



“British Automobile”



“Dedicated To Preserving British Transportation in America”

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Presidential Insights – Winter 2019

Pete Stroble

The British Transportation Museum has had success in pulling an interesting collection of cars together and purchasing a building to house them. We are the only all British transportation museum in the USA. Our “**starter home**” has served us well. It allowed us to consolidate our collection (now 51 vehicles) under one roof and undertake museum operations. BTM has **been offered almost four times more money** for our “fixer-upper” than what we paid. Looking at the cost to get our Hopeland building to the next stage of presentation, comfort, and ADA compliance; it makes sense to hunt for a better building. Our search has led us to several buildings that were everything we might want; good size, newer roofs, good AC & heat, ADA compliant, large paved parking lots, good neighborhoods, and close to major highways. The negative is that we are always short of the money that is needed to make the purchase.

The offer for our building is currently off the table as it was never enough for us to acquire a replacement. They still want our property as it is a fit for their grand plan. The bidder is going to budget more money in 2020 to hopefully match what similar buildings are going for. We have come up short so many times that I believe it is in our best interest to have our own **Building Fund**. If there is a gap between the sale of our old building and the purchase of a new one, we would have the funds to help in the negotiations.

Would you consider a donation to ensure a museum facility that truly represents the

passion for British vehicles in the USA? Can you, your friends, or car club help with a fundraiser? Our fate is in our own hands! Please help.

We’re Movie Stars!

The latest Discovering Dayton episode now is online and features Pete giving a video tour of the British Transportation Museum.

Check out the 9:10 segment.

https://indigo.life/decoding-dayton/s3-the-british-transportation-museum/?fbclid=IwAR1CjW_Zyge5JvGme5B6D2IA7do4Z6ZaVd1COCV8v3abmRpqAydRZv_8Y5A

British Automobile

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321 Hopeland St, Dayton OH 45417
<https://www.britishtransportationmuseum.org/>

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 501(c)(3) non-profit charity located in Dayton, Ohio dedicated to preserving our British motoring heritage through education and vehicle preservation.

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Watsonian Sidecar

"You can find almost anything on eBay today, for example this pictured Toy Car, built in England by the Watsonian Sidecar Company. Powered by a Villiers single cylinder 4-cycle utility engine, branded with a BSA decal. Body is of hand-laidup fiberglass, probably late 1950's - 60's, clearly marked with a brass plate by "Watsonian Sidecars, LTD, Albion Rd., Greet, Birmingham". Tires are 3x12 tubeless on 8" wheels, wheelbase 45", tread 32", width inside 17.5", overall length 73". The Toy Car is complete, the familiar 'Ran When Parked' barn find, and has not been run in many years. An adult won't fit into it, but it will fit a couple of the neighbor's kids just fine, but just for testing, of course."

Ian Cunningham



Villiers single cylinder 4-cycle utility engine



Alvis

ALONG FOR THE RIDE

THE WRATH OF THE WRAITH

The gauges were almost steam-punk like, set inside a most beautiful burl wood dash fit for the finest writing desk. The big wheel responded with just the barest amount of free play, and the shift lever, incongruously mounted on what seemed to be the wrong side, responded with a crisp 'snick' to gear changes. Well usually; this last one was a bit balky, but I managed to down-gear without difficulty and the greenery of Southern Ohio was a vegetative blur as I hurtled into the next downhill curve. The last one was a joy, as I unexpectedly broke the rear wheels loose and the gargantuan vehicle went into an almost-playful slide. Hmmm – I wonder what THIS corner holds? But no time to ponder as I applied all my skill and just a little bit of throttle following a short but sharp bit of braking. Aha! This time I've got all four wheels broke loose and the 1938 Rolls-Royce Wraith was behaving as half-sports car and half-truck, all four wheels sliding in a full almost-sideways drift, wheels starting to bawl but yet, amazingly, completely controllable and inducing an automotive ecstasy few motorists have experienced, I'm sure. Oh, yeah, you can throw your everyday sports/racing cars into drifts all day long but THIS? It's like throwing a semi sideways and living to tell about it.

