

British Automobile



June 2023

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.

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Peter Stroble, President Tim Bosse, Vice-President

Tim Bosse, Treasurer Steven Solomon, Membership

Members at Large: Bill Jacobs, James Dean,

Paul Strieby and Steven Solomon

Karl Strauch, Newsletter Editor stlmadmen@aol.com

NEXT MEETING – 7pm June 21 (3rd Wednesday)

2023 Ohio Mini Owners show schedule

June 19-23 TRA - Triumph Register of America Meet at
Hueston Woods Park, Oxford, Ohio

June 20 Minis at the Museum, BTM

Vintage racers stop over for pit stop and tour of BTM

June 23-25 Mid-Ohio Vintage Races Mid-Ohio Race Course,
Lexington, Ohio

June 30-July 3 Mini Meet East, ROC City MINI, Rochester, NY

July 13-16 Pittsburgh Vintage Grand Prix, Schenley Park,
Pittsburgh 9am-5pm \$20

July 15 MINIs at the Glen, Watkins Glen, NY

July 20-22 Arthritis Foundation Classic Car Show
Metro Park, Dublin

July 22 MINIs Take Geneva on the Lake, Lake Erie, Ohio

Aug 4-5 MINIs at the Mack, St. Ignace, Michigan

Aug 5 British Car Day, Eastwood Lake, Harshman Rd., Dayton

Sept 17 Concourse De Elegance, Carillon Park, Dayton

Sept 19-21 Put-In-Bay Sports Car Races, PIB Island Airport

Oct 4-7 CMU Mods & Rockers Minis, KOA Wytheville, VA

Rockabilly band with an opening 60's group

Oct 14 Performance Charity Car Show, downtown Delaware

Fall - BTM Annual Chili Cook Off and Cruise In

April 14th Photo at OAK (Left to Right) by Bill Jacobs

Bill Jacobs with BTM, Ron Parks with MG car club Southwest Ohio Centre, Pete Stroble, President of BTM, Muriel Yeh with U Dayton Motorsport club & project manager, Tony McCuistion, RBDM PPG automotive paints, David Reed with Ohio Auto Kolor DS, Phil Woolpert, Regional Manager PPG automotive Paints.



We all learned more about this project and now have a clear path forward. In taking the primed MGA hood over to Ron at OAK this morning we learned that the lacquer cleaning revealed a single stage primer!

Our consensus yesterday, despite not knowing the type primer, was to 400 grit sand to reinvigorate either type primer before a thorough solvent cleaning prior to an epoxy coating over the primer. Tomorrow, we take the car to Cincinnati where our volunteer painter Tom Leurck will start the prep and painting process.



Thanks again for all your help and knowledge in getting us to the fun phase of PAINTING!

Bill Jacobs, VP of Development,
britishtransportationmuseum.org

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Bicycles at the Museum by Pete Stroble

In talking to British car owners, you often find that they also have, or had, a British bicycle. Looking into the early history of the British marques you can see that many of them started out as bicycle shops and progressed to motorcycles and then to cars. Preserving this branch of British transportation helps to tell the story. It is also an avenue for kids to be able to get involved with a machine that they might be more familiar with. BTM has an ever-growing collection of 20 British bicycles, including ...

- 1939 Dawes rod brake bike
- 1960's Humber Sport Bicycle
- 1960's Robin Hood Bicycle
- 1960's Royal Scot Bicycle
- 1960's Rudge Bicycle
- 1960's Triumph Bicycle
- 1960's Workman Tricycle (clone of Brit Tradesman)
- 1962 Moulton Stowaway Folding Bicycle
- 1969 Essex Bicycle
- 1970 Hercules (rod brake) Bicycle
- 1970 Triumph Tricycle w/gas motor
- 1972 Raleigh Record Bicycle
- 1970's Raleigh Twenty Folding Bicycle
- 1980 Bickerton Portable Folding Bicycle (#234)
- 1980's Raleigh Twenty Folding Bicycle
- 1980's AM Moulton Folding Bicycle
- 1982 Raleigh 10 speed (Olympic?) Bicycle
- 1939 Dawes Rod Brake bike



BTM's oldest bicycle is a ladies 1939 Dawes rod brake bike. No brake cables but actual rods and levers on the front. The back has a Strumey-Archer AB hub for gear changes with a built-in drum brake. This is a very unusual arrangement but it works.

The BTM bicycle collection urgently needs someone to give it some TLC. When BTM was a much smaller institution, I used to take a bike home to clean and polish while watching football. Anyone want to have some quality time with some neat bicycles?

The British Folding Bicycle by Pete Stroble

The British folding bicycle is a popular and useful mode of transportation. You can ride it to the bus or train station then fold it to half size and take it on board. Folded it can fit into the boot of the smaller British cars. BTM currently has 5 folding bikes: a Bickerton, Raleigh 16 and 20, and Moulton Stowaway and AM.

