



“British Automobile”

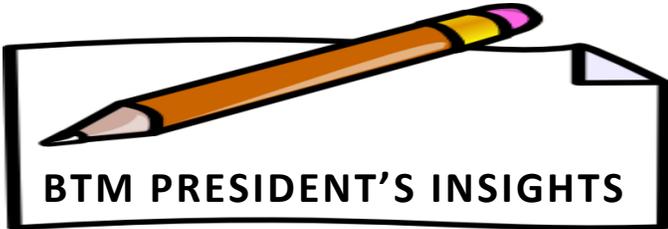


2304 Wrenside Lane, Kettering, Ohio 45440 937-985-7204

Volume 17, Issue 3

www.BritishTransportationMuseum.org

May/June 2015



We have a building!!

Congratulations to all that have put their time, energy, and hard earned money into achieving this major goal. Perseverance is a huge part of any success story and BTM seems to have that quality going for it. Our founders have been at this for almost 16 years. Some of those early years the progress was slow as we learned about the non-profit world and waited for things to just fall into our lap. But, the real world does not work that way. It took a bit of effort, focus, and the discipline to do what was needed.

While it is time to celebrate, it is also time to commit to our next big goal, a fully functioning museum.

*“Just as a house is not a home;
a building is not a museum.”*

Much thoughtful consideration must be put into educational displays and signage. The many stories that come with each vehicle need to be highlighted. BTM can become a

national attraction by going beyond a building full of neat cars to a building full of neat stories. This might require new skill sets that we have yet to master. Do you have a knack for design or an artistic streak? Have you ever told a story through a display?

We need your help. Please consider volunteering your skills\experience to help us become the attraction we need to be.

~ Pete Stroble

CONTENTS:

- Page 1. President's **BUILDING NEWS**
- Page 2. 3. 4. [321 Hopeland St. pictures](#)
- Page 4. BTM COLLECTION SPOTLIGHT
- Page 5. Sir Frank Williams
- Page 6. Louie Di Pasquale, TR6 Restoration
- Page 7. TR6 Restoration, Healthy Volunteering
- Page 8. BTM 2015 Car Show Awards



**Congratulations America!
Bloody Good Move, BTM.**

A New Home for BTM:

321 Hopeland St., Dayton OH

After searching 10 years for an affordable building in a decent location that met our minimum size requirements, one finally came our way. 321 Hopeland St. in Dayton had its price negotiated down to \$160,000 for 83,000 sq. ft. in the Carillon District of Dayton. It is just blocks from I-75 and US-35 and convenient for visitors.



The BTM Officers had unanimously voted to purchase the building at our May 21 meeting. This was after several visits were made to the building. Inspections and repair quotes were obtained and the City of Dayton advised us of their requirements. Lawyer Andrew Schlueter provided BTM excellent pro bono legal advice as we waded through the quagmire of Land Contract wording and issues. Finally we closed on the building and took possession May 29.

The original structure that evolved into our Hopeland building was built in 1925 as a Kroger warehouse and was addressed off Cincinnati St.

It was added onto over the years to become a 24,853 sq. ft. structure of concrete block and wooden beams. We hope to grow into this older area as it is cleaned up and the lighting improved. The old brick walls should make a nice back drop for the cars. A unique part of this section is an antique three story flour sifting operation with old wooden architectural features. Maybe we will sift some flour and bake some scones?



The newer $\frac{3}{4}$ of the building (70,500 sq. ft.) was added on in the 1940's. It is an extremely well built structure of mainly poured concrete construction. It is rated "fire proof" on the Sanborn Fire Insurance Maps plus there is a dry sprinkler system for additional protection. This part consists of two floors and a basement all connected by two 8 ft. by 8 ft. freight elevators of 4000 lb. capacity. Unfortunately, these are not big enough for any of our cars. Our initial game plan is to start displaying vehicles in the newer first floor area with the Library going to the second floor. As space is needed, the bicycles and motorcycles will also move upstairs via the elevators.

The second floor has a carpeted office area
2



of about 5,000 sq. ft. It comes furnished complete with a huge usable safe (if we ever have any money). We can host club meetings and conferences in the main open section of the office. The rest of the second floor can be used for the Library, Art Gallery, banquets, and other exhibits.



An alley separated the two buildings and, at some point, it was vacated by the City and was enclosed so that the two buildings could become one. The walls in the “alley” will, again, make for a nice period backdrop for our vehicles.

Warehouse type overhead gas heating units will be taking the chill off most of the open spaces. Four of these units are new.

The second floor office area has a modern forced air heating and AC system.



There are three enclosed truck docks in the new section and five exterior docks in the old section. There is currently no ramp access into the building. Our plan is to put a ramp in one of the enclosed dock bays so that it is out of the weather. By the time you read this we might have a ramp on loan from Orbit Industrial Movers to try out this arrangement. Another scenario is to use an inexpensive four post lift to raise the cars the 4 ft. onto the first floor.

A perk that came with the building is a working propane powered fork lift. We wrote this into the contract and can see that it will be very useful during the move and going forward.

