



Flywheel:

Driving Together

June 2022

Vol. 3 No 5



Inside: When car lots were interesting Photo: Performance Cars, 1964

President Sean: What is old is new again. The club has returned to its former home at The Holiday Inn on Ontario St. in St. Catharines. It's nice to be back and we had a great turn out at May's General Club Meeting.

We also have former members, who may have taken a hiatus for a spell, returning to see what is going on. It's nice to see new members join as the club finds its way through these strange times. I definitely sense the excitement to get out and enjoy our LBCs along some roads less travelled and check out what is going on in the greater Niagara area.

As mentioned at May's general meeting, the club website has a link to all car events in Ontario. As well, there is the members listing if you'd like to get in touch with someone for a meet and drive. There is a lot going on this summer and I hope to see all of you at some place or another. Please see me if you'd like to have

some club brochures or cards to hand out during this driving season's adventures.

Don't let the price of petrol discourage you from getting out there. Your LBC will appreciate getting out for a cruise and I bet it's worth the smiles it will bring to you and your navigator.

Cheers!

Editor Jim: This newsletter solicits member contributions and you have been very helpful that way. But I may sit on some suggestions for quite a while until the time feels right. Early last year **Liz Osadec** sent me a brilliant link that we will share with you later in this *Flywheel*. It's called ***Drive and Listen*** and it's a chance to sample the driving and local radio stations in 50 cities around the world.

These are dash- or helmet-cam videos. With that many cities available, you are sure to find some that you have visited in the past and you will be able to relive the experience. Before you go noodling through, here are a few of my observations:

Toronto. Don't bother. Who wants stop-and-go driving down Yonge Street? We've all done that. Was it fun?

I loved the Scottish city of Dunedin on New Zealand's South Island. Cheryl and I have visited there, and it was fun to once more drive past their magnificent train station and the

octagonal city centre honouring Robbie Burns. My one disappointment is that the driver didn't take us up or down Baldwin Street. According to the Guinness Book of Records, it is the steepest street in the world, and we drove it both ways back in 2011. Why? Because.

Wuhan, China. Insane! This one appears to have been filmed by a kamikaze pilot on a moped, and rules of traffic seem yet to be invented in that city of 11 million. Everyone shares the blame, including the pedestrians. Here, in the alleged birthplace of Covid 19, you are more likely to die stepping off the curb.

Havana, with all its old American cars, is an interesting drive. How they've kept them looking so sharp after more than 60 years of isolation would make a worthy Tech Talk.

I will comment on one other city. Scrolling down I found Kyiv, Ukraine. The drive was recorded a few years back. One is struck by how familiar the urban surroundings appear. One could imagine they were driving in any modern Canadian city. How could the inhabitants, happily going about their business, or the person who filmed this drive for us, foresee the heartbreak that lay a few years ahead? When we are out driving our cars just for the fun of it, let's give a thought occasionally to how lucky we are. Jim

Club News:

May 9th General Meeting: (Find Secretary **Mike Hupel's** complete minutes of the meeting in the Members' section of our website)

We are now back in the Ostin Room at the Holiday Inn, and it was a packed room, with more than 40 club members in attendance.

We were happy to welcome our newest members, **Jim Kekinj** of Grimsby, and **Dave Cunningham** of Fonthill who attended with his club application form in hand. Kudos to **Tom Mercier** for twisting Dave's arm.

Future club runs were outlined with a vacancy for someone to take on the June run. The membership was shown the new template for filling out future runs. Their purpose—to standardize their appearance even when put together by different club organizers. We also want to resurrect the Meet and Go runs from the pre-Covid days. There was a discussion about whether club convoy safety protocols should be applied also to the Meet and Go's but as they are smaller and privately initiated, it was felt participants could ensure their own safety simply by driving responsibly.

David Jones volunteered to assist **Mike Hupel** in reviewing and, if necessary, updating the club bylaws.

Pete Moffett gave us the state of the club treasury (good) and reported that in addition to our newest member, two former members have re-signed, bringing total membership to 63! (And we've had another new membership since then!)

Pete also passed on an invitation from the Mudcat Festival in Dunnville to participate in their parade and car show on June 11th. The festival organizers would like a head count, so let Pete know if you plan to participate. pete@themoffetts.ca

Our Tech Talk was delivered by **Dave Case**, founder of **Collector Car Canada** and our newest club sponsor. He described how after a few troublesome international deals, he formed his own online auction site to serve car enthusiasts in the GTA. Check him out along with some of the unique advantages his company offers on the club website. CollectorCarCanada.ca

Overheard at the meeting:

Mike Hupel: “What’s the fuss about autonomous vehicles? My car (MGB) is already autonomous. It has a mind of its own”.

