

Flywheel

July 2026 Vol. 7 No. 7



Welland Canal Run – July 2003



In Memory of Gord Lawson – July 2014

From the Driver's Seat

I don't know if this is the appropriate place but I'm going to do it anyway. I thank you for the emails, cards, flowers and charitable donations made in Bud's memory. Special thanks to Jim Martin for the beautiful tribute he wrote in *The Flywheel*. The outpouring of love and support has been amazing, and is sustaining my family and me in this very difficult time.

I read an article of interest in the *Toronto Star*, June 1, 2026 related to changes to car insurance – *Will You be Covered?* As of July 1, nine out of 12 standard auto insurance benefits will be optional – income replacement benefits, non-earner benefits, expenses of visitors, caregiver benefits, lost educational expenses, housekeeping and home maintenance, damage to personal items, death benefits, and funeral expenses. New policies will require you to **opt in**. Renewal policies will require you to **opt out**. These changes are meant to give consumers more choice.

There may be premium savings but the important thing is to ensure that you have the coverage you need. Additional resources include the Financial Services Regulatory Authority of Ontario/FSRA www.fsrao.ca; the Insurance Bureau of Canada/IBC www.ibc.ca; the Registered Insurance Brokers Association of Ontario/RIBAO ibao.org

Leslie Moulson

Happy Belated Canada Day
from one very proud Canadian



Please Welcome New Members...

John and **Tammy Soos** who own a 1980 MGB, and **Doug Hicks**, who has a 1971 MGB.

June 9th General Meeting Highlights

John Lehnen chaired the meeting at Burgoyne Woods; 22 members and Rocky the Raccoon attended.

Lynda Moffett reported on events through to September. See page 6 and check our website events calendar for details.

John Lehnen presented a suggested revision to the valve-cover race rules. See details on the website. We're hoping to race again in October.

John is ordering more 25th anniversary ball caps.

Herb Woods reported that Peninsula Imports is back in business for large jobs. Congratulations to **Liz Osadec**, who won \$35 in the 50/50.

The July 14 general meeting will include a wiener roast by the river at the Jordan Valley Resort, 3902 21st Street, Vineland. Bring your own picnic or sign up for a Loonie dog with Lynda Moffett at lynda@themoffetts.ca.

What We Did

June Geocache #5



Kathy McLeod points out the treats at Candy Safari

Did you see the optical illusion as you approached Port Colborne, known as the "Incredible Shrinking Mill?" As you drive closer to the massive grain terminal building, it bizarrely appears to shrink and move farther away instead of getting larger.



June 6 – Gingerbread Run; it was a perfect day. Thanks to our hosts **John** and **Harriet Lehnen** for great roads, some of which were new to many of us.



Photos by Pete Moffett



June 16 – Meet, Go ‘n Eat

Twenty-five of us enjoyed a delicious lunch at Caroline Cellars. Thanks to **Pete Moffett** and **Norm Pilsworth**.



Teresa David, Nick Murphy, Bruce Bowman and Jim Collacott
Photos by Pete Moffett

June 20 – Pleasant Manor Community Day

A small but enthusiastic group entertained residents and their families with our cars. Thanks for organizing this event, **Harriet Lehnen**. The bouncy castle and pony rides were amazing!



* 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.

Saturday, July 4 – Run to honour a MG owner, Dan Brown; we received a heart-felt request from sons who wish to make their very sick Dad very happy

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

Tuesday, July 14 – outdoor General Meeting at Jordan Valley Resort; if rain is forecasted, we will go to Burgoyne Woods; watch your inbox

Saturday, July 18 – 25th Anniversary Party; please RSVP to Vicki Mowers at sotiny33@hotmail.com by July 6. We want to ensure food and seating for everyone.

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

August Geocache

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 reserve, please email Leslie Moulson at Leslie.kennedy.moulson@gmail.com.

September 7 – Marshville

September 12 – Polo on the Commons, NOTL

September 19 – Autumn run by John Lehn and Jamie LeBlanc; finishing at the Feathery

October – Valve-cover Races in the new format

More complete information on the above events is available on our website calendar.

