



“British Automobile”



“Dedicated to Preserving British Transportation In America
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President.....Pete Stroble TreasurerTom Graeff
Vice-President....Max Grattan Editor..... Robert Luken
Paul Strieby..... Membership

Presidential Insights

Pete Stroble

The British Transportation Museum urgently needs a Capital Campaign to finance the many building improvements that will bring us up to date and allow us to seek Assembly Permitting. Unfortunately, our growth pains have kept us a tad off kilter and not ready for the big push. The big three fundamentals of the Financial reports, Website, and Newsletter seemed to never be in sync. We would get one or two functioning well but never all three at the same time. The three might soon be close to alignment.

BTM has had four Treasurers with myself filling in some of the gaps. Tom Graeff has taken on this duty and is organizing it so that we can always be on top of our financial situation. When dealing with other people’s money, this is critical. Our budgets will always be tight and managing them effectively is extremely important.

The BTM Website is our public face and crucial to being able to market our self. Our Website quality has been all over the place including lengthy crashes. Recently the third version of the BTM website has hit the internet. It is sleek and easily navigated. Additional content is being added all of the time. Our thanks to John Coutant and Tom Graeff for pulling this together. Visit www.BritishTransportationMuseum.org

The BTM Newsletter “British Automobile” is also our public face. It is our way of reaching distant members and keeping them informed about Museum happenings. It also helps us with our education mission by allowing us to

present interesting automotive articles. Unfortunately we are currently lacking an Editor. Bob Luken has taken on the job of “Newsletter Production” but does not want the Editor’s job of rounding up contributors and content. If this is a task you would be interested in, please let me know. It is an important part of the big three fundamentals that will lead to the Museum’s success.

To help bring some stability to these key elements, we would like to have back-up assistants at each position. Tom and John have the Website covered. I have been collaborating with Tom on the Treasurers duties but additional expertise would be welcome. The Newsletter is the task that needs your energy either as the lead, back-up, or (better yet) as collaboration. Can you help?

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Museum Tours are available by
appointment.
Contact Pete Stroble 937-546-0039 or
btmpres@gmail.com

The British Transportation Museum (BTM) is an all volunteer 501c3 non-profit charity located in Dayton, Ohio dedicated to preserving our British motoring heritage through education and vehicle preservation.

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Class	Place	Recipient	Make/Model
MGT	First Place	Steve Markman	1950 MG TD
MGA	First Place	Dave Gribler	1962 MGA
	Award	Jim Jstice	1960 MGA
MGB/C Chrome	First Place	Dane Patrie	1970 MGB
MGB Rubber	First Place	Charlie McCamey	1975 MGB
	Award	Sam Hodges	1977 MGB
MG Midget	First Place	None	
Austin Healey 100	First Place	None	
Austin Healey 3000	First Place	John Benkovic	1964 AH 3000
	Award	Dave Robert	1961 AH 3000
Austin Healey Sprite	First Place	Don Bixler	1959 AH Sprite
	Award	Joe Panteu	1960 AH Sprite
Triumph TR2/3	First Place	John Coutant	1959 TR3A
	Award	Roy Owens	1962 TR3B
Triumph TR4/250	First Place	Tim Moore	1968 TR250
	Award	Tim Moore	1963 TR4A
Triumph TR6	First Place	Harry Mague	1974 TR6
		Glen Owen	1970 TR6
		Jay Kolb	1973 TR6
Triumph TR7/8	First Place	Patti Clifford	1976 TR7
	Award	John Clifford	1981 TR8
Triumph Other	First Place	Ron Glett	1967 Spitfire
		Bruce Clough	1973 Stag
Jaguar E Type	First Place	None	
Jaguar XK	First Place	None	
Jaguar XJ	First Place	Don Rouff	1985 JAG XJ-S
	Award	John Logan	2000 JAG XJ-8
	Award	Richard Davis	2016 JAG XJ
Lotus	First Place	Gary David	2014 Lotus Eurpo
	Award	Mike Maloney	2006 Lotus 7
Mini Classic	First Place	Rachael Spitsmugle	1991 Mini Rover
TIE	First Place	Tim Bosse	1975 Austin Clubman Estate
Mini New	First Place	Jeff Ellis	2003 Mini Cooper
	Award	Jim Halas	1984 Mini Cooper
Morgan	First Place	Vern Campbell	2001 Morgan
Sunbeam Alpine/Tiger	First Place	Bob Thompson	1967 Sunbeam Alpine
Open Class	First Place	Robert Potts	1957 Rolls Royce Sivler Cloud
Motorcycle	First Place	None	
Best Of Show	First Place	John Coutant	1959 Triumph TR3A

