



Flywheel:

KEEPING BRITISH CARS
ALIVE AND WELL

The Open Road Beckons

Feb/Mar 2021, Vol. 2:1



Do paper MGs leak ink? Model car kit in this issue. Photo: Jim Martin

President Sean: 2021 has arrived and I'm cautiously optimistic. I'm sure the holidays were a little different for most of us this year; likely a little quieter if not an absence for most. Some may have found ways to connect with loved ones with technology via Skype/Zoom, or with social distance protocols such as driveway or garage visits and of course prayer.

As Jack Frost nips at our nose, we may find it difficult to look forward to drives along those twisty roads less travelled. Seeing many of your smiling faces during our recent holiday deliveries provided a boost to help carry me through to spring.

And with that, if anyone in the NBCC needs something, please contact me anytime. I'm happy to provide curbside assistance for anything. Motor oil, milk, flour, yarn, coffee, whisky, wine, latest

copy of *Hemmings*, or just an ear to bend. I'm happy to stop in with a curbside delivery or socially distant visit.

It's also the NBCC's 20th Anniversary. Do any of our members have artistic or graphic design talent? Looking for something fun to do to kill a little time? Looking for recognition of those talents without a monetary reward? It would be great to have a 20th Anniversary logo that marks this milestone and have some items made up for the club this year.

Contact me if you have any interest or have an idea you'd like to share.

As of this writing, the days are getting longer and spring will be approaching. I'm excited to work on those things that need to get done and ready to enjoy the driving season fast approaching.

Wishing all of you a safe and healthy 2021 and looking forward to seeing you all soon. Cheers! Sean.

Editor Jim: This issue arrives in the depths of what, for many of us, is our winter funk. So for the kid in all of us, and for want of a better name, this is our model car issue. As you scroll down, you will find a paper model car kit like the above MGB, along with links to other British classics, all courtesy of Moss Motors. Print it out, break out the scissors and glue, and create. Great for kids, grandkids, and bored adults. Instead of skinned knuckles working on the real thing, you can instead suffer paper cuts, all in the name of winter fun. And just think, by the time the next issue of the *Flywheel* arrives, we'll be pulling the big Little Cars out of winter storage. Onward! Jim.

Club Business:

January 15 Executive Meeting Conference Call:

Topics discussed by the current and past executive were largely centred on potential 2021 club activities and 20th anniversary ideas.

In the hopeful expectation that most of the club will have been vaccinated by late summer, **Al Munro** is planning ahead for a proper club run, ending with indoor food and drink, possibly at the Blackburn Brewery. Plans will, of course, adapt as needs be.

Should there be no design submissions by club members, it was suggested the artwork from our 15th anniversary crest simply be updated appropriately to mark the passage of another five years. **President Sean** and **Jim Martin** will exchange ideas for other anniversary observances or activities.

Pete Moffett's year-end financial statement report for 2020 shows reduced income and reduced expenses...the result of reduced club activity during Covid-19. The net is a healthy surplus.

Evans McInerney along with Sean and Jim M. will again begin social calls reaching out to various club members for the remainder of the gloomy months.

In other news, our thanks to **Vicki Halliday** and **Prez Sean** for our great looking 2021 club calendars. These went out gratis to all signed-up club members. And delightfully, a good many were even personally delivered to our doorsteps over the holidays.

