

British Automobile



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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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NEXT MEETING – 7pm Feb 21st (3rd Wednesday)

The Nut Behind the Wheel by Karl Strauch

(This is the 3rd in a series of tales about people who made significant contributions to transportation in Britain according to various historical sources.)

John was born in Ludlow in 1836. His father owned land and had been a Justice of the Peace and Mayor of Ludlow. At age 15 in 1851 John was sent to Wolferton to be apprenticed as a metal lacquerer (“japanner”). John completed his apprenticeship at age 23 in 1859 and bought an existing japanning business in Bilston.

In 1865, John married Ellen Edge who was 7 years younger than him and they had 10 children.

In 1871 he merged his business with the one in Wolferton where he had apprenticed. In 1877 John began making quality bicycles in Wolferton with enclosure lubricated chains that were “the best cycles on the market” until 1937.

John was active in his community, supported education, and joined the School Board in 1882. He also was a local councillor for St. Paul’s ward in 1885 and chairman of the School Board from 1886 to 1888. As Mayor of Wolferton in 1889 and 1890, John arranged for sanitation to be improved and instigated water and sewerage works that are still in use today.

He also oversaw the building of a new power station to supply electricity and electric lighting.

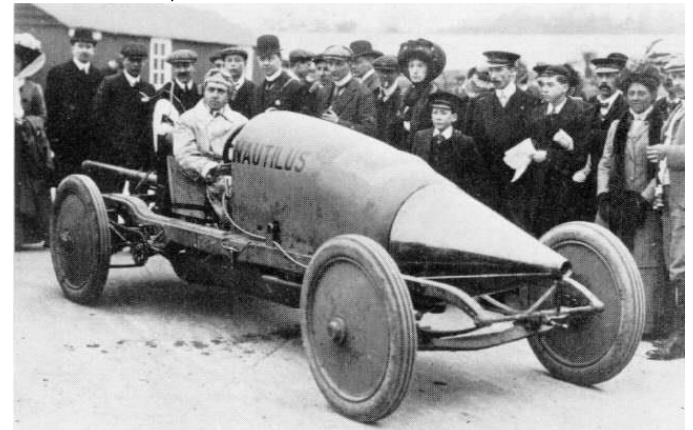
Between 1899 and 1901 John experimented with prototype automobiles, but never sold any. He disliked motorcycles because he believed they were dangerous and never rode one, but he remained an enthusiastic cyclist, most often using a tricycle.

John partnered with Maxwell Maberly-Smith and introduced his first production car in 1901. They sold 420 of them until 1904 when they introduced a new model designed by Thomas Pullinger based on the Berliet mechanicals and then introduced a new model based on a Peugeot engine.

In 1905, with sales of about 10 cars per week, he separated the growing automobile business from the rest of the business which included motorcycles and bicycles.



Louis Coatalen joined the company in 1909 as chief designer and built his first land-speed-record car, the “Nautilus”, in 1910.



John Marston retired from Sunbeam in May 2016 and died in 1918 at the age of 82.

Information from Wikipedia website ...

1925 Sunbeam Tiger – “A racing car, built by Sunbeam of Wolverhampton during the 1920s. It was the last car to be competitive both as a land speed record holder, and as a circuit racing car. Henry Segrave took the car to Brooklands in September 1925 and recorded a ½-mile speed of 145 mph. In March 1926 he ran the car on the flat beach at Southport and set a new record at 152 mph. In 1990, the 65-year-old Tiger re-created the record run at RAF Elvington and posted a speed of 159 mph.



Powered by two 2-liter engines mounted onto a common crankcase forming a 3976cc, 300 hp, supercharged V12.

Fast forward to a recent local area car show ...



... a gorgeous Sunbeam Tiger with Ford V8 power ...



Donald Healey's Nautical Creations

The Austin Healey cars are well known and very desirable. Lesser known are the boats that Donald Healey designed and built. The British Transportation Museum has been lusting after a Healey boat as the connection between boat and car is just too good a story to pass up.

A conversation with Austin Healey enthusiast Charlie Lownsdale at Dayton's British Car Day led to him loaning his Ski Master Healey boat to BTM. Charlie's family owns 3 and he knows of only 2 others in the USA. It is a rare fish that will definitely get the attention of BTM visitors.

Charlie with able crewmen, Connor and Aidan ...