The BTM Hopeland property encompasses a whole city block except for one well-kept house. Our building sits on 1.5 acres with 14,000 sq. ft. of paved parking lot. Some of this is in poor condition and will need to be replaced as the finances allow. The rest of the land is grass which we’ve gotten down to a best of 1.5 hours of mow time from the original 2.5 hours when the grass was

3 ft. tall. We will need to start thinking about snow removal at some point.



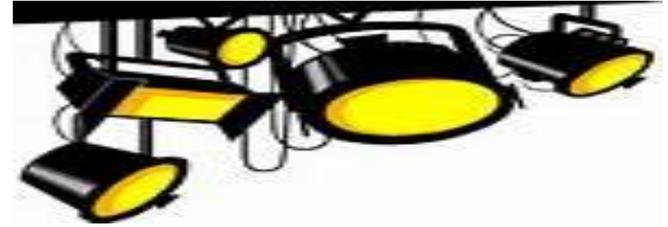
Now that we have gone over the buildings high points, it is time to reveal some of its warts. There is a roof leak around a vent pipe that will need immediate attention. This should be relatively inexpensive but it led us to a more thorough inspection of the roof. The newer building has 25,000 sq. ft. of flat membrane roof that will eventually need to be replaced. The older building had its roof replaced not too long ago. There is one area of this section which still needs some attention. We have a quote of \$143,000 for these repairs that we need to start planning for.

Another hurdle that we will need to address is the Americans with Disabilities Act. To fully serve the public and change our usage to assembly, we will need to become compliant. A handicap ramp and accessible restrooms are the big issues. Monies have been budgeted for this and rolled into a Capital Campaign to convert the Hopeland building into the British Transportation Museum attraction that we believe it can become.

The purchase of this building is a major step forward for the British car community. It is the only one of its kind in the USA. It is a real honor that we are hosting it in the Dayton area and it speaks volumes about the enthusiasm and commitment of our members. We are currently in the early phase of a \$350,000 Capital Campaign and are seeking Leadership pledges to kick it off. Please consider how you might become a part of this historic effort. ~ Pete Stroble

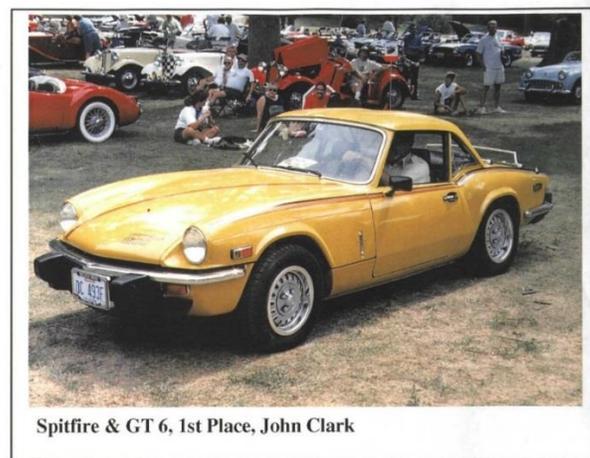
Building pictures compliments of Mike Edgerton.

BTM COLLECTION SPOTLIGHT



1979 Triumph Spitfire 1500

This beautiful Triumph Spitfire 1500 is the very **first** of 36 cars currently owned and revered by the British Transportation Museum.



Spitfire & GT 6, 1st Place, John Clark

John Clark, of Kettering OH won his beloved toy in a drawing in Las Vegas.

The Spitfire 1500 was purchased from John Clark's estate by a BTM founder's donation. The completely original car has 1,630 actual miles. Standard-Triumph was allowed to use the name after producing Spitfire aircraft parts in WW II.

Based on the Triumph Herald frame, without the Herald's side members, the car was launched in October 1962 at the London Motor Show.

With a completely welded body, the Spitfire body attaches to the frame with twelve bolts. Introduced in 1974, the 1500 engine's 71 BHP, made the Spitfire a 100 mph car.

The last Spitfire 1500, an Inca Yellow specimen with hardtop and overdrive, rolled off the assembly line at Canley, UK in August 1980.

Models: Spitfire Mk 1 - 1962, Mk 2 - 1964, Mk 3 - 1967, Mk 4 - 1970, and the 1500 - 1974. ~ Dick Smith



Sir Frank Williams

Born in South Shields, County Durham (now Tyne and Wear), England, the son of a Royal Air Force officer, Williams grew up passionate about motor racing and began racing his own Austin in 1961, funding his racing activities from his work as a traveling grocery salesman. Williams founded Frank Williams Racing Cars in 1966. He

ran drivers including Piers Courage and Tony Trimmer for several years in Formula Two and Formula Three.

Williams purchased a Brabham Formula One chassis, which Courage drove throughout the 1969 Formula One season, twice finishing in second place.



