!

Never have I seen such a collection of our LBCs—creatively parked—a rainbow of colour—and members respectfully waiting behind the stone wall—from my distance, I could see smiling faces and Ed trying to sprawl across the wall—what a glorious sight—I’m sure Anne must have had a chuckle.

Thank you for your support, camaraderie, fellowship and sharing spirit.

—Garry

Meet our new members, Jim and Nancy Pakeman: *“Nancy and I are married, live in NOTL and have four children (2, 5, 12, and 15). We (mostly me) are automotive enthusiasts and belong to a few other groups with Corvettes.*

Our British car is a 2010 Jaguar XKR and after reading an article about the owner of a 911 Turbo who has put 1.2 million miles on his car we have a goal to someday have the highest-mile Jaguar XK!

(Insert joke on reliability here)

We are looking forward to hopefully joining a few drives per year and meeting some other local people who love their cars.”

Welcome aboard, folks. Here’s to many happy miles together moving forward.

On Saturday, September 12, **Jim Collacott** and **Jim Martin** took their GTs to the Niagara Railway Museum Open House in Fort Erie. This small band of dedicated museum volunteers has a large mountain to climb trying to preserve important railway artefacts from the region’s rail history. They have amassed a significant collection including four full-size locomotives as well as other rolling stock and artefacts. We were happy to help out with our donations.

We also grabbed a chance to get our cars into a group photo that illustrates 274 years of mechanical history...the 100-year-old Alco

locomotive, the 73-year-old LaFrance fire truck, and our two MGs, totalling 101 years.

Features:

The Robertson Screw.

Have you ever wondered why Canadians' much-loved Robertson square-socket screw is virtually unknown in so many other countries? The reason has its roots in automotive history. We'll get to that in a moment, but in April of last year I attended a British Car Council meeting in Milton.

While there I passed the now-empty factory that was the home of the Robertson Screw Company.

It's an attractive building, seemingly in good repair, and one hopes

that it will be preserved as an important part of our industrial heritage. Like most other things these days, Robertson screws are

manufactured in China.

In the late 19th century, the standard for mass-produced screws was the frustrating slotted head screw with its propensity for the driver to "cam" or slip out of the head.

Canadian industrialist **Peter Lymburner Robertson** cut himself when a slot-headed screwdriver slipped during a sales demonstration. There had to be a better way, and Lymburner found it, patenting and manufacturing the screw that still bears his name. The Robertson screw found its way into the production of early Canadian-made Model T Fords.

Henry Ford was highly impressed with the increased productivity of the new screw. He calculated that the time saved per car amounted to a significant sum—\$2.60 in the money of the day. He wanted to use the screw in all of his plants, but he also wanted control over its production. Robertson wouldn't agree, so Ford looked elsewhere. Then came the Phillips screw head, invented in the early '30s and put into use by General Motors on its Cadillacs. The rest of the industry followed suit, and so the rest is history. Phillips screws will cam out easier than a Robertson, but that suits automated manufacturing as they will not over tighten like a Robertson might. Today one sees Phillips screws in virtually every manufactured item. Phillips screws are everywhere, Robertsons, considerably less so.

If there is a moral to this story, it might be “Don't screw with Henry Ford.”

Kingsford Briquets: There is also a Henry Ford connection to the story of another product we grillers are familiar with, Kingsford Charcoal Briquets [sic]. Early car bodies were framed with hardwood, typically ash or oak. In 1919, an associate of Ford's, Edward Kingsford, suggested he purchase his own tract of timberland in northern Michigan for that purpose. Wondering what to do with all the wood waste from his factories, Ford learned of a new process for pressing char into briquettes. Thus was born another Ford product, Ford Briquets. Ford later changed the name to Kingsford to honour his friend Edward.

Saving Indy then and now: Because of Covid-19, the famed Indianapolis 500 went ahead late this year and in front of empty grandstands, but the event was rescued nevertheless and winner, Takuma Sato, is happy it was. Many decades ago it wasn't just the event itself that was rescued, but the very track it runs on, thanks to Indy legend Wilbur Shaw. Here is **The History Guy** with that story: <https://www.youtube.com/watch?v=D-xzn1nILwM>

A tale of two Jag saloons...one sad, the other profane:

- https://youtu.be/U3e8NK_BW9w
- <https://youtu.be/rCIZScX8qh4>

Finally: These days one cannot buy a new MG automobile in Canada, but you could if you lived in a number of other countries. Egypt, for example—I came across this ad while surfing the net. My Arabic is a bit rusty, but if I interpret the ad correctly, it appears the MG 350 is the preferred getaway car for tomb raiders.

Happy Thanksgiving!

Till next time,

Jim

NBCC Flywheel

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