



Flywheel:

Driving Together

May 2022

Vol. 3 No 3



April Brave Souls at Fielding Winery

photo by Pete Moffett

President Sean:

I don't know about some of you, but I found myself experiencing the winter blues a little more than previous years. Just seemed a little darker and colder and longer and got me into a little funk. I'm blessed with a supportive family to help me through these times. And I'm also blessed with friends at the NBCC. As of this writing, the club had its first run of 2022 and it lived up to its name. The Brave Souls Run. Mike and Donna were true brave souls with their MGB top down and Timmies. And wasn't it nice of a seasoned member (Evans) to show them how to get some heat by opening the valve under the bonnet when we left the winery. In Mike's words, "It was a game changer!"

The whole experience reminded me how much I needed to get out there. I leave someone else to share with you the details of the run but, another spoiler would be Darin and Crystal making an entrance with their Aston Martin. It is a head turner to be sure!

Needless to say, the fresh air, the smiling faces, the laughs and drive itself helped me transition out of my winter blues and look forward to this year with more excitement than ever. I hope all of you feel the same way as I do now and I look forward to seeing you, sharing some laughs, telling some stories and enjoying the roads less travelled.

Read on about the events that have occurred or are about to happen. 2022 is gonna be a lot of fun! Cheers!

Editor Jim: Searching for Mister (or Missus) Goodwrench



The news that my mechanic of the past few years is taking this year off landed with a thud early last month, but on his recommendation, I think I have found a promising replacement. I'll let our readers know how it works out. As we all know, finding a mechanic who is sympathetic to our

vehicles, and who also possesses a reasonable sense of time management, can be difficult. Some of the better ones are listed on our website but it's probably time to cast a wider net. Our membership has grown considerably over the past few years, and a good many of us live some distance away from the club's favourite northern tier wrenchers. We need more, and more widely dispersed, technicians to meet the needs of our growing membership. So, if you have a recommendation, send it on to me and I'll include it in a more up-to-date list that can then be put on our website. These do not have to be British car mechanics. Any skilled mechanics who are sympathetic to our needs will do. Remember however, mentions will be put forth only as suggestions, not endorsements. We are not matchmakers. The courtship will be up to you. Cheers.

Club News:

April 12th General Meeting: Was chaired by VP Evans McInerney, as Sean was away attending a very special event, his son Cameron's 18th birthday. A parent can't miss a watershed moment like that. All of our best wishes to you, Cameron! Among the items of business:

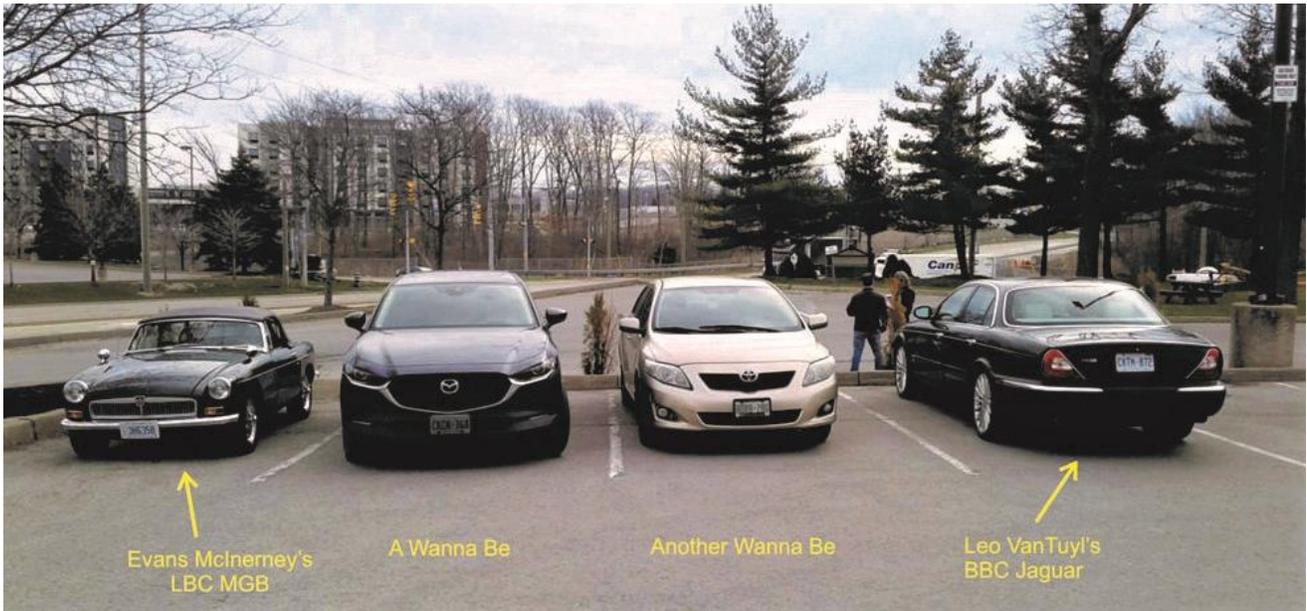
- Garry Lemon will be putting together the May Blossom Run highlighting the sights and attractions around Niagara-on-the-Lake. Date set for May 14th.