Bickerton Portable



The Bickerton Portable bikes were introduced in 1972 and might be the brand with the fewest built. Ours is #234. It is very light (17 lb.) and of all aluminum construction. The center spine is a rectangular box for rigidity and it rides on 20 in. tires. There are about 4 connections that have to be folded, spindled, and mutilated to break it down for compactness. If not properly tightened, it feels loose. Being all aluminum, you don't want to overtighten for fear of striping threads. The bright aluminum makes for a shiny display and an unusual bike for the Museum.

Raleigh RSW 16



The Raleigh brand is very well known but the folding bikes, not so much. The RSW 16 and RSW 20 designations are for "Raleigh Small Wheel" and their tire sizes. The RSW 16 was not as desirable as it was too small and awkward. For this reason, it is also a rare bike.

Raleigh RSW 20



Both bikes fold in the middle via a cam type of latch. The sprocket and chain are on the back half with the handle bar and front wheel on the front half. Cable actuated brakes and Strumey-Archer shift cable complete the assembly. These are not as light as the Bickerton but their small size gives them a weight advantage over their full-size counterparts.

Moulton AM



Moulton Stowaway



The Moulton bicycles are highly sought after. Sir Alex Moulton designed a folding bike with a rubber suspension. The rubber in compression was also used on the Classic Mini in the form of a cone. As an aside, BTM

has a two-volume book set on the Moulton bikes autographed by Sir Alex. It was very rare for him to give an autograph. Unfortunately, he died maybe 6 months after signing our books. Sure, hope there was no connection to his giving us an autograph.

BTM has an early 1960's Moulton Stowaway that unbolts in the middle. It is very sturdy and rides on 17 in. tires. A Strumey-Archer 3 speed hub does the gear changes. Its later version is the high-tech space framed Moulton AM on 20 in. tires. They came with a "Speedsix" derailleur gear change that set many records in distance timed events. With the high-tech look comes a very high-tech price. New Moultons go from \$2k to \$6k.

Wikipedia's comments about bicycles in the 1950's - "At mid-century there were two predominant bicycle styles for recreational cyclists in North America. Heavyweight cruiser bicycles, preferred by the typical (hobby) cyclist, featuring balloon tires, pedal-driven "coaster" brakes and only one gear, were popular for their durability, comfort, streamlined appearance, and a significant array of accessories (lights, bells, springer forks, speedometers, etc.). Lighter cycles, with hand brakes, narrower tires, and a three-speed hub gearing system, often imported from England, first became popular in the United States in the late 1950s. These comfortable, practical bicycles usually offered generator-powered headlamps, safety reflectors, kickstands, and frame-mounted tire pumps. In the United Kingdom, like the rest of Europe, cycling was seen as less of a hobby, and lightweight but durable bikes had been preferred for decades. In the United States, the sports roadster was imported after World War II, and was known as the "English racer". It quickly became popular with adult cyclists seeking an alternative to the traditional youth-oriented cruiser bicycle. While the English racer was no racing bike, it was faster and better for climbing hills than the cruiser, thanks to its lighter weight, tall wheels, narrow tires, and internally geared rear hubs. In the late 1950s, U.S. manufacturers such as Schwinn began producing their own "lightweight" version of the English racer."

My First English Bicycle by Karl Strauch

Getting my first English bicycle for my 12th birthday in 1953 was a truly memorable experience. Our house was on an inclined street that was great for sledding in the winter. It was raining quite heavily that Fall day, but that was not going to deter me from taking my initial ride on that very desirable, breathtaking new bicycle that was a significant improvement over my old single-speed bicycle with its single "coaster" brake. Imagine heading off downhill as fast as I could go and suddenly finding out those external brake pads did not work at all in the rain as I quickly came down to 4-lane US Route 1 and had to swerve off into the woods ... I do not recommend crashing into trees to stop, but that occasionally works to avoid almost certain death ...

**UK Embassy at the 18th Annual BTM Car Show
"Brits at the Museum" by Pete Stroble**

May 6 was a beautiful day for a Coronation and what better way to celebrate here in the Colonies but with BTM's 18th Annual "Brits at the Museum" Car Show. You had to get up at 5AM to view the Coronation but our local festivities started at a more leisurely 9AM.

Tim and Eleanor Cade from the UK Embassy in Washington



The UK Ambassador, Dame Karen Pierce, sent her First Secretary of Transport, Tim Cade, to extend her congratulations on BTM's 25th Anniversary. It was a big honor for us to have Tim travel from Washington DC to deliver her message at the awards presentation. "The Ambassador wanted to highlight the link between the Coronation and the work that the Museum does. The Coronation celebrates the dedication to public service of King Charles. In the UK, Monday will be a public holiday devoted to volunteering in recognition of what King Charles has done all of his life. It was fitting to recognize the 25th Anniversary of a museum that is staffed and reliant on volunteers and connect it to the Coronation." Tim, with his wife Eleanor, were impressed with what was accomplished by a small group of volunteers with a small budget. They saw many areas where we could cooperate on future projects. Tim shared how he dated his wife in a red Mini. She was not happy with the number of break downs they had. The Embassy's modern Daimler was much more to her liking.

