

British Automobile



December 2022

A publication of the British Transportation Museum
321 Hopeland Street, Dayton, OH 45417
<https://www.britishtransportationmuseum.org>

Museum tours are available by appointment.

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BTM Holiday Social – 6pm December 14 (Wednesday)

The Holiday Social will be held in the heated Library at BTM. Bring a covered dish to share. Shredded chicken barbecue will be the entre. Beverages provided but BYOB on the adult drinks. Bring a wrapped gift, gag gift, or fun gift to use in a white elephant exchange. Re-gift an item from home. Keep it inexpensive, \$20 at the most. Let's celebrate the season and have some FUN! Bring a friend! Bringing a date? Schedule a make-out session in the back of our newest acquisition, a 1960 Austin Princess Vanden Plas Limousine.

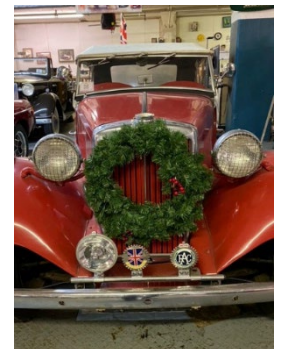
BTM Chili Cook-off, 2022

The 6th Annual BTM Chili Cook-off on Oct. 22 had 9 chili entries, 74 guests, and made a profit of \$706. Thanks to everyone who entered a Chili. Sandy Wolfarth (first time) won "People's Choice" and Lori Rich won "Judge's Choice" for their tasty recipes. Congratulations!

Ben & Jerry's Ice Cream was a treat! Adam Wilcutt brought their cart to have a variety of flavors available. It helped cool down some of the hot chilies.

As with most events, it is the people that make it a success. So many great conversations going on. Always a good time with car enthusiasts surrounded by neat cars. Thanks to Amanda for chairing the event backed-up by her hard-working crew, Eric and Leah. Scott Huey and Ed Wolf helped with the floor cleaning and early set-up.

Amanda has set a goal of 100 attendees at a future event, can we do it?



The Dick Smith Collection

Dick Smith was one of the British Transportation Museum's original founders back in 1998. He did much of the paperwork that was necessary to get BTM launched. He supported BTM both financially and with car donations. His passing in 2020 left a big hole to be filled. It is with a bit of sorrow that his beloved 1978 MGB is going to a new home. BTM got it running again so that Dick's son Mark could pass it on to a new owner. There are many memories of Dick and Carol, his wife, enjoying car club drives all over Southern Ohio.



Dick had previously donated his 1961 Morris Minor in 2016 to BTM. Ohio Mini Owners adopted it and took on the task of getting it running and presentable. It had been stored for 20 years. Flushing the fuel system and replacing the hydraulic brakes were big chores but easily handled. Installing the missing windshield trim was the most frustrating. Over several work sessions and using different methodologies it was eventually accomplished. Firing up the engine was relatively easy compared to the windshield. A bit of tweaking and the 1275 was a runner.



A 1964 Mini Cooper S was another of Dick's donations. Other than the Superlite wheels and part of a roll cage, it was dead original. It was one of the first 200 with hydrolastic suspension. It had been rallied in Greece and parts of the sponsor's name can still be seen in the paint. Again, Ohio Mini Owners stepped up to get her running. Fuel and brakes were addressed and an engine

tune-up were all that was needed even though it had sat for maybe 10 years.

Dick had also funded the purchase of two significant cars at a time when BTM was very tight with its finances. In 2001, a 1979 Triumph Spitfire became available with only 20,000 miles on it. The owner had won it at a trade convention and only took it to car shows. The hardtop had never been off of it and so, consequently, the soft top had never been up. Great early addition to the collection. Its originality makes it ideal for a museum.



In 2012 another opportunity presented itself, a 1960 Morris Oxford Traveller Series IV was seen on EBay. It was purchased for \$3000 by Dick as these are a rarity in the USA. This one came via Canada down the West Coast and found its way to Virginia, where we obtained it. The 1960 Traveller was marketed as the "All Steel Traveller" as the previous ones were wood framed. It was such a big deal that there was a book of poems titled "All Steel Traveller". The styling reminds us of a downsized 1954 Ford Station Wagon but this one has filler necks on each side that feed a single gas tank.



BTM hopes that Dick might be looking down and smiling at how his vehicles are being appreciated by the many visitors we get. He left quite a legacy.

BTM Going Four Wheeling?



The British Transportation Museum stumbled upon a vehicle that is different from the usual British fare and rare in the USA. An Austin Gypsy, being sold as a 1966 and eventually identified as being a 1968, was available at a bargain price only a few hours away in Indianapolis. These are a smaller scale Land Rover. Only 21,000 Gypsies were made in their 10-year run from 1958 to 1968. The Gypsy, Austin Champ, and Land Rover were all in competition for military contracts. Land Rover was the big winner with some Champs also seeing service. The Gypsies were mostly found in civilian use but some were used by the Home Defense Forces.

