

# British Automobile



April 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.

Contact Pete Stroble 937-546-0039

[btmpres@gmail.com](mailto:btmpres@gmail.com)

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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**NEXT MEETING – 7pm April 17<sup>th</sup> (3<sup>rd</sup> Wednesday)**

**UPCOMING EVENTS –**

April 8<sup>th</sup> Solar Eclipse at the Museum

“Darken our doorstep” with us, too, that afternoon.



May 11<sup>th</sup> “Brits at the Museum” Car Show

**Discover America. Get lost in a Classic British Car.**

2015 – 16,500 miles in 5 weeks – June 11<sup>th</sup> to July 14<sup>th</sup>.

Missouri to Maine, Missouri, Manitoba, Saskatchewan, Alberta, Northwest Territories, Yukon, Alaska, and then back to Missouri, Maine, New Brunswick, Prince Edward Island, Nova Scotia and finally back to Missouri. →

“Oh give me a home where the buffalo roam ...”



**Little Cars Really Do Grow on You** by Karl Strauch

1989 – My 1<sup>st</sup> trip to Alaska and back with my son Kraig.



1989 – Ride in a 1906 Orient buckboard in Edmonton, AB



1904 Orient Buckboard 1 cyl 4 H.P Air cooled Car



1999 – My 2<sup>nd</sup> trip to Alaska with my grandson Aaron.



2015 – My 3<sup>rd</sup> trip to Alaska with my grandson Hunter.

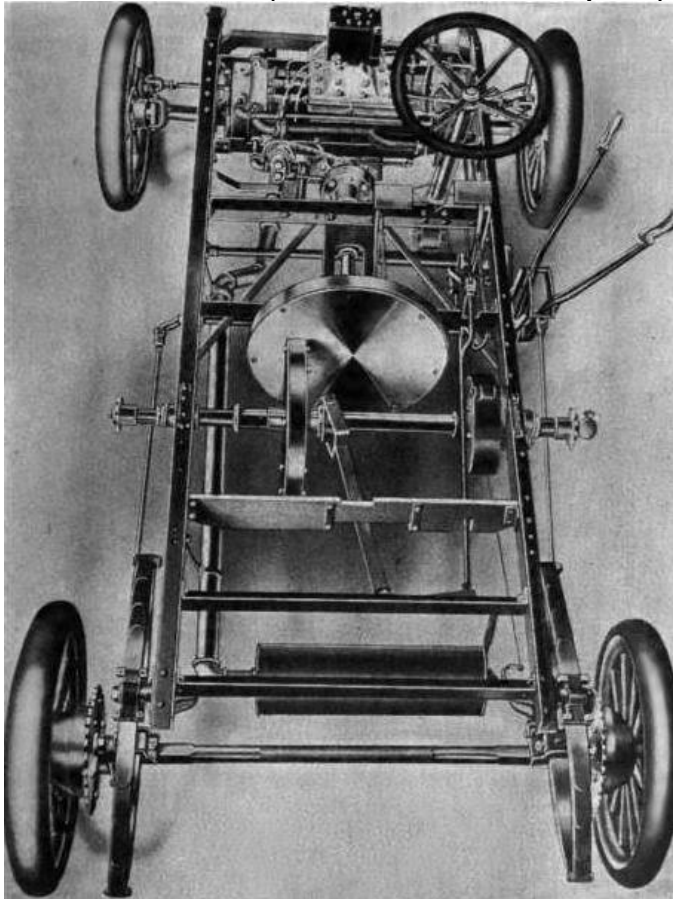


Okay, this one was a 6-speed diesel VW, but remember that the British took over the bombed-out VW factory in Wolfsburg after WWII and rebuilt it to manufacture VW Beetles which evolved into the giant company it is today.

## Lightweight Cyclecars by Karl Strauch

According to Wikipedia, "The purpose of cyclecars was to fill a gap in the market between the motorcycle and the car. A key characteristic was that it could accommodate only two passengers. All cyclecars were required to have clutches and variable gears. Many had a friction drive using two disks at right angles to each other. The Orient buckboard that my son Kraig and I rode in out in Alberta in 1906 did not have any brakes, but relied on the driver to move the disk on the cross-shaft in front of the large disk to one or the other side to make it go either forward, reverse, or to the middle center of the other disk as a neutral position.

**1906 Lambert** *(Note 2 disks in center of photo)*



**1914 GWK Type B built in Buckinghamshire, UK**



## Harold Warp's Pioneer Village in Minden, Nebraska = "Red Bug" Smith Motor Wheel Speedster 1916.



Manufactured by the A. C. Smith Co, engine # 615, this buckboard carried two passengers at up to 25 mph.

**Pioneer Auto Museum in Minden, South Dakota –**



**Messerschmidt at Pioneer Auto Museum –**



Cyclecars grew intensely in popularity from less than a dozen manufacturers in England in 1911 to over 100 manufacturers only four years later in 1914. World War 1 from July 28, 1914, to November 11, 1918 brought significant changes to that entire industry, especially as automobile manufacturers began producing small economical vehicles capable of carrying more people.

## The Nut Behind the Wheel by Karl Strauch

*(This is the 5<sup>th</sup> in a series of tales about people who made significant contributions to transportation in Britain according to various historical sources.)*

Following are some of the key dates in his life.

*(Information and photos from WIKIPEDIA website)*

How quickly can you identify him?

