



“British Automobile”



“Dedicated to Preserving British Transportation In America
31 Hopeland St Dayton OH 45417

Volume 18 Issue 1

Winter 2017

President.....Pete Stroble
Editor..... Robert Luken

TreasurerTom Graeff
Membership.....Paul Strieby

We Have Our Work Cut Out For Us - Pete Stroble

A few week ago I walked across the street from the Museum to talk with some young, late teens, construction workers. During the conversation they asked about the Museum. I told them it was for British vehicles. Their response was, “You mean like Volkswagen?” No, those are German. “You mean Fiats?” No, those are Italian. “Porsche?” No, they are German. “BMW?” German again. I said our Museum was full of British cars from England. I got silence. Not thinking of their young age, I mentioned MG and Triumph. More silence and dumb looks. Finally I mentioned Jaguar and Land Rover. Then the light came on. What we take for granted is a whole new world to the younger generations. We have our work cut out for us.

Presidential Insights Progress in 2016 to Continue In 2017 – Pete Stroble

Perseverance is the name of the game if you are in it for the long haul. This has been the British Transportation Museum’s long suit throughout its 18 year history. It is starting to pay off as a review of progress in 2016 shows.

Our 321 Hopeland building is taking much of our time and energy. In the past year the heat and upstairs AC have been made functional. Water repairs have allowed for a more hygienic environment. An alarm system now protects our precious treasures. Library shelving was acquired and efforts to catalog our books and magazines is ongoing. All this while we have been in a constant clean-up,

repair, and organizing mode.

The downside to 2016 was the April 2 wind gust that lifted part of the rubber membrane roof. This further damaged a roof in need of replacement and moved it up the priority list. The silver lining is that now insurance is kicking in money for about a third of the replacement. Will Lottery tickets get us the other 2/3?

BTM took Museum cars to 9 events in 2016 to be seen by as many as 10,000 spectators. This is part of our outreach. We held 3 successful fundraising events; a bus trip to the Detroit Auto Show, our British Meet at the Market, and our new Chili Cook-off. We conducted 2 Open House events and hosted 5 group tours. Even though BTM is not officially open to the public, we had 410 visitors in 2016.

Plans to enhance our display floor in 2017 are already underway. Donations of your time, expertise, and financial support are what will make for a successful 2017. Join in this labor of love as we build the only British Transportation Museum in the Americas.

Membership Chairperson

Paul Strieby has assumed the duties of our membership chairperson. Membership renewal will be coming up soon. When renewing your membership consider renewing at a higher membership level. A membership form is included at the back of this newsletter. Feel free to copy it and invite friends to join the British Transportation Museum. Contact Paul at: PWStrieby@gmail.com 937-297-0344

Our First Meeting Upstairs

Thanks to the work of member John Kovolo the Museum now has both heat and air conditioning in the upstairs room that will eventually be the BTM Library. We were able to hold our January 18th meeting in a warm and toasty environment. No shivering, no sweaters or heavy winter coats were necessary.



Photo courtesy of Mike Edgerton

Donated and Loaned Cars Expand BTM Collection – Pete Stroble

One of the progress benchmarks that we usually look at is the growth of the collection. In 2016 we had 6 cars donated; a 1974 MGB GT, a 1936 Mulliner bodied 4.5 litre Straight 8 Daimler Limousine, a 1959 Ford Consul Convertible, and 3 Minis (a Woody project, a 1964 Cooper S, and a 1994 Mini 1.3L). The Daimler comes with a great story of the Coronation of King George VI and the Ford Consul is a very rare car, and our first Ford. Two of the Minis are beautiful museum quality vehicles and they come with “no strings”, we can sell them to raise much needed funds. Oh the temptation!

A new twist to the vehicles on display are the loaned vehicles. We don't have to own it to show it. A major partner in this area is Dayton's own “America's Packard Museum”. Significant cars on loan from them include the “Black Jack Special”, a race car built from a wrecked 1958 XK150S, a Westfield Lotus

Super Seven clone, an Aston Martin DB9, and a RHD 1936 Packard Club Coupe. Also on loan from individuals are a three wheeled Reliant Regal, a beautiful Austin Healey 3000, two TR6's (one is electric), and a RR Silver Spirit. A 1947 Morris “Z” Van cutaway on loan from Gerald Strange is a real attention grabber.