- Safety protocols: because there were too few cars in the Brave Souls Run to properly test the new rules, they will be evaluated and, if need be, tweaked on following runs this season. The key objective of the new protocols is to safely space our cars on heavily attended runs.
- The club voted in favour of moving our general meetings back to the Ostin Room at the Holiday Inn. More room and better amenities the principal reason.
- Bud Moulson's Tech Talk on Spring-prepping our cars was highly entertaining as well as useful. Those who were not there missed a lot of laughs. His capable assistant Leslie kept Bud from straying too far off topic, but not before some entertaining stories were shared. Some of your editor's main takeaways were: Battery maintenance...first find the battery; and stocking an essential tool kit...duct tape, CAA card and cell phone.
- Check out the website's Members section for Bud's handout.

Coffee Anyone? Spring finally delivered some "sittin' outdoors" weather on April 6th for our Wednesday morning Coffee Tyme gathering. Pete Moffett squeezed off a few shots.



Dave H, Evans M, Herb M, Leo V, Carol B



April 10th Brave Souls Run (4 degrees Celsius, winds NW 20): To get us off to a speedy start this year, we dusted off the run from 4

years ago...enjoyable for those repeating it and brand-new for our new members.

Newbies Darin Reynolds and Crystal Robbins

Pete Moffett photo



There were eight cars in all. Newest members Darin Reynolds and Crystal Robbins showed up with his recently acquired Aston Martin Vantage. Mike Hupel and Donna Hughes as well as president Sean were true brave souls, motoring through the event with their tops down. The Pritchards, Cameron and Maureen, were mostly brave, top up but no side curtains on their TR3. Evans and Helen McInerney and Herb McKay and Vicki Mowers, were sort of brave, tops and windows up. Bringing up the rear were the tenderfoots—the Moffetts and the Martins in their tin top grocery getters. We covered some interesting back roads with a visit to Fielding Winery and brunch at the Innsville restaurant in Stoney Creek. Thanks for this, Sean. Check out the fun we had by clicking the link to the scrapbook

<http://petmof.jalbum.net/Brave%20Souls%20Run%20April%2010%2C%202022/>. if you missed the run, download it from our Cruise Library and call up some friends.

Marshville Returns:



Photo: Jim Martin

Following a two-year hiatus, organizers of this popular craft fair in the rural village of Wainfleet announce that this year's Marshville Festival will be held Labour Day weekend September 3–5. For several years the Monday has been set aside for the display of British cars and vintage motorcycles and has been a popular day out for the NBCC. As of this writing, the NBCC has just received an invitation to participate, so be sure to set aside Sept. 5th on the Labour Day weekend. And...

