

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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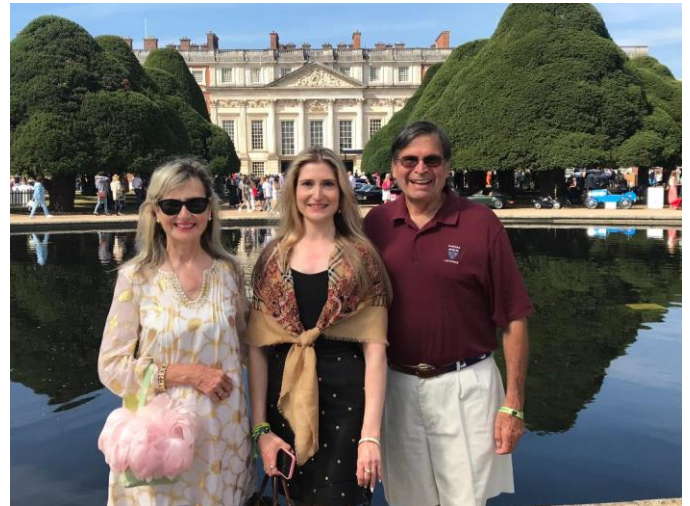
NEXT MEETING – 7pm Nov 15th (3rd Wednesday)

A Heavenly Concours of Elegance at Hampton Court Palace by Caroline Shinkle, Carolyn Beauregard-Shinkle, and Robert Shinkle

Hundreds and hundreds of priceless and pristine cars in a palatial setting, representing the most exotic marques. Sunny skies, no shortage of champagne or Pimms (that quintessentially British beverage), and car aficionados from around the globe. It all adds up to the 2023 Concours of Elegance at Hampton Court Palace, outside of London. We enjoyed every moment of the three-day extravaganza.



Discussing the day's events with friends in the Club Room of the Royal Automobile Club (RAC), which was founded in 1897.



The elegant Hampton Court Palace contains 1,390 rooms set on 60 acres of formal gardens and 750 acres of parkland.

Each day, we perused an amazing array of exotic cars, the vast majority being right-hand drive. As Aston Martin enthusiasts, we were thrilled to see nearly 50 of them neatly lined up, including the ultra-rare DB5 Shooting Brake, a Valkyrie, many DB3S Le Mans track cars, and arguably the most famous car on planet earth, the iconic DB5 featured in the movie *Goldfinger*, in birchwood silver (of course) with its guns, bullet-proof shield, smoke screen, and ejection seat! It was exciting to see the DB5 revved up and its smoke screen activated as it took a lap around the Palace's majestic fountain. In addition to many Aston Vantages from the Gauntlet era, we saw a DB3 Volante, DB2s, DB4GT, DB5s and 6s, and many late DB7s, 9s, 11s, 12s, V8 and V12 Vantages, and DBSs.



Aston Martins at the Concours ranged from the pre-DB era through the DB12.



This DB5 was one of four built for the filming of the James Bond classic, Goldfinger.



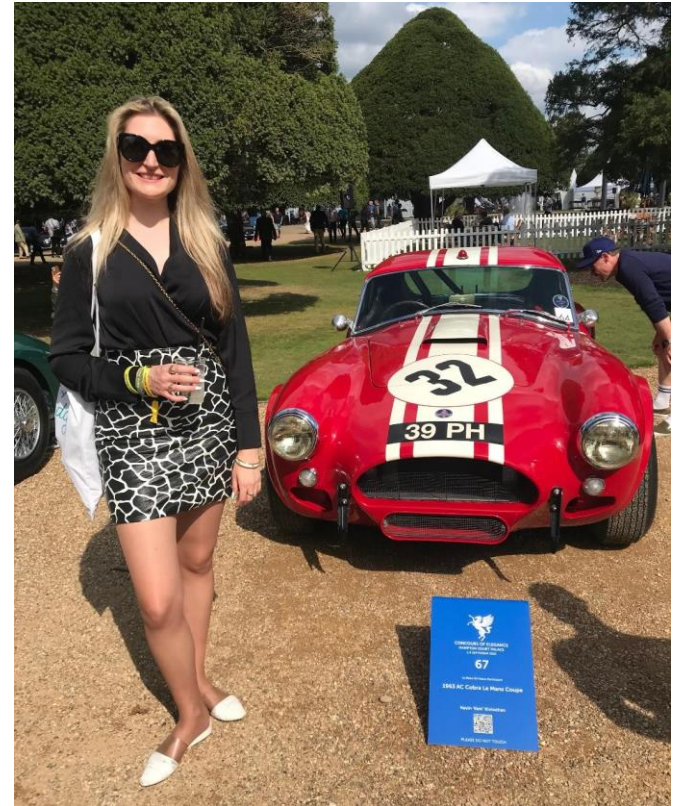
Aston Martin Valkyrie track car with its gullwing doors deployed during its demonstration run.