WEB Site Problems

Due to some unforeseen technical issues we have temporarily lost our website. We are in the process of changing our hosting service and rebuilding our website:

When the website is back up and running we will send an email to members. You may also periodically check our web address

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

Editors Notes

I have agreed to be the Editor of the British Transportation Museum's newsletter, until another person steps forward to take over as Editor. While I would like to see a high quality newsletter published regularly, as a volunteer I do not have the time to do the type of job I really think needs to be done.

My plans are to solicit article from members and do as little changing to their submissions as possible. Submit all articles to: Bob Luken rpl_btm@earthlink.net

Submission Guidelines

Article length: 300 – 350 words for most articles. This is generally the amount that will fill one newsletter column. Larger articles will be considered on a case-by-case basis.

Format: All articles must be submitted in .doc, .docx or .txt format, Times New Roman typeface and 12 point type.

Pictures/graphics: Submit pictures and graphics as an email attachments. Lower resolution pictures are best for the newsletter.

1959 Ford Consul Mk II Highline Convertible – Pete Stroble

In June, a rare, red LHD Ford Consul convertible joined the BTM collection. Only 30 convertibles are believed to still exist worldwide per the Ford Owners Club in England. Pam Tenan, now of Kent Ohio, donated the car that had been in her family since new. Her parents had owned five Ford Consuls over the years and this one had been handed down to Pam. She had to promise never to sell it so, when it was time for her to downsize, BTM became its new home. It will be a fitting memorial to Pam's parents, Richard and Mildred Frieling, and their love of Ford Consuls.

The heart of the Consul is its 1703cc OHV inline four cylinder engine powering the rear wheels. It has a non-crossflow head that draws gas from a Zenith 34 WIA carburetor. The column shift three speed transmission has a non-synchro first gear. We were cautioned not to even think about going for first if not at a dead stop. There is a fragile plastic piece in the transmission that will need replacement if you do. Luckily two replacement transmissions (plus two skids of other spares) came with the car.



The Consul weighs 2550 lbs. which is motivated by 59 hp. This gives it a neck snapping 0-60 time of 23 sec. and a top speed of 78 mph. It gets 22 mpg. Pam has childhood memories of family trips to California in the Consul where the car would struggle with some of the mountains. They would unload their luggage and push it to the top with Pam getting to steer. This did not deter them from

making this trip several times over the years on vacations.

Most of its 61,073 miles were racked up on vacations. It has only travelled 1352 miles in the last 22 years. Fortunately, it was garage kept all of its life. It currently has a lovely patina that we kind of hate to disturb. It will clean up nicely but once this happens the patina will be gone forever.



In 1959 the Ford Consul models were redesigned with a 1.5" lower roof line and called the Lowline model. This might have just been on the sedans and not the convertibles. A reference to confirm this has not been found. Our 1959 convertible has the Highline trim.

This Consul has drum brakes all around. Front disc brakes were introduced in 1960. In 1959 the wipers were still vacuum operated with the vacuum pump part of the mechanical fuel pump, not vacuum pulled from the intake manifold.

This donation from the Tenans has an extra special side to it. Rick Tenan is one of the founders of the MAPS Museum (Military Aviation Preservation Society) in North Canton, Ohio. Pam volunteered in the Gift Shop. They know what a museum should look like and understand the effort it takes to get there. Rick and Pam visited BTM before they made their decision to donate. They appreciated what we have been able to do with limited resources and they share our passion for preservation and education. Their donation is a validation of what BTM has accomplished and where we are headed. Thanks Rick and Pam.

Chili Cook-off & Cruise-in at the British Transportation Museum

– Pete Stroble

A great time was had by all at BTM's first Chili Cook-off & Cruise-in October 22. Ten crock pots of chili competed for gift baskets and trophies (and the coveted bragging rights). Sample cups with a blind numbering system led to connoisseur tasting and voting. Once you made up your mind, you were invited to pig out on your favorites. Top it with the cheese, onion, sour cream, crackers, Fritos, etc. of your choice and you were bound for heaven. The Beano and anti-acid jokes were everywhere but no ill effects were seen. The stomach pump went unused.