Dave Case (Collector Car Canada): “A collector car will warm your heart in the morning and break it in the afternoon”.

May 14th Blossom Run. Great weather and a turnout to match, with lots of blossoms to justify the name. Some 25 vehicles gathered at the Tim Hortons at Glendale and York in Niagara-on-the-Lake, and then struck out through the countryside. Garry Lemon and Pete Moffett put together a most interesting run that took us past some grand scenery and stops of historical interest. We now know that Sir Isaac Brock’s horse was named Alfred.



Cheryl: "All I'm saying is, if he rode through the desert, he had plenty of time to give his horse a name"

This run was the first test of **Linda Collacott's** safety distancing protocols (distanced groups of 5 cars) and they worked a charm, especially in historic N-O-T-L, which was jammed with people out for the first truly hot Saturday of spring. Well done, Linda. [Check our website for Pete's photo artistry.](#)



This news from the **Jagmaster, Dave Young**. Dave is closing his business in St. Catharines and moving to 22 Lavinia in Fort Erie. That's just north of the Peace Bridge and very

close to the riverfront views of the Niagara Parkway. You can picnic by the water while he adjusts your tappets. His new location will open July 1. The club wishes you good luck, Dave, and we're all glad you're still going to be available to service our LBCs.

Summer Cruise Nights are back in Port Colborne. Every Thursday evening when the main drag is shut down from 4:00 pm till twilight. This is a popular attraction with a wide variety of domestic and foreign iron. June 2nd, 9th, 16th and 23rd (import night).

Members' News:

Get Well Wishes: We are happy to hear that **Bud Moulson** is recuperating nicely from his hip replacement surgery last month. We are attempting to get confirmation that he conducted a hip replacement tech talk with the surgeon beforehand. "First, find the hip".

New Members: Welcome to our newest members **Jim and Teresa Kekenj** of Grimsby and **Brian Facey** of Thorold. First, Jim:

"Teresa enjoys top-down touring and road trips. Early on she was not interested in classic car trips, but after convincing her in 2015 to take a weeklong Lake Erie circumnavigation trip with a British car club, she has become a convert.

Teresa and I have two boys and have been married for 42 years. She is a health care worker.

I have recently retired with most of my career in the steel industry. I specialized in non-contact process gauges and sensors. I maintained, repaired, improved and implemented quality and measurement systems along with procurement and project management. I have had the pleasure to witness technology grow from the vacuum tube to the current AI.

I have never really owned any show cars but have had many drivers and projects cars. I've always been a car guy and, out of necessity, at an early age attempted a lot of body work. Some even turned out ok. Since then, I've also braved some mechanics.

All my life I gravitated to European practical vehicles. Currently have three drivers on the road: a Triumph TR6, Spitfire, and Super Beetle. Also have some other projects in waiting.

I enjoy driving, maintaining, and repairing/restoring these vehicles



as they provide an excellent insight into the engineering that went into them with such minimal tools as compared to today's complex technologies.

We are looking forward to meeting all club members and hopefully sharing some good times. Personally, I look forward to some good

technical discussions and lessons that will help preserve these incredible examples of engineering.” Jim K.

Next, a hearty welcome back to previous member **Brian Facey** of Thorold. Brian is the proud pilot of this '52 MG-TD.



Here's Brian: *I am a late returning member, having been absent for a number of years.*

When checking over the latest membership list, I must admit that I do not recognize many individuals from the past. However, I am looking forward to meeting everyone eventually.

Since Covid is still around, I may not be able to do many indoor meetings, being somewhat immune compromised. However, the situation looks better as it is slowly dissipating.

I have had many British cars in my younger years but now I drive a 1952 MG-TD. I purchased it in 2008 in good drivable condition, but it needed much work to get it up to snuff.

I have had 14 years of pleasure driving and upgrading it. I enjoy working on the car most of the time but, as you know, it can be very trying, with Lucas smoke and other sticky problems.

