



# Flywheel

March 2026 Vol. 7 No 3



*Morris Minor (MM) 1958 to 1962 vintage, convertible*

## From the Driver's Seat

Here's hoping the green of St. Patrick's Day is a hint of good weather in our future. It feels like it has been the coldest, snowiest winter ever.

It will soon be time to do more than wish for spring. It will be time to get our LBCs out of storage and primed for the driving season. While we don't have a topic *Preparing for Spring*, (a nudge to the experts and authors out there), there are lots of applicable tips in the Tech Talk section of our website. **President Tom** makes suggestions in his column below.

**John Lehnen** forwarded some beautiful pictures from a spring Cars and Coffee in Victoria, which are sure to get you seriously thinking about better weather.

We frequently talk about the companionable aspect of our club. I will close with an Irish saying. *A best friend is like a four-leaf clover: hard to find and lucky to have.*

## The President's Corner

Hello Members!

Hopefully, Warton Willie was correct in his prediction and we will have an early spring. The days are getting longer and the mercury is slowly rising. Later this month, we will be pulling off car covers and starting engines after a long and cold winter.

With that in mind, there are some things we should do when starting an engine for the first time in a few months. Make sure you check your oil and change as necessary. Water can build up from condensation in the engine. Check the other vital fluids such as coolant, differential oil and perhaps most importantly, brake fluid. Brake fluid is made from a class of chemicals called glycol ethers, which are prone to absorbing water over time.

Water in the braking system can lead to corrosion. Under heavy braking, it

can boil in the lines leading to a loss of stopping power. The spring *Grease Monkeys* would be a great time to take care of these maintenance items.

Our lovely events committee has been hard at work preparing for the summer driving season, starting with the *Brave Souls Run*. They are always looking for volunteers to help out. If you are interested, please contact them!

## New Member

Please welcome **Eric Birmingham** of St. Catharines who owns a '77 MGB.

## February 10<sup>th</sup> General Meeting Highlights

**Pete Moffett** reported that:

- Community Care thanked us for 184 pounds of nonperishable food that was donated in December
- Sixty-five members have renewed with two more due shortly
- Our finances are sound

**Lynda Moffett** reported on events:

- Mentioning the 2025 summary report and expressing her gratitude for all the work done by the committee last year
- Reminding members that the *Brave Souls Run* is scheduled for April 11; details to follow

**Vicki Halliday** spoke about Geocache 2026 that she and **Sean Nakoneczny** have launched. Vicki encouraged members to support local businesses when searching for a cache.

Tom reminded members that car badges are still available from **Evans McInerney**. Calendars are available from **Pete**.

**Coop (Stephen Cooper)** with friends, **Kyle** (DGR) and **Klaus** (Reif Winery) presented a run being offered to car clubs on Sunday, September 27.

The *Distinguished Gentlemen's Ride* for bikes has been highly successful raising funds and awareness for men's mental health and prostate cancer research. Kyle, the Hamilton organizer for DGR, is hoping to achieve similar results with classic cars. Details and options to follow.

Pete Moffett showed a humorous, short video in keeping with Valentine's Day.

Our 50/50 winner of \$42 was Ken Agnew who kindly donated it back to the club.

## What We Did

### Meet, Go 'n Eat

Fourteen people enjoyed breakfast at the Husky House Restaurant on February 13.



*Cheryl White, June Pilsworth and Don Osadec*

**Photo by Pete Moffett**

## Geocache

The February Geocache is complete.



*Joy and Bruce Bowman, Herb McKay  
and Vicki Mowers*

**Photo by Leslie Moulson**

*Lynda Moffett and Leslie Moulson*

**Photo by Pete Moffett**



## 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.

From January to April, **Meet, Go 'n Eat** will alternate between breakfast and lunch.