Charlie's Ski Master Boat is an early 1956 build in original unrestored condition and it looks fantastic. It probably came with a Mercury Thunderbolt outboard motor which has been replaced with a period correct 1957 Evinrude 33 HP motor. As the boat only weights 260 lbs. this makes for a very quick boat more than adequate to tow 2 skiers.

Side view



The Ski Masters were built at the Plymore Mills boatyard in Bridport, Dorset England by Aquaply Marine for Healey Marine Ltd. The hull is constructed of Aquaply African Marine plywood with the deck and seats made of African mahogany.

The original 1956 Healey trailer the boat sits on has been restored and powder coated. As you would expect, the trailer's wheels display bright and shiny Austin Healey hubcaps. The trailer has an interesting combo of multi-leaf springs to suspend the boat and a built-in parking brake feature.

The Healey boats were marketed, "As thrilling on the water as the famous Healey sports car... it is built in the tradition of the fabulous world record breaking Healey Sports Car and is every bit as good as it looks." Donald Healey and Stirling Moss were avid water-skiing enthusiasts. Healey boats were used as safety/support boats in Malcolm Campbell's Water Speed Record attempts in the jet-powered Bluebird K7 hydroplane.

Overhead view



Controls



Charlie's boat is number 348 out of approximately 1750 total Healey boats made from 1956 to 1961. Other models were: the Model 55 with inboard BMC 1500cc 4 cyl 55 hp. motor and 16' long. In 1958, the Model 75 with twin carb 1600cc 80 hp. and 15' 8" long was introduced. It had a fiber glass hull with wooden deck. In 1960 the Healey Sprite fiberglass boat with a 50 hp outboard Mercury Thunderbolt motor and 13' 6" in length was introduced in conjunction with the launch of the Healey Sprite car model. The last

model was the Healey 707 with an inboard Healey 6 cyl engine and Dowty Marine jet drive. The "707" name was to capitalize on the new Boeing 707 airliner that was making its debut at the same time.

Keeping the Healey Ski Master boat company is the Museum's Irish Curragh boat.



What other British boats might have found their way to our shores? The Queen Mary? Ought to be a British sail boat out there somewhere. Stay tuned.

Cars and Christmas: The Aston Martin Gala in London

by Caroline Shinkle

(Caroline is a member of the British Transportation Museum, on its Board, and a British car enthusiast, especially fond of Astons.)

Caroline with Ulrich Bez, under whose CEO leadership Aston developed into a globally recognized brand.



London is always lovely, especially so during the holidays. Stores are filled with merriment, revelers, and beautiful decorations. The carolers in Selfridge's who belt out the theme song from the movie "Love Actually" are amazingly talented. Mulled wine and the aroma of yummy holiday treats fills the air. Luxury brands that line fashionable streets such as Regent and Bond boast

dazzling displays amid coveted limited-edition merchandise.

My agenda, in addition to taking in the festivities, was focused on the Aston Martin marque. It all began with a pre-party at an Aston owner's unique residence which in another life was a church.

Aston aficionadi celebrate with Caroline.



The next day, it was on to the posh Peninsula London hotel for the annual Aston Martin Gala. Sleek, shiny, and superbly maintained Astons representing a variety of vintages took center stage at the black-tie bash sponsored by the Area 00 owners club. As we sipped champagne we meandered around the Astons, all the while marveling at how the brand blends elegance and engineering.

Among the vehicles on display at the event were a 1951 DB2 drophead, DB2/4, early '60s DB4, DB7 I6 coupé, V8 Vantage, Vanquish volante, V12 Vantage and Lagonda drophead, my favorite being the DB4 finished in Aston Martin Green. Other Astons present included a DB12 coupé and volante and a DBX courtesy of the Aston Martin London Dealership.

The 1951 DB2 drophead coupé is drop-dead gorgeous!



The DB7 i6 coupé, sporty and stylish, was first designed by Tom Walkinshaw.



Chris Corbould, legendary special effects coordinator who worked on action scenes in 15 James Bond films, was among the attendees. For his work in *Spectre*, he was recognized by Guinness World Records for creating the largest explosion ever in film history.



Guests from across the United Kingdom and the U.S. enjoyed a multi-course dinner featuring the best of British cuisine. At the conclusion of the gala, we were delighted to be gifted with an Aston Martin – albeit a perfectly sculpted one in milk chocolate! Then, it was off to the after-party in the hotel's chic Brooklands Bar. Cocktails and conversations about cars, of course, were the order of the enchanting evening which all of us wished would never end.

Caroline departs the gala in style in a DBX707.