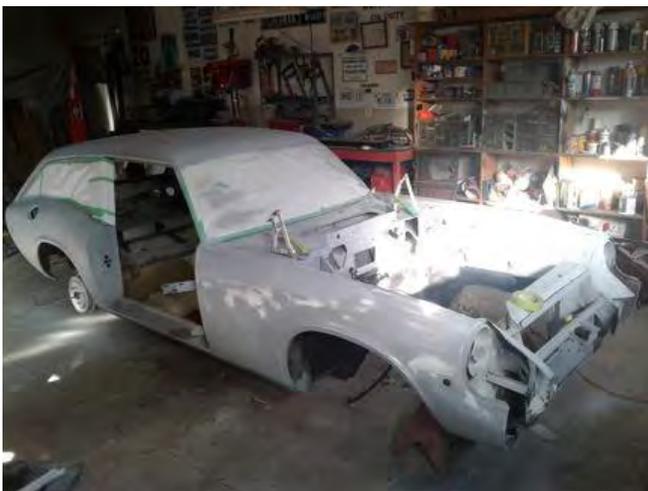
Mileage awards chairman **Jim Collacott** is holding on to the 2020 Mileage Award trophy. Winners **Leo and Tina Van Tuyl** (7027 miles) say they would like to wait for the trophy till some future date when they can receive it in the company of all of their club friends.

Members' News:

Our club's condolences go out to **Linda and Rick Wilkinson**. Linda's son Brett fell victim to a fast moving cancer in December. We all hope happy memories of Brett will help lift you both over the low spots.

Vicki Mowers is convalescing quite nicely after having some suspension work carried out in the off-season. She was in the shop in December for a new right side (hip) ball joint. As the new parts break in, Vicki reports improved cornering and less ride harshness. No word on whether the mechanic kept the old parts to show her. With any luck, the other side gets replaced in April and Vicki will be fully track-ready for our driving season.

Winter (and beyond) Projects:



Bruce Bowman has a rare bird in hand. His latest project car is this 1976 Jensen GT.

Only 506 of these attractive shooting brakes were built. Bruce's is one of 12 that were imported into Canada. It has a

Lotus 2-litre, twin-cam motor and is basically rust-free. In his usual fashion, Bruce is doing all the work himself. We will have him tell you more about this project in a future *Flywheel*.

From our Eastern Bureau, **Scott and Pat Norris** have acquired this all-original '52 MG-TD. Scott reports the car is remarkably free of



rust. If the tin worm stayed away, we are hoping the termites did too. Before starting on this project, Scott will first finish restoring his '79 Spitfire. During that time he will assess how to tackle the TD.

Sean Nakoneczny found a deal he couldn't pass up in Port Colborne this past December...this project from a family estate.



The family home had been sold and the stuff in the barn out back had to go, either to an interested buyer or potentially for scrap. Sean rushed to the rescue. This 1976 MGB came with extra motors, trannies, rear ends, and a ton of parts, many of them new in the box.

Sean describes the car as pretty rough so he's not sure yet about restoration. He may part it out.

However among the bits that had him reaching for his wallet is an overdrive transmission for Marigold this coming spring. Poor Marigold. She goes away for the winter, and another MG takes over her bedroom.

Directional Adjustment:



Some of our vehicles will be hitting the road this spring with spiffy new steering wheels.

Mike Hupel (left) has installed this beauty on the family MGB. And look what Santa Sean brought **Vicki Halliday** (right). That will be going on Marigold as soon as she returns from the **Henry Bos** winter spa, possibly as recompense for losing her room to that other MG.

Be careful with those new steering wheels. **Peter McGuire** shares this cautionary tale of “finger holes” in the steering wheel spokes.

MG had a short lived factory version with holes in the late '60s and early '70s. Here is the story (from MG by McComb):

The makers of the perforated spoke steering wheel encountered some embarrassing publicity when a police driver (not actually in an MGB but in a car with a similar wheel) absentmindedly poked his finger in one of the holes and was unable to remove it. In late 1972 the holes were therefore replaced by a tapered slot in each spoke. However the tapered slot wheel later conflicted with certain American regulations intended to prevent hand jewellery—rings, charm bracelets and the like—being trapped by the spokes, so in mid-1973 the slots were merely "coined" instead of being pierced right through.



Like the little boy with his head stuck between railings you won't know if this is a problem until you actually try it. Peter.

Honey!!!