18 First Place Awards 16 Awards of Excellence

Submitted by Harry Mague BTM Marker Show Chairman

Springfield Ohio's Connection to To British Automobile History

Wilbur Gunn, (1859 – 1920) British Car Designer



Wilbur Gunn is best known for the Lagonda cars that he designed and manufactured in England. The little known part is that he was born in 1859 in the village of Lagonda, Ohio which was latter swallowed up by Springfield. The word

“Lagonda is from the Shawnee Indian word for “buck’s horn”. Springfield kept this heritage alive with the naming of a main street headed toward the original Shawnee settlement Lagonda Avenue. A British auto enthusiast from England even made a side trip from BTM to visit the old Lagonda, Ohio area. He had a picture of Wilbur Gunn’s gravesite in England, such is Wilbur’s legacy and following.

The founder, Wilbur Gunn, was brought up in Springfield, Ohio in the District of Lagonda (Ough Ohonda). He emigrated to Staines, England in 1891 and became a British citizen. He had the dream of being a tenor in the opera. After three years of opera he moved on to motorcycles. (Are some of you mechanics frustrated opera singers?)

In 1899 Gunn established the Lagonda Engineering Company. initially producing motorized bicycles, graduating via tricars to bigger cars. By 1904 he had a production motorcycle on the market and by 1907 this had expanded to a Tricar and a 20hp 6 cyl. Torpedo car, which he used to win the 1910 Moscow-St. Petersburg trial.

Wilbur Gunn died in 1920 but Lagonda went on to produce big, fast, impressive vehicles. He missed Lagonda’s glory days in the 1930’s under the leadership of W. O. Bentley.

In 1935 a racing Lagonda triumphed with a win at Le Mans. During the 1950’s the Duke

of Edinburgh drove a Lagonda drophead coupe which still exists today. The last Lagonda was built in 1990.



1904 Lagonda Forecar, Twin-cylinder, 12 h.p



c1905 Tricar. Exhibit at Glasgow Museum of Transport



1907 Lagonda Tricar Front three-quarter view of a dark red 1907 Lagonda Tricar with black detailing. It is running on three dark red wire wheels (single wheel at the rear)

British Cars on the 2017 Great Race

By: Mike & Nancy Edgerton

The Great Race is a race against time so The Great Race should probably be called The Great Rally. First run for the Great Race was in 1983 and was open to all 1972 and older road-worthy collectible cars and trucks.

Competitors started the 2017 edition of the *Hemmings Motor News Great Race presented by Hagerty* in Jacksonville, FL on June 24th traveling 2,351 miles through 16 cities and six states. It ended in Traverse City, MI on July 2nd. We ventured to Wapakoneta, OH to observe the eclectic collection of 126 vehicles and to talk to some of the British car entrants during their lunch break. Unfortunately, there was no time to chat. Teams had 70 minutes to service their vehicles, eat lunch and drive to the designated departure point.



1957 Rolls Royce Silver Cloud

British cars spotted included a 1957 Rolls-Royce Silver Cloud, 1963 Jaguar XKE, 1969 Jaguar XKE, 1973 Jensen Interceptor, 1952 Sunbeam Talbot, 1966 MG-B and a 1961 MG-A from the Unser Racing Museum in Albuquerque. A 1935 Bentley refused to compete and was replaced by a 1958 MG-A and the 1930 Riley also balked and was replaced by a Mercedes-Benz 350-SL.

