



Flywheel

April 2026 Vol. 7 No 4



Gord Lawson

*Brave Souls Run
April 24, 2005*

From the Driver's Seat

After a long, cold winter, our cars are itching for the open road. April is a time of renewal and excitement to get behind the wheel, celebrating the return of sunny days. And it is the month for our first run of this 25th anniversary year – *The Brave Souls*. While we enjoy this opportunity, we need to remember the hazards of early spring driving, such as potholes, gravel on the road, and changing weather conditions.

Earth Day on April 22 reminds us that while we celebrate the efficiency of our vintage, well-maintained cars, we need to be responsible about the disposal of used oil/fluids.

There are many interesting articles this month. Do you know about the Fossmobile? Check out page 6. On page 8, **Jim Martin** has a nostalgic article about the one that got away. No...not Cheryl. He wisely hung on to her. And **Tom Metcalf** presents this month's marque, the Rover on page 11. Enjoy!

The President's Corner

Greetings Club Members!

The sun is shining, the birds are singing and the bees are buzzing, at least until the rain starts. After a long and cold winter, spring has finally arrived. I hope everybody is getting ready for *The Brave Souls* run coming up. I will be changing oil, checking coolant levels and inflating tires in the near future.

We are still looking for volunteers to help plan this season's runs. The runs really are the heart of the Niagara British Car Club but they don't happen without a dedicated team behind the wheel. Whether you've helped before or this is your first time, we would love to have your participation. The club has a fantastic library of previous runs, and we would like to re-do some of them in this anniversary year. All a volunteer would need to do is pick a run from the

library, follow the directions and make minor changes if roads are closed, changed, or in rough condition. **Lynda** and **Norm** look forward to hearing from you.

Tom Metcalf

We're thinking of you...

Joy and Bruce Bowman on the loss of Joy's sister, Jana Gillis on March 3, 2026.

New Member

Please welcome **Jamie LeBlanc**. By way of introduction, he said, "I had a recent birthday so bought myself two Jags – a 2007 S-Type and a 2005 XK7." We like the way you think, Jamie.

March 10th General Meeting Highlights

Pete Moffett:

- Reported that we have had 69 renewals (an 88% rate), including six new members and three complimentary memberships
- Stated that our financial trajectory will result in a year-end surplus
- Showed a chart of membership fluctuations over the last few years

Lynda Moffett:

- Reported on upcoming events (see page 5)
- Requested help from members in planning runs; Pete demonstrated how easy it is to access the library of past runs on the website; Leslie mentioned the run template and offered to help populate it
- **Norm Pilsworth**, responsible for runs, stated that because we are looking back over the past 25 years, all runs will be driven in reverse this season



Pete projected a movie about the birth of the MGB in 1962.

Irene Murray won \$45 in the 50/50.

What We Did

March 19 – Meet, Go ‘n Eat at the Cat’s Caboose



Photos by Pete Moffett

March Geocache to White Meadow Farms

Any old dunce could have found it!



Pete and Lynda Moffett



Evans McInerney and granddaughter, Arianna

Events Committee/Club Calendar

Events Committee Coordinator: Lynda Moffett; Club Runs: Norm Pilsworth; Social/Parties: Leslie Moulson and Vicki Mowers; Long-term Care Homes: Harriet Lehnen; Car Shows: David Harrison

Events in bold are NBCC club-developed events. Not all events are necessarily finalized and could be subject to change. Watch for specifics as each event approaches. **Frequently check the club calendar on our website.**

Pop-Up Runs: These are spontaneous or short-notice runs by individual club members. Such runs are not necessarily club affiliated.

NOTE: If anyone is thinking about planning a run, please collaborate with the Events Committee to ensure that it doesn't conflict with other plans that may be in the working stages, but that we have not yet announced.