Feature News:

The Morgan Car Company has announced that it is once more ceasing production of its famous 3 Wheeler. But the story doesn't end there



Photo: Morgan Car Company

Present: The current 3 Wheeler with its S&S V-Twin motor and Mazda 5-speed transmission was introduced in 2011 as a limited production halo vehicle. However, demand for it was huge by Morgan standards. When I visited the plant in 2014, fully half of their car production was dedicated to these trikes. Approximately 2500 will have been produced when the final run of 33 special edition cars is completed later this year.

Past: The first Morgan 3 Wheeler was an Edwardian affair, produced in 1909. It was a single-seater with tiller steering, built by company founder Henry Morgan for his personal use.

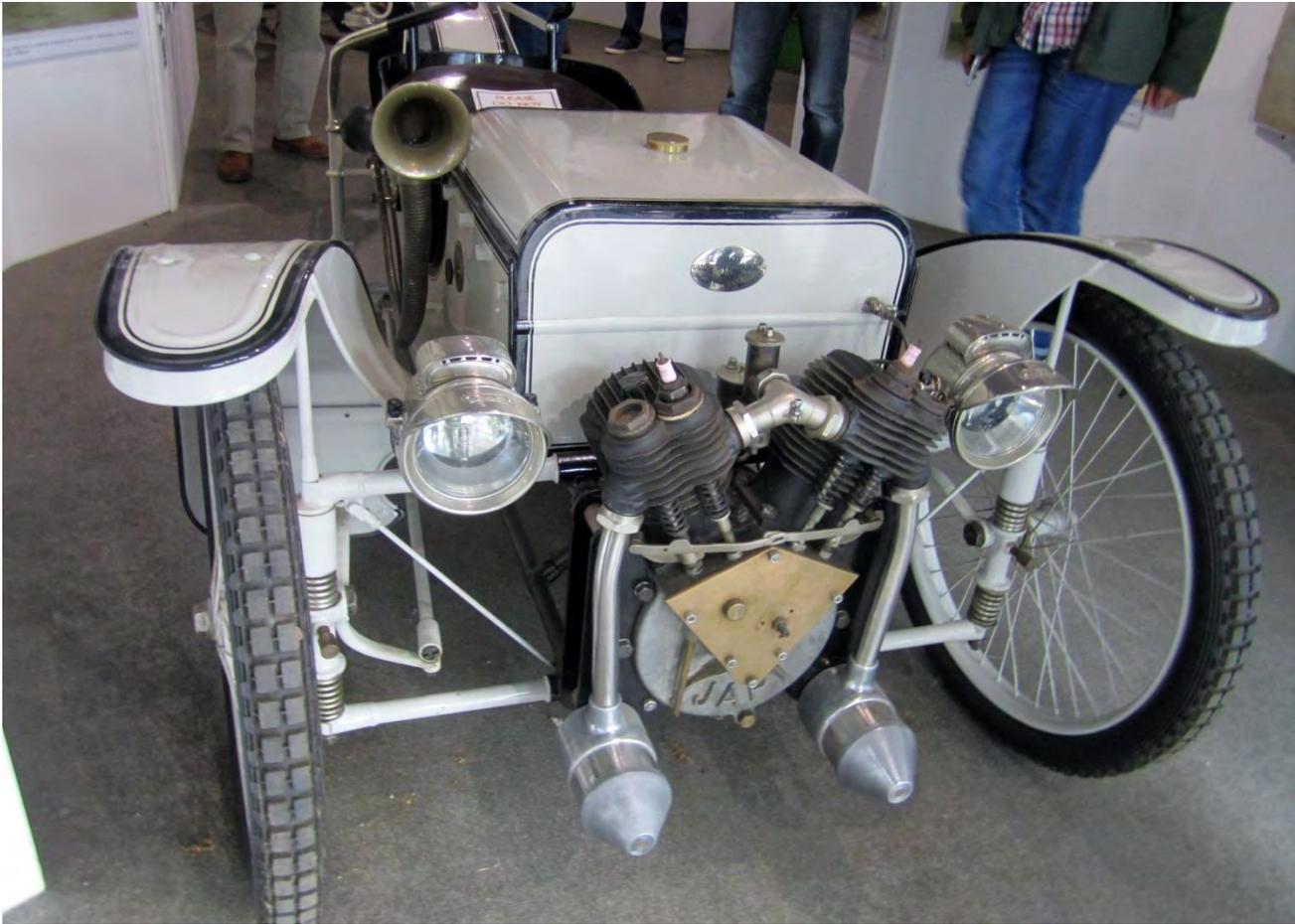


Photo: Jim Martin

Production models soon acquired room for a passenger, foot brakes, and a steering wheel. The car was continuously developed until being phased out in 1952.

Fifty-nine years would pass before Morgan would again enter the 3 Wheeler business in 2011.

Future: Morgan is hinting of a next-generation 3 Wheeler. This one will likely be electric. The company had a go a few years back with their EV3 concept.



Photo: Morgan Car Company

That venture ran into problems when another storied British name, Frazer-Nash, was unable to supply promised electric drives. Still, the company apparently is not giving up on the idea of a third-generation trike, likely electric, based on what was learned with the EV3.

One more thing: This is one of the special edition paint jobs Morgan will put on its final run of trikes and your editor thinks it is brilliant!

Photo: Morgan Car Company



It is a dazzle paint scheme similar the camouflage applied to vessels during wartime. This sort of camo wasn't intended to hide the ship; instead it was meant to make it a more visually confusing target for U-boats. Since a Morgan trike has virtually no side protection, why not make it a confusing target for those careless drivers who might torpedo it in an intersection? Sprite owners, paint brushes in hand, anxiously await the results of this experiment.

