



# Flywheel:

KEEPING BRITISH CARS  
ALIVE AND WELL

## The Open Road Beckons

Dec/Jan 2020, Vol. 1:8



### *SEASON'S GREETINGS*

**President Sean:** Looking back at 2020, it sure had its share of challenges. The NBCC made its way through adversity in typical fashion...with poise, laughter, and fun! The birth of the *Flywheel* was established this year with editor-at-large Jim Martin creating the newsletter from its concept to its publication. I know many of us enjoy its arrival as it's informative and always good for a laugh or smile.

The start of the driving season was overcast by some doubt, but we did enjoy some physically distanced activities through the summer that included popup runs, picnics, BBQs, and photo tag. And, boy oh boy, we sure closed out the driving season with some memorable drives in November.



Check out Vicki's photo.

Behind the scenes the executive will remain in touch, discussing club business and looking toward 2021. It will be our

20th anniversary, after all. And when it's safe, regular club meetings will start once again. In addition, the executive will have some announcements about the 20th anniversary very soon

Meanwhile during the off-season, I encourage everyone to check in with one another. Phone, email, or use the groups.io page. The website will post any updates, as will as the Facebook page. If you have an idea or subject you'd like to share, contact Jim Martin to add it to the *Flywheel*. We are always looking for new content. It might not make the next edition, but the editor is pretty good at making sure it finds a place at the right time.

Wishing all of you, your family, and dearest friends a very merry Christmas and holiday season. It will be one to remember and I'm sure one that many will appreciate and cherish more than ever before.

Please stay safe! Sean

**Editor Jim:** Welcome to our year-ender *Flywheel*. What a year it has been!

Our daily planners went on starvation diets and everything else got turned on end. As we wrap this issue into a new year we leave the old a bit beaten up, but unbeaten. Here's to 2021!



The *Flywheel* goes out to all current members of the NBCC, but from time to time, I also send it out to past members with the obvious intent of attracting them back into the club. Reconnecting via this newsletter is a way of letting those who have drifted away know that we are still going strong and with greater value than ever. As Sean has already noted, we are connected like never before.

A word about how you receive the *Flywheel*: I could create a group email account and instantaneously send it to you all with a single push of a button. But no, I do it a single address at a time. Armed with the latest membership list, I hit “bcc” and start tapping in your individual addresses. It’s not a lot of work because after one or two characters, Mr. Google takes over and fills in the rest. It takes about five additional minutes to do it this way. Why bother? Because with each address I enter, I then give a thought to the person or persons I am reaching out to. I can remember a face or an occasion and perhaps remind myself to make a call. It also

keeps me mindful of our newer members who haven't had the opportunity this year to become as fully acquainted with us as we would like. Hang in with us, you newbies. The fun will grow as Covid shrinks. Jim.

**Club News: Nov 12<sup>th</sup> Executive Meeting** Top of the news—no Christmas party this year. 2020 will be known as the Grinch that stole Christmas. With Covid figures ramping up, the executive decided there were too many unknowns to try to put together any kind of Christmas party this year. Other topics for future discussion—next year is the club's 20<sup>th</sup> anniversary and it was suggested there should be a competition among members for a suitable crest design. We'll also consider setting a budget for more club swag (badges, stickers, hats, etc.), especially for newer members who want to proudly show their NBCC affiliation. And we'll discuss whether we should, at a future date, split the mileage award between newer and older vehicles.

**The Kevin Pesant Mileage Award: Leo and Tina Van Tuyl** are this year's winners, racking up an impressive combined total of 7027 miles in their XK8 and XJR Jags. Runners up are **Sean Nakoneczny and Vicki Halliday** with 5298 miles in their MGB, and **Evans and Helene McInerney**, 3132 miles in their MGB. Congratulations all.

For our newer members, Kev, who passed away in 2011, was a stalwart of NBCC club activities and also a friend of the British Motor Club of the Cape Fear in North Carolina. Kev would fly down every winter to hang out with club members there and work on their cars. On a personal note he was a best friend, a former co-worker, and the previous owner of your editor's MGB-GT.