**Geocache** – check your email and the website calendar for March details.

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

**Static Car Show – Ancaster British Car Show and Swap Meet, Sunday, April 19 being coordinated by Dave Harrison**

**Valve Cover Race – May 24, 12:00 p.m. to 2:00 p.m.**

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

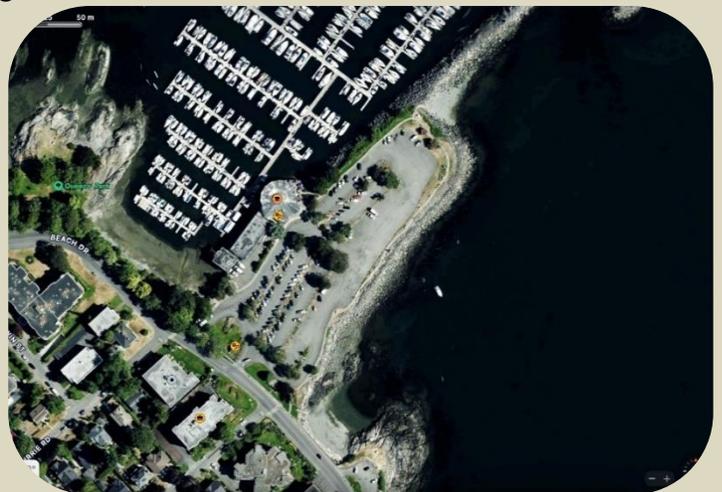
**Canadian Grand Prix Watch Party – May 24 following the races**

**25<sup>th</sup> Anniversary Party – Saturday, July 18**

**NOTE: If you are thinking about planning a run, please work 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.**

**From Our Members...Euro Cars and Coffee by *John Lehnen***

Victoria has an organization called Euro Cars and Coffee that hosts an ad hoc meet-up bimonthly on Sunday mornings between 8:00 and 11:00 AM. The location is the parking lot for Oak Bay Marina. I attended February 8, met some people and took some photographs that I am sharing here.



When I first arrived, there was a sandwich board out on Beach Drive inviting the public to stop in and have a look at the cars assembled.

I parked and was immediately confronted by a lineup of Porsches plus an Alfa and a modern Fiat roadster. I also saw Ed Lien, the Treasurer and Membership Chairman for the Old English Car Club (the local club that I have joined). I spent some time talking with Ed; he introduced me to some of his friends and then I got busy taking photographs...



I started with the lineup of Porsches.

Buried within that line of Porsches I found this Black and red Alfa.



Here's an MGB with a removable hardtop...

must have spent some time in Toronto.

that



Here's a Traveller that should warm a couple of hearts in the NBCC.



Who knew  
Simon Templar lived in Victoria BC?

Then this guy rolls in.



An old pea green station wagon followed, making noises like a pop gun. There were two people inside laughing and obviously having a great time as they backed into place and shut their beast down. It was a 2-stroke, 3-cylinder DKW Auto Union known as a 1957 DKW 3=6. It was a compact front wheel drive car manufactured by Auto Union GMBH.



It was launched at the Frankfurt Motor Show in March 1953 and sold until 1959. The engine is 896 cc and had 40HP.



And finally, here's "yer" author's VW Golf R.



I will continue to attend these twice monthly get-togethers and report back on different and unusual cars that I see. I sure hope that you have finally reached the end of the white stuff in neighbourhood.

## **On Your Marque, Get Set...Riley by John Lehnen**

The Riley story began like many other auto stories as a story about a bicycle company. This one begins in 1890 when William Riley and his teenage son, Percy buy the Bonnick Cycle Company of Coventry England and together they renamed their new acquisition, The Riley Cycle Company.

By 1903, they were building small engines at Riley Engine Company. Most of their customers fit them to their bicycles, thus creating home-built motorcycles.

The 1,034 cc V-twin of their 1905 9HP can be considered their first motorcar because it had four wheels, a bench seat (instead



of a saddle) and a steering wheel! Two years later, they had ceased production of motorcycles in favour of the automobile and in 1911, they quit the bicycle business as well.

Nineteen hundred and twelve marked another name change to Riley (Coventry) Limited to focus on supplying wheels to a burgeoning automotive industry. One year later, in 1913, William was joined by his three brothers, Alan, Stanley and Victor in a new business to build automobiles, The Riley Motor Manufacturing Company. Their first model, the 17/30 was introduced at the London Motor Show of 1913. Stanley spun off Nero Engine Company to build airplane engines and a 4-cylinder 10 horsepower car.

Following WWI in 1918, Nero Engine Company joined Riley (Coventry) Limited as the sole producer of automobiles. Riley Motor Manufacturing moved under control of Alan and became Midland Motor Bodies, a coach builder for Riley. Riley Engine Company continued under the direction of Percey as the supplier of engines for the Riley cars. At this time, Harry Rush designed Riley's blue diamond badge logo.



These Rileys produced after WWI were the "11s" having 1,500 cc's, side-valves, alloy pistons and full electrical equipment.

In 1923, a sports version called the Redwinger was developed with a top speed of 70 MPH, a polished aluminum body and wire wheels. In 1927, a new "Nine" was developed with 4-cylinders, 1,087 ccs and twin camshafts. This engine format was the basis of all Riley engines made up to 1957!