Bronte is back:



“AFTER 2 LONG YEARS OF COVID RESTRICTIONS WE'RE WELCOMING YOU BACK TO BRITISH CAR DAY®

The 37th Annual British Car Day® will be held on Sunday, September 18, 2022 at Bronte Creek Provincial Park when another great show is planned. We are expecting well over 1,100 British Cars, great vendors, wonderful anniversary cars spanning 3 years and much more”

So, another favourite to mark on our calendars.

Members News:

So, what is my restomod* worth anyway? By Pete Moffett

Determining the actual value of a restomod is like trying to determine if this year's grape harvest will produce a vintage wine. There are too many variables. There are many tools out there that one can use to determine the value of your classic car. But all the tools assume that the car is in original or restored condition. Nowhere is there a tool to evaluate a restomod because there are too many variables. The following is an excerpt from an article by Colin Comer in the March/April 2022 issue of the Hagerty Drivers Club magazine that I found germane.

“Which is why I think the smart money lives in “reasonable” modifications. For years, I've been doing what I call optimizing old cars. For example, preparing a 1965 Shelby GT350 for rally use with good radial tires; upgraded shocks; electronic ignition; ethanol-safe fuel systems; a vibration-free aluminum driveshaft and high-

speed friendly ring-and-pinion; carbon-Kevlar brake linings; and other little tweaks that transform how the car drives. Or, let's say you have a Jaguar XK 120 or E-Type. Those are great candidates for modern high-capacity aluminum radiators and electric cooling fans, as well as similar common-sense items as noted above. No matter the car, the goal is the same – usability. The best part is that when it comes time to sell, the only financial burden these changes will impose is the cost of returning the car to stock. Time and again, the market has shown that lightly modified cars don't suffer in value as a result of their upgrades. The corollary is a seismic shift in people seeking out such cars that are ready to be driven and enjoyed, rather than pushed around in a warehouse.”

Did you catch that “or E-Type”? I am trying to determine what the value of my '62 E-Type restomod would be if I decided to sell it. I have concluded that the only way to do that is to put it on the market and see what someone might be willing to pay for it. After all it is only worth what someone is willing to pay for it. It also occurred to me that the car needs to find a buyer who is interested in having it to drive and enjoy rather than as a trailer queen or to be “pushed around in a warehouse”. This means she needs to find a person who will enjoy it as a comfortable, safe and hopefully reliable ride. Wish me luck, I am Irish after all.

* A restomod is a **classic car that has been restored and modified**. In a nutshell, a restomod is a combination of the words “restored” and “modified” and is a seamless combination of both the old and new. restomodacademy.com/what-is-a-restomod/

