



Flywheel:

KEEPING BRITISH CARS
ALIVE AND WELL

Driving Together

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Part 2



New Members ***Carol Boyer***



Born, raised and worked in Welland.

- *At age 18 I went to work for my father in his insurance office, became an insurance broker and continued this profession until retirement at age 65*
 - *Married in 1967, became a*
 - *mom to one son (Chris) in 1969, widowed in 1994, at age 49.*
-
- *Purchased a 1970 MG at age 39, which was transferred to Chris in 1999 and then back to me in 2019. It hasn't been on the road in 6 years and am hoping to drive it in 2022 (before I'm too old and/or can't get out of it).*



- *Used to golf, ski, bowl but now mainly enjoy container gardening and playing duplicate bridge online until we can resume face to face.*
- *Currently reside in a townhouse in St. Catharines with my son, Chris, and am his caregiver.*
- *Newest interest is the NBCC and am looking forward to making new acquaintances and friends.*

Vivian and John Moskalyk

Thank you for being so welcoming!

My husband, John, and I purchased a 1973 MGB roadster last fall. It has been a dream of mine to own one. We are at a time of our lives when we have the time to take long drives (or short ones) when we want to. We had been looking for one for a few years and then this one seemed the perfect fit for me!



John has a life-long love for British motorcycles and has a few of them. He is enjoying driving the MG around when he's not on his motorcycle.

We live in rural Port Colborne. We found out about this club when someone dropped a brochure off in our car while we were visiting our daughter on Sugarloaf Street. We thought it seemed like a fun group to join. Thank you to whoever dropped off the brochure! We are looking forward to joining the group on some rides next year!
Vivian

We also extend a warm club welcome to our newest members whom the Moulsons snagged for us at Rockton:

Ed and Anna Orr of Stoney Creek have a 1965 Austin Healey BJ8.

Ian and Jody Anderson of St. Catharines have a 1973 MGB.

We look forward to getting to know our newest members better.

Member Profile by Pete Moffett—1962 Jaguar E-type right-hand drive (photos by Pete)

The story: Pete and Lynda Moffett were married in May 1970 in Toronto and in September of that year moved to Bedford, England, so Pete could pursue postgraduate studies in aerodynamics. Ironic that Pete chose to buy a Jaguar E-type, which had the lowest drag coefficient of all cars in that era. Like most of us, Pete fell in love with the E-type when he saw one for the first time. He had to have one. Once in England he started searching and found one at the right price (\$1500).



It was obvious from the start that the car needed restoration and an engine rebuild but Pete was resigned to the fact that it would be a retirement project. He had the car shipped to Hamilton in 1972 and drove it for a couple of years here until he put it in the garage of their new home in St. Catharines.

Having two young boys and a mortgage, there was no money left for a restoration project, so the car slept peacefully in the garage for the next 35 years. Pete retired in 2001 and looked longingly at the retirement project. Pete says, “Life begins when the dog dies, and the kids leave home.” Well, their two cats died, and the two boys got married and moved out. While I wanted to do the

restoration myself as I got older, I realized that I didn't have the skills, tools or experience to do the job. So I left it to the experts and my role was gofer and financier." Finally, the day arrived in 2010 when the E-type went off to the body shop for a complete ground up restoration. Meanwhile the engine, transmission and differential were sent off for a rebuild.



Two years later the car was ready for the mechanical restoration. The body and drivetrain went to Dave Young (see photos at Jagmaster.ca) in St. Catharines for the final part of the restoration.



While the outside of the car is stock there are changes to the inside and under the bonnet that are not stock. Pete added a fire suppression system, electronic fuel pump and inertial shutoff. The interior was changed to leather.

Also added was electronic ignition, a radiator fan, LED lights to replace all the filament bulbs inside and out, a high torque starter motor, air conditioning, and switching to an alternator and to negative ground. Five years after the car left his garage, it was finished and on the road.



What a thrill it was to have it finished after all those years. It was a sentimental day when Pete & Lynda went for their first drive in a car in which they had spent two years touring England 40 years before. The car holds many emotional memories.

Pete and Lynda are members of the Niagara British Car Club and the Ontario Jaguar Owners Association and thoroughly enjoy the road trips and social aspects of these two clubs.

Pete is still not finished and is working on installing fuel injection in the big cat.

The future of the car is secure in that it will stay in the family and be passed down to his sons and grandsons. One of Pete's sons and

grandsons are already gearheads and hopefully they will enjoy many miles in what Enzo Ferrari called “the most beautiful car in the world.”