**Website:** Pete Moffett has without fail been tracking our outings, even our ad-hoc ones. We had three popup runs this fall, including consecutive days during that magnificent November warm spell. Check them out on the website. These informal runs are proving to be extremely fun and easy to do, so let's have more of our members thinking this way for the next driving season.

### **Members' News:**

#### **Welcome Mike Hupel and Donna Hughes**

Mike and Donna call Oakville home, but Donna knows our area well, having been a district manager for a large Niagara-on-the-Lake winery. Mike still toils away as a mechanical engineer because he enjoys the work. They are empty nesters with a blended family of four adult kids. They enjoy sail boating and finding they still had some money left over, they purchased this pristine '78 MGB, British racing green over tan.



It is pretty much all original with 65 km on the odometer. Planned future upgrades are a wood-rim steering wheel, wire wheels and

possibly a chrome bumper conversion. In Mike's words, "Donna and I are excited to be a part of this group and are looking forward to meeting other members and participating in events".

And as a complimentary Welcome Wagon gift, we present here, free of charge, this shameless commercial message: Mike and Donna have a [vacation home in Cape Breton should any of our members be seeking future holiday accommodation.](#)

Rick at the wheel, 2018 Friendship Festival.  
Rick Wilkinson looks on. Photo by Jim Martin



### Passings:

**Rick Simpson.** We are sad to report Rick's passing last month. Rick had been in declining health but when last contacted by the club in the early fall, he was in good spirits and buoyed by

promising health results. Sadly we have lost one of our most colourful members, a raconteur, educator, chauffeur to the famous, actor, and collector of vintage Rolls Royces along with an elegant coffin-nose Cord convertible. As club member Garry Lemon recounts, Rick was known for his classic magic lantern shows at Christmas when he would act out the parts in the story. Rick will be sorely missed. You can read [his obituary in the Welland Tribune.](#)

Our condolences also go out to **Liz and Don Osadec** on the passing of Liz's sister Marge Scherb in Stoney Creek last month. Like so

many other heartbreaking Covid stories this year, Liz was unable to visit during those critical final days.

**Pete Moffett** relates this tale of automotive woe:

It's a long and painful story. Jaguar E-Types, at least Series Ones, have a reputation for running hot or overheating, but not like this!

After having the clutch replaced on my E-Type everything was going tickety-boo and with no overheating apparent. Then suddenly the engine just started steaming. The only evidence of this was steam coming from the overflow out of the rad cap. I had a conference with my mechanic and had the car towed to his shop on a flatbed. He warmed the car up and as soon as the thermostat opened and let hot water into the rad it steamed again. He only drove it from the parking lot around the outside of the shop to bring it into the empty bay and it steamed like crazy. Hmm, he wondered, what could be the problem here? There was no foaming brown oil, so it wasn't a leak from the combustion products into the oil. Because the coolant went so hot so quickly and spilled out of the radiator cap, he surmised quickly that combustion products might be getting into the cooling system somewhere. Thus he thought it might possibly be a warped cylinder head. He also suggested that I look into an electric water pump for added cooling. An electric water pump should provide the following benefits:

1. Higher coolant flow through the block.
2. Computer control, allowing one to set the desired coolant temperature. It runs at a variable speeds depending on the coolant flow needed to maintain the selected temperature.
3. The water pump keeps on circulating coolant after the ignition has been turned off, cooling the engine and offering protection from heat soak.

I took his advice and purchased an electric water pump from Summit Racing. In order to use the new pump, the impeller from the existing pump had to be removed so the coolant would flow through the existing casting. To remove the impeller, he had to remove the water pump from the block. When he looked inside the housing he noticed some blue fabric sticking out.



He started pulling this blue thing out and to his surprise he found a complete shop rag. This was the cause of the overheating. Obviously it blocked any circulation to the radiator when the thermostat opened. Our only guess as to how this happened was that somebody put the rag into the water pump opening so the coolant wouldn't drip onto the shop floor when the engine was removed to replace the clutch. When the engine was reinstalled they forgot to remove the rag. It was also the mechanic's feeling that there were combustion products leaking into the cooling system because of a warped head. He removed the head and found that it had in fact warped due to the overheating. The head was sent to a machine shop and awaits replacing on the block.

