



# British Automobile



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[www.BritishTransportationMuseum.org](http://www.BritishTransportationMuseum.org)

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If you would like to contribute to the

### **“British Automobile”**

please send your submission or ideas to Jeannie at [jsnapp7943@yahoo.com](mailto:jsnapp7943@yahoo.com) by the 1<sup>st</sup> of February, April, June, August, October and December. We would enjoy hearing from you.

Harry Mague has documented, with pictures, the rehab of his Triumph TR 6 and is donating a copy to the BTM. We are considering ways to share it.



**Silent Auction Items & Door Prizes** would be greatly appreciated for the BTM May Show. Contact Jeannie Snapp Smith at 937-974-1387

**FOR SALE!**

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**FOR SALE!**

- '64 Humber Super Snipe
- '76 Triumph Spitfire
- '69 Rover 2000 TC

Call Pete Stroble 937-546-0039



## REMEMBER



to turn in your used **ink cartridges** to Dick Smith at BTM to help defray the cost of office supplies and the printing of the **“British Automobile”**



*Drive safely and stay warm.*

## Presidential Insight

BTMPres@gmail.com

A new year always presents an opportunity for new beginnings. With this first 2015 issue of "British Automobile" we are going to strive to give you more content that fits your interest in British vehicles.

Since the first "British Automobile", Editor Dick Smith has carried the bulk of the load in producing the newsletter. Jeannie Snapp Smith is now assisting. Additional help will give more variety and depth to the reporting.

Dick is going to feature a BTM vehicle in each issue to let you know what your support is preserving. These articles will also become a part of our Docent's handbook.

Mike Edgerton is developing the BTM Docent program and will continue reporting, with beautiful pictures, from the prestigious concours events that he attends.

John Sheehan will be contributing articles starting with a series on historical British personalities involved with our beloved cars.

In addition to this "Presidential Insight" column, I will try to produce more grease stained technical articles. Some of these will highlight work being done on the BTM collection and will include input from Mike Barton. There is an endless stream of interesting work that can be reported about BTM vehicles.

-Pete Stroble

## Royal Jaguar Opening



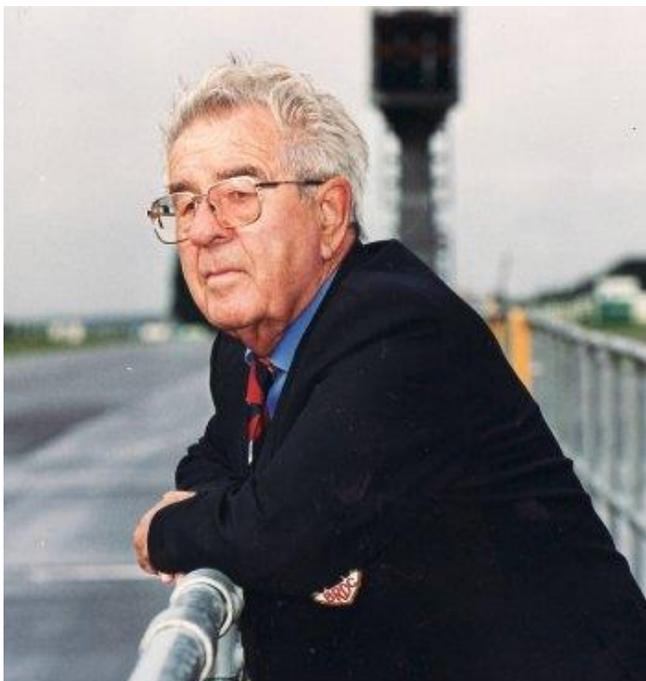
Queen Elizabeth II and Prince Philip, Duke of Edinburgh tour the new Jaguar Land Rover Engine Manufacturing Centre to royally open the Jaguar plant at Wolverhampton, UK, Oct 30<sup>th</sup>, 2014.



A Jaguar official explains the new engine parts to Queen Elizabeth II.

-Jeannie Snapp Smith

## British Personalities



**JIM RUSSELL**

Jim Russell is a former British racing driver, born in 1920 in Downham Market, Norfolk, England. He is most well known as the founder and owner of the Jim Russell Racing Driver School. He served in the RAF during WWII and afterwards opened a garage with his brother, Peter.