Forty-six attendees voted for their favorite chili and Nancy Edgerton won their vote for People's Choice. A well-known BTM glutton selected Jeannie Smith's recipe for the Judge's Choice. Also entered were the chilies of Nancy Stroble, Ellen McCarthy, Chris Clark (Columbus), Mimi Miller, Jim Halas (Delaware), Sherry Bosse, and Amanda Hawker. Thanks to all of the cooks for their efforts. Without them, it would not have been the success that it was. Who knew that there were that many tasty ways of making chili. Thanks also to Amanda Hawker for organizing the event and overseeing all of the details that made it a great event.

All had fun in the company of fellow enthusiasts; the British cars gave the right ambiance; and the chili, deserts, and beverages fueled the evening. The Cruise-in outside featured two beauties from the Packard Museum's collection. Adding to the balance sheet, BTM made money to carry forward its Mission and we gained two new members. Can't wait for next year!



Nancy Edgerton's chili recipe

I call this **Family Friendly Chili** because:

- It's easy to make
- It's easy to multiply since one recipe feeds four, two feeds 8 etc.
- It has a nice chili flavor, but it's not too spicy hot for kids and grandkids
- It is easy to modify to suit family likes and dislikes

Put one lb. lean ground beef in skillet or heavy pot. Add one small to medium onion grated or chopped fine in food processor (those who think they don't like onion won't know it's there.) Add one packet of French's Chili-O mix and stir until meat is browned. Add one 15 oz. can of dark red kidney beans, undrained. Open one large can of tomato juice and add until chili is thickness your family likes. Save any leftover juice to thin the chili more when you reheat it as it will thicken when it is refrigerated. You can use a 14.5 oz. can of diced tomatoes, un-drained instead of the juice if you don't have a family member who doesn't like chunks of tomato in stuff. Simmer for at least 15 min. to allow flavors to meld. If you are making this chili for a crowd, a slow cooker is great. Mix up ingredients ahead of time, put in slow cooker and turn on low. Clean up the kitchen, prop up your feet and have a glass of wine and your chili is ready whenever your guests arrive.

I put a bowl of shredded cheese, a bowl of Fritos and a bottle of bacon hot sauce out so guests can add what they would like. You could also add a bowl of sour cream and more onions. Enjoy!

The Autocar

The Autocar considers itself to be the oldest published automobile magazine in the world. It was first published "in the interests of the mechanically propelled road carriage" on November 2, 1895. It is believed that at the time it was first published there were only six or seven cars in the United Kingdom.

Buying and importing a car from the UK – Paul Strieby

Buying: After I sold my 67 Austin Cooper S in February, I decided I needed a replacement car that wasn't too valuable to drive. I have always had a hankering to have an Innocenti Mini, as they are often regarded as the best built and equipped Minis. So I put a note on the Mini Cooper Register's forum that I was looking for a good solid Innocenti Mini Cooper 1300 Export. After many people viewed the want notice without comment, I followed up that I was serious and still looking. The next day I got a private message with a link to pictures of a car for sale. I began correspondence with the owner and we made a deal. The car was in Yorkshire, a fair distance from where I wanted to ship the car from, and the owner was best friends with the owner of Mini-Mail in the South of the UK and took the car there to await shipping.

Shipping: I had to find a shipping company. It helps that I have good friends in the UK and they recommended Phoenix. Phoenix handled all the UK based logistics; getting the car picked up from Mini-Mail and delivered to port in Southampton and onto a roll-on roll-off ship headed to Baltimore. Interesting enough, there are forms that need to be submitted to US Customs before a car can even be loaded onto a ship headed to the US. For this one either needs a Customs Broker or you have to do it yourself. This was the third time I have imported a Mini from the UK, both of the previous times I did all this work personally, but I was in the UK when I shipped the cars back.

Customs: I used a Customs Broker this time as it certainly was easier, plus things have changed so much since I last imported a car it made things much smoother. Since 9/11 things have gotten much more complicated and getting things done correctly is not an easy process. Of course, most of you know that to import a car that does not necessarily meet US standards at date of manufacture means that you need an exemption. The US Department of Transportation (USDOT) states that you

may import such a vehicle if it is 25 years old or older, but confusingly the US Environmental Protection Agency (US EPA) states that exemptions to US emissions standards may be granted for cars 23 years old or older. All of this information is easily available on the Internet. My Customs Broker handled all this for me, and the car was cleared for pickup at the port in Baltimore just one day after being unloaded from the ship. The Customs Broker handled and billed me for the Duty (nominally 2.5% of vehicle value, determined from the bill of sale. This had to be paid, along with any extra port charges before I could go and pick up the car.

