



Flywheel:

Driving Together

Feb/Mar 2022
Vol. 3 No.1



The Maple Mille...David Wells's trusty Volvo 122
McGuire

Photo by Peter

President Sean:

Vicki and I are sorry we missed the Christmas Party, but we loved the call and beautiful Christmas carol. It's 2022 and most of us are completely vaccinated and boosted and still finding ourselves in a provincial lockdown.

We do know from this experience that things will improve and get better and the NBCC will be active and having fun with our LBCs this driving season.

Maybe I could entice some of our members to share what they've

been doing in the off season via [groups.io](#) along with a pic or two?

Stay tuned for an update on when our next general meeting is and if we'll do it virtually or in person. Cheers! Sean

Editor Jim: Welcome. This issue spans two dates, Valentine's Day and the Ides of March. Thanks to the eponymous saint we know what the first is about. We (Sean) will wax romantic a little later in this issue.

The second marks the 74th day on the Roman calendar, roughly the middle of March, and was known by the Romans as a deadline for settling debts. In 44 BC a certain emperor paid up in full when collectors with daggers got their point across. Oh, did we mention some members haven't paid their club dues yet?

By the numbers: Last issue, our membership chairman, Pete Moffett, shared an encouraging story of growth within our club during 2021. This issue, he shares this graph which tracks our numbers over the years.

As you can see, we are bouncing back, but still a long way from the numbers we had a decade ago. Up to the "tens", the club saw steady growth with just one hiccup...2008. The only thing that comes to mind is the global financial woes brought on by the Enron scandal in the U.S. Was there was a knock-on effect that impacted our membership? Who knows? After bouncing back, memberships tailed off again after 2012. At that point we would hazard a guess that it was natural attrition within an aging



membership. Despite that, the core members of our happy club were still having too much fun to notice that we were shrinking around the edges. Despite shrinking numbers, there was always that happy core group coming out to motoring events, so inwardly things looked pretty much the same. Then about four years ago, the executive put their heads together and started actively promoting the club. We printed brochures, attended shows, and talked up the club wherever we went. The effort took a few years, but by 2019 we were climbing back up quite nicely. Then came Covid-19. Membership took another dip. It's likely some were just too preoccupied with managing this new reality and simply let their memberships lapse. The reduction in club activities in 2020 would also have given some aging members with emerging health problems a way to gracefully step back. We used 2020 to double

down with new communication tools along with, of course, that old-fashioned device, the telephone. We reached out and stayed connected. As club activities opened back up last year, we were delighted with a spate of brand-new members. More than a few were new to British car ownership. Diverted holiday cash perhaps? Whatever, we are glad you have found us. Of course, this is still the honeymoon period for our new members. We need to prove ourselves worthy of your interest. Your current executive is dusting off old ideas and looking at new ones to make the Niagara British Car Club the best it's even been. Do you have an idea? Share. And stay with us. The best is yet to come. Cheers Jim

Club News:

Dec 14th Christmas Party: Our thanks go out Lynda Moffett, Joy Bowman and Linda Mercier for organizing a most successful bun toss. Thanks also to Bud and Leslie Moulson for crewing the admission table to assure all were properly masked and jabbed.

Great food, familial warmth, member-supplied sweets, prizes, a fun exchange of Secret Santa gifts, and our annual awards: Evans and Helene McInerney picked up the Kevin Pesant Mileage Award, racking up 4468 miles in their MG; Kudos to Jim Collacott and Al Munro for winning the “Order of the Commode,” a nifty trophy for their horseshoes prowess; and congratulations to Don Osadec who was recognized for his contributions in designing our 15th and 20th anniversary crests and who received a nifty plaque displaying same. And finally, thanks to the executive for our Christmas club calendars and hats. Be sure to visit our website for the full

Christmas photo album. As always, our thanks to Pete Moffett for his photos, a sample of which are below.



Omicron Intrudes: It was back to Zoom in early January as the executive gathered via webcam. It's a slack time of the year, so the chatter was mostly about getting some early-season events listed on the website, so our members have something to plan for and to anticipate. Hopefully by the time the covers are pulled off our cars, the worst of this latest wave will be behind us. It was also decided

that the club could make do without a general membership meeting in any form for the month of January.

For your viewing pleasure: Jim Collacott tells us of a newly available British motoring show, *Vintage Roads Great & Small*.