His racing career began at age 32, after he attended a race at the Snetterton circuit in Norfolk. After racing a 500cc Cooper, he progressed to Formula Three and then to Formula Two. From 1953 through 1959 he won 64 races in Formula Three and 11 in Formula Two, as well as six sports car races. His racing career was cut short by a crash at Le Mans in 1959.

In 1956, Jim opened the first motor racing school at the Snetterton circuit. The school attracted drivers from around

the world, some of the more successful graduates being Emerson Fittipaldi, Derek Bell, Danny Sullivan and Jacques Villeneuve.

In 1966, Jim was responsible for the cars and on track action in the John Frankenheimer film *Grand Prix*, starring the late James Garner.

– John Sheehan



**GOLD** Member of BTM **Miami Valley Triumph Club** donated \$1,500 to the British Transportation Museum in 2014 Thanks **MIAMI VALLEY TRIUMPH CLUB**

**BRONZE** Member of BTM **CENTRAL OHIO MG OWNERS** donated \$500 to the British Transportation Museum in 2014 Thanks **CENTRAL OHIO MG OWNERS**

**Call Pete Stroble for BTM meeting sites and dates. 937-546-0039**



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## BTM 2015 Bus Trip to Detroit

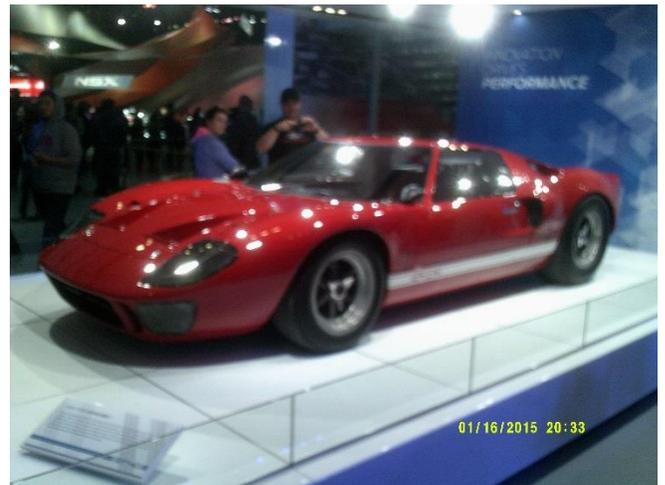


2015 saw two BTM sponsored buses bound for the North American International Auto Show in Detroit. 51 enthusiasts took the bus from Dayton and 27 boarded the first BTM bus from Columbus. The Dayton bus DVD played "Top Gear" episodes on the way up and TV shows of "Mr. Bean" on the way back. All seemed to have a good time.

2015 NAIAS did not have much head turning PR this year which might have accounted for our lower than normal turn out. But the show did have many surprises that kept our attention. I especially liked the way Ford and Alfa combined old classic models with their newest offerings.

Huge crowds surrounded the new NSX Sports Car to be built in Marysville, Ohio. Very slick and keeping with its earlier design. Like the Jag, it had 550 hp but from a twin turbo V6 that had hybrid AWD which I'm still trying to figure out.

The Jaguar F Type R with 550 hp and AWD to get it to the ground, looked inconspicuous. Only the badges tipped it off.



Ford had a 1967 Shelby GT 350 and a retro GT40 on display with their newest GT40 exotic supercar. Alfa Romero had two early 1930's open wheeled formula cars and a 1967 Giulia TZ to contrast with

their 4C Coupe and Spider models. Carbon fiber body with 237 hp out of a turboed 1750 cc makes for 0-60 in 4.1 seconds.



The MINI stand featured its newest concept model, the Superleggera. It looked as good in person as the early press photos with its Porsche Speedster look.



But on to the important stuff, the ZF Group staff had voted Alfa as having the best looking female models and I'd have to concur. Second place, in my opinion, would have to be the Jaguar ladies.

That being said, everyone that I talked to was very knowledge-able and friendly. I couldn't stump any of them with my dumb questions.

The new twin turbo 2 ltr. motor was buried under the plastic engine moldings of the Cooper S models. Nothing to see there.