At the port: in my two previous importations, one could drive to the port and clear Customs at the port and get your vehicle and drive away, or load it onto some sort of transport. Thanks to enhanced security measures one can't do that anymore. I had to hire an "escort" (\$50/hour) to go with me into the port area in Baltimore to obtain the car. I had driven out to Baltimore with my mini tow dolly, so along with my escort, I went into the port, paid one more port fee and went to where the car was parked amongst a virtual sea of vehicles, including cars, truck, agricultural vehicles etc. Fortunately I had the tow dolly as the Innocenti would not start. We were soon loaded up and out of the port.

Titling and registering in Ohio: When one brings a car into Ohio from outside the state, it must be inspected by the Ohio BMV Office (\$3.50). I took the car to my local BMV office and they inspected the car for VIN etc. With that form I headed to the local titling agency. It was here that I met a huge bottleneck; even with the volume of paperwork that I had on the car, they wanted a form that said the car had been cleared by the US EPA. All I had was a printout from my Customs Broker that showed a line item that said "EPA cleared to go." That didn't wash at all. So I contacted my Customs Broker and he sent me an email that states that the EPA (and Customs, too) now handles all the importation details via a government website and the printout he had sent me was all the proof that was needed, and sent the printout again, circling the lines that showed it

was passed by the EPA. He also stated in the email that several states have not yet gotten with the times to work with the US government web processing of personally imported cars. The local titling agency was not buying any of it, even after long telephone contacts with "someone in Columbus." The night before I returned to the titling agency, I had gone to the EPA site and typed up the former form that one used to use to apply for EPA clearance and signed the application. When I finally asked the titling agency if the application form I had typed up would help, they said, "That's what we are looking for." Nowhere on that form was it stated that EPA had passed the car....but they made out my title, and collected the taxes due based on the bill-of-sale price. Next door at the MVD I got the temporary tag, and two weeks later I got only one actual historic plate, just one, which surprised me.



The Evil Gear Lever - Gary David

There has only been one real problem with our Lotus Cortina mk1, over the four years that we've owned it.

The gear lever buzzed.

You could drive with your hand on it but that probably just made the problem worse. Our UK member Gordon Morris spoke of using bungee cords to put load on the lever when he had a Cortina in the '60s. Finally I decided to get this irritant out of our lives so I ordered new bushings and a shift lever pivot ball from a US Lotus parts dealer. The original bushings were nearly worn away and the ball had been modified so I replaced them and went out to try the new, silent interior.

The gear lever buzzed.

I then perused the parts manual and noticed that my spring wasn't the right one and the isolator wasn't even there. I ordered these bits from a Norwich, UK firm and again removed the center console and installed the bits. This would surely fix things. Out I went to try it.

The gear lever buzzed.

Now I'm a bit befuddled, so I phoned my friend Jeff Fenton in the UK and asked him. He said to quit fooling around and replace the rear gearbox mount. I crawled under the car to check it and it felt like sponge rubber. A new one was ordered and I installed it. Now it will be fine. I even took my wife Sandy with me on the test drive.

The gear lever buzzed.

Sandy said "maybe it's the gearshift knob?" I carefully explained that there was no way that it could cause the problem. I demonstrated this by removing the knob and handing it to her.

The gear lever stopped buzzing.



Sandy then shook the knob and it rattled. Luckily I had explained the "it couldn't be the problem" concept pleasantly, as having to eat my words (and possibly the knob) could have been bad experience.

It seems that the threaded insert had come loose and slid up and down in the knob. I pulled the insert out and coated it with epoxy, then pressed it back in. All is now well except Sandy still thinks it is the ugliest car in the world.

Hilton Head Concours d'Elegance – Gary David

This year Hilton Head was holding its 15th annual Concours d'Elegance, the first week in November, and Lotus was the featured marque. The organizers contacted us and invited us to bring a car. We offered either the Seven or the Cortina and they picked the Cortina. I spent the better part of two months getting it ready for the show, having a small rust spot repaired and generally fixing anything that I could see that might detract from showing it.

Madam President and I left for the Concours on November 2nd trailering the Cortina behind Martin Dodenhoff's monster truck. Twelve hours or so of driving and an overnight stop brought us to Hilton Head. We unloaded and put the Cortina in the hotel garage, parked the truck and trailer and rented a smaller car to sightsee in.