April fools (see page 2)

March 30 to April 20 – Geocache #3

Saturday, April 11 – Brave Souls: organized by **Norm Pilsworth** and **Brian Facey**

Sunday, April 19 – Static Car Show: Ancaster British Car Show and Swap Meet

Saturday, April 25 – Spring Party from 12:00 pm - 3:00 pm

Early May – Grease Monkeys at Henry Bos’

Saturday, May 9 – Blossom Memorial Run

Sunday, May 24 – Valve Cover Race from 12:00 p.m. to 2:00 p.m. on a track built by Herb McKay

Check out the rules on our website <https://niagarabritishcarclub.org/wp-content/uploads/2026/01/VCR-Rules.pdf>

May 24 following the races – Canadian Grand Prix Watch Party

Saturday, July 18 – 25th Anniversary Party

From Our Members

Preserving History: Saving The Hugh Durnford Trophy, as told by

Ron Foss to Jim Martin



Montreal born and McGill educated, **Hugh Durnford** was a noted author, historian and vintage automobile enthusiast. Sadly, he passed away in 1979 at the too-young age of just 48. But while he was with us, he made significant contributions to automotive journalism in Canada.

He was also a founding member and former president of the Vintage Automobile Club of Montreal (VACM), and served as editor of its magazine, *Le Chauffeur*.

Durnford played a pivotal role in bringing the story of the 1897 **Fossmobile**, Canada's first successful internal combustion automobile, to public attention. He was also instrumental in ensuring that the car's inventor, **George Foote Foss**, was awarded an honorary membership in both the Vintage Automobile Club of Montreal and the Antique Automobile Club of America.

In the April 2022 issue of *The Flywheel*, we told the story of how **Ron Foss** of Burlington undertook the herculean task of constructing an authentic, running replica of his grandfather's now extinct Fossmobile. You can find that issue in the NBCC archives on the club website.



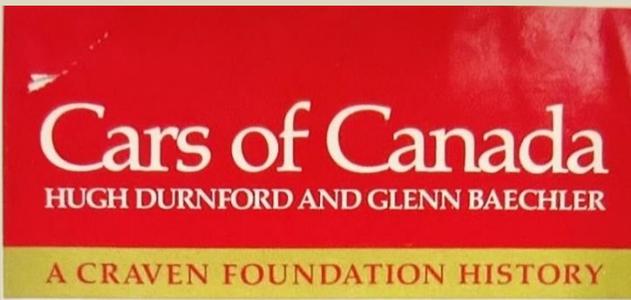
<https://niagarabritishcarclub.org/members-information/>



To honour Durnford's significant contributions, the VACM established the Hugh Durnford Trophy, to be awarded to the most beautiful car of the year from 1958 to 2009. As a gesture of thanks to Durnford for bringing his grandfather into public recognition, Ron has had the trophy restored and is currently holding it in trust while awaiting its acquisition by the McCord Stewart Museum in Montreal. Hopefully, when the museum's moratorium on new acquisitions is lifted, enthusiasts will be able to view up close this important part of Canadian automotive history.

Our thanks to Ron Foss for passing this story along. For more information, visit these websites. Fossmobile Enterprises www.fossmobile.ca and [VACM www.vacm.qc.ca](http://www.vacm.qc.ca).

Cars of Canada



Published by McClelland and Stewart, this formative work published in 1973 was co-authored by the late **Hugh Durnford** and these many years later is still considered a definitive reference of vintage automobiles in Canada. The book, of course, is long out of print but an internet search reveals that used copies are still available at varying prices for any of our enthusiasts wanting to grow their automobile library. Happy hunting.



From Our Members...Catch and Release: The Jag that got away By Jim Martin

March, 1974:

- Young family surviving on a radio announcer's salary...Check
- Wife on maternity leave with an infant son...Check
- Purchase Jaguar...Check



Over our married life, my wife, Cheryl has often uttered one of two sentences that told me I found the right girl. The first is, "Why don't you go? You'll have fun." The second is, "If you want it, you should get it."