And good-bye to the **Morgan Plus-4**. After a remarkable production run of 70 years, Morgan is pulling the plug on the Plus-4. Its successor will ride on a bonded and riveted aluminum chassis. Is this the end of sliding pillar suspension?

Jag News: Looking as gorgeous today as it did six decades ago, the Series One Jag E-Type marks its 60th birthday in March. Its debut at the Geneva Auto Show stunned the world and the years have taken away none of its looks.

If, however, yours has lost some of its lustre, who better to restore it than the folks who made it? Thanks to Jaguar Land Rover's *E-*

Type Reborn project, your XKE can be restored to concours quality by Jag people, using Jag tools and Jag parts.



Photo: Jaguar Land Rover

This authenticity will come at a price, just over a half-million dollars Canadian, but is no doubt a far better deal than the Goldfinger Aston Martin that follows.

More money than brains: Just in time for Christmas delivery, **Aston Martin** completed the first five of its 25 DB5 Goldfinger *continuation classics* [italics mine]. For 5.75 million Canadian dollars each, they come with the features shown below—features which will make them **illegal** for road use. The run of 25 cars will match the total number of James Bond films made, with this year's pending release of *No Time to Die*.

Your editor wonders why anyone who actually worked for their wealth would want to toss their money away on a replica of a movie prop, instead of a properly road worthy classic. Harrumph!



Motoring Research tracks new cars sales in the UK. Only two brands increased their sales last year—Tesla and, surprise, **MG**.

While well-known luxury brands such as Porsche and Lexus struggled, Tesla's electric line up, notably the Tesla 3, sold 22 300 cars or 1.5 percent of the British market. MG sales rose 41 percent to 18 400 thousand cars sold, or about 1.1 percent of total auto sales. MG is increasing its electric vehicle lineup and the EV Estate,

expected later this year, will likely help things along. Subaru was the big loser with sales off 68 percent! Fewer than a thousand Soobs were sold last year in the UK.