Over the years, Riley distinguished themselves in competitions both in England and on the continent – 17 silver and three gold medals were earned in the London-Exeter-London Trial. They also had the highest number of finishers in the list of 152 starters.

A very important event for Riley was the 1925 London-Edinburgh Run. Riley hosted a dinner for the Riley competitors and passengers at the Peebles Hydro Hotel. The result was the creation of the Riley Motor Club.



This club became the largest single-make auto club in the world. At Le Mans, Riley placed fourth in '33 and second, third, fifth, sixth, twelfth and thirteenth in 1934. At the Brooklands BRDC 500 Mile Race, Rileys won in 1934, '35 and '36. A Riley "Nine" won the "Light Car" class in the 1931 Monte Carlo Rally. In the '20s and '30s Riley produced 4-, 6- and 8-cylinder engines housed in over a dozen different bodies built by Midland,

encompassing saloons, coupes, touring, sports and limousines.

Victor Riley had started another company called Autovia to produce luxury V-8 saloons and limousines to compete with Rolls-Royces. The companies became financially overextended. In 1937, Riley was searching for other manufacturers with whom to partner. BMW was interested but Riley was more interested in Triumph, which was also located in Coventry. In 1938, negotiations collapsed and Riley/Autovia filed for bankruptcy.

Lord Nuffield purchased the Riley's holdings for £143,000 and operated the companies as Riley Successors. They were then sold to Nuffield's Morris Motor company for £1 and refocused on the 4-cylinder market with two engines: the 1,500 cc 12 HP and the 2,500 cc 16 HP.



Only a few of the bodies were kept in production and some components were shared with Morris.

After WWII, Riley reused the old engines in new bodies. Sold under the “Magnificent Motoring” tag line, they were meant to be the company’s high point. They used a front independent suspension and steering system

designed after the Citroen Traction Avant.



In 1947, Victor Riley was removed from the company and Riley production was consolidated with MG at Abingdon. Morris was to become the value line; MG offered performance; Wolseley was luxury; and Vanden Plas and Riley were fighting for top

of the line. With the range of models being offered it proved very confusing.

In 1952, Nuffield merged with Austin to create British Motor Corporation. As a result, Riley was now positioned between MG and Wolseley. Most Rileys simply became badge engineered versions of Austins or Morris.

The final Riley models of the 1960’s were the 1961-1969 Mini-based Riley Elf and the 1965-1969 Morris 1100-based Riley Kestrel 1300.

In 1969 the marque, went dormant.





*John Yoxall and family in his vintage 1950 Riley at the NOTL polo event*

## Jigsaw Puzzle



Mizen Head Signal Station, Carbury, Ireland

<https://thejigsawpuzzles.com/Bridges/Mizen-Head-Signal-Station-Carbury-Ireland-jigsaw-puzzle>

## Did You Know?

Half of the Jaguar Plant at Coventry **Destroyed but Production Goes on by Bert Pierce, Feb. 24, 1957**; adapted by *John Lehnen*

The *New York Times* Archives RAPID reconstruction methods learned the hard way during wartime air raids, coupled with British pluck and bulldog tenacity to produce automobiles from the flame-charred ruins of the Jaguar Cars Ltd. at Coventry, England. A \$10,000,000 fire destroyed almost one-half of



the plant on February 12. By February 18, 100 cars a week began to roll off an improvised assembly line.

Car rescue work during the fire was an outstanding show of loyalty by employees, who risked death from falling girders and windswept flames. As described by *The Society of Motor Manufacturers and Traders*, "Office girls (sic) in high-heeled shoes and nylon stockings blistered their hands as they helped push burning cars from the blazing factory. At times, they waded ankle deep in dirty, black water. Executives and clerks worked beside them, and together they were able to save about 400 cars. The daring feats of girls and men were said to be comparable with the brave deeds of survivors at Coventry when that city was virtually levelled by German bombers."

The morning after the fire, with smoke still rising from the smouldering debris, the Jaguar company staffed the orange and blue house flag, usually displayed only on special celebrations, on a cornice of the crippled factory. This was done to show that Jaguar was still in business.

Sir William Lyons, chairman and managing director, who spent much of the night assisting firemen, was up early the next morning and, with his factory force, set about the huge project of clearing debris and getting production under way. Upon resumption of the manufacturing process, it was announced that output for export would be given priority. Assurance was given that the first cars to be completed would go toward filling an American order for 2,000 Jaguars, although this would mean a shortage of this type in Britain for some months.

This was the first time, including the war years, that production had been halted at Jaguar.

