

British Automobile



September 2024

**A publication of the British Transportation Museum
321 Hopeland Street, Dayton, OH 45417**

<https://www.britishtransportationmuseum.org>

Open Saturdays and Mondays from 10am to 4pm.

Museum tours are available by appointment.

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The British Transportation Museum (BTM) is a 501(c)3 non-profit charity dedicated to preserving our British motoring heritage through education and vehicle preservation. ©2021 British Transportation Museum. All Rights Reserved

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Bill Jacobs, Caroline Shinkle, Paul Strieby, John Kovalo

Karl Strauch, Newsletter Editor stlmadmen@aol.com

NEXT MEETING – 7pm Sept 18th (3rd Wednesday)

UPCOMING EVENTS – 8th annual Chili Cook-off

Saturday October 26 from 4pm to 7pm at the

Museum. Trophies, gift baskets, and bragging rights for Best Overall Chili and People's Choice Chili. Enter your favorite chili, or come enjoy the talents of others. Salad, beverages, and Ben & Jerrys Ice Cream are included. All of this while surrounded by beautiful British cars. Tickets are \$10. For tickets, more info, or to enter the cook-off contact Amanda Hawker at BTMkids1@gmail.com or 937.238.8451. Proceeds to benefit the British Transportation Museum Building Fund.

BTM at Dayton BCD ... by Pete Stroble

Great day at the 39th Dayton British Car Day. The BTM booth was an eye-fel and a bit different. We featured our three-wheel Reliant Regal which is always a conversation starter about stability and the "Top Gear" episode. We had some fun by recruiting the kids to help us find the missing wheel.

The Charlie Lownsdale family towed their Healey "Ski Master" boat to the show. What's wrong with a boat at a car show? It has been on loan to BTM and we thought its rarity would make it a hit. There are five known to be in the USA and the Lownsdale family owns three of them. The boat was designed by Donald Healey after he and Stirling Moss got hooked on water skiing in the Bahamas. These boats were also used as safety "chase boats" during Sir Malcom Campbell's water speed record attempts.

Shawn Hogan flew in our TARDIS Police Call Box for the show. This is another non-automotive transportation device that attracts fans of the British "Dr. Who" TV series. It provides an opportunity to talk about the era before cell phones and how the police would maintain contact with HQ. They were also used as a very small office for paperwork, an emergency medical station, and temporary lockup for crooks. The workings of the Time And Relative Distance In Space features are way over our heads. We are going to need the Haynes manual for the technical stuff.



The National MGC Meet was held in conjunction with BCD. Of the 4000 originally manufactured, 25 made it to this meet. We were able to reunite the 1969 MGC that was donated to BTM a year ago with its owner, Dr. Jack Feldman and his son Louis. Jack is from Downers Grove, Illinois with Louis flying in from Oregon. They had taken this car to many past meets all over the country so it was only fitting that they enjoy another event together.



BTM always presents the "Best of Show" Award. This year's winner was George Smith in his beautiful 1935 MG PA. Well deserved!



Decisions on a 1965 MGB Project ... by Pete Stroble

BTM often has to make decisions on how to best use donated vehicles, especially project cars. A recent 1965 MGB donation had to be moved out of garage that was about to fall down. It was doomed to the scrap pile unless we took it in.

1965 MGB uncovered in garage



Three BTM members (Jimmy, Dave, and Pete) put in the effort to drag it out on flat tires and frozen brakes to get it to the Museum. Now in what direction do we go with it? Restoration, parts car, or sold to a hobbyist to work on and enjoy?

Come-along used to get the MGB into the alley



On the trailer into the fresh air



First bath in 51 years



The MGB's spec sheet is pretty good with chrome bumpers, 5 main bearing engine, wire wheels, factory hard top, decent interior, reverse light and driving light options. The body is straight and presentable, but the inner and outer rockers are rusted away on both sides. It was last on the road in 1973 but parked because it was "running rich" although the spark plugs don't look bad.

The car came with no Ohio Title and the Bureau of Motor Vehicles could not find records that our donor had ever owned it! The car was coming from an Estate of a man who was going into an Alzheimer Unit. The history of the car was lost. In Ohio, we'd have to go to court and pay \$300 to \$500 to get a new title issued. Bummer!