Anyway, I hope to see you all eventually, perhaps in the outdoor events or the Tim Horton meetings on Wednesdays. Best regards

Brian

And this just in! We now have 64 memberships with the addition of John and Leslie Yoxall of Niagara-on-the-Lake. They have a couple of British cars that are sure to add some spice to our gatherings...a 1950 Riley roadster and a 1967 Daimler SP250. We hope to give them a proper introduction in the July issue.

Birthdays for June

- June Pilsworth, 1st
- Jenny Bryce, 4th
- Elizabeth Clarke, 7th
- Donald Fox, 16th
- Kathryn Karr, 17th
- Angela Adams, 24th

Did we miss yours? Let us know.

Features:

The curbside candy store. Putting aside the high-bucks exotic brands, when was the last time you got excited over

the offerings on a car dealer's lot? Cars these days have become pretty much homogenous. With very few exceptions, even so-called sports cars are bulked out and lack the low-slung grace that excited us 50 years ago. Well, check out these photos from a half-century ago.

Our thanks to member **Ian Anderson** for these photos that he found in a 7-year-old edition of *Today* magazine's business supplement. The article was written in recognition of the 50th anniversary of the **Performance Automotive Group**.



Performance Cars 1964

The Performance Auto Group is now a multi-brand juggernaut in St. Catharines, but it had to start somewhere. The photo above is of those humble beginnings. But what a

great way to start. Partners John Mann and Cam Champion were young racing and sport car enthusiasts when they pooled their resources to establish Performance Cars Ltd. The front row offerings will be familiar to all of us but squinting at the back row we see a Volvo 544, a couple of Beetles, and what appears to be the top of a Lotus 7.

Skipping ahead three years, our second photo is of their expanded Auto Trend Dealership, at Lake and the QEW.



Auto Trend 1967

By now they are also offering Volvo, Fiat, Porsche, and Alfa Romeo. But check out the line-up in this photo. A couple of Ferrari Daytonas (\$23,000 back then...\$1,000,000 today), a Mercedes convertible, a BMW 3.0 CS coupe, and as near as we can make out, a couple of C1 and C3 Corvettes. And a

tasty smattering of British, including possibly a Triumph Stag.

Back in the '70s your editor lived only a few blocks away and, in the evenings, would often stroll over with his late friend and former club member **Kevin Pesant** to drool over the inventory. No one bothered us. Different times.

So, if our hearts don't beat a little faster when we pass a dealer's lot, is it just that we have aged, or has an age passed? It's what makes today's gatherings of vintage cars, foreign or domestic, so very special. Thanks, Ian.

Whitewalls: Did you notice the big Healeys wearing whitewall tires in the Performance Motors photo? We almost never see whitewalls on our British classics these days. Automotive tastes have mostly moved away from whitewall tires, and the tires themselves are harder to come by, although not impossible. Coker Tire (cokertire.com) is a great source. If you are wondering how whitewall tires came into being, the Coker website has this short history

To find the earliest usage of a whitewall tire, you must rewind the clock more than 100 years. Originally, automotive tires were off-white in color, due to the natural color of the rubber formula used by tire companies. Zinc oxide would later be used to give the tires a brighter white color. Then, in 1910, B.F. Goodrich used a substance called "carbon black" in the manufacturing process. This formula strengthened the rubber, which was quite important considering

the condition of the roads back then. When mixed with the raw materials, the carbon black caused the tire to be black. A short time later, a smaller tire company jumped on the carbon black bandwagon, but only added it to the tread surface as a cost savings. The result? Black tread and white sidewalls.

While the first whitewall tire wasn't intended to be a style enhancer, it quickly caught on and other tire companies began producing purpose-built whitewall tires. By the 1920s, whitewall tires became more popular on high-end luxury cars, such as Duesenberg, but more conservative car manufacturers didn't adopt whitewall tires as a factory option until the 1930s. For instance, Ford first introduced the whitewall tire option in 1934. Whitewall tires became a popular option for passenger cars, only pausing briefly for World War II and the Korean War, due to materials shortage. From there, whitewall tires offered beautiful styling to classic American cars, such as Chevrolet's Bel Air series, Ford's Fairlane and the Chrysler Corporation's line of luxurious convertibles and sedans.