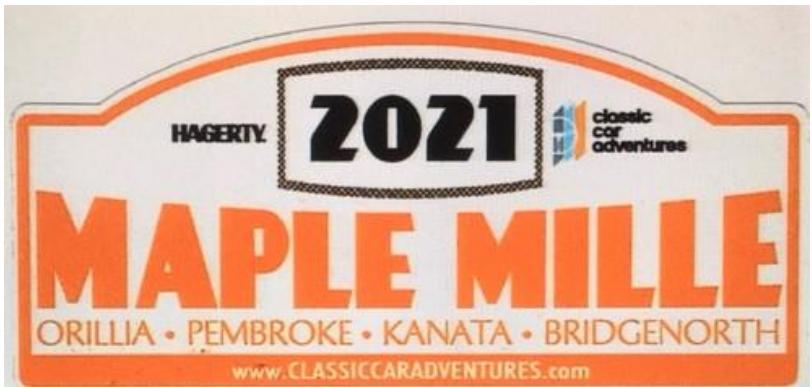
The title plays on the vintage TV show *All Creatures Great & Small*, and features two of that show's stars, Peter Davison (Tristan Farnon)

Photo: Acorn TV

and Christopher Timothy (James Herriot). Using vintage road maps and motoring guides, they travel Britain's lesser-known roads in a Morgan 4/4. The scenery, of course, is magnificent and it's good to see these two actors—who are still such good chums 40 years later—struggling to get in and out of the Morgan. If you have Britbox you can find the show on Acorn TV.

Members' News:

Peter McGuire's excellent adventure: NBCC at the 2021 Maple Mille



Having sat out the 2020 and 2021 seasons, my rally partner David Wells and I jumped at the opportunity to participate in this event.

The "Maple Mille" is a 1000 km non-competitive road rally that takes place over the course of 3 days in late September. 2021 was its 7th running. Every year is a different route.

Sponsored by Hagerty, the rally is organized and run by a BC-based company called Classic Car Adventures. They have several similar annual events throughout Canada and the USA.

<http://classiccaradventures.com/>

The rally is open to all pre-1979 cars with post-1979 being allowed at the organizers' discretion (called the Delorean Rule), allowing a Delorean and a 1985 Hyundai Pony (!) to be entered. The 50 participants were split roughly 50/50 between North American and European cars. The latter group had a sizeable contingent of Mustangs and also, the oldest car in the rally, a 1930 Chrysler Roadster which seemed to have only 2 speeds, stop or flat out.

Popular makes in the European division were Porsche, Mercedes and Volvo (incl. our 1966 122S "Phoenix") and of course there was

a decent contingent of British cars: three MGBs (one from New York State), a Jaguar E-Type, a Jaguar XJ6C, a brace of Triumph 250's, a Sunbeam Tiger, a Triumph Spitfire, a Delorean and a Bristol 409.

We all gathered in Orillia on the evening of Thursday September 23 for socializing, registration, and distribution of Route Books and goodie bags. Next morning after breakfast and a group briefing, we were off on leg 1. This took us into the lakes, rocks, and trees of Muskoka and through places like the Torrance Barrens, Gravenhurst, and Bracebridge, thence via Lake of Bays on to Huntsville for lunch. After lunch we headed east through Algonquin Park to Barry's Bay and Killaloo, ending in Pembroke, the first overnight stop. Showers early on led to brightening skies but cool temperatures. Great driving!

Day 2 (Saturday) saw us cross the Ottawa river into Quebec near Pembroke and driving through the wonderful rural countryside of the Outaouais before heading south into Gatineau Park. After crossing back into Ontario, we overnighted in Kanata. It was bright, sunny, and warm all day.

Day 3 (Sunday) we again started early with our final destination being Bridgenorth, near Peterborough. Our route took us through Calabogie, Matawatchan and Bancroft and into Bridgenorth for lunch and final reception. Again, the day was bright, sunny, and warm. All competitors made the 1000 km drive safely to the end of the rally. Some had minor mechanical issues, but no one had to quit.

Did we enjoy the rally? Yes! Although we normally participate in competitive time-speed-endurance rallying, we were pleasantly surprised at how much we enjoyed it. Simply being out on (mostly) empty roads for 3 days in early fall, driving a classic through great scenery in (mostly) great weather and socializing with other like-minded car people was a great treat.

Would we do it again? Yes! (Schedule permitting.) Would we recommend it to others? Definitely! The route is easy to follow, and the roads are all good quality asphalt.

Cost: Approx. \$1,000, includes 3 nights' accommodation (2 people sharing), 2 breakfast, 2 dinners, lunch at the finish point, route book, sweep car (support vehicle), Decals, grab bag, etc.

Peter McGuire (1973 MGB)

Our President's Valentine's Love Story: a bike, a gal, and a car (and a bike)

I was born and raised on London, Ontario. About nine years ago I moved to St. Catharines for love, to be with my loving wife, Vicki. I rode a motorcycle then, and Vicki and I enjoyed travelling the Niagara region to visit wineries, produce stands and scout for the best butter tarts everywhere we could.

I lost some close friends to motorcycle incidents which affected my confidence on the road, and we found ourselves taking the motorcycle less often.

About 4 years ago while enjoying a beverage in the back yard with Vicki, I mentioned selling the bike and getting a classic convertible. Vicki quickly dismissed the idea as one of my typical whimsical

statements. But I persisted and showed her some convertibles that could be fun. Coincidentally they all seemed to be priced in the same amount as what we could sell the motorcycle for. Vicki warmed to the idea with two conditions.

*First, I couldn't purchase a car without her knowing about it, seeing it and her approval. Second, once the bike was sold and we got a car, I couldn't ask for another motorcycle. *I agreed without hesitation, promptly sold the bike, and hunted for a suitable car.*

I found a bright yellow MGB in Hamilton and asked the owner if I could take a look. The owner was in his 80s and had lost his license for medical reasons. He asked me to take him for a ride in the car. His daughter nodded in approval so off went we went.

