

# Flywheel

June 2026 Vol. 7 No 6



Summer Barbeque – June 21, 2014



Bocce Ball winners Ed Rampado and Rita Bratley (centre), Al Munro (left) and Peter Moffett



## President Tom

To start my ramblings this month, I just want to make you all aware of a so-called 'phishing attempt' where several members of the club received emails from a person pretending to be me and asking for money. I want to assure you that our account is secure and everybody who got the suspect email reported it. I spoke with a security expert and he said that as they just attached my name to a random email account...there is nothing that can be done. Our website was not hacked; it was just somebody trying to trick members who actually have access to our account. Nobody from the club will ever email another member asking for club funds. I think it is best practice to always speak in person at a meeting when discussing any money transfers. We all need to keep a level of skepticism with electronic communication. No Nigerian Prince, celebrity or billionaire wants to give us money or start a romantic relationship.

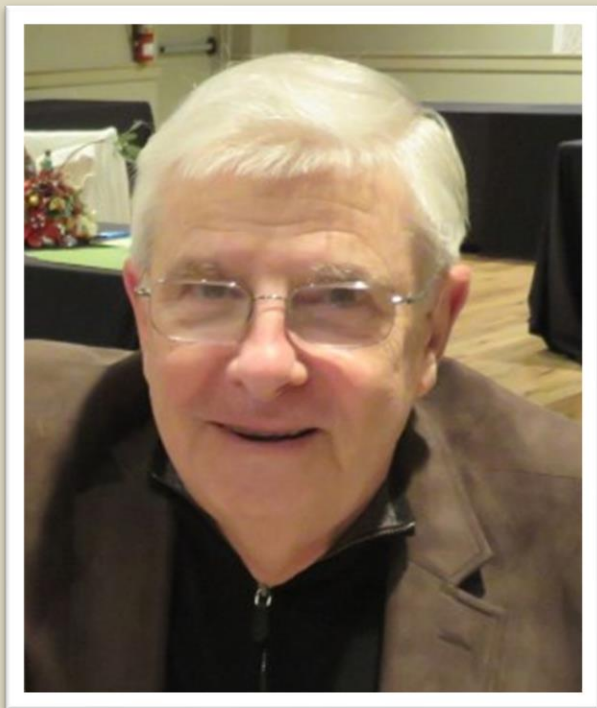
I also want to thank the members that attended the Celebration of Life for our dear friend, Bud Moulson. It was a great showing, even though the weather did not cooperate. Bud's family really appreciated having everybody there to pay their respects and say goodbye. He will be missed.

*Tom Metcalf*

## Bud Moulson 1937 – 2026: Legacy

<https://www.notllocal.com/obituaries/moulson-harold-bud-sbstj-12296859>

Our club lost an active, longtime member and a dear friend with Bud's passing on May 12.



Our heartfelt condolences go out to Leslie, the children and grandchildren, the rest of his family, and all who knew him. With Leslie's help, Bud stayed active in the club, not letting his chronic illnesses slow him down. He planned runs, sat on the Events Committee for several years, coordinated trips to the race track, and was responsible for our bus trip and evening at the Blue Jays game; with Peter and Lenore McGuire, he organized the now-infamous weekend run to Canandaigua. As Leslie recalls, *He*

*loved cars and coffee. Just recently, his family doctor visited him and suggested a follow-up in a couple of weeks on a Wednesday morning. "No, that won't work. I'll be at cars and coffee." She had to reschedule. That was our Bud!*

Bud had a hard-working and interesting life with a variety of careers. Please read the above obituary for a taste of who he was.

Our families are our legacy...we want to leave the world a better place upon our passing. However, Bud's legacy was much larger than just those around him. At his celebration of life, we learned how he was instrumental in saving the lives of people he never met.



**Inurnment at Niagara Lakeshore Cemetery, May 23**

His expertise in the safety and emergency fields led him to coordinating high-level rescue and auto extrication seminars for firefighters and EMS personal. It's likely that countless people are alive today because of Bud's teaching. His career in safety also took him to the pits at the Toronto and Vancouver Indy races, facilitating back-up fire protection. A role he developed and enjoyed.

Bud was invested as a Serving Brother within the Venerable Order of St. John by Governor General Edward Schreyer in 1981.

A life well lived!

***Jim Martin***

## May 12<sup>th</sup> General Meeting Highlights

**Tom Metcalf** opened the meeting with the sad news of the passing of club member **Bud Moulson** earlier that same day.

Lacking a quorum, the club finances (good), and the April minutes were read as information but not voted upon.

Club membership is currently 70, with seven new members and three complementary. The renewal rate is at 88%.

**Lynda Moffett** reported a successful spring opening party and the May 9 Blossom Run. Check our events calendar for more fun to come. Among them:

The June run hosted by **John and Harriet Lehnen**. The Kinsmen car show in August, Bronte in September, and some static shows at long-term care facilities.

We were informed that **Leslie Moulson** is securing a block of tickets for the Port Colborne Lighthouse Theatre August 28<sup>th</sup>. A matinee comedy. \$42 each.