An interesting note to consider is the width of whitewalls. When whitewalls really became popular, they were used on Firestone Balloon tires, which featured tall sidewalls. These tires had whitewalls of nearly five inches. By the 1950's, whitewalls were at a pretty standard 3 inches, but that didn't last long. Around 1954 through 1956, you could expect to see whitewalls from 2-1/2 to 2-11/16 inches on American cars. Then, 1957 through 1961 saw another change with whitewalls ranging from 2-1/4 to 2-1/2 inches. Finally, the big change happened in 1962, when most

American automotive manufacturers made the switch to 1-inch whitewalls. From there, whitewalls got even more narrow, until finally getting down to 3/8-inch during the muscle car era. The only exception in this whitewall width timeline is luxury cars. Some Lincolns and Cadillacs retained the wide whitewall look longer than other passenger cars, and they also held on to the 3/4-inch whitewall for quite some time.

Question: Would you put whitewalls on your E-Type if Emma Peel asked you to? BTW, she's not holding an iPad, that's her belt buckle!



Uma Thurman and her ride *The Avengers* movie 1998

From the Avengers to James Bond. Admit it. James Bond movies are a guilty pleasure for a lot of us even though they all pretty much adhere to the same formula. I've seen them all and can't remember one from the other. When 007 isn't exercising his libido, he's shooting up or wrecking something. Each movie's

opening chase sequence usually has him dispatching the villains while at the same time destroying a UNESCO heritage site. Daniel Craig's latest movie *No Time to Die* doesn't disappoint. Enjoy this short video that explains how they filmed Mr. Bond putting his venerable Aston Martin DB5 through its paces in a picturesque Italian village.

https://www.youtube.com/watch?v=q_5MJv-Jjy0

Drive and Listen. Click and enjoy. Thanks Liz.

[Drive & Listen](#)

Finally:

Baldwin Street, Dunedin, NZ. According to the Guinness Book of Records, the steepest street in the world. It must have been fun back in the days of drum brakes.

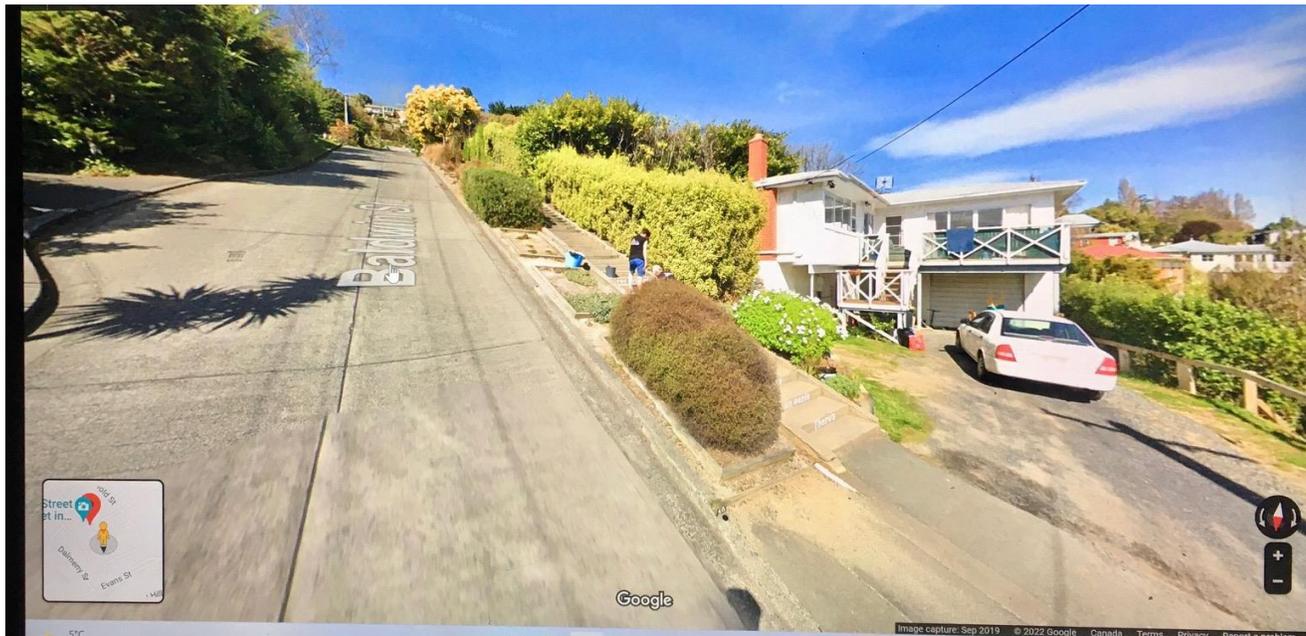


Photo: Google Maps

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Member contributions are welcomed