That second one can be dangerous for a young family on a tight budget as we were back then. Then I saw the ad for a Jaguar XK150 roadster for sale in Fenwick. With Cheryl in the passenger seat (no belts) and baby David loose in her lap, we took off in a snowstorm for a test drive down Canboro road. The car sounded and felt good, so we returned and I forked over \$2,400 to the vendor, a fellow with the trustworthy nickname of Spider.

What did my \$2,400 buy? Not just a Jaguar XK150 roadster, but a 1960 XK150 Gold Head roadster with the 4.2 litre, triple carb, 265 horsepower six...the same motor that would find its way into the brand-new E-Type the following year.

It looked tatty but was rust-free, and complete with all exterior and interior trim. The soft top was new. The leather upholstery needed some nourishment,

and then of course there was the paint. A Maaco paint respray would have suited my less critical eye back then.

As well, the choke needed adjusting, and the gear lever tended to stick in first...easily corrected with a stab on the gas pedal. There was one other issue that introduced me to the joy of Jag mechanicals. A loose timing chain tensioner would require removal of the front engine cover for servicing. I undid the myriad little acorn nuts and gave a pull. Nothing. I surmised the top nuts must be hiding under the cam covers. Many more acorn nuts later I gained access to the top two-timing cover nuts. Still the cover would not budge. Could there be bottom nuts covered by the oil pan? I unbolted the oil pan only to find I could not get it to drop. The rear bolts on the oil pan were hidden under the flywheel inspection cover. Off it came and yes, once the oil pan was removed, I was able to undo the timing cover's two bottom nuts. I had to travel halfway to the back of the car to remove a component at the front of the engine!

We had scraped up the cash for the Jag, but buying a Jag, and running and servicing it were different things. For four years, I stored the car, waiting for a healthier bank balance. Every few weeks, I would fire it up and circle the neighborhood to keep the oily bits happy. Finally, I reluctantly advertised the car for sale and sold it to a Niagara-on-the-Lake hobbyist for \$4,000. A whopping profit of \$1,600.

Sad to see the car go, but happy with our small financial gain, we put the money into new windows for the house.

Ironically, or perhaps serendipitously, the day the new windows were being installed, we were moving out and into a new home. Probably a good thing because every time I'd have looked at those new windows, I would likely have seen the taillights of a Jag driving out of my life.

Almost 50 years later, I still daydream of a second chance.

From Our Members...Whither Jaguar: Departures and Cyber Attacks by *Jim Martin*



Jaguar/Land Rover's (JLR) scorched earth approach to rebranding the moribund Jaguar name appears to be running into some bumps along the road.

Long time design boss, Jerry McGovern announced that he would be leaving JLR at the end of March and heading up his own design firm. McGovern is the man behind the polarizing in-your-face look of the Jaguar Type 00 concept car (above) which was presented as a preview of the reborn brand's new design language. This follows reports in December that McGovern had been escorted out of the building...something denied by head office at the time. But now he is gone, leaving us to wonder how his successor will take on the new look. A more recent rendering of a prototype road vehicle still looks imposing but less brutalist than the concept vehicle.



Meanwhile the profitable Land Rover division, which continues to function as Jaguar's lifeboat, has had its own significant problems. Last August, a massive cyber attack shut down production for almost two months and cost nearly £2billion.

On Your Marque, Get Set... Origins of the Marque – Land Rover by Tom Metcalf



The Bantam

Most folks know that the first Land Rover was built from Jeep parts left over from WWII, but the origins of the Jeep and thus the Land Rover go back even further to the little Austin Seven.

In 1929, the American Austin Car Company Inc. was formed to build Austin Seven cars on license from Austin Motor Company. The Austin never sold well in America and the company declared bankruptcy in 1934.