The takeaways from this painful story are that:

1. The car should run much cooler (hopefully) with the electric water pump
2. The cause of the overheating has been found
3. With a flattened head, there will be no more leakage of combustion products into the coolant.

Tough luck, Pete. That's one expensive crying towel. If the shop has any repute, it should take your word on this and at least meet you halfway.

## **Features:**

### **R.I.P. Sir Sean Connery**

#### **The Canadian James Bond Connection**



Scottish film great Sir Sean Connery passed away at age 90 on October 31. To his later chagrin, he was most often linked to his famous movie character Agent 007, James Bond. As we know, that fictional spy is the one who made the Aston Martin DB5 one of the most revered of British automobiles, a model with a price tag that now resides in the stratosphere.

Did you know that James Bond has Canadian roots reaching back 123 years to a prairie city? Sir William Stephenson was born in

Winnipeg in 1897. He would later become a World War One fighter ace, a wealthy entrepreneur, and the man known as Intrepid, who was instrumental in the British counter-espionage training facility at Camp X. Super-secret Camp X, located east of Toronto on the north shore of Lake Ontario, was established near the beginning of the Second World War for spy training and code breaking. The training regimen was brutal and if they were captured, the graduates, being spies, had no legal protection under the articles of war. A high percentage of them were never seen again.

One of Camp X's attendees was Ian Fleming, whose training there would later inform his series of James Bond novels. Fleming always claimed his James Bond was named after a British ornithologist and author. But would he have chosen that name had he not been rooming on Avenue Road in Toronto across from St James-Bond

United Church, an edifice he would pass by daily? Who knows? Perhaps it was kismet.

Camp X is long gone but a small part of its property remains as a memorial park on Boundary Road at the

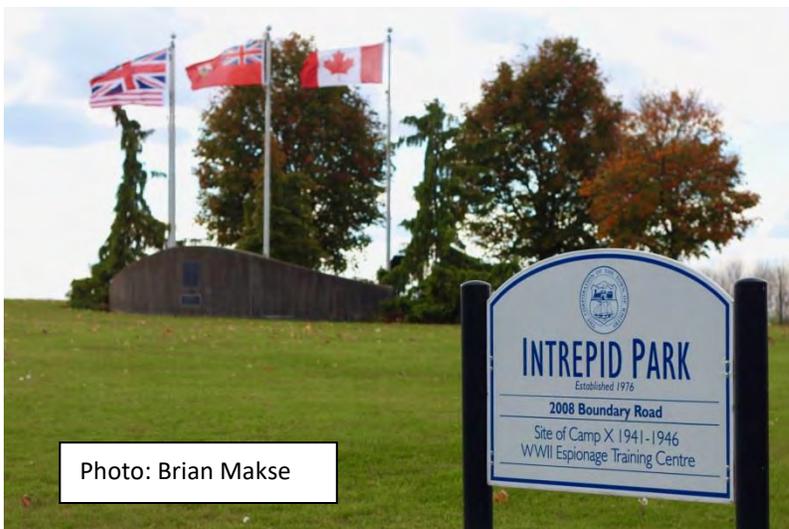


Photo: Brian Makse

Oshawa-Whitby border.

Canadian auto journalist Brian Makse has [a great article about this site in the Hagerty online magazine](#). Also, for more photos of Camp X, go to [camp-x.com](http://camp-x.com).

**Electric MGs**, one pending, the other vintage

**SAIC**, the Chinese owners of the MG name are again teasing some electric sports car concepts, but unlike the Cyberster, shown in an earlier issue of *Flywheel*, this one is apparently real.



This is the **E-motion**, a concept debuted a few years back and now slated for production in 2021...a year late because of Covid setbacks. Patent images of the actual production car show different headlights, and proper rear-view mirrors among the real-world changes necessary for legal manufacture. Brits have been promised they will be able to buy this for a projected price of £30,000. No such luck for Canada, however.

If you like your electric MGs retro, then **RBW Electric** ([rbwevcars.com](http://rbwevcars.com)) has your ride. The classic MGB Roadster is thoroughly and tastefully reworked as the **RBW Roadster**.