Caroline emerging from an exquisitely appointed 2023 Rolls-Royce.

British marques such as Bentleys and Rolls-Royce Silver Ghosts were joined by a stellar line up of cars representing the best of Italian, French, and German brands with a smattering of American cars.

A 2023 Rolls with a two-tone finish a mile deep with a 152-inch wheelbase and suicide rear doors setting an ever-higher benchmark in luxurious unobtainium, also was on display. A 1937 Delahaye, worth a fortune, and several classic '30s Citroens were highlights from France.



A legendary aluminum-bodied 1963 Cobra Le Mans track car.

Classic Italian models such as a '62 Ferrari 250 California with Le Mans track pedigree commanded high accolades. Early track-ready Alfas, Maseratis, a range of '50s and '60s Ferraris, also with Le Mans pedigree, were very impressive as one could tell that they were genuine and authentic examples representing a formative classic competitive period of history. Also, a Porsche 550 (as in James Dean), a gaggle of Porsche 356 bathtubs, 911s, and a '55 Mercedes 300 Gullwing represented the best of the Teutonic engineering tradition.

Many classic Minis, '40s MGTCs (featured in the movie *Love Story*), TDs, TFs, MGAs, MGBs, Triumph Spitfires, TR3s, TR4s, TR6s, 7s, and 8s were represented, many of which with documented vintage-track pedigree (think Goodwood). We would be honored to accommodate any of this equipment in our stateside garage, dialing in the mechanics and finessing the Lucas electronics with Whitworth tools!



A collection of XKs starting from the aluminum-bodied XK120 through the XK150 and beyond (E-Types) on Jaguar Day.

One afternoon, after we enjoyed a hamper (British term for picnic basket) that we pre-ordered from the venerable Fortnum & Mason, we explored a range of Jaguars, a brand we hold near and dear. We were in awe of the selection of Le Mans 24-Hour participant 1950s C-Types and D-Types, a 1957 right-hand drive XKSS in British Racing Green, many Series I, II, and III E-Types, aluminum-bodied early XK120s, 140s, and 150s in addition to a 1937 SS.

Nightly, we dined at the grand Wolseley, an elegant European-style brasserie in Piccadilly, near The Ritz. The glamorous art deco building was an appropriate location since it was originally a car showroom for Wolseley Motors Limited.

After dinner, we would adjourn to the Royal Automobile Club (RAC) where we recounted events of the day into the wee hours with friends from the Concours, some of whom had driven their Astons from London to Marrakesh in May. They put plans on hold for a drive around Honshu (Japan's largest island) in favor of a London to Istanbul trek that will follow a route through more than 10 countries this spring.

Each night, the cars were tucked into bespoke covers. On the last day of the Concours, as the cars drove off the palace grounds, they were met with raucous cheers by an appreciative crowd who are already looking forward to next year's event.

Contrib. Ed. note: Carolyn (mother), Robert (father), and Caroline (daughter) are members of the British Transportation Museum, as well as British car owners and enthusiasts. Caroline is also on the Board of the Museum.

BTM Chili Cook-off 2023



Mob attacking the Chili ...



BTM Chili Cook-off 2023

Time to digest and reflect ...



88 attendees enjoyed 13 tasty chili creations for BTM's 7th Annual Chili Cook-off, a festive evening not to be missed. The menu went from mild to wild with Clyde's Jalapeno poppers at the hot end. The chilies included several takes on the traditional meat and beans with chicken chili, chili mac, a curry, and a vegan dish to add variety.

After the tasting there was just a little room left for a bowl or two of your favorites to help with your decision making. The voting was tough but Debby Standefer's Chili was the People's Choice.

People's Choice Winner, Debby Standefer ...



Atalie Gagnet, who designed the Mural being painted outside, was this year's Guest Judge. She, and her table mates, agreed that Leah Hawker's Chili was their favorite.

Judge's Choice Winner, Leah Hawker with Atalie and Amanda ...