Birthdays for May

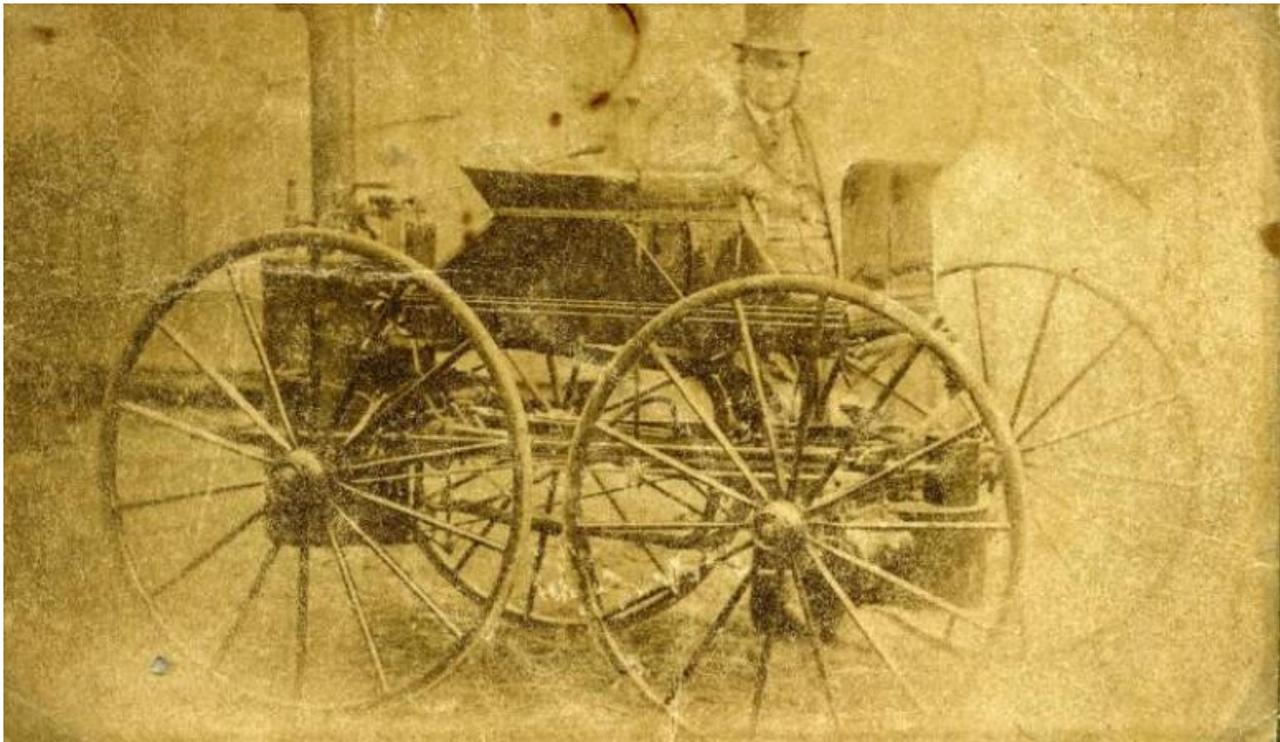
- Kathy McLeod...11th
- Dan Garry...20th
- Vicki Halliday...26th

Did we miss you? Let us know.

Features:

This month we feature three more of Canada's earliest autos.

Taylor Steam Buggy 1867: The very earliest known Canadian "automobile" is **Henry Seth Taylor's Steam Buggy**, constructed in the year of Canada's Confederation.



The steam buggy could hardly be called a car. It was in fact a buggy, but one that propelled itself. Taylor was a watchmaker and jeweller

from Stanstead, Quebec, who, upon seeing a working steam buggy in the U.S., set out to build his own. His “steam pleasure vehicle” was unveiled at the Stanstead Fair in 1867. It was displayed at area fairs as a curiosity. Taylor never planned to put it into production, but instead used it for his own enjoyment. It was good for about 10 – 12 miles an hour. It also has the dubious distinction of being in Canada’s first car crash. The vehicle had no brakes and crashed out of control on a hill. After that it languished in the family’s barn until the late 50s when American Richard Stewart purchased the pieces and restored it from old photographs.