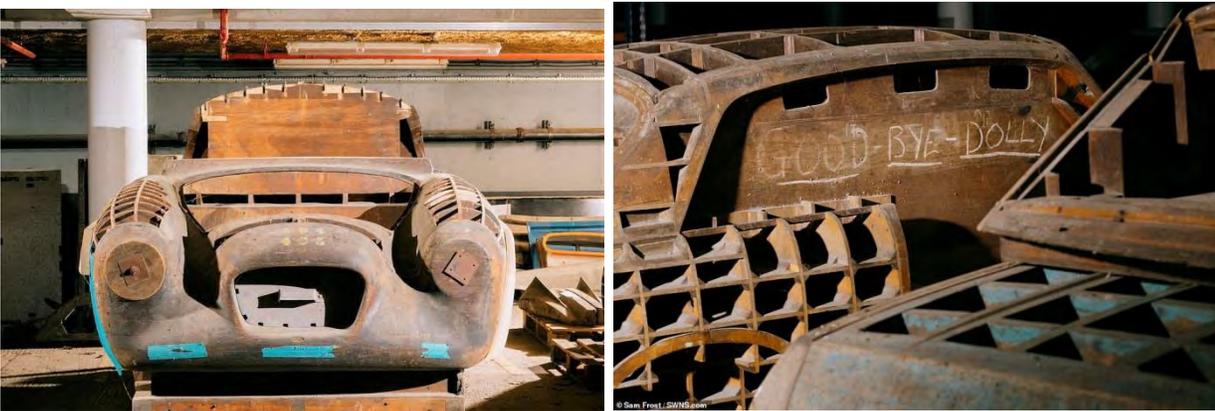


The 160-mile driving range can be increased with extra batteries but should suffice for most NBCC runs. In addition to the electric drive components, the vehicle has its own bespoke suspension upgrades and a luxury interior with leather, sat-nav, etc. They also do GTs and E-Types. No price is stated, but if you have to ask...

**Bristol Bucks:** There has been quite the discovery in an abandoned factory building in Windlesham, Surrey. These photos from the *London Daily Mail* show eight wooden styling bucks which were used to form the aluminum bodies on the fabled Bristol luxury cars.



Can you recognize the different models? Works of art in themselves, the bucks represent pretty well the entire 74-year history of the marque. Bristol Car Limited was the post-war offshoot of the parent Bristol Aeroplane Company and quickly gained a reputation for fast, well built, low production automobiles.



Above photos by Sam Frost

Customers included Bono, Richard Branson and Tina Turner. However, later styles were not well received and the company foundered. It was placed in receivership in March this year and then liquidation during the lockdown, which is no doubt what led to this find. In addition to the bucks, there are pallets of body panels and bumpers. One hopes all of this will find its way into a museum or even possibly a line of continuation automobiles.

Curiously the *Daily Mail* article completely overlooked one of the most famous Bristol owners—TV’s Inspector Lynley (Nathaniel Parker) and his 1969 Bristol 401. Here, let us fix that.



Inspector “Tom” Lynley and his partner DS Havers (Sharon Small)

Photo by imcdb.org

Who doesn’t **like James May**? The British presenter is known for his lateral thinking, and [here he tells us why owning a vintage car is not necessarily a good idea.](#)

## Cheryl's Festive Cashew Recipe

### Christmas Cashews

- 1 can roasted cashews
  - 2 tbsp minced fresh rosemary
  - 1/2 tsp cayenne pepper
  - 2 tsp light brown sugar
  - 1 tbsp kosher salt
  - 1-2 tbsp unsalted butter, melted
- Preheat oven to 350°F
  - Spread cashews on sheet pan, toast 5-7 min
  - Combine other ingredients, toss with warm nuts
  - Serve warm.

Yummy.

Elsewhere in the kitchen:

Thanks and blame to Russ Kwiatkowski

Does a perfect man  
really exist, Mom?



Of course, Darling.  
They all drive MG's.

**Stocking stuffers:** Imagine two of these ingenious inflatable scooters in the boot of your LBC...one each for you and your navigator. Great for getting around when you reach your destination.

**Jigsaw Puzzle:** This Christmas let the *Flywheel* put you behind the wheel of a classic Jaguar.



*Merry Christmas*

Everyone and a

*Happy New Year*

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*NBCC Flywheel*

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