The American Bantam

The firm's assets were purchased by Evans Operations and incorporated as the American Bantam Car Company in 1936. By 1940, American Bantam was nearly bankrupt and decided to bet the house on a U.S. Army request for a lightweight 4x4 reconnaissance vehicle. Bantam leveraged their experience making small cars and produced a prototype

Jeep that was so well received that the Army ordered 70 more copies. Unfortunately, Bantam didn't have the resources to go into large-scale production and their design was handed over to Willys-Overland and Ford Motor Company, who made hundreds of thousands of the little trucks.

After the war, Rover's chief designer, Maurice Wilks, owned a surplus Jeep for use on his farm. He was inspired to design a utility vehicle for British farmers. The first prototype was built on a Jeep frame, and equipped with an engine and gearbox from a Rover P3. Wilks also added a Power Takeoff (PTO) unit to power farm equipment.



The Series I Land Rover

The 'Series I' Land Rover was soon outselling Rover's traditional saloon cars. Nineteen fifty-five saw the introduction of an extended wheelbase, hard-top station wagon variant and an optional diesel engine one year later.

From 1958 to 1985, Land Rover produced the Series II, Series IIA, Series IIB, and Series III utility vehicles in short and long wheelbase forms with numerous body configurations. These Land Rovers were produced in Britain, Australia and South Africa. They were exported around the world. Series Land Rovers became the go-to vehicle for various militaries, the UN and NGOs, as well as farmers and adventurers.

The Range Rover was introduced in 1970 as "A Car for All Reasons". The Range Rover boasted a refined interior, good highway manners and the same rugged 4x4 capability of the original Series cars.

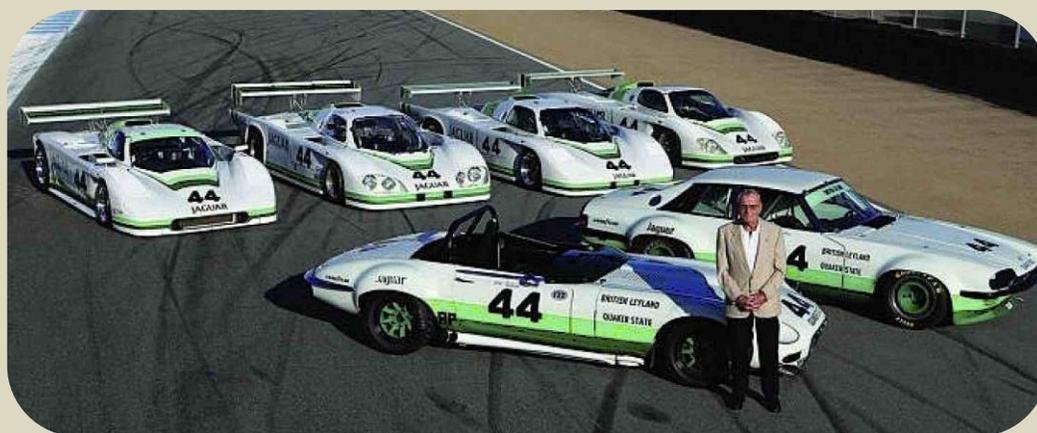
Throughout the decades, Land Rover has gone through numerous owners, introduced many models, and built a reputation for off-road performance. As with many British cars, some were reliable, and others were... less than reliable. They maintain a symbol of British style and character. And if anybody finds a cheap Series Land Rover, send it my way.

Bob Tullius 1930 – 2026 by Jim Martin

Club members who enjoy sportscar racing and seeing British cars in the winner's circle have many reasons thank Bob Tullius. Talented and successful across a large spectrum of road racing, Tullius' Virginia-based Group 44 Racing was perhaps best known for its winning Triumph and Jaguar racers.

Like Roger Penske, Tullius introduced a high degree of professionalism to Sports Car Club of America

(SCCA) racing with his immaculately prepared cars, his transporters, neatly turned-out pit crews and the idea of building his team as a brand. This was critical to attracting longtime sponsors such as Quaker State.