5 of the best British cars in the area entered the show. All were driven in except for a Mini project that was pushed out as a joke and a Bugeye Sprite that had just trailered in from Alabama. With 16 classes, more than 30 trophies were awarded to a well-deserved bunch of beauties.

Minis by the registration tent



MG TD's with Coronation banners in the background



With the 100th Anniversary of the MG and Triumph marques being celebrated this year, it was interesting to note the turn-out of each. 8 MG's (including 3 TD's) and 10 Triumphs were in attendance to start their year-long celebration. It is also the 110th Anniversary of Aston Martin and two DB7's were there to represent the Marque. All of these anniversaries makes the British Transportation Museum feel young, by comparison, while celebrating it's 25th Anniversary.

BTM President trying on King Charles' Royal Crown



Adam Wilcutt chaired this year's event and was ably assisted by his entire family. Adam arranged for King Charles to be in attendance in cardboard cut-out form. Somehow the King's crown was snuck into Dayton and we had to try it on (it didn't fit). The new King's

flags and banners were everywhere to help celebrate this historic event.

Car Show Chair Adam Wilcutt receiving a trophy from Tim Cade for his Alpine



Giuseppe Gallelli fired up the grill and, with Mike Hirsch, they fed the masses burgers and hot dogs. If only we'd had some of Giuseppe's or Clyde Collins home brewed wine, then we'd have a party! Maybe next year!

Thanks to all the attendees and all that were involved with putting the event on. Everyone had a good time and the generous support helped the Museum make some money to finance building upgrades.

The Coronation: A City Celebrates

by Caroline Shinkle and Carolyn Beauregard-Shinkle

London looked lovely during the Coronation. Commemorative banners and Union Jacks were prominently displayed throughout the city. The official Coronation seal was adhered everywhere while store windows were decorated with various tributes to the new king. Everyone was in a festive anticipatory mood as the big day, Coronation Day, approached.

Reservations citywide were de rigueur; restaurants, bars, and pubs were at capacity with revelers. It was definitely a buzzy time to be in the capital. Patriotism and pride were on full display as everyone seemed to enjoy the rare occasion of welcoming a new monarch to the throne.

Early in the week preceding the Coronation, the procession route from Buckingham Palace became "tent city." People from all over the world set up their temporary quarters in the hopes of catching a glimpse of the new king en route to his Coronation at Westminster Abbey. Some tents were outfitted with inflatable sofas and lounge chairs along with sleeping bags. The majority of tents were bedecked with flags and photos of King Charles III and Queen Camilla. We

met people from Scotland, Australia, and New Zealand. A woman from Connecticut told us that she had camped out for Prince William's wedding and for Queen Elizabeth II's funeral.

Festive decorations permeated every nook and cranny of London.



Caroline and Carolyn show their coronation spirit!



Golden and glowing, the Queen Victoria Memorial in front of Buckingham Palace is stunning.



To commemorate the Coronation, this British institution offered an exquisite three-course menu.



Buckingham Palace contains 775 rooms within 830,000 square feet.



Note: This is the first article in an eight-part series chronicling the trip by Caroline Shinkle and her mother Carolyn Beauregard-Shinkle to the Coronation of King Charles III, which took place on May 6, Carolyn's birthday. Members of the British Transportation Museum, and British car enthusiasts, they are especially fond of the Aston Martin and Jaguar marques.

BTM VOLUNTEER OF THE MONTH

BTM could not exist without the efforts of our many volunteers. Much of the work is behind the scenes and goes unrecognized. This series of articles is

an attempt to give thanks for all of the hours of hard work done by our dedicated volunteers.

Scott Huey is this month's Honoree. He has led the charge in getting our 1968 Austin Gypsy restored to a presentable running vehicle. He has detailed the engine, drivetrain, and chassis from gunge and grime to a nice clean state. Seat cushions have been made and the cab is being restored along with fabrication of many rusted body panels.



Scott spent a lot of time with Jackson Galloway on the 1978 TR 7. Rust issues in the trunk and a few other spots were eliminated. Fuel tank clean-up, rear axle rebuild, brakes, and seat restoration all got Scott's attention.



One of the more unglamorous tasks Scott has taken on is the BTM grounds maintenance. He has faithfully kept the grass mowed, tackled the weeds, and picked up the trash that keeps appearing out of nowhere. With his wife Gloria, they have planted flowers in the planters outside to give the building a less industrial look.

Scott is a retired Dentist and served in the Air Force in England. He had a TR6 over there and has another one to enjoy here in the States. He is active in the Miami Valley Triumph Club.

Thanks Scott! Your efforts are greatly appreciated.