Glancing into its microscopic rearview mirror, I could make out Shelley, the car's owner, desperately trying to keep up in his Ford station wagon. Well, good luck with that, but I've got another half-dozen or so curves to negotiate winding down Blacksmith Hill Road and besides, this thing doesn't have insurance – or license plates, for that matter. That was the deal, see? Shelley just got this magnificent beast off the car carrier in Columbus and actually paid me, his erstwhile mechanic and buddy, a few bucks to get into Chillicothe by back roads and such without all those trivial matters as licensing and other fees. Poor Shelley. Fiftyish, with skin as sallow as only those of pure Scottish ancestry can be,

nervously smoking cigarettes even on a good day, must be having a heart attack by now, as I wound into a right-hander this time, the road's edge amazingly close to the driver's door as only it can be driving a RHD in LHD territory. Of course, I could have slowed down, but by this time I was like a man possessed, consumed with the thrill of it all, this amazing sports car/truck hybrid that's probably getting, literally, the workout of its life.

Well, eventually all things come to an end and I was a bit apprehensive as I sheepishly handed over the keys to Shelley once we reached Ross County. At first he just took the keys in a hand trembling so badly I thought he was going to collapse, and looked at me with eyes that were a mixture of anger and fear. But he eventually just lit up another fag and confessed: "Initially I was very upset, but then, when I saw it sliding through the curves, I must confess I've never seen a more magnificent exhibition of motoring in my life." Me neither, my friend. Glad to have been a part of it.

John C. Kovalo,
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Allard Cars

Converting the Museum's 1994 SPi Mini to Left Hand Drive

By Paul Strieby

When the Museum offered the 94 Mini for sale, a potential buyer was interested but only if it were to be converted to LHD. I offered that it was possible, and that I would undertake the task, at that time not fully aware of some of the difficulties involved with later cars (classic minis were produced from 1959 to 2000).

I had converted several minis from RHD to LHD (and vice versa) and knew that was not a major job. Sometime in the late 1980's, mini started using an integrated brake master cylinder and servo fitted to the right side of the engine compartment. For LHD markets, the cars used special linkage that includes a brake pedal connected to a tube that runs under the dash with a bell crank to actuate the master cylinder/servo that remains on the right side. This semi-clumsy arrangement meant that I had to source those exclusive parts, which led me to discover that the parts were no longer available. After a month of searching I located some used parts in Pennsylvania that allowed me to undertake the conversion. The alternative to finding the parts would have been to switch to separate brake and clutch master cylinders and dispense with the servo set up.

Several months of effort went into the conversion which we recently completed. I have converted older minis in a weekend. A good deal of learning took place on my part. Complicating the conversion beyond the goofy linkage for the brakes was the fact that the car is Single Point Injection with a bunch of extra equipment under the bonnet. A handful of vacuum lines needed replacing and only reproduction parts are available and they aren't cheap. A mix-up with a supplier sending another RHD steering rack rather than the necessary LHD version. Moving the instrument panel was a royal pain in the butt, but with some modifications that got done. In earlier minis the instrument panel is centrally located and does not require moving.

Eventually, we have gotten the job complete

and the car will soon be in the hands of the new owner in the Columbus area.

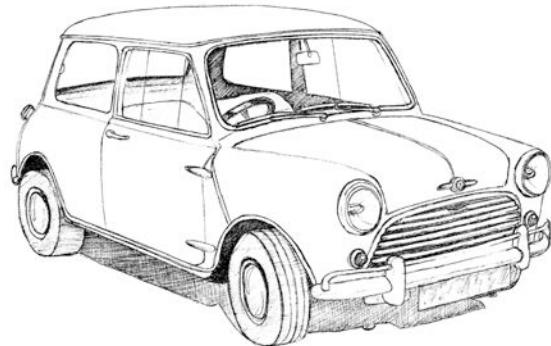
This was not a trivial project and required a bunch of research, sweat, and learning. I ended up with a true sense of accomplishment. Biggest lesson I learned....don't undertake conversion on a later mini again.

Mini conversion pictures

A look under the bonnet



Tire Inspection



BRITISH CAR HUMOR

Joe Lucas - Prince of Darkness

Joe Lucas - or, more accurately, the company bearing his name - engineered electrical bits for pretty much everything emanating from the UK, and the notorious unreliability of Lucas components played a key role in tanking the British car industry in the early 1980s. Make the jump for "If Lucas made guns, wars would not start," and other classics.

- The Lucas motto: "Get home before dark."
- Lucas is the patent holder for the short circuit.
- Lucas - Inventor of the first intermittent wiper.
- Lucas - Inventor of the self-dimming headlamp.
- The three position Lucas switch - Dim, Flicker and Off.
- The Original Anti-Theft Device - Lucas Electrics.
- Lucas is an acronym for Loose Unsoldered Connections and Splices



Proud Partners

Don McNeal of Columbus taking possession of his SPI Mini. His purchase was a big relief when we were worried about the balloon payment.

Fancy *British* cars, do you?