The meeting concluded with an MG video and the 50-50 draw.

Congratulations to **Herb McKay**, the keeper of the draw, who went home \$35 richer.

Our June 8 general meeting will be an outdoor one, held at Burgoyne Woods.

# What We Did

**May Geocache #4** to Palms Coffee Bar on Rice Road



Photo by Jim Martin

**Friday, May 8** – Grease Monkeys

Nine “monkeys” with seven cars participated; thank you **Henry Bos** for the use of your amazing facility.

**May 9** – Thirty-two people in 19 cars participated in the Blossom Memorial Run. The club was very pleased to welcome three members from the Austin Healey Club of Southern Ontario.



Photo by Tina Van Tuyl



Photo by Pete Moffett



Photo by Don Fox

**May 24 – NBCC Inaugural Valve Cover Race.** Our first annual race had a clandestine vibe to it. Like an illegal street race, an unsanctioned prize fight, or a secret cock fight, participants weren't told where the event was to be held. We had to meet at a muster point and follow the organizers to the "red barn". Hmmm. Upon arrival, we tucked our røesters racers under our arms and strode into the arena. From the eight entrants, **Tim Clarke** emerged as the overall winner. **Jim Martin's** mermaid entry was voted most popular racer.



Photos by Jim Martin



Our thanks to **John Lehnen** for coming up with the idea, **Herb McKay** for building the track, and **Tom Metcalf** for constructing the excellent trophy that's sure to be sought after in years to come. Thanks also to our barn hosts **Pierre** and **Yetta**, and **Dave Harrison** for arranging its use. From there, it was on to the...

## Montreal Formula 1 Viewing Party



Following up on last fall's party for the Austin F1 race, this time we gathered to view the Montreal event. Once more **Dave Harrison** and **Irene Murray** were our gracious hosts at their co op's party room.

\* Be sure to check the *Scrapbook* on the club website for many photos of our events.

## 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 type 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.

**Running in June – Geocache #5**, instructions will be on the website

**Saturday, June 6 – the Gingerbread run** by John and Harriet Lehnen

**Tuesday, June 9 – outdoor General Meeting** at Burgoyne Woods

**Meet, Go ‘n Eat – tba**

**Saturday, June 20 – car show at Pleasant Manor**

**Sunday, July 12 – Cars ‘n Coffee at Hagerty Garage**, Burlington

**Tuesday, July 14 – outdoor General Meeting** at Jordan Valley Resort; tell Lynda Moffett how many hot dogs you want [lynda@themoffetts.ca](mailto:lynda@themoffetts.ca); \$1 per dog; please bring exact change

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

**Saturday, July 25 – car show at Crescent Park Lodge; run and dinner to follow**

**Sunday, August 9 – Kinsmen car show**

**Friday, August 28 at 2:00 p.m. – Port Colborne Lighthouse Theatre** for the play *Liars at a Funeral*; <https://lighthouse theatre.com/event/liars-at-a-funeral/>; \$42 per person payable in July; to express interest, please email Leslie Moulson at [leslie.kennedy.moulson@gmail.com](mailto:leslie.kennedy.moulson@gmail.com)

**Note: More complete information on the above events is available on our website calendar**

## From Our Members **Supercharging my MGA**



### **John Lehnan**

I have always believed that one of the reasons for having old sports cars is for the joy and satisfaction of working on them, and some of that joy results from modifying them.

My relationship with my 1962 MGA Coupe began when I saved it from the crusher in California in the 1980s; that cost me \$150. Since then, I have invested many tens of thousands, and the car is just getting to be more and more enjoyable. During the initial restoration and engine rebuild, I opted for a performance road camshaft and a

tuned exhaust header. This resulted in the car easily red-lining in top gear. While attending various British car shows, I have seen MGAs with supercharger kits, and thought that would be an interesting and unique way to increase my car's performance. I finally decided to do it and ordered the kit from Fred at British Auto Sport. Pretty pricey! Huge box! What have I gotten myself into?

The kit comes with 16 pages of step-by-step printed and illustrated instructions that are, for the most part, quite thorough.

Generally speaking, progress went very much as outlined in the instructions. I worked a couple of hours per day after reading about each day's tasks and planning what had to be done and the tools required.

I hit a few big snags when trying to fit the supercharger to the head. The flanges on the Moss tuned header were too wide to allow the Moss supercharger to slide onto the head studs. I had to grind material from the header flanges to provide enough room for the supercharger flanges. The second problem in this area was that somehow my head had two long studs and four short ones whereas it should have had four long and two short. A friend came up with two long ones for me. The tuned header flanges are 0.5" thick and the supercharger flanges are 0.625" thick. The kit is supplied with several sets of shims to deal with this situation, so technically, this was not a problem.