Friday morning I hauled water down from our

room and washed the car before dawn, then touched up a few odds and ends that I had missed. We spent the rest of the day sightseeing. Following Hurricane Matthew, there are parts of the island that look like war zones. Cut up trees are stacked on nearly every lawn waiting for removal and the sounds of chainsaws fill the air. Up until two weeks before the event there had been questions as to whether the event would be able to be held at all.

If you've never been to a concours before, the first thing you find is that they are *BIG*. Normally a golf course is the only venue suitable and here they were using Port Royal. The main event was on Sunday but as the organizers went thru all the effort setting up the area, they hold the Car Club Showcase on Saturday. Since we were already there and they had a section for the Lotus Owners Group, we entered for \$30 and displayed our car next to two late model Esprits. After all the work that I put into getting the car ready, this was the first time that I felt comfortable displaying the Cortina with the hood open.

Unlike other events, there were not a great number of awards for this event such as "Best MG", etc. There were some special awards and there were tons of spectators as the community really supports this weekend. I was amazed at the number of visitors that thanked us for bringing our car. Every car did have a plaque in front of it describing the vehicle and there was people's choice voting. I don't think I saw each of the 175 cars but I never saw a vehicle that wasn't up to a reasonable show standard. At least two people made serious overtures to us about purchasing our car.

After lunch we found a blue ribbon on our car and discovered that we were awarded the "Designer's Choice" award. Our car was selected by visiting Jaguar head of Design, Ian Callum as his favorite design in the show. Later we brought the car up to the reviewing area in the center of the main field. Sports Car Market's Keith Martin was MCing on the PA system and Mr. Callum described what he liked about the Lotus Cortina. When I was asked why I purchased this car my answer

was, "It's a Lotus".

While I was writing this story, I checked Keith Martin's blog and he had some very nice things to say about the Cortina along with his co-favorite from the show, an Alfa GTV. It is interesting that the Alfa was one of the few cars there on Saturday that I spent a good deal of time looking over as I love them.

Sunday was the serious show. Again, if you haven't been invited to an event like this you might be surprised by a few things. Everyone there is happy to see you. There are people in golf carts driving around and asking if you need anything or need a ride somewhere. There are also a huge number of car transporters parked just offsite which shows how serious this event is. There were cars here that individually were probably worth more than the entire field at some local British car shows. Also, our car went from being one of the oldest at 50 years old, on Saturday, to one of the newest on Sunday.

The invitational event is free for entrants and they feed you. Then there are the license plates. Each car is presented with a custom engraved license plate that is displayed along with the plaque describing the car. You can think of them as the world's biggest dash plaques but we now have three and they are impressive.

Lotus was the featured marque for the show and the class consisted of nine cars, three of which were race cars. Unfortunately somewhere along the way the plans to split the group into street cars and race cars disappeared and all were together. It is difficult to judge these two types of cars to the same standard. During judging our horn decided not to honk and I explained that the radio didn't work because I didn't want to cut a hole in the back seat ledge for a speaker (standard location) so we lost a few points for these. When judging was over, the magnificent Lotus 64 of Mario Andretti was flowed by a rather ordinary Formula Ford and a nice Elan of Lotus Ltd's Greg Zelazek. Personally, I felt that the Lotus Elite parked next to us should have won but then nobody asked me. Lotus Ltd's Jim

Roberts had his Lotus 47 racecar parked next to us and Sandy did her best to entice non-members to join Lotus Ltd.

After lunch a major disaster occurred as a 1938 Packard, which had just won its class, rolled into the lake behind where it was parked and disappeared from view. It took a big tow truck and some scuba divers to remove 5000 pounds of car to a flatbed truck and it will cost someone a lot of money to restore this beautiful car.

Besides the cars, there were boats of all flavors on display, motorcycles, an airplane (with more at the local airport) and people selling all sorts of things such as vintage shotguns (scary prices here). Interesting that BMW had donated the lanyards and tickets for the spectators were very similar to those for the entrants so it was hard to tell who was who. The spectators were extremely respectful of the cars and many said that they'd never seen a Lotus Cortina before, this being NASCAR country.

We got home on Tuesday afternoon in time to relax and watch the election returns. It was really a great trip.