Then you should be reading
British Marque Car Club News!



- FREE with a Contributing Membership to the British Transportation Museum
- 40 pages an issue, 11 issues a year, in a lively tabloid format in print or on-line
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Lucas Electrical systems run on smoke. When the smoke leaks out, the system stops working. However, the smoke can be replaced with a special Lucas service part.

2018 British Cars in the Burg Show Award Winners

Class	Place	Recipient	Make/Model
Austin Healey 3000	First	John Steck	1966 Austen Healey 3000
Austin Healey Sprite	First	Don Bixler	1959 Austin Healey Sprite
MGB/C	First	Dane Patrie	1970 MGB
	Award	Elvin Davis	1980 MGB
	Award	Michael Maloney	1974 MGB-GT
	Award	Larry Youngblood	1979 MGB
MG Midget	First	Dave Gribler	1972 MG Midget
Jaguar E-Type	First	Dick Dearing	1961 E-Type
	Award	Keith Bailey	1966 E-Type
Jaguar XK	First	Richard Davis	1959 XK 150
	Award	Ron MacLean	XK 8
Jaguar XJ	First	Donald Rouff	1985 XJ S
	Award	Lane Meyers	2004 XJ 8
Mini (New)	First	Mike Edgerton	2005 Mini Cooper
Mini Classic	First	Paul Strieby	1968 Wolssey Hornet
Sunbeam Tiger/Alpine	First	Robert Potts	1967 Sunbeam Tiger
Triumph TR2/3	First	John Coutant	1959 TR3A
Triumph TR4/250	First	Ron Parks	1967 TR4A
Triumph TR6	First	Harry Mague	1974 TR6
	Award	Jay Kolb	1973 TR6
	Award	Vic Snavely	1975 TR6
Triumph – Other	First	Pete Melville	1948 Triumph 1800 Roadster
	Award	Ken Jennings	1979 Triumph Spitfire
	Award	Ron Glett	1967 Triumph Spitfire
Open Class	First	Robert Potts	1967 Rolls Royce Silver Cloud
Best of Show	First	Pete Melville	1948 Triumph 1800 Roadster

15 First Place Awards - 10 Awards of Excellence

2018 “Brits in the Burg” Pictures

This year the annual Market Meet Show was moved from Webster Street Market to Miamisburg, OH. Unfortunately this inaugural show was marred by near continuous light rain. In spite of the weather a hearty contingent of British car owners arrived to show their cars.

Photos by Mike Edgerton



TAX TIME

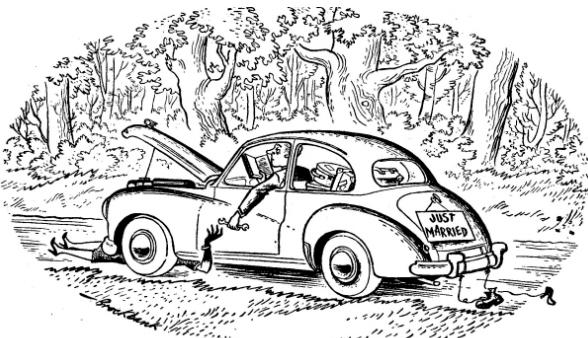
The end of one year and the beginning of a new year is income tax time. The British Transportation Museum relies heavily upon donations. We receive cars, parts models, books and magazines. The real need is for money to pay for ongoing expenses.

Consider making a financial donation to the British Transportation. Under current Internal Revenue Service regulation an individual may claim up to 60% of their adjusted Gross Income as a tax deduction for individuals who choose to itemize their deductions.

Even if you are not eligible to itemize consider making a financial contribution to the British Transportation Museum. Always check with your accountant, tax advisor or IRS web site to determine your options.

If you are over the age of 70 1/2 and have investments in either a qualified 401K or 457 tax deferred plan you can make a donation to the British Transportation Museum without increasing your tax burden. Normally when you make a withdrawal from one of these plans you will pay income tax on the amount withdrawn. When you are over the age of 70 1/2 you must take a Required Minimum Distribution. You can have the amount sent directly to the British Transportation Museum without any income tax being taken out. Check with your tax advisor or plan administrator for detail that apply to your plan.