Features:

“Good Tires.” Bob mused... The local story behind an iconic Road & Track photograph by Jim Martin



“Good tires,” Bob mused, casually lighting a cigarette, “but certainly not great tires.”
—Peter Egan, PS (May 1983) 

Forty years ago, long before the web was feeding us automotive news with a firehose, car magazines were our primary source, and the one mag that sports car enthusiasts most enjoyed was **Road & Track**. Peter Egan’s column was often the reader’s first destination, followed by the “PS” page in the back of the magazine. PS always featured some humorous or ironic car-related photograph, most often with a funny caption. Whoever might be

featured in said photograph, was always given the titular name of “Bob”.

Long before one could download YouTube videos of rich people crashing their exotics, the above photo became notorious in the car community. But it was probably a couple of weeks after I first purchased my May 1983 copy of *R&T* before the penny dropped. “Wait a minute, that’s Glenridge Avenue heading up to Brock University. That’s **Henry Burgoyne**! Henry is Bob!”

Henry was the heir to the Burgoyne family media holdings in St. Catharines. His late father, Bill, had owned the *St. Catharines Standard*. His aunt Mary owned radio station CKTB, where I worked. I knew and liked Henry. He was a bachelor, and he liked his cars, each one more exotic than the previous. Sadly, Henry passed away at too young an age, so we are going to be gentle here... Let’s just say that Henry’s enthusiasm behind the wheel possibly, at times, surpassed his skills. As on Glenridge leading up to Brock. It’s quite likely that Henry punched his Ferrari 512 Boxer just a little too hard coming around the curve and it got away from him. The photo above was not posed. As was Henry’s style, he did casually light that smoke while waiting for the tow truck.

Enter **Tony Robertson**. Tony was a freelance photographer living in St. Catharines at the time and coming upon the wreck he did what any sympathetic photog would do, he fired off several rolls of Kodak. Henry didn’t care. Tony tried to shop the photos to the *Standard* newsroom but, strangely, they did not want to run a

picture of a family member wrecking his exotic. *Road & Track* on the other hand....

I first met Tony about a year after Henry's adventure. In 1984 he was purchasing my 12-year-old Datsun 510 and somehow the subject of the photo came up. That's when I learned that Tony had taken it. The automotive world can be a small one.

This has been a fun story to prepare. I have reconnected with Tony, who now lives in Hamilton and scouts film locations for commercials and movies. Tony tells me there were stories circulating at the time that Henry went around to all the newsstands in St. Catharines trying to buy up all the *Road & Tracks*.

By chance, Tony did an internet search in 2013 to see what he could find regarding the photo. That's when he found that it had generated a lot of buzz on the Ferrari owners chat group. They had wondered how they might find the photographer. Tony joined in, identified himself and provided the background information they were seeking. The *R&T* photo was so popular among the Ferrari drivers that they commissioned many high-end art print copies from Tony. One Ferrari dealer alone ordered 20 copies for his customers. Tony still has prints available and every so often a Ferrari owner will discover someone else's print and want one for their own. As Tony says, Henry's wrecked Ferrari was the gift that keeps on giving. If you would like a print for your automotive art wall, you can contact Tony at tonyhavana@mac.com.



The same place 39 years later with a Ferrari fence now installed.

Jim Martin photo

Festive Fuel: Prince Charles' Aston Martin "runs on wine and cheese"



Prince Charles, known to champion the environment, has had his 1970 Aston Martin DB6 converted to run on biofuel made from wine and cheese. The prince was contacted by Glostershire-based Green Fuel with an offer to convert his Aston, a 21st birthday gift, to run on E-85 fuel.

But no surplus chip fat for the prince; his ethanol is sourced from surplus English white wine that has been deemed unsuitable for human consumption (they haven't met our crowd) and whey from the cheese making process. For cooking up this royal concoction, Green Fuel has been granted a Royal Warrant of Appointment.

Finally, check out this link: [Automobile Catalog](#)

This is an exhaustive compilation of specs, year by year, on just about every car ever made, so check out your LBC. This is still a work in progress and as they proceed alphabetically, they are now only up to the letter S. Sorry, but Triumph owners in the club will have to wait a little longer.

Thanks for reading. Member contributions are always appreciated



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Nap time at the Bos nursery

Jim Martin

“ ... were snuggled all warm in their beds
While visions of jump starts danced in their heads”