Test bays were again put into operation on the day after the fire, and, therefore, it was only for a few hours that the machinery was at a complete standstill. Sir William Lyons said, "There is a magnificent spirit in

this factory. In another two weeks, we will be up to 50 per cent production. In no way will the quality of our cars be affected by the misfortune we have suffered.”

Business rivalry was laid aside when offers of assistance in the way of equipment came from makers of other cars. One of the first to offer aid was Sir Leonard Lord, chairman of the British Motor Corporation, followed soon afterward by Sir Patrick Hennessy, managing director of the British Ford Motor Company. Others who offered equipment to get Jaguar back in production included Daimler, Standard, Armstrong- Siddeley, and Rover and Rootes. Suppliers of component parts and accessories from all over Britain were heard from.

Among the messages of sympathy was one from Queen Elizabeth that referred to a visit by Her Majesty and her husband to the plant. It read, “I am so sorry to learn of the terrible fire at the Jaguar works and I hope that your factory, which my husband and I visited last year, will soon be in production again.”

The fire started at dusk in the tire department and spread rapidly. About half the plant, which covers 1,000,000 square feet, was destroyed before the blaze was brought under control. The flames were halted only a few feet from a 500-gallon gasoline tank, which the firemen said would have levelled the rest of the plant had the contents exploded.

The factory normally produces about \$3,000,000 worth of cars a week, with 80 per cent being sold abroad.



## Fun Facts About Driving and Cars in Ireland

- It is prohibited to use your car horn between 11:30 p.m. and 7:00 a.m.
- The minimum age for a driver's license in Ireland is 17 years old.
- The Alesbury was the first Irish car; it had solid tires, a 10-horsepower engine, debuted in Dublin in 1907, but was discontinued just one year later in 1908.
- The Shamrock was an ill-fated Irish dupe of the classic American Cruiser of the 1950s, failing to achieve peak sales and manufacturing output due to poor handling, awkward aesthetics, and weak 53-horsepower engine. The Shamrock was only manufactured for one year due to its poor design and drive capabilities (too large for UK motorways and too slow for American roads.) The owner built a 40,000 square foot factory in County Monaghan, and planned to make 3,000 cars per year but sadly less than 12 were made; only three of them made it to the US.
- John DeLorean received over \$130 million dollars to build upwards of 9,000 DeLorean DMC-12s in Dunmurry, Ireland; sadly, the cars had quality-control issues since many of the employees at his manufacturing facility had never worked in automotive.
- Electric vehicles are catching on worldwide, and Irish manufactured/designed ALEX eRoadster is aiming to take their crack as an industry competitor.
- Ford Motor Company opened in Ireland over 100 years ago, manufacturing models such as the Prefect, Escort and Sierra on site; it continued to manufacture sedans there until 1984.

## And Finally

**Jerry Cushman** looking dapper in his Fireball Cinnamon Whiskey suit **AND** matching chair.



Photo by Wynne Cushman

The Aston Martin Valhalla is a plug-in supercar, starting at about \$1.26 million.

**Credit – The Toronto Star, 2026**



# Our Sponsors

## **BRITISH AUTO SPORT**

Quality Sportscar Parts And Accessories

**Fred McEachern**

TOLL FREE 1-888-485-2277  
Local at (905) 627-9995  
E-mail: britishautosport@bellnet.ca  
1565 Hwy 5 West, RR1  
Troy, Ontario, L0R 2B0



## British Vehicle Electric

Suppliers of Rebuilt Lucas Alternators, Dynamos & Starters  
For All British Vehicles & Equipment.  
Specializing in Classic and Vintage Units

Michael Hildrey, Licensed Auto Electrician  
24 Ernest Kettle Cres., Beeton ON L0G 1A0  
905-729-4276, email: shildrey@rogers.com

Buyers - Register now to bid.



David Case, Founder

Sellers - We'll run a 7-day  
online auction for you.

Window shoppers - Visit  
anytime, we are always open.



**CollectorCarCanada.ca**  
Canadian currency online car auctions

### **Gregg McCourt**

41 Bromley Drive

St. Catharines, ON L2M 1R2

British car mechanic; service and  
advice; over 40 years experience;  
have tools, will travel

Cell: 905-708-7160

**HOBBS &  
HEYENEN**  
ELECTRICAL CONTRACTING LTD.

**AMBER MCINERNEY**  
(905) 933 - 9477  
hobb sand heyen en@ gmail. com

INDUSTRIAL | RESIDENTIAL | COMMERCIAL



(1993) Ltd.