Moss Motors announced in late November that it was acquiring **Victoria British**. Here are excerpts from the news release:

After more than 30 years, Victoria British Ltd., a division of Long Motor Corporation, has decided to pass the baton to Moss Motors, Ltd. to carry on the tradition of supplying car parts and accessories for British car owners around the world. President Becky Hanrahan said, "It was not a decision that we made lightly. We were Victoria British before we were LMC Truck, but we know we have not been giving the British market the attention it deserves. We feel our customers would be better served by a company whose primary focus is the British car market."

Reading into Hanrahan's comments, it is likely that VB found the British parts business less profitable than supplying parts to vintage truck enthusiasts through their LMC Truck division. A common consensus in the British car community seems to be that VB was less expensive than Moss, but their online service was not as good.

What's in Here?



Sean found his Port Colborne garage treasure; now it's time to share your dreams. This well-preserved and beautifully weathered garage can be found on Tennessee Avenue in Port Colborne. Interesting old

outbuildings pose interesting questions...most frequently, what sort of barn-find treasure, if any, might be hiding away inside. So, let's play a game. **What British car would you like to find in here?** Old or new; modest or grand; merely dusty or in baskets. Drop us a line (themartins@farnhamhouse.com) and let us know what fires your imagination and why. Responses will be printed in the April *Flywheel*. Lots of answers please.

British Motor Heritage, using original factory dies, continues to stamp out body panels for British classics. That includes the manufacture of complete new bodies as an alternative to expensive patch and repair work on extensively rusted cars. Take ten minutes with *Mike Brewer's World of Cars* and enjoy watching them make a complete Mini body shell:

<https://www.youtube.com/watch?v=nJRT5ey0M2w>.

Cut and fold MGB (next page): Thanks to **Moss Motors**, here is a fun way to kill some time. Follow these useful assembly tips:

1. The first and most obvious step is to print the page.
2. If you want to colour the car, the time to do it is while it is lying flat on the page. Magic markers or colouring pencils work well.
3. After printing and colouring, glue the bond paper onto a sheet of thin cardboard using spray adhesive or glue sticks.
4. Scissors can then be used to cut out the components, but a sharp craft knife and metal ruler work better. Cuticle scissors work well for circles.
5. Use white craft glue with clothes pegs for clamps.
6. Adding interior bracing such as balsa wood or extra cardboard will give you a stronger model.

NB. I went nuts trying to figure how to properly fold the MGB headlight buckets until I realized that the lenses are drawn sideways instead of horizontally. Just follow the directions knowing that doing so properly will leave the headlights looking like they have been rotated 90 degrees.

The Moss Motors website has several other British car models if you'd like something different: [mossmotors.com paper car cutouts](http://mossmotors.com/paper-car-cutouts).



Moss Motors, Ltd. British Sports Car Collection

It is easier to color your MGB before you cut it out. Felt tip markers or color pencils work great.

Carefully cut out the car with an X-Acto knife or scissors.