The founder of one of the 100 manufacturers of British cyclecars in the early 1900s used to work for the Great Western Railway until 1904 when he co-founded a motor sales and servicing garage. One of his projects developed the first independent front suspension. In 1908 he designed and built a car for his own use. A year later he began mass-producing cars and production reached 1000 by World War I. After the war, he quickly resumed production with both touring and racing models.

Three-wheeled vehicles avoided the tax on cars by being classified as motorcycles. His first car, similar to the 1909 model below, had a 7 hp Peugeot 2-cylinder engine from an abandoned motorcycle project.



With help from his father and wife, he built and exhibited three single-seat cars at the 1910 Motor Show at Olympia in England. They drew a lot of interest, but few orders. He then decided to develop a two-seat model to meet demand. It had a bonnet, windscreen, steering wheel, and crank starting. He exhibited it at the 1911 Motor Cycle Show and at the 1911 Olympia Motor Exhibition.



In 1912, he attempted to win the *Light Car & Cyclecar* trophy for the greatest distance covered in one hour. His 3-wheel single-seater covered 55 miles, but was narrowly beaten by a 4-wheel GWK. Later that year he made a second run and covered almost 60 miles. Winning the 1913 Cyclecar Grand Prix at Amiens, France established his racing reputation and intense demand for his cars. His name? Henry Frederick Stanley Morgan



# Brits at the Museum 19th Annual Car Show

May 11, 2024

321 Hopeland, Dayton, OH 45417

Registration 10 am

Class judging at 1 pm

btmpres@gmail.com

937.546.0039

Mother's Day Gift for mothers  
of all ages who attend!



Celebrating 50 years of the Wedge Triumph TR7/8



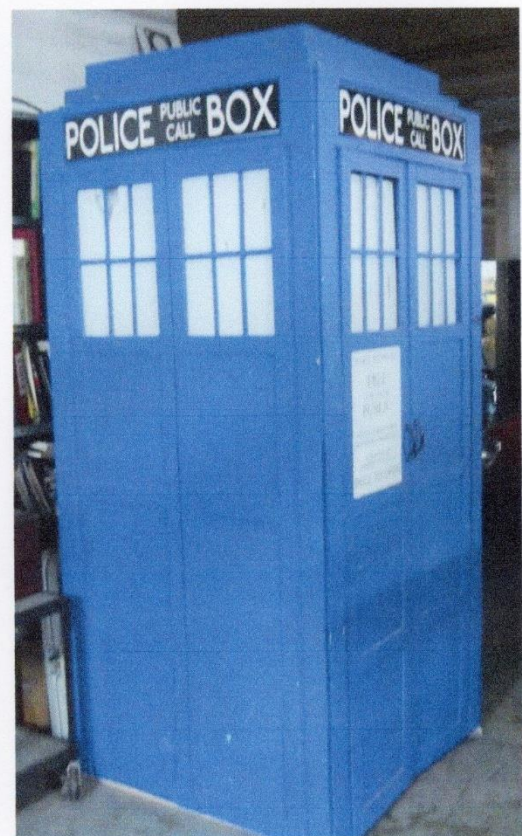
PHOTO OPPORTUNITY

Bring your favorite Beatles and walk Penny Lane!



Free Ice Cream

Come see the Tardis!



Dr. Who Look-Alike Contest  
and Best Mini Tardis Model or  
Figurine Contest



The British Transportation Museum will hold its 18<sup>th</sup> Annual British Car Meet on Saturday May 11, 2024. The Location will be at 321 Hopeland St. in front of the Museum. The show will be a People's Choice Judging event. The Meet runs from 9AM to 3PM. Registration will be limited to the first 100 cars.

Come visit the 65 vehicles in the Museum collection plus tons of memorabilia. Take our TARDIS for a spin. Walk down "Penny Lane" for a photo op.

Autojumble! Bring out your spare parts for sale.

*Bring Family and Friends.*

*Spectators are welcome free of charge.*

For more information, contact James Dean 989-255-1384 or Pete Stroble, 937-546-0039 or email the Museum at [btmpres@gmail.com](mailto:btmpres@gmail.com). Visit the Museum web site at: [www.BritishTransportationMuseum.org](http://www.BritishTransportationMuseum.org)

**British Car Meet at the Museum**  
**Sat. May 11, 2024**

**REGISTRATION FORM**

***-Show held Rain or Shine-***

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

email: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

Make \_\_\_\_\_

Model \_\_\_\_\_ Year \_\_\_\_\_

Pre-registration: \$15.00 \_\_\_\_\_

Registration after May 1: \$18.00 \_\_\_\_\_

BTM Membership: \$30.00 -not required-  
\_\_\_\_\_

-New members, please fill out BTM membership form-

BTM Member Discount: -\$5.00 \_\_\_\_\_

Vendor Registration: \$10.00 \_\_\_\_\_

Total Enclosed \_\_\_\_\_

Make check payable to and mail to:

**British Transportation Museum**

**321 Hopeland St. Dayton, OH 45417**

PLEASE READ AND SIGN

The undersigned, Registrant, agrees to release, discharge, waive and hold harmless the Society for the Preservation of British Transportation in America Inc., The British Transportation Museum, members, any sponsors or persons associated with this event from any and all liability, including but not limited to, personal injuries and or property damage caused to me, by me, my party and or my vehicle while attending this event or while traveling to or from this event.

I certify that I have full coverage insurance on my registered vehicle as required by law.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_