2207 Creek Road, R.R.#3.  
Niagara on the Lake, Ontario  
LOS 1J0

Toll Free 1-800-567-3455  
Facsimile 905-468-1357  
ennstire@mac.com

**Julianne Enns**  
Sales

**468-4233**

50 Scott Street,  
St. Catharines  
L2R 1C9



**Rick & Andrew Smith**  
Family Owned & Operated  
[www.hrautobody.net](http://www.hrautobody.net)

Tel: 905-684-1233  
[andrew@hrautobody.net](mailto:andrew@hrautobody.net)



Classic Car Restoration  
**KLEAR KUSTOMS** EST. 1989

Restoring Moments and Memories

JP Salgueiro  
289-738-2035

205 CROSS STREET E, UNIT B, DUNNVILLE, ON N1A 0B4

- Full or Partial Restorations
- Award Winning Custom Paint
- In House Powder Coating
- In House Polishing
- Pre Purchase Inspections
- Appraisals
- Engine Detailing
- Classic Car General Maintenance
- Classic Car Storage
- Parts, Tire and Rim Packages



[KLEARKUSTOMS.COM](http://KLEARKUSTOMS.COM)

[JP@KLEARKUSTOMS.COM](mailto:JP@KLEARKUSTOMS.COM)



Custom Machining | Welding | Fabricating and Repairs

**Russel Burdett**  
owner/operator

Mobile: 289 990 0184  
[rbmachining.ca](http://rbmachining.ca)

"Specializing in custom one of  
a kind Harley-Davidson parts"

SERVICING THE NIAGARA REGION



905-357-8889

[www.insideoutniagara.com](http://www.insideoutniagara.com)



Experience - Quality - Convenience

- Premium care for vehicle collections
  - Ceramic Coating
  - Paint Protection Film
  - Paint correction
  - Vinyl wrap
- Restoration projects

[insideoutniagara@gmail.com](mailto:insideoutniagara@gmail.com)

MAURICE BRAMHALL & ASSOCIATES



VALUATIONS AND APPRAISALS OF CARS, TRUCKS & BIKES

Maurice Bramhall  
[www.bramhall.ca](http://www.bramhall.ca)

P: 416-822-0096  
[maurice@bramhall.ca](mailto:maurice@bramhall.ca)

**SHOP 22**

DETAILING CERAMIC COATINGS WRAPS SUPPLIES PPF TINTING

**JETT FLEMING**

Owner

- ☎ (905)-788-7669
- 🌐 [Shop22.ca](http://Shop22.ca)
- ✉ [Shop22inc](mailto:Shop22inc)
- ✉ [Shop22niagara@gmail.com](mailto:Shop22niagara@gmail.com)
- 📍 4400 Montrose Rd. Unit 14  
Niagara Falls, ON L2H 1K2  
& Mobile!



# Your Niagara British Car Club

**President:** Tom Metcalf      [thomas.a.metcalf@gmail.com](mailto:thomas.a.metcalf@gmail.com)

**Vice President:** John Lehnen      [john.lehnen1@gmail.com](mailto:john.lehnen1@gmail.com)

**Treasurer:** Pete Moffett      [pete@themoffetts.ca](mailto:pete@themoffetts.ca)

**Secretary:** Irene Murray      [imurray1367@hotmail.com](mailto:imurray1367@hotmail.com)

## **Events and Promotions:**

Coordinator: Lynda Moffett      [lynda@themoffetts.ca](mailto:lynda@themoffetts.ca)

Club Runs: Norm Pilsworth      [redoctagonguy@yahoo.ca](mailto:redoctagonguy@yahoo.ca)

Social/Parties: Leslie Moulson      [leslie.kennedy.moulson@gmail.com](mailto:leslie.kennedy.moulson@gmail.com) and Vicki Mowers      [sotiny33@hotmail.com](mailto:sotiny33@hotmail.com)

Long-term Care Homes: Harriet Lehnen      [harriet.lehnen@gmail.com](mailto:harriet.lehnen@gmail.com)

Car Shows: David Harrison      [dharrison2011@hotmail.com](mailto:dharrison2011@hotmail.com)

**Flywheel Editor:** Leslie Moulson      [leslie.kennedy.moulson@gmail.com](mailto:leslie.kennedy.moulson@gmail.com)

**Flywheel Editor Emeritus:** Jim Martin

**You can find an Instagram link beside our Facebook link at the bottom of the home page of our website:** <http://www.niagarabritishcarclub.org>

**Instagram:** <https://www.instagram.com/niagarabritishcarclub/>

**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.