Adam & Lorraine serving Ben & Jerry's Ice Cream ...



Ben & Jerry's Ice Cream put out the fires thanks to Adam and Lorraine Wilcutt. Killer Brownies from Dorothy Lane Markets, pumpkin pie, cupcakes, cookies, and an apple pastry filled up the dessert table.

Thank You to Ohio Mini Owners who donated \$200 to sponsor a table. They used it as a device to lure old members out. And Thanks to Paul Strieby who donated \$700 so that we could buy 7 tables and 10 chairs. We feared that we could not accommodate the large crowd we were expecting with just last year's tables. We were right! Guests would have been sitting on each other's laps without Paul's help. A big Thank You to Amanda and her family for their work in making this event possible.

Altogether the Chili Cook-off made \$1080 which will be a big help with the many projects that are going on. Congratulations to the winners and a big "Thank You" to all that entered and made the event such a success.

Editor's note: One of my favorite TV shows is "The Story Behind the Story" on TBN where Mike Rowe relates the story as he heard it regarding some person who made history in some notable way. If you will bear with me, I'd like to use Mike's approach to focus on someone who contributed significantly to British Transportation. I will call this article (and subsequent articles, if desired) ...

THE NUT BEHIND THE WHEEL ... by Karl Strauch

William was born in Stockport, England in 1892. He was the son of a coal merchant. He served in the Cheshire Yeomanry Regiment during the 1914-1918 war and received an injury to his leg. His father retired in 1921 and his family then moved to Blackpool where William rebuilt War Department Triumph motorcycles to meet the post-war demand for wheeled transport. William had learned essential coachbuilding technologies from the horse-drawn coal carts and railway wagon bodies that were made by his family's company. Wanting to grow the company, he enlisted the help of both his sister and his wife to start building aluminum sidecars in the garage behind his home. As William tested sidecars in the alley behind his house, he occasionally encountered a 20-year-old neighbor, also named William.



The younger William was the son of an Irish immigrant who owned a musical instrument shop. His mother was the daughter of a mill owner. William had attended Arnold School, been an engineering apprentice designing chassis for military vehicles at Crossley Motors in Manchester, and in 1919 became a salesman at the Sunbeam dealers Brown and Mallalieu in Manchester.

In 1921, both Williams formed a partnership with a staff of "three men and a boy" and finally legalized that partnership on the day that young William turned 21. Orders came in much more quickly than they could build sidecars at a capability at that time of only one per week.

In late 1922 they began producing with 8 employees on the 1st and 2nd floors of a building in Blackpool and soon after expanded to include 2 more buildings.



Over the first few years it gradually grew and they saw an opportunity to develop the business from sidecars to building low-cost coach-built small cars at the rate of 12 per week. They subsequently relocated the company to increasingly larger facilities several times.



A long-time friend's 1935 SS Airline at Pebble Beach ...



Who were they? William Walmsley and William Lyons, Founders of Swallow Sidecar which evolved into Jaguar.

BTM Doors ... by Clyde Collins



The 3 dock roll up doors at the British Transportation Museum are up and running. The outer doors had seen better days with the end (north) door off the roller, the center one snagging up high every other time, and the ramp door on manual chain drive only. It went through 4 chain/sprockets and a differential gear making it a

hard pull to operate. They were 18' X 13' and heavy. Without insulators, snow blew inside. New inner doors required steel jambs anchored to cement pillars and spanning headers. The ramp door has an electric drive, others are chain driven with easy pulling. Sealing flaps now keep out wind. The job took 2 summers due to a medical setback but by 10/23 we are modern. Clyde managed the design and project issues with great assistance from many but a special shout out here to Tim, Bill, Jimmy, Charlie, Greg B., Dean Adam, Len, and Pete for support.

BTM Doors, the Untold Story ... by Pete Stroble

What Clyde's article on the Overhead Doors left out was his major role in "getting her done". The original quote for one door was \$20,000 installed. Clyde found a vendor where we got all three for \$10,000. What could have been a \$60,000 bill was done for about \$12,000 with volunteer help. Clyde custom engineered the installation to overcome the physical obstacles that the door opening presented. Problems were analyzed and solved. Clyde did all of the layout work and recruited helpers when the big doors needed to be manhandled. Thanks to Clyde for making this financially possible and taking on the leadership role.

Clyde and Greg working on new rails



Clyde and Tim unbolting and removing old doors