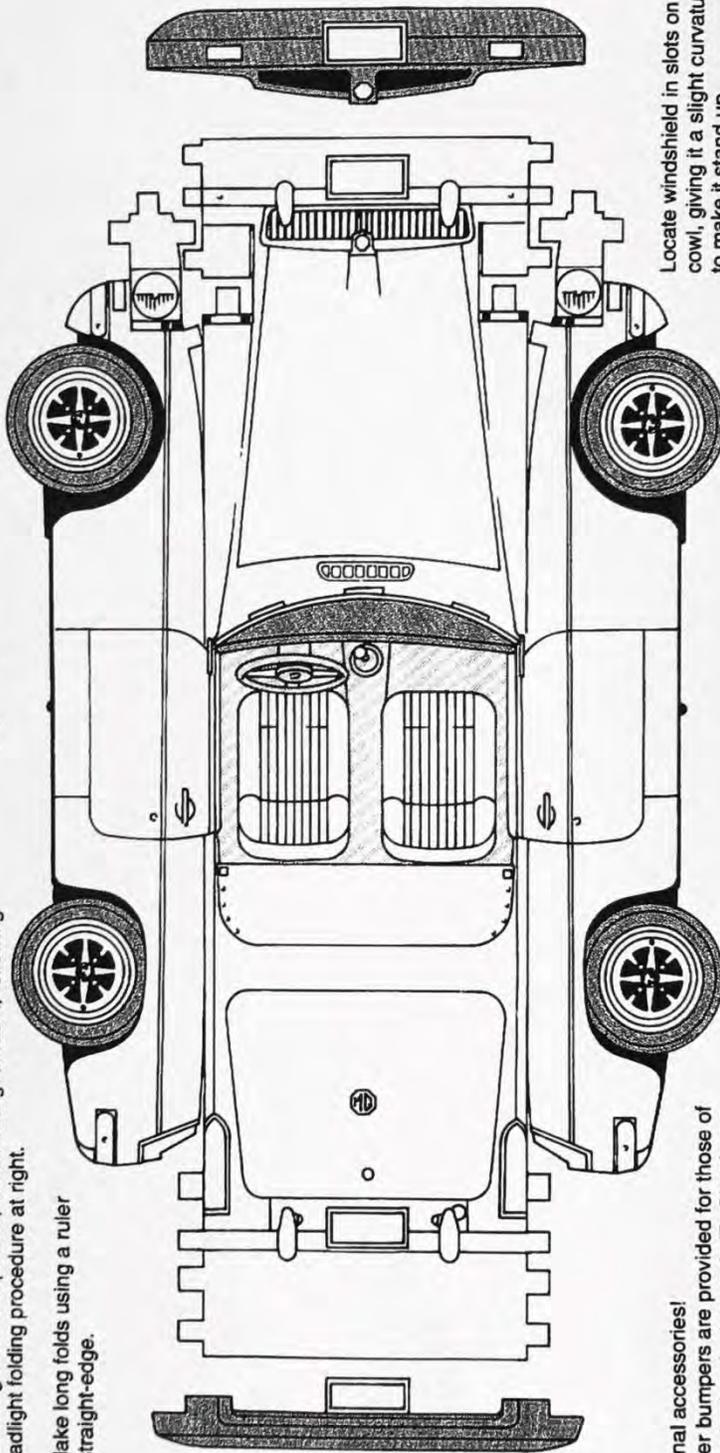
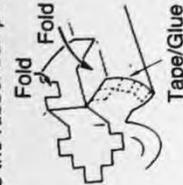
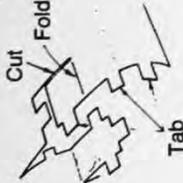
After cutting out car, fold down tabs, then roll over *front and rear body panels, gluing or taping tabs inside to hold body curvature.

*Before rolling over front panels, build headlight indent, following the headlight folding procedure at right.

Tip: Make long folds using a ruler for a straight-edge.

MGB Roadster

The best loved sports car of them all? The MGB roadster was a winner around the world, with 387,675 cars produced between 1962 and 1980. Note the rubber bumper that was federally mandated from 1974 1/2 on.



Optional accessories!

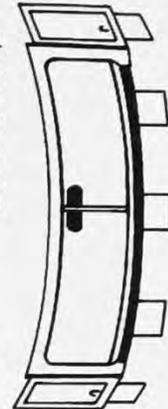
Rubber bumpers are provided for those of you preferring the late style 'B'. Simply cut out and glue on over chrome bumpers after body assembly.

Chrome wire wheels give a classic look to your roadster. Just cut out and glue on over the stock rims. (If only restoration were so simple!)



Tip: Tape completed model to cardboard base. (Black or dark gray looks good.)

Locate windshield in slots on cowl, giving it a slight curvature to make it stand up.



Thanks for reading. We'll be back in April when the *Flywheel* returns to monthly publication. Cheers, Jim

Early FIA helmet testing:



NBCC Flywheel

President: Sean Nakoneczny sean.nakoneczny@gmail.com

Editor: Jim Martin themartins@farnhamhouse.com

Copyediting: Heather Martin