Williams, short on cash (he conducted team business from a telephone box at one point after being disconnected for unpaid bills), looked to Marlboro and Iso Rivolta, an Italian car company, for sponsorship. Though they pledged their support, they did not come through in time and in 1976 Williams took on a partner in oil magnate Walter Wolf. Though the team continued functioning, it no longer belonged to Frank Williams and he left in 1977 along with one of his old employees, engineer Patrick Head. The two acquired an empty carpet warehouse in Didcot,

Oxfordshire, United Kingdom and announced the formation of Williams Grand Prix Engineering. This same team and partnership still competes in Formula One and is known as WilliamsF1. They are currently based just outside the South Oxfordshire village of Grove, near Wantage.

Success has made Frank Williams a wealthy man but he has also been recognized for his achievements. He was awarded a CBE for his services to motor racing in 1987 and was knighted in January 1999. He is also the holder a rare foreign award of France's Legion d'Honneur for his efforts in cooperation with Renault.

(Information from grandprix.com and Wikipedia) ~ John Sheehan

Louie Di Pasquale longtime BTM member and staunch British Transportation Museum advocate passed away on June 8, 2015 at the age of 93 and is survived by Mary, his loving wife of 65 years, a brother Cosmo and several nieces and nephews.

Louie came to bond with British cars while serving in the US Army Air Corp forces in Europe during World War II. After the war, he eventually became the proud owner of two beautiful British cars: a 1980 Triumph Spitfire 1500 and a 1961 MGA Roadster, which he restored to a very high quality.

Louie's wife Mary loved the cars as well and was so proud of both Louie and his cars. Louie glowed every time he showed his British car gems and more likely than not, gathered the first in class and or the Best of Show awards.

I was with Louie and his MGA for the last time on the 23 of May 2015 at the annual British Transportation Museum "British Car Meet at the Market".



Just look at Louie smile!

Louie will be missed by all of us as he was an awesome guy! My fondest memories of Louie were spending time with him while he was showing his cars as it was with his 1961 MGA shown above

Louie was a good friend, supporter and twice organized a spaghetti dinner fundraiser for BTM at the John Pirelli Sons of Italy Lodge 1633.

See more about Louie in the "OCTAGON NEWS" publication of the Southwestern Ohio MG Car Club thanks to Skip Peterson. www.mgcarclubswohio.com

Louie, we're all going to miss your smiling face.
~ Dick Smith

Harry Mague's TR6 Restoration
Part 1b... My Triumph Background

So, in the summer of 1969, with the help of parents (again) I bought a 1963 TR4, solid axle. The car was great. It had an A type overdrive and was the talk of my fraternity. But as before, I beat it pretty good.

When I graduated from college in 1970 and went off the Air Force, the car sat in my parent's driveway until they got so tired of it, they sold it the kid next door. To this day I wish I would have been able to talk my parents into keeping it for me!



1963 TR4 with that strange guy again!!

After selling the TR4 for next to nothing, I always wanted one, but as time would have it, the new family came first and I had to put my desire on the back burner. Several of my friends in the Air Force had Triumphs and I would get to drive one once in a while. My opportunity to get my hands on a TR6 occurred in 1976 while at pilot training in Arizona. My family (with 2 very young daughters) needed a second car and one of my fellow pilot training students was expecting an addition to his family and needed a family car.

So, in the summer of 1976 I bought my 74 TR6. It had 45,000 miles in one year. There was no rust or damage, but the person who I bought it from said that the car had almost been rolled and had stopped on its side. They pushed back level and everything seemed fine with the car. Several years later, the front suspension mounts were found to be bent. Over the next 22 years, the "6" spent 3 years in Minot, ND, 3 years in Hawaii, 8 years in Rome, NY, and around 8 years in Wilmington, OH as my airport car. I drove the "6" cross country twice. After the first 3 years in Rome, NY, the rust was starting to win the battle for the car.

A partial restoration was undertaken in 1982 before it was shipped to Hawaii. Both rocker panels were rebuilt and a new coat of paint was applied and the car was shipped via boat to Hawaii. Both rocker panels were rebuilt and a new coat of paint was applied and the car was shipped via boat to Hawaii. In the next three years, the top was never put up!!!! After only two years in Hawaii, the rust started to reappear. *Continued. ~ Harry Mague*

What Seniors Get From Giving Back

Volunteer your way to better health.

Research indicates older adults may have the most to gain from volunteering. Those who regularly volunteer (for two or more hours each week), may experience:

- **Improved physical health**, including lower rates of heart disease.
- **Improved mental health**, with a lower risk of depression.
- **Greater self-esteem** and a sense of purpose.

But wait – there's a catch. You are more likely to reap maximum benefits when you volunteer through an organization that provides a selection of activities and ongoing support. BTM offers a variety of opportunities for members and families. Think Library, Docent, Gift Shop, the 2016 BTM May Show and more.

Pick an area at the museum, form a group to support each other and enjoy your volunteering to improve physical health, mental health and greater self-esteem. Enjoy the pride in watching the British Transportation Museum develop into a true showplace.

Note. Glenn Marin is anxiously awaiting the delivery of the British Flag Quilt crafted by the Triumph women for the quite successful BTM British Car Show Silent Auction. ~ jss