Ian Callum Presenting Award



Dan O'Brien, May He Rest in Peace – Pete Stroble

On June 8, Dan O'Brien passed away due to complications from a fall while dealing with kidney failure. He had taken on two difficult tasks for the Museum, Treasurer and Newsletter Editor, while undergoing dialysis. Dan welcomed the distraction and his service to the Museum was much appreciated.

Dan had served in the Navy. His marksmanship on the shooting range caught the attention of a higher-up and he was invited to become a "River Rat" in Vietnam patrolling inland waterways. He was involved with some serious combat situations while there. It seemed that with all that he'd survived; dialysis, fractured vertebrae, and broken ribs would be a cake walk.

Even while aboard ship, out in the boonies, his love of cars was still alive. He was part of a group that got together and swapped car stories. At their home port in San Diego, California, they had found a Maserati in a wrecking yard, restored it, and then raced it. Other stories involved a fixed head XK 150 Jaguar that was run up and down the curvy mountain roads.

Dan's involvement with firearms had been another passion of his. He trophied in many tournaments and was active in cowboy shooting going by the name of "Monte Walsh". Smoking a pipe was one of his life's pleasures. Tales of the odor from the blend he smoked supposedly left other smokers gagging. It kind of fit with his sense of humor, to run out the other smokers.

We miss you Dan. Save a spot for us on that great race course in the sky.

- - *Rest in Peace* - -

14th Annual British Meet at the Market

On Saturday, May 27, 2017 the British Transportation Museum will host the 14th annual "Meet at The Market" car show. The meet will be held at the Deli at Webster Street & Top of the Market, 32 Webster St, Dayton, OH 45402. As in the past the event will be coordinated by Harry Mague. The event will start at 9 AM. A silent auction will be part of the festivities. More details will be available as the Meet at the Market date approaches. An open house at the Museum is planned for after the Market Show



An Unusual Form of British Transportation

Every year, since the mid 1980's the small Welsh town of Llanwrtyd Wells has held its annual *World Mountain Bike Chariot Championship Race*. The race is held in January. The chariots are converted 55 gallon oil drums, and are pulled by two mountain bikes riders



Llanwrtyd Wells claims the distinction of being the smallest town in the United Kingdom, with a population of 850.

The British Transportation Museum

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

Membership Form

Individual Membership

\$30.00 per year

Member receives one (1) membership card, free admission to the museum for the card holder, Museum Newsletter, and a 10% discount at the museum gift shop.

Family Membership

\$50.00 per year

Member receives two (2) membership cards, free admission to the museum for the card holders, and their children, Museum Newsletter, and a 10% discount at the museum gift shop.

Contributing Membership

\$100.00 per year

Contributing Members receive the same benefits as a Family Membership, plus a 10% discount for any classes or seminars held by the museum. If desired the member may receive an optional free 1 years subscription to the *British Marque Car Club News*. Members name will be listed on the Contributing Member Honor Roll for the year.

Optional free subscription to the *British Marques Car Club News*

Sustaining Membership

\$250.00 per year

Sustaining Members receive the same benefits as a Family Membership, plus a 25% discount for any classes or seminars held by the museum. If desired the member may receive an optional free 1 years subscription to the *British Marque Car Club News*. Members name will be listed on the Sustaining Member Honor Roll for the year.

Optional free subscription to the *British Marques Car Club News*

Organization and Business Memberships

Bronze

\$500.00 per year

Bronze Business Members: Receive the museum newsletter, a permanent 1/8 page recognition in the newsletter, and our website. Business Members will also have a plaque in their name on the Museum's Honor Role display denoting "BRONZE" membership.

Silver

\$1,000.00 per year

Silver Business Members: Receive the museum newsletter, a permanent 1/8 page recognition in the newsletter, and our website. Business Members will also have a plaque in their name on the Museum's Honor Role display denoting "SILVER" membership

Gold

\$1,500.00 per year

Gold Business Members: Receive the museum newsletter, a permanent 1/8 page recognition in the newsletter, and our website. Business Members will also have a plaque in their name on the Museum's Honor Role display denoting "GOLD" membership.

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www.britishtransportationmuseum.org

For inquiries concerning tours or vehicle or memorabilia donations please contact:

Pete Stroble 937-546-0039
btmpres@gmail.com.

For questions concerning membership please contact:

Paul Strieby 937-297-0344
PWStrieby@gmail.com

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