From our Members...Herb Woods advises

John Jeffcoate has restarted Pelham Imports to service British Cars, with a specialty in Jaguars. John was a Jaguar mechanic in Britain before moving to Canada and opening Pelham Imports on Lake Street, which has closed.

John has a bay at this business, a few kilometres west of Pelham.

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Herb says, “John services our Jaguars and does a great job at reasonable prices. He just completed a headlamp assembly replacement on my XKR. Well done!!”

On Your Marque, Get Set... Marcos Cars adapted from Wikipedia by Pete Moffett

Founded in North Wales in **1959**, by Speedex cars' Jem Marsh with aerodynamicist Frank Costin, the Marcos line of British sports and racing cars spans over six decades, originally renowned for its lightweight plywood chassis and aerodynamic, low-profile designs. The lineup is defined by the flagship GT series, compact models and powerful modern V8 sports cars.



Marcos Xylon

The first car, the Xylon (nicknamed the “Ugly Duckling”) featured distinctive gullwing doors and aircraft-style plywood construction. In **1959/60**, a total of nine were built. It was powered by

Ford engines varying from 997 to 1498 cc and had Standard 10 and Triumph Herald steering and suspension components. Thirty-nine were made up to **1963**. The company moved to a converted mill in Bradford on Avon, Wiltshire.

In **1961**, brothers Dennis and Peter Adams changed the original design and introduced Marcos Luton gullwing and the Spyder. This design was reworked, becoming



Fastback GT

the Marcos fastback GT, displayed at the London Racing

Car Show in **1963**. The chassis was fabricated from laminated 3 mm thick sheets of marine plywood, giving the cars strong monocoques

and low weights (the GT was internationally homologated with 475 kg), so they performed well in competition.



**Marcos
Luton Gullwing**



Marcos 1800 GT

In **1964**, the Marcos 1800 GT was introduced, using the four-cylinder Volvo B18 engine with overdrive gearbox and De Dion rear axle. This was to be the design that would become familiar to sports car enthusiasts for more than 30 years, even though the original plywood chassis was replaced in 1969 by a steel chassis, which shortened production time and saved on cost. A

variety of other engines, mostly from Ford, but also from Triumph and Volvo, became available over the years. As the bonnet was a close fit over the engine, this variety of engine resulted in a corresponding variation in the bonnet design, particularly as regards changes designed to clear engine air intakes, often the only external sign of the type of engine fitted.

In **1965**, the front-wheel drive Mini Marcos, designed by Malcolm Newell, was introduced. With a fibreglass monocoque body, mini subframes and suspension, and a wheelbase of 80 inches (2,000 mm), it was powered by a transversely mounted Mini A-series engine. It made its debut at a rain-soaked Castle Combe



Mini Marcos

race track. Driven by Geoff Mabbs, it lapped all but one car to win the BRSCC race by 81 seconds at an average of 76 mph. A French-entered example came 15th overall in the 1966 Le Mans race, the only British car to finish. For the **1967** Le Mans, the car was clocked at 141 mph on the Mulsanne Straight in the April test, but failed to finish the race because of an oil pump failure.



1967 Mini Marcos MkIII

Mini Marcos cars were raced widely, especially as a budget endurance race car. Mini Marcos was also the chosen car for the "First Ladies International Race Team" (FLIRT).

In **1968**, the Mantis XP, powered by a

mid-mounted Repco V8 engine, was designed for the Group 6 Prototype category. It used a plywood monocoque chassis, albeit different from that of the GT. Only one car was made, and its only race was the 1968 1,000 km event at Spa, where it retired with electrical problems in heavy rain.



Marcos Mantis

From **1970**, cars for the North American markets received Volvo's inline-six cylinder, three-litre engines coupled to Borg-Warner automatic transmissions. These have tubular steel space frames, a higher ride height and no headlight covers, to achieve US road certification. Delays and problems with the federalised cars, together with the development costs of the Mantis, the company closed its doors.

In **1971**, they relocated to a £125,000 purpose-built factory. Problems with exporting cars to the US and the move to the expensive new premises led to financial troubles. Marcos went out of business. The Rob Walker Group of

Companies, a principal dealer, established a new company, Marcos Ltd.