When back from the drive, I explained I couldn't actually purchase the vehicle until the love of my life had seen it. I was convinced she would agree it was perfect!

Vicki had to drive through rush-hour traffic, something she wasn't planning on. After a day's work she wanted to get home and not be bothered with my silly impulses.

When Vicki arrived, she mentioned the colour of the car was a REALLY BRIGHT YELLOW but not in the way I was hoping. Let's go for a drive! This will seal the deal. It was hot, it was the end of the day and Vicki just wanted to be home, but she indulged me. While driving and excited and telling her about the car, she asked, "Is this really the car you want?"

"Yes!" I exclaimed. "Can we go back now?" she calmly asked.

As soon as Marigold was home, I began researching web forums

and clubs related to British cars. It was at Bronte British Car Day that Vicki and I discovered the Niagara British Car Club. While looking for info and support for our LBC, we gained much more than we could ever ask for with a wonderful community of kind, friendly, social, and generous friends we will always be grateful to be a part of.

Now you know a little bit about how we belong to the club and the road taken to get here. We are looking forward to our journeys with the NBCC!

*Cheers!
Sean*



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*"Buell's rush in
where angels
fear to tread."*

[A promise
broken: Editor]

This Just In: Welcome to our two newest members, Les and Elizabeth Colbeck of Niagara-on-the-Lake. More in the April issue.

Birthdays: Thanks to membership chairman Pete Moffett we will start listing birthdays as they become available to us. Those who are missing, please let us know. Happy Birthdays to:

- Stacey Fox...Feb 4
- Ed Orr...Feb 5
- Christine Sadler...Feb 5
- Mike Hupel...Feb 8
- Jim Martin...Mar 3
- Bud Moulson...Mar 8

Features:

John Foster's L17 Project

After a six-week vacation break, our North Carolina friend is back to his project car with a vengeance. You'll recall that John is using a Lotus 17 replica fiberglass body for this project but with an MGB tub and Miata drivetrain. Here's John with his words and pictures.

- *Added 4 qts transmission fluid using "3 psig low pressure device"*
- *The adapter that links the trans/differential together is being machined, expect by Feb 1*
- *Completed all wiring terminations, etc. Car is ready to start, but need exhaust manifold/muffler. Manifold fabrication underway, see pic of "tacked together" manifold for trial fit.*
- *Installed new aluminum radiator, old one sprung many leaks (it was 50 yrs old) after filling/pressurizing it with water as "test".*
- *Mounted both seats to floorplan. Instead of being fully upholstered, they will have removable padded panels.*
- *Installed lanyard system to support doors in horizontal position, fabricated small bracket near trans shifter to hold smartphone.*

(see pic) Will use GPS app for speedometer instead of mechanical/electrical gage.

- *Started modifying wheel arches for suspension travel, etc.*
- *Fit plexiglass windscreens to front body clamshell (see pic)*



Kei-terham anyone? Japanese VT Holdings, the new owners of the Caterham 7 brand have very cleverly discovered a new domestic niche for this long-lived sports car. They are marketing a new model of the Seven to sell under Japan's unique kei-car



regulations.

Kei cars are popular domestic market automobiles built to legislated maximum specifications. To achieve tax and insurance cost reductions, they can be no larger than a specified size, or have an engine larger than 660cc. By using a three-cylinder turbocharged Suzuki engine, and fitting narrower tires and fenders, this car fits nicely within those specs. However, the 85-horsepower output is still above what Japanese kei specs currently allow, so that remains an unresolved issue. The 0 to 100 km time for this 970-pound car is a more-than-adequate 6.9 seconds. Caterham of course is a licenced continuation of the original Lotus Sevens from the 50s. The early Sevens ran on skinny tires and had

only double-digit horsepower, so this new Kei Caterham is very much an echo of its ancestors. These will be sold as kits in Japan and the UK at a price of 40 thousand dollars Canadian.

Daimler Décor Consider this: there is an empty wall in your new house crying out for cupboards. Also, that thirsty 25-year-old Daimler sitting in the driveway no longer reflects your greener lifestyle. Hmm...



When Dutch architect Sanne Oomen and her husband designed and built their energy efficient underground home, they filled it with a lot of eclectic and

whimsical décor. While the house was under construction, they realized their old gas guzzling Daimler sedan no longer complimented their green lifestyle. So, it was sacrificed in the name of kitchen cabinets. Simple really, just drop it in with a crane.



The photos are screen captures from the BBC show *The World's Most Extraordinary Homes* on Netflix. This was the 4th episode of season one if you'd like to see the show and other views of this unique installation.[_](#)

NBCC Flywheel

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Note: The Flywheel is submitted for proofreading two weeks prior to release date, so always watch your inbox for subsequent changes to published dates or details of events. Member contributions are always appreciated.

Kingsley: “OK Vicki, in 0.3 kilometres hang a left at the ‘T’ intersection”



Vicki Mowers