The bonnet release was non-operational and the catch had to be pried from under the car. The engine was complete with it's dual SU's and all other components. The downside is that the engine is frozen. We've already poured one bottle of Marvel Mystery oil into the bores without any luck. We will soak it with another bottle and give it some time, but the outcome is not looking good ... plus

there are no keys with it. We can't get in the boot to see if there are any bodies.

And then there are the normal issues for a car that has been sitting for so long. Tires, brakes, and clutch hydraulics will be needed. The fuel tank should be flushed out or a new one purchased. New battery, etc. etc. The cost is adding up to just make it a reasonable driver let alone a museum quality display vehicle.

The bright side is the factory hard top. It is in great shape and a bit of a rarity. As a parts car, the value of the hard top would be worth the effort we have put into it. Decisions, decisions!

As a side note, a mid-60's VW Convertible, a Willys Jeepster, and a Willys Traveller were also saved from this Estate and we passed them onto interested parties. Just one Title amongst the three.

Car Display Turn Table ... by Pete Stroble

Our friends over at America's Packard Museum recently offered BTM a display turn table to rotate a car around in the show room. They had received a newer one and were offering us the one they had been using. Never the ones to look a gift horse in the mouth, we quickly agreed.

Loading the Turntable at the Packard Museum



Unfortunately, due to space limitations, we won't be able to use it until we can spread our wings into other parts of our building. So, into storage mode it will go.

The turn table has 15 ft. long ramps and had been displaying very large Packards on it. Our little British cars would not strain it at all. We imagined that with such a light load it might fling the cars off like a centrifuge would.

The turn table was a beast to move but with a forklift at the Packard Museum and one at BTM it

was not a heavy lift problem. It was more of a game of "Ginga" in getting all of the pieces to fit nicely on our 18 ft. car trailer.

The Turntable mechanism



Unloading at BTM



Our thanks to Rob Signom and Stu Morris over at Packard for their ongoing thoughtfulness and generosity to BTM. They believe, as we do, in promoting enthusiasm for the automotive hobby.

Donation in Progress ... by Pete Stroble

Name this car that is coming our way. To be featured in next months "British Automobile". What is it?



The Nut Behind the Wheel ... by Karl Strauch
(information and photos gleaned from Wikipedia)

This month's "Nut" was born in Chislehurst, Kent in 1885 and was the only son of a diamond seller. After he completed school, he went to Germany, learned the diamond trade, and developed an interest in motorbikes and racing. He returned to Britain, worked for Lloyd's of London for 2 years without pay and then a third year for £1 a week. He won all 3 London-to-Land's-End-Trials motorcycle races in 1906-1908 and began racing cars at Brooklands in 1910. At the start of WWI, he enlisted as a motorcycle dispatch rider and fought in the battle of Mons in August 1914. He was then commissioned as a second lieutenant and drafted into the Royal Flying Corps as a ferry pilot. "too clumsy to make the grade as fighter pilot."

In 1924 he set a new land speed record of 146.16 mph in his 18.3 liter 350 HP V12 Sunbeam ...



1927 – W12 Napier Bluebird II – new record at 174+ mph.



1928 – 23.9-liter 875 hp Bluebird III – 206.956 mph



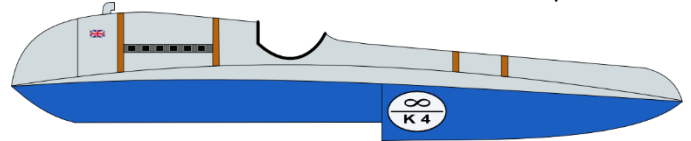
1931 – 23.9-liter 1450 hp Napier-Railton – 246 mph



1937 – Bluebird K3



1939 – Bluebird K4 – new record at 141.740 mph



During the 63 years he lived until he died after a series of strokes in 1948, he was an outstanding racer and journalist. He died of natural causes, one of only a few land and water speed record holders who did not die in an attempt to set a new record. What a great guy !!



His name? Sir Malcolm Campbell (1935 photo)