Marcos GT

In **1981**, Jem Marsh resurrected the Marcos brand, with an emphasis on road cars, offering the previous GT cars as kits. Engine options included Ford's 3.0 Essex V6, 2.8 Cologne V6, 1600

Crossflow, 2.0 Pinto and 2.0 V4s, plus Triumph's 2.0 and 2.5 straight sixes. About 130 kits were sold up to 1989. Competition options include FIA-approved roll-over bar, limited-slip differential, rose-jointed suspension and full harnesses.



1989 Marcos Mantula

In **1983**, the Marcos Mantula was introduced, externally very similar to the old GT, but now powered by a 3.5-litre Rover V8 with a 5-speed gearbox producing 190 hp (142 kW) at 5280 rpm and 220 lb ft (298 NM) of torque at 4000 rpm.

In **1991**, the Marcos Martina, externally similar to the Mantula, was launched but with flared front-wheel arches. It used the Ford Cortina's 2-litre four-cylinder engine, steering and suspension; about 80 were produced. Available as kits or factory-built, the cars were all factory-built from 1992. Production of the Mantula and Martina ceased in 1993.



Marcos Mantara LM50

In **1992**, the Marcos Mantara was launched and sold through dealers in limited numbers. The main difference between the Mantara and the Mantula was the adoption of MacPherson strut front suspension in place of

the Triumph suspension and

associated trunnions. This change resulted in a wider front track, different bonnet and flared front arches. The rear wheel arches and rear lights were also changed to give the car a more modern appearance. Power steering was also available for the first time.



Marcos Mantara Spyder

In **1997**, the Mantara evolved into the Marcos Mantaray, with the re-styled bonnet and a new shape rear-end. Mechanically, the car was identical to the

Mantara. It was offered with 4.0 and 4.6-litre Rover V8 as well as the 2-litre, and 2-litre turbo Rover Tomcat engines. Only 11 were made with the 4.0-litre, and seven with the 4.6-litre engine. Total factory production was 26, plus one car in chassis/body component form.

In **2000**, the company went bankrupt. In **2001**, Marcos' intellectual rights, including jigs, build files and logos were bought by Marcos' director Rory MacMath and were working under the title "Marcos Heritage Spares" as a restoration and parts company for Marcos Cars. In **2002**, Canadian entrepreneur Tony Stelliga formed Marcos Engineering with Marsh, and revived production.

In **2002**, the Marcasite TS250 with a 2.5-litre 175 bhp (130 kW; 177 PS) Ford V6 was manufactured. The price was £29,744 +VAT, with options such as air-conditioning (£1634), leather interior (£1626) and Hydratrak differential (£360). Other unpriced options included an elm or walnut veneer dashboard, and a newly designed hard top.

This was followed in **2003** by the 5-litre Rover V8-powered TS500.



2004 Marcos TS500

In **2004**, the Marcos TSO was launched with a Chevrolet V8 engine in either 350 bhp (261 kW; 355 PS) or 400 bhp (298 kW; 406 PS) versions. The car's components were CAD, designed in England and its chassis engineering was completed by Prodrive.

In **2006**, Tony Stelliga announced the TSO GTC, a modified version of the current TSO with a racing suspension, racing brakes and a rear diffuser. Two prototypes and seven production model cars exist.

In **2007**, Tony Stelliga's company went into liquidation.

In **2010**, Marcos Cars Limited, Marcos Engineering Limited, and the original Marcos Logo were registered by Tony Brown, who intended on relaunching the brand as a British niche sports car. The company embarked on an intensive programme of engineering and design renewal.

In **2013**, a mid-engine prototype was launched, which was a major move from the original front-engine designs. Jem Marsh and Dennis Adams gave their approval. The car has since been refined and undergone a few design changes.

The Marcos coupé road cars were popular track/day cars, and several were raced in the BARC and BRSCC Modsports championships:

- Jonathan Plamer took the 1977 Modsport championship in a V6
- Mark Hales successfully raced a 1967 wooden chassis V6 in the Modsports class

There are still wooden chassis Ford-engine cars being raced. The fact that the wooden chassis can take the stresses of racing for so many years shows what a successful design it was.