Some of the more unusual and interesting non-British vehicles included a Fiat Multipla, Subaru 360, Saab 96, Volvo PV544, 1958 Porsche Carrera, Toyota 2000GT and a 1948

Mercury Woody Wagon with our own Rick Grant doing the navigating.

While the affable ring-master, Corky Coker declared that everybody that competes in the Great Race is a “winner,” we note that the best finishing British car was the '66 MG-B of Will Hoehndorf and Jay Hisson finishing 40th overall. The '52 Sunbeam Talbot team of James & Wally Leach finished 49th overall.



1952 Sunbeam Talbot

Preparations have already begun for next year's race which will travel from Buffalo, New York to Halifax, Nova Scotia, from June 23 to July 1st, 2018. The course will again cover 2,300 miles over nine days. Maybe the British Transportation Museum could sponsor an annual “Best British Car” award for the Great Race?



1961 MG-A 1600

Photos by Mike Edgerton

An interesting Custom Restoration

This interesting one off project car was seen at Wapakoneta, OH during the Great Race.



Photos by Mike Edgerton

1946 MG-TC S-Type

This MG (#0885), the 634th car produced in England following the end of WWII. It was in deplorable condition when found in an Indiana in 2005. This custom body was designed by Jack Smitte and several MG friends. It is their representation of what the factory “Insomnia crew” might have built to carry through the spirit of the 1930’s MGs

Jack Smitte is a member of the British Transportation Museum

MG Unveils Dynamo Electric Concept Car on 90th Anniversary

MG, the British car brand most think has been extinct for years, is actually doing quite well under Chinese parent company SAIC (Shanghai Automotive Industry Corp.), and it has recently taken the ...

Just how likely is the E-Motion to make it into production? MG indicated to Autocar a decision will be made after its debut in Shanghai this week, suggesting that the tech is already there to make the electric powertrain happen on a production scale. But MG will also use the Shanghai show to unveil a slightly more grounded vehicle: the MG ZS compact SUV.



MG has stuck to more mass market-pleasing vehicles since rolling out its updated lineup in Europe, following its purchase by a Chinese conglomerate in 2006. Since that time, Rover has also come back as Roewe (due to trademark considerations), though in the U.K., MG is the one enjoying a mild resurgence.

We don't expect to see MG return to the U.S. anytime soon, though in the context of a long-expected launch of Chinese vehicles, MG has a better chance of success than most other brands -- it's already a player in Europe, it's building cars to EU standards, and there are still plenty of Americans who remember owning (with varying degrees of fondness) an MG sports car.

Reprinted from *Autoweek*, April 17, 2017

Note: MG's are currently manufactured in Shanghai China by SAIC Motors.

My Car and Me – 1970 Lotus Europa S2 - Gary David

During the summer of 1968 my dad and I were visiting Toronto when a red and white blur streaked by us. It took a day or so to find the Lotus dealership and there in the showroom was the first Lotus Europa series 1 that I had ever seen, outside of a magazine. It was painted in the red/white/gold Gold Leaf Tobacco racing colors and it was stunning. The dealer had fitted wire wheels to it, which were wildly out of place, but I didn't care. I sat in it and went "Vroom, Vroom" but the salesman realized we probably weren't going to buy it so a test drive was out. However I was in love.

A year later I graduated from college and someone made me a great offer for my MGB which was getting a bit tired. I now had no car, a good job and a healthy check towards a new car. What to get? The new MGBs were slower and heavier with all the smog and safety equipment. Nothing made in the US seemed interesting. Then I thought about the beautiful Europa and headed for the local Cleveland dealer. The series 2 car was now available with electric windows, plusher interior and the same fantastic shape. A bit of



negotiation and I left a deposit and told them I would take the next red one to come in, still without a test drive. While I wanted the Gold Leaf colors, I thought that \$500 for the option was a bit too steep. It took about six weeks but in December of 1970 a red type 65 Europa became mine. For a while it was my daily driver and also competed on several rallies including one performance rally.