We always stop to talk with Bryan Johnson at the ZF stand. He has many years of experience in marketing and is always willing to help point BTM in the right direction. He is willing to share his broad connections everywhere in the automotive community. Stand by as we explore where this will lead us.

-Pete Stroble

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## **BTM TECHKNOWLEGY**

### **Odd Ball Tires & Wheels**

We have been looking at wheels and tires that will go on two of the Museum's cars. One is the Mini Ice Racer and the other is the 1963 Morgan 4/4. Both have interesting wheels/tires that are a bit out of the norm.

Continued on page 6

## Rims & Tires on the Ice Racer

The Mini Ice Racer would have come stock with 10" rims and 145 section tires. Hank Beachy had outfitted it with hand grooved 205/60-13 tires on 5x13 rims at the front and 165-13 tires on Sprite 13" rims at the rear for ice racing.



The front tires & rims did not come with the car. We needed to find something comparable to restore the Mini to its glory days of racing. The rims were easy as Chevrolet Vega rims were a known conversion with the right 4" on 4 lug pattern. Tim Bosse had used these on Sprites or Midgets in the past and just happened to have a spare pair that he donated to the cause.

The tires were another matter. 205/60-13's are no longer available and, even if found, would have required grooving. The widest affordable winter tire we could find was 185/60-13 on EBay. A pair was purchased out of Buffalo, NY with a very aggressive winter tread pattern. One was studded while the second was not. A shop was found that would install studs. Now the Ice Racer will at least look the part.

You might question why Hank built the Mini with this combination of tire sizes. Usually a winter tire is narrower than its summer counterpart.

It might have to do with Hank's driving style. With front wheel drive, he just kept the throttle wide open and threw the rear end around allowing the front tires to pull the Mini through the course. He also had no brakes on the front, just rears. You can't stop on ice anyway. He was probably steering with the rear brakes at times.

## Wheels and Tires on the Morgan



The Morgan wheel is again a different situation. The mag casting is rough by today's standards indicating they might be a period correct modification back in the 60's. Some documentation that came with the car infers that they might be an Empi wheel supplied by Speedwell in England. This is an interesting USA-UK connection.

- Pete Stroble

Let Pete know if you would enjoy working on the cars in the British Transportation Museum's collection. 937-546-0039



## 1962 Triumph Herald



This beautiful 1962 Triumph Herald was donated to the British Transportation Museum by Roger Larson of Huber Heights, OH.

Introduced in 1959 by the Standard-**Triumph** Company of Coventry, the body design was by the Italian stylist Giovanni Michelotti.

Produced from 1959 to 1971, the early Herald Engine was the 948cc ex Standard Ten engine with 34.5 bhp at 4,500 rpm. Steering was light and precise with utilization of a rack and pinion drive system.

Independent rear suspension by means of a transverse leaf spring, and telescopic dampers all round, made this the first mass produced British car to have all around independent suspension.

The Triumph Herald transmission is a 4 speed manual with synchromesh on 2nd, 3rd and top gear.

A Convertible model joined the range in March 1960. The Convertible's hood (soft top not bonnet) could be completely raised or lowered without need to exit

the car. April 1961 saw the arrival of the Herald 1200 with white rubber bumpers as well as a roomy estate version.

The Herald remains a very popular choice amongst classic car enthusiasts. Spare parts and club support for the Herald are both excellent.

As of March 2014 there were 2,596 of the 4,061 manufactured (or another source said 3,878) still registered. That number includes the 'SORN' vehicles. What is a SORN vehicle? Here is the British use: you make a SORN (Statutory Off Road Notification) if you don't use your vehicle or keep it on a public road but you keep it in a garage, on a drive or on private land. SORN is used to reduce cost of the "Tax Disc" at registration time.

The Herald engine was upgraded to 1147cc (1200) in 1961 when it was considered the best small engine in all the world for its power/weight ratio and its ability to run cool. This is why it was



chosen for the German made **Amphicar**.

In 1964 a more powerful Herald engine was developed called the 12/50. In 1968 the 1300cc version called the 13/60 became available followed by the 1500cc in 1971. The Triumph Spitfire used the same engine, normally with twin carburetors and higher compression.

-Dick Smith