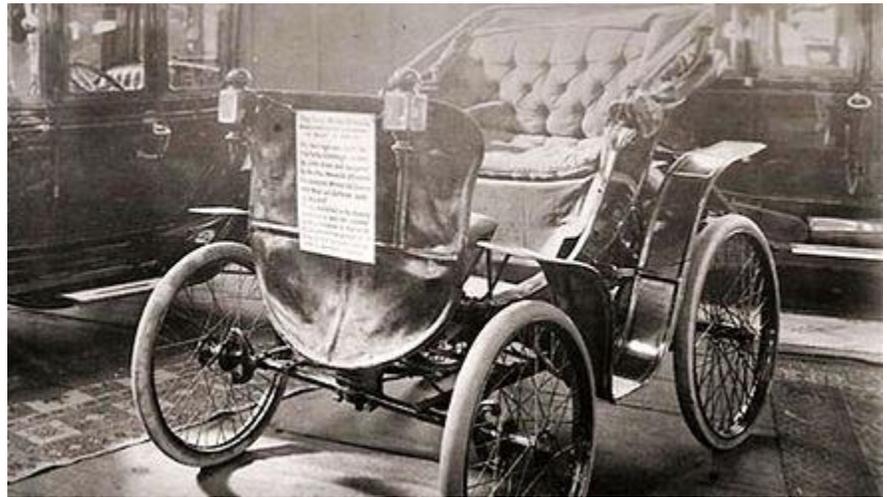


In 1984, the Canadian Museum of Science and Technology in Ottawa acquired it and that is where it can be seen today

<https://youtu.be/wQFwZLsgPU4>

Fetherstonhaugh 1893:

Canada's earliest electric car was conceived by Toronto patent lawyer Fredrick Fetherstonhaugh. This wealthy gentleman didn't



want the mess or inconvenience of steam or gasoline. Electric was the way to go. So, he collaborated with inventor William Still to design and build the components, which were then assembled at the John Dixon Works on Bay Street. The car was unveiled at the 1893 Toronto Industrial Exhibition.

Top speed was in the range of the early steam and gasoline powered vehicles, about 15 miles an hour and a battery charge would last about 5 hours. It sported such luxuries as a folding top, side curtains, and electric lights. Initially he charged the vehicle from the trolley wires outside his home! Fetherstonhaugh used the car extensively for getting around Toronto. After he sold it in 1912 it was never seen again.

Neff Steam Buggy 1901: Flywheel readers don't have to travel very far to see our final vehicle. The 1901 Neff Steam Buggy is housed in the Port Colborne Marine and Historical Museum. And like the Taylor buggy, it too was rescued by an American. Benton Neff owned the Neff Foundry and Machine Shop in Humberstone,

Ontario, now part of Port Colborne. While Seth Taylor built every part of his steam buggy, Benton Neff did some cross-border shopping for his project. He acquired a two-cylinder steam engine



from the Schaeffer, Bunce and Marvin Steam Parts factory in Lockport, NY. He also picked up a “buggy box” from the Conrad Motor Carriage Company in

Buffalo. With these principal parts, he built his car.

Again, it was the only one of its kind. Neff used it for frequent, long motor trips including a journey to Buffalo, becoming quite possibly the first car to ever cross from Canada to the U.S. After Neff’s death in 1944 and a few subsequent owners, its parts were finally acquired in 1953 by the Holmwood family of Laguna Beach, California. The father and son embarked on a 16-year restoration. The Holmwoods developed a close relationship with Port Colborne and brought the car back numerous times to show it off. In 1978 Loren Holman bequeathed the Neff vehicle to the Port Colborne Historical and Marine Museum, and in 2001, 100 years after it was built, it returned to the city of its birth. Today it resides in a glass

case in a special building constructed to house it and other historic artifacts.

A New Way to Have your Bugeye. Because of their minimalistic, google-eyed charm, Austin Healey Bugeye Sprites are climbing rapidly in value, far outstripping the prices of later, better equipped MG Midgets and AH Sprites. Halls Garage (hallsgarage.uk) in Bourne, England, has the answer, the Tifosi Rana, a fiberglass conversion kit combining the Bugeye front and rear styling attached to the added amenities of the later Spridgets.

Think of it, a Bugeye with door handles, roll up windows and a folding top for much less than one of the originals. Do it yourself or they will make you one. Any takers?



Finally:

Barrel aged for smoother downshifts



NBCC Flywheel

President: Sean Nakoneczny

sean.nakoneczny@gmail.com

Editor: Jim Martin

themartins@farnhamhouse.com

Copyediting: Heather Martin

Website: niagarabritishcarclub.org

Note: The *Flywheel* is submitted for proofreading two weeks prior to release date, so check our website often, and watch your inbox for subsequent changes to published dates or details of events.

Member contributions are welcomed. Jim