Planned to debut in early **2026**, Marcos Cars Ltd has nearly completed development of a new model. The new car is intended to represent a full-fledged return of the Marcos name, incorporating modern

materials, updated chassis engineering and performance specifications to compete in the premium niche sports-car segment. The development programme reportedly entered final prototype testing, with homologation and manufacturing readiness in its concluding phase.

Brown has stated that the new vehicle will honour the heritage of Marcos' classic low-slung coupés while delivering contemporary driving dynamics,

enhanced build quality, and modern safety and emissions compliance. The production launch in early 2026 is positioned as a re-entry of the marque into the global sports-car market, with limited-volume manufacture, bespoke options and direct factory support for customers.

Did You Know?

In the little tourist town of Ohrid, North Macedonia (pop. 38,000), there is the Kostal plant that produces components for EVs as well as advanced mechatronics modules, like shift-by-wire systems for Porsches, Audis, VWs, Skodas, Mercedes, BMWs, Jags and Land Rovers. Kostal products are available at Mouser Electronics.

Source: Toronto Star, June 21, 2026

Clean Your LBC the Canadian Way



Last year, *The Flywheel* lamented that there were no Canadian-made car-care products on the shelves at Canadian Tire. At the time, CT had recently dropped the British made AutoGlym line, leaving only American-made brands on the shelves. We did

note that the SilverWax line of products made in Quebec was



available for ordering online. Good news! CT has picked up the SilverWax line of car-care products and is now displaying them prominently among the other “foreign” brands in its larger stores. Not only that, but in the past year, the variety of SilverWax products has grown significantly. Check ‘em out.

Note that Canadian Tire does show a red maple leaf on the shelf front, but unlike at the supermarkets, you’ll have to squint to see it.

Thanks, Jim Martin

Jigsaw Puzzle

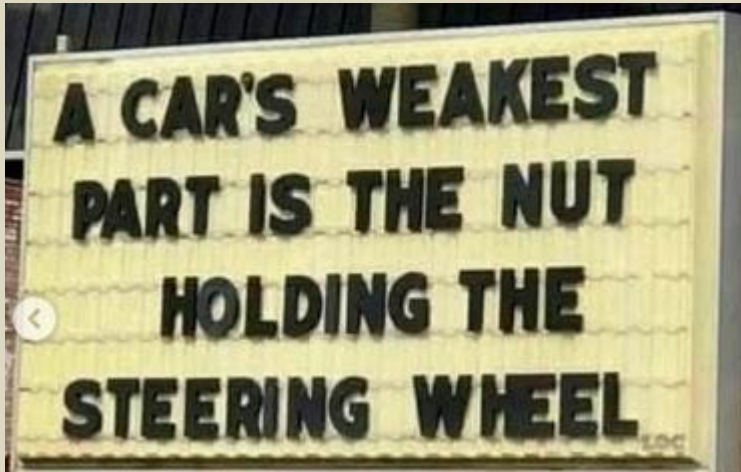


<https://thejigsawpuzzles.com/Cars-and-Bikes/Vintage-MG-Car-in-the-Old-Town-of-Funchal-Madeira-jigsaw-puzzle>

Monthly Giggles

"As I get older and think of all the friends I have lost along the way, I get to thinking...

Maybe leading the car cub runs wasn't such a good idea." *Jim Martin*



Thanks to *John Lehnen*

Caption This

From the June edition

Wynn, the lone woman is saying, "Listen up, boys...this is what your wife expects you to do."

"Whose turn is it to spin the bottle?"

Both submitted by **Liz Osadec**



Photo by **John Lehnen**

"We're going to need more tartar sauce."

The Editor

Send your funny captions to the editor at

leslie.kennedy.moulson@gmail.com

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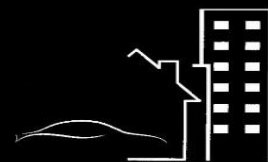
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You can find an Instagram link beside our Facebook link at the bottom of the home page of our website: <http://www.niagarabritishcarclub.org>

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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.