**The British Transportation is a 501(c)(3)
Corporation. Donations are tax exempt.**



FREE *DOORS OPEN 9:00*
\$5.00 ADMISSION
for Women, and Children under 18

Located at

**Located at
321 Hopeland Street,
Dayton, Ohio 45417**

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BTM Members

**Option 1. \$20 includes 10 X 12 Space
Non-members**

Option 2. \$2

WPS Office 2019 Professional Plus

**VALUE Option 3. \$30 - Includes 10 X 12 Space,
One Year BTM Membership and Benefits**



Upcoming Events

Autojumble - April 13, 2019

Doors open at 9:00 AM

Start saving those parts to get rid of at the Autojumble at the BTM at 321 Hopeland St. Dayton, OH. For more details, [click here](#) for flyer with details about renting space to sell, general admission, and contact information.

16th Annual “Brits in the Burg”

Saturday May 18, 2019 in Riverfront park in Miamisburg Ohio. For information contact Tim Bosse, event coordinator at 937-974-4076 or email at timbuk1@aol.com. or check the BTM website:

<https://www.britishtransportationmuseum.org/>

Moss Motor Fest 2019

June 8, 2019 – 8 am – 2 pm

Located at Moss Motors, in Petersburg, VA. Moss Motors is a leading supplier of parts classic British Cars and Mazda Miatas. BTM is planning a presence with one of their cars. For Details see the Moss Motors web site:

<https://www.eventbrite.com/e/moss-motorfest-2019-registration-46860539134>

British Car Day

Saturday August 10, 2019

9 am – 4 pm. This will be the 35th annual event. Sponsored by the Dayton MG Car Club and the SW Ohio Triumph Club.

See <https://britishcardaydayton.com/>

Dayton Concours d'Elegance

Sunday, September 15, 2019 10:30am – 4:00 pm

Located at Carillon Historical Park, Dayton Ohio. As in past years BTM will have a car there. Several members also enter their personal cars.

<https://www.daytonhistory.org/events/special-events/dayton-concours-delegance/>

2019 4th Annual Chili Cook Off

BTM's 4th annual Chili Cook-off and Cruise-In is tentatively scheduled Saturday October 28, 2019 from 4pm to 7pm at the British Transportation Museum, 321 Hopeland St. Dayton. There will be prizes for Best Overall Chili and People's Choice. Additional details will be available later in the year.

Past BTM Activities

“Brits In The Burg” – May 19, 2018

Last year the old “Market Show” was moved to Riverfront Park in Miamisburg, Ohio. See pages 6 & 7 for a list of award winners and some pictures

British Car Day – August 4, 2018

“Black Jack” Jag & Robin.

Oakwood Classics On The Lawn

August 19, 2018

Thanks to Max Grattan for detailing BTM's Rolls Royce Silver Spur and Peerless GT

Dayton Concouse d'Elegance

September 16, 2018

Thanks to Max Grattan for detailing BTM's Rolls Royce Silver Spur and Peerless GT. BTM member Jeannie Jacobs was awarded the Col. Edward Deeds Judges Choice award for her 1952 Aston Martin DB2

BTM 2018 Chili Cook-off

The 2018 Chili Cook-off drew 60 hungry chili aficionados to taste and judge 11 creations. They ranged from the traditional ground beef to chicken, vegetarian, and vegan.

The heat index did not get out of control and the stomach pump was, again, unused. The Paramedics, one block away, were relieved to have an easy night.

Winners of the 2018 BTM Chili Cook-off are: Judge's Choice, Sherry Bosse (Tim accepting) and People's Choice, Erica Dean. Competition was tight with 11 excellent pots-o-chili to choose between. Congratulations to all of the cooks and thanks for a fun successful fundraiser. See page 10 for a picture.

MAJOR DONORS

Central Ohio Mini Owners



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\$100 in memory of
Gunner Riley

Mid-Ohio Austin Healey Club



\$1,000

Ohio Chapter New England MG T Register



\$500

Central Ohio MG Car Club



\$1000

Ohio Mini Owners

\$100 in memory of Matt Schneider

FOR SALE 1978 MG Midget

New top, new interior, many other new parts

Call Bob:
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Leave a message

Major Parts Donation

Three trips to Mansfield rescuing 7 skid loads of NOS parts & manuals. More to be had, plus a Lotus Europa body shell (wall art?).

"*Autojumble*" was owned by Al Hogan of Mansfield, OH. He bought up British parts and repair shop inventories and resold the parts. We got 6 skids of parts and one of manuals. Also included was an MGB hardtop and an aluminum bonnet.

This all started when Al offered BTM the nose panel from a Bristol Double Decker bus as "wall art". He added an XKE Fastback rear hatch as additional "art". There is more to come. The next trip will bring a Lotus Europa fiberglass body shell that might be more "art".



Bristol Double Decker Bus Nose Panel



Chili Cook-Off Table Spread