The next snag I hit was with the lower rad hose. The kit provides a very odd-looking hose assembly and instructions on how to custom cut it up into something that is appropriate. I followed these instructions exactly and there is no way the resulting piece would work. What does work is a standard Moss part #470-270 or its equivalent. I used an equivalent (URO005940) that I got through Canadian Tire. Actually, I bought two of these and used them for both the lower and upper rad hose locations. I have to say that the lower hose location is so tight that if I have to ever do it again, I will definitely modify the radiator location to stand it off forward of the factory location. In my case, if I can gain a half inch, even this much would be an enormous help.

The next snag came in preparing the throttle cable. The cable supplied is too long and does not have the correct carburetor end. The instructions for modifying it are exact and work fine; however, the instructions should also indicate that the cable jacket cut-off end should be placed at the firewall and the factory-end nipple at the carburetor. This arrangement ensures that the

inner cable will slide smoothly inside the jacket at the carb, despite being bent substantially by the hood when it is closed.

Also, the serpentine belt supplied (Gates KO40575) is so short that even with the adjuster set to the minimum tension, the belt was so tight that it would wear through the generator bushings in no time at all. I purchased the next size belt at Amazon (Gates KO40595), and was able to install and adjust to the proper tension.

With the help of three friends for the first start-up (two holding fire extinguishers), we learned the hard way that I had missed an important note. "Do not leave the float bowl vent cap shipping plug in place." We learned that when you do, the SU fuel pump forces fuel out through the air cleaner and all over the engine!

Having worked through the snags as they occurred, we finally fired up the engine. I have not adjusted the mixture control and have only adjusted the idle setting. The car absolutely needs the choke to start in the morning but after that, it starts all day without it. It responds without hesitation to throttle input. It has much, much more torque; so much more that first gear is pretty much redundant.

I am delighted with the result and am now planning on a Vitesse 5-speed transmission conversion as next summer's project. My coupe now has an attitude!

## Fun Things to Do with a Reliant Robin

By *Jim Martin*

The Reliant Robin, a quirky, three-wheeled British “car” attracts equal shares of affection and ridicule. Unlike the iconic Morgan three-wheeler, the Reliant’s single end wheel is placed at the front, making for equal parts terror and hilarity on tight bends...which leads to the first of three fun things you can do with your Reliant.

**Roll it!** The poor Reliant didn’t get a lot of love on the BBC’s *Top Gear* show, not with **Jeremy Clarkson** at the helm. Remember the one notable episode when Clarkson would deliberately, and repeatedly, roll the car when blasting around a corner, and then ask passers by to tip him back on it wheels?

<https://youtu.be/QQh56geU0X8>

**Have a Blast!** One of my favourite *Top Gear* shows was when **James May** and **Richard Hammond** recruited some amateur rocketeers to build a British space shuttle. This, after they determined that a Robin had kind of a space shuttle shape and would make a useful core vehicle. It’s a must watch. <https://youtu.be/mBVYB5GWOeo>



**Take a drive to Africa!** The Reliant Robin has to be at the bottom of the list of vehicles one would choose for a long-distance trek from Devon, UK to Cape Town, South Africa. Even the car’s designer has confessed he’d be scared to drive one more than twenty miles. Perhaps that is why 31-year-old Seth Scott of Saanich, British Columbia pitched the idea to his British petrol head buddy, Ollie Jenks, 34. The idea was to set an unlikely Guinness record for the longest trip ever in a three-wheeled car.



**Shiela, a little worse for wear. Jenks at the wheel.**

Fitted out with spares, a roof rack and a tonne of optimism, the two set out from Devon last October, travelling 14-thousand miles and traversing 22 countries before finally reaching their destination. Along the way, they encountered giraffes, elephants and numerous breakdowns. The most catastrophic was the engine blowing up, which triggered a long delay and thoughts of ending the trip. But through crowdsourcing, sponsors and the kindness of others, a new “power unit” was fitted and the trip resumed. Somewhat worse for wear, Shiela the Three-Wheeler as she was dubbed, made it to Cape Town in March of this year. An epic journey in a cramped, underpowered, unstable and un air-conditioned vehicle. The temperature in Cape Town when they arrived was 42 degrees! Funds raised from the trip are going to a British school charity. Seth described their trip as a “truly life changing quest.” Shiela the Three-Wheeler will now reside in a Cape Town museum.



Jenks, left and Scott, right

## Jigsaw Puzzle

<https://thejigsawpuzzles.com/Cars-and-Bikes/1932-Austin-12-in-Funchal-Madeira-Portugal-jigsaw-puzzle>



## Monthly Giggle

She wanted to have dinner somewhere really expensive



## And Finally...Caption This



Photo by Pete Moffett

Send your funny captions to the editor at [leslie.kennedy.moulson@gmail.com](mailto:leslie.kennedy.moulson@gmail.com)

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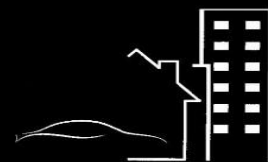
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**Note:** The *Flywheel* is usually submitted for proofreading several days prior to release date, so always watch your inbox for subsequent changes to published dates or details of events.