This one is the 111" long wheelbase and RHD with four-wheel drive. An inspection visit with Tim Bosse's assistance found that it could be coaxed into running from an external gas can. It had the usual lovely "patina" we would expect from the \$3000 asking price. Although the brakes were out, the clutch worked and the hi/lo four-wheel drive could be engaged.

Without too much trouble, we negotiated a purchase at \$2000. I think the fact that it was going to a museum helped seal the deal. The Gypsy had bounced around between owners with the two previous owners never registering it. It had a better chance of coming back to life in our hands. This one had the open pick-up truck style of bodywork. The Gypsies are a slightly smaller version of the Land Rover but heavier due to the use of steel versus the aluminum on the Land Rover.

Loading the Gypsy was scheduled to coincide with the Professional Race Industry (PRI) Show in Indy. This show is gearhead heaven! It leaves you on overload. Much more hardcore than the SEMA Shows and a good place to get answers on technology. We only allowed 4 hours at the show which could easily consume 2 days if we had the time. Scott Huey and Lynn Scowden helped with the Gypsy rescue which drove onto the trailer without much drama.

Back at BTM, Scott degreased the engine in the parking lot before driving it up the ramp and inside. It still had no brakes but had enough bulk that it wanted

to stop on its own if you let off the gas. A more thorough inspection revealed a frame and drivetrain without any serious issues. Ours is sprung with semi-elliptic leaf springs at all four corners giving independent suspension. Earlier models had a Flexitor rubber trailing arm suspension that was interesting but didn't handle very well. The body had numerous assorted rust problems. Most body panels are flat and should be easy to fabricate. Dropping the gas tank for a clean-out showed several rust-thru holes on the bottom with the other 5 sides looking good. The plan is to cut out the bottom and weld in a new piece.

This Gypsy originally came with a diesel engine but a Gypsy gas engine of 2199 cc similar to the Healey 100-4 was now in it. The air cleaner was missing but surprisingly one was available on eBay. At some point the metal windshield frame had been replaced with fiberglass and never drilled for the windshield wiper motors. It was also not aligned correctly with the roof and the doors do not close properly. One of the windshield glass pieces was out because the rubber gasket had rotted. The rubber for the side windows and door frames is also needing replacement. These might be available in Australia. Some TLC needed here.

There are pictures of ours on the internet with a wrecker type of crane in the bed. It had been removed at some point in its history. The Gypsy Registry shows JEY 255F as an Ex-Breakdown Truck. On the doors is the signage for the "Dinas Garage". Dinas is a village in Wales near the western coast. You can get on google street view and roam around eventually finding a modern looking Esso station that might be our Gypsy's original home. We've gotten a comment on Facebook from someone who remembers seeing it in Dinas when he was there. Isn't technology great! It's last UK MOT was in Oct. 2004 and we have a USA registration from May 2006 most likely from when it was first imported.

The Gypsy has generated a bit of excitement from the BTM crew. It is definitely different and has a bunch of character. Our hope is to have her out for some car shows this summer. Maybe join a Land Rover mud run somewhere. Are there any other Austin Gypsies or Champs in the mid-west? Want to get together at the British Transportation Museum and share stories?

Any Land Rovers want to show us what off-roading is all about?

Please contact us at BTMPres@gmail.com.

BTM's 1960 Peerless GT #220

The British Transportation Museum's collection of vehicles usually have been through many owners before they come to us. Their past is usually unknown and leads to a bit of mystery and curiosity. Getting a call out of the blue from a former owner is a real delight. Such was the case when Rob Henry called from California after seeing our 1960 Peerless GT #220 on the BTM website (www.BritishTransportationMuseum.org).

Rob had owned several Peerless' before #220 and was getting ready to buy yet another one when he called. 32 years ago he had bought ours for \$330 and brought it home on a U-Haul trailer. The original TR3 engine was trash. He rebuilt and installed a TR4A engine. An oddity about the SU carbs was that they had different needles in each when it came to us. I had to ask him if it was a speed secret that I had never heard of before. No, he had not changed them so that mystery continues but the engine runs very nicely as is.

The #220 body had received much TLC in Rob's care. The fiberglass was revitalized and the color changed from the original silver blue to an acrylic enamel in D Jag British Racing Green. A previous owner, Roy Rhinebolt, had added a non-stock left side fender air vent possibly for the "look". Roy had paid \$24K for the Peerless way back in the day.