The next summer I had the lower half painted white and the gold stripe added by the painter who did our race cars. I still think it is the best color scheme I've ever seen on a Europa. The steel wheels didn't do much for me so American Racing's Libra four spokes were added in 1972 along with an 11" formula car steering wheel from Fred Opert Racing. I also replaced the standard three point belts with 3" wide racing belts. These always make buckling up a special event.

Several experiments with Weber carbs and headers followed but I settled on the stock exhaust and a single downdraft Weber in 1976. Since then the specifications haven't changed much. The most trouble has come from the rear wheel bearings, some of which have lasted barely 1000 miles. We also fitted European front springs and shocks that lowered the front about six inches.

The car is wonderful for long distance travel. My lovely wife Sandy and I discovered the national Lotus Meet in 1985 with it. We have taken it to most of the 29 Lotus Meets we've attended and it has taken 15 concours class wins. It can also stay with most any street car of that era, on a twisty road, except maybe the Elan or the Seven. It was repainted in 1990 and is holding up well. Sometimes I ask a friend to drive it to an event just so I can watch it on the road (from another Lotus) as it is beautiful. I have two or three spare engines and a gearbox plus a ton of other spares stored in the basement, a spare body in the garage attic, and I plan to own this car forever. It fits well in our garage with the other four Lotus we've since acquired.



My (Race) Car and Me – Gary David

During my college days, in the late '60s, I drove an MG and got involved first in rallies and then in autocrosses. I thought I would devote my life to these pursuits until, one fateful day, a friend invited me out to watch him race at Nelsons Ledges and I was hooked. I still can remember my first thought was "I have to do this". I managed to purchase a tired Bugeye Sprite for \$200 and went about preparing it for SCCA racing. At the time you had to be 21 to race so a couple years were spent running autocrosses and time trials with it.

After graduating from college, and getting a job, I went thru two SCCA driver schools and the next year went racing. For six years I did OK, winning some regional races and running well in some nationals. I got to race on fabled tracks such as Elkhart Lake and Mid Ohio. Then in 1975 my trusty Sprite was destroyed at Mid-America raceway, when another driver made an expensive and painful mistake. I managed to find a rust free, Mark 2 Sprite for \$195 as the owners had lost the title. My crew chief, Gary Schutz, and I spent 1976 building it into a racecar using the unbroken bits from the Bugeye.



The next year it was back to racing, still in the SCCA's HP category, with the small 948cc engine. By 1980 I decided I needed more power (who doesn't) so I stepped up to the larger 1098cc engine and moved to GP. Interestingly I found that my results were far better than the minor jump in engine size would suggest. In 1981 I managed to win my first national race and qualified for the national

championships at Road Atlanta. My first trip there was humbling, but by 1986 I returned and got to stand on the podium with a third place finish. In between my two runoffs appearances I managed to meet the love of my life at a Nelsons Ledges race.

When I began racing, the Sprite was similar to a modified street car, except for the racing tires. Now, over half the body panels are fiberglass, the suspension has coil-over shocks and big disc brakes at each corner, the engine is dry-sumped with a crank triggered ignition and the exhaust pipe runs back thru the transmission tunnel so that we can run with two inches of ground clearance. Instead of the standard Sprite transmission we now use a dog-clutch racing gearbox that costs more than my entire Bugeye racecar did. I really believe that the only unmodified parts left on the car are the tail light lenses. Many of the drivers I competed against could jump into any car and make it go fast. I found that I couldn't do that and that engineering the car to do what I wanted worked better than trying to drive a car that didn't.

Now, my only problem is figuring out when to stop doing something that I've done for so long and still derive great satisfaction from. People have suggested that "racing must be great fun". At this level it takes so much work and money that "fun" could be better found elsewhere. However nothing that I have ever done in my life is more difficult or is half as satisfying as when I do well in a race. If my performance were to fall off I'd have a good excuse but I'm still able to run up front, sometimes against drivers 50 years younger than myself.

CARS FOR SALE

BTM has cars that may be surplus to our needs, duplicates, need major restoration or are mainly parts cars. For Information on the current list of BTM cars that are for sale contact:

Pete Stroble 513-546-0039