Tullius' distinctive green and white racers were almost always at the front of the pack.

Among the team's most celebrated achievement was its work with Jaguar. Tullius, along with Group 44, brought Jaguar back to Le Mans in 1985 for the first time in 27 years.

Campaigning the XJR-5 prototype, a car that Tullius was instrumental in developing, they faced off against the dominant factory Porsches of the era—winning the Grand Touring Prototype (GTP) class at Le Mans.

Over Group 44's 25-year run, the team accumulated more than 300 victories across SCCA Club Racing, International Motor Sport Association (IMSA) GTP endurance events; the Trans-Am series, along with 14 national championships; three Trans-Am titles. Tullius himself drove competitively throughout, including his final win in the Jaguar XJR-7 at the 1986 3 Hours of Daytona.

Bob Tullius passed away at his Florida home last month at age 95.

Crossword/Jigsaw Puzzle(s)



<https://thejigsawpuzzles.com/Cars-and-Bikes/Classic-Jaguar-E-type-in-Chester-UK-jigsaw-puzzle>

And Finally... from the files of Pete Moffett, and with permission from Harriet and John Lehnen

50th Anniversary

"On the last evening of the event, a group of us boys and girls spontaneously cut loose for a final night on the town. As I recall it, this night involved (as many great nights in Kentucky do) an opossum and a cemetery."
 —Richard Hanna
Toyota Avalon XLS Road Test (April 1997)

"The Ruf CTR is like mercury on a Teflon skillet."
 —Joe Ruzs
Porsche 911 Turbo and Ruf Porsche 911 CTR Road Test (March 1991)

"Standing out from the crowd is a good way to become both a success and a target."
 —Mazda RX-7 vs. Porsche 944 Comparison Test (February 1986)

"Performance on the order of an American Superman but without the stigma of low cost."
 —2.2 Porsche 9000 Road Test (March 1988)

"...in a school where Mercedes-Benz is the valedictorian and BMW is the star quarterback, the Jag is the demure prom queen who quietly steals your heart with a glance from across the ballroom floor."
 —Douglas Kott,
Jaguar XJ12 Road Test (April 1996)

"The greatest crumpet collector known to man"
 —Henry N. Manney III,
Jaguar XK-E Road Test (April 1964)

"I was going a highly illegal—but in the land of Ferrari and Lamborghini, not so uncommon—155 mph on the autostrada, when suddenly the Dodge Viper's top came off with a shattering bang, as if the Mafia had planted a bomb to stop Vipers from challenging Ferraris."
 —Paul Fromm,
"Milan to Monte Carlo" (February 1993)



"Good tires," Bob mused, casually lighting a cigarette, "but certainly not great tires."
 —Peter Egan, *PS* (May 1983)

Here is a picture of interest from the June 1997 *Road and Track* magazine. It is a Ferrari over the edge in the bushes, on the way up Glendale Road towards Brock University. The man smoking a cigarette is **Henry Burgoyne, Harriet Lehnen's brother.**

Monthly Giggle



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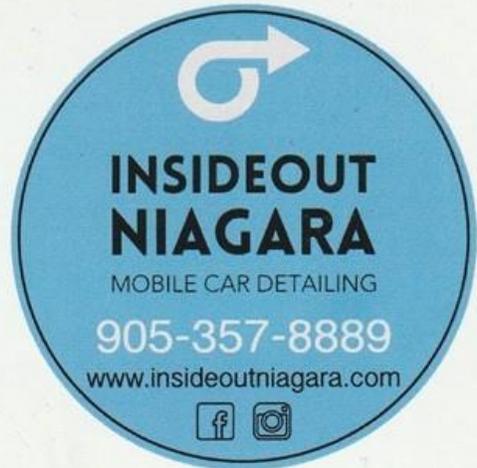
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Note: The *Flywheel* is usually submitted for proofreading several days prior to release date, so always watch your inbox for subsequent changes to published dates or details of events.