MGB headlight buckets replaced the corroded originals. The interior panels were re-upholstered in a mahogany color with a nice-looking material from Home Depot. Chrome door strips off an Austin Princess trimmed out the large wide door thresholds which covered the twin side fuel tanks. The aluminum bright work was given an aircraft grade restoration. 220 never had the traditional "P" in the grill. There were no front bumper-ettes when Rob got it and he had to make a second rear bumper-ette to get a rear pair. Rob had installed TR6 72 spoke wheels to replace the defective original TR3 ones. He had added a traditional BMC VIN plate stamped #220 in the door jamb which answered the question of was it a stock plate.

Dr. Dan Rose (PhD in Anthropology) had donated #220 (lhd) to BTM and he also owned #18 (rhd) at the time. Where he got his Peerless collection is unknown.

The Peerless has a very period feel to it with the right look, sound, and handling. It has no muffler just a very long length of straight pipe giving a mellow tone. It is a fun to drive. Rob shared that had the joy of rallying in the San Luis Obispo, CA area. He achieved a 5th, 3rd, and a 1st in his years of competition. I can picture the Peerless mastering those beautiful costal highway roads on a clear California day. "California Dreaming"?

Peerless at the Dayton Concours



Peerless and Warwick at the 2015 Moss Motor Fest



Warwick and Peerless with similar rear design



“Orange Crush” Mini Ice Racer at BTM ... Pete Stroble

One of the more interesting vehicles in the Museum’s collection is the “Orange Crush” Ice Racer built from an extremely modified Classic Mini Cooper. Hank Beachy and friends had built the Mini to compete on the frozen lakes of Michigan and Wisconsin. It was very successful probably as much from Hank’s driving ability as from the ever evolving innovative design.

I had met Hank at the 1984 SCCA Divisional in Columbus, Indiana way back in time. I also bumped into him at the 1983 ProSolo in St. Louis, Mo. Although we competed in different classes, it was obvious Hank was a talented driver in a stock Mini Cooper S. He was a joy to watch. Unfortunately, Hank passed away much too early.

2017 Columbus British Car Day ...



Mark Looman purchased the “Orange Crush” from Hank Beachy’s estate along with the street Mini Cooper S. There was only one engine between the two as Hank raced it in the Ice Racer in winter and ran it on the street in the Cooper S in the summer. Mark had to buy the two to get the engine for the street Mini that he really wanted. The “Orange Crush” was about to be crushed once the engine was removed. We found out about it at BTM and asked if this bit of motoring history could be donated to the Museum. Mark agreed and the “Crush” lives on.

“Orange Crush” rear wing ...



The “Crush’s” original rusty 1962 Mini shell had its roofline lowered 3 inches and the windshield was

raked back for better aerodynamics. The rear of the roof was bent down to hit the original rear parcel shelf. An adjustable rear wing was fabricated to dial in some rear down force. The rear suspension has custom trailing arms with air shocks and rubber bump stops a la original Mini “Swedish bump stops”.

The front-end sheet metal is formed into a pointy structure to either slide off the snow banks or the competition. There are no front brakes as you can’t stop on ice. There are just backing plates to keep ice and snow from packing in there. It does have rear brakes to toddle around in the pits. All 4 wheels have wheel disks to keep the snow out. There is also a belly pan under the engine/trany/“Magic Wand” shifter to further keep out snow. The wheel disks and belly pan still need to be added to the BTM restoration.

Engine installation ...



Hank had something like 205-70 x13 turf tires on the front that were hand grooved for the ice. The best we could find for this restoration were 195’s in a snow tread. Wheels were Chevy Vega 6x13 steel wheels. The rears were 145-80x13 snow treads.

The interior is completely gutted. The right door is just a non-functioning panel. All storage pockets are cut out. Just a battery, original fuel tank, and a custom fiberglass seat is all that remains. This keeps the weight down to 1150 lbs.

Ohio Mini Owners work on engine ...



Figuring out the wiring ...



Ohio Mini Owners has taken on the task of restoring the Mini. A healthy 998 engine was donated by Larry Tomlin to replace the missing 1275. The diff housing was converted back to a “magic wand” shifter to match the original spec. It is about to be fired up for a health check. Progress slowed down with the Covid and the project needs to be put in high gear again. Can we get it out into the snow this winter?

Thanks to Dave Lindsey, Lynn Scowden, Tim Bosse, Kevin & Arron Jensen, Kerry & Gabe Greasy for all of their hard work on saving this unusual Mini and ice racing legend.

Randy Derr's Restoration of 1932 Rolls Royce Model Karl, Thought you would like to see Randy Derr's handy-work restoring your high-end 1932 Rolls Royce model deserving exceptional care by Randy. Randy and I were curious about where the model came from. You left it with Dick Smith and any history you might have shared with him has been lost. BTM now has a model worth being in a museum!! Thanks for the donation, Pete



Randy created a Google Photo Album for the model restoration. Here is the link so you can access it:
<https://photos.app.goo.gl/AZgNpJwPMsDnPmyQA>

