



“British Automobile”



“Dedicated To Preserving British Transportation in America”

Volume 20 Issue 2

March 2018

Spring 2018

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Presidential Insights – March 2018

Pete Stroble

I'm often asked by visitors, “**Who owns the Museum?**” The answer is that the British Transportation Museum, as a 501c3 Educational Charity, is a “Community Chest”. This is a term not used much anymore. Maybe it was too abstract for the “United Way” fundraising campaign that it had become a bunch of years ago. BTM ownership is not in the normal personal context but instead is in a larger sphere. It is “owned” by the community of enthusiasts to preserve, enjoy, and further the education of current and future generations. Many enthusiast have been active participants by sharing vehicles, memorabilia, and a variety of publications. The role of the British Transportation Museum membership is to protect and maintain this collection. This is an honor, a privilege, and a fiduciary responsibility. Are we up to the task?

Our fiduciary responsibility has put us in the midst of a **Capital Campaign** to meet a land contract balloon payment and make building repairs/improvements. The Museum is financially healthy, with good cash flow, but there is no room for a large final lump land contract payment or for the upgrades that an old building will always need. Bruce Healey is challenging BTM supporters to match his generous \$1000 donation and help with the financial success of the Campaign. I am joining Bruce with my \$1000 match and am encouraging others to help the Museum get through this critical period. Contribute what you are comfortable with and be a part of this grand undertaking, the only one of its kind in the USA.

The **Dayton TEDX** talks had an excellent presentation by Dan Badger, Director of America's Packard Museum. Dan makes a strong case on behalf skilled trades and the need for more hands on exposure to the physical sciences. As a group of gearheads, I think we all agree and recognize the need. Dan's talk can be found on YouTube if you search for TEDX, Dan Badger.

Bring Back Shop Class

Dan Badger on TEDxDAYTON

<https://www.youtube.com/watch?v=6oXuOp3CQY>

British Automobile

is a publication of the

British Transportation Museum

321 Hopeland St, Dayton OH 45417

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

Museum Tours are available by
appointment.

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The British Transportation Museum (BTM) is an all volunteer 501c3 non-profit charity located in Dayton, Ohio dedicated to preserving our British motoring heritage through education and vehicle preservation.

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Replicas at the British Transportation Museum

Pete Stroble

The enthusiasm and dedication that some bring to the British car hobby is often inspiring. Two replicas built by their owners are examples of the extent some will go in following their passion. One is a Morgan replica while the other is an MG TD. The British Transportation Museum is proud to host these beautiful pieces of craftsmanship.



The 1965 Morgan Plus 4 replica is roughly 6/10 scale and was donated by Howard Laramy of Louisiana. Howard had a Flat Rad Morgan that he drove and enjoyed. In retirement in Florida, Howard discovered that his neighbor was a retired GM model maker. He had built the original bucks for the Saturn cars. The two of them took on the project of making a model Morgan in aluminum. They got together Saturday mornings and fabricated all of the body panels over an oak frame. For a drivetrain they put a 49cc Yamaha scooter motor in the back. Over 500 man hours went into their creation. It is stunning in its shiny bare aluminum skin.

The only downside to the replica Morgan is that you need a 6/10 scale driver. If you are small enough to fit the seat, your legs are probably not long enough to reach the pedals.

The logistics of getting the mini Morgan from Louisiana to the Museum in Ohio was an adventure in itself. Attending a National Association of Automobile Museums in Tupelo, MS got us close and the trip was setup. The Morgan came with a custom trailer

to haul it. Unfortunately, the Morgan did not weight enough to keep the trailer on the road. It bounced around and vibrated the magnetic tail lights off before we even hit the highway. For it to survive the long trip, a different plan was needed. The Morgan just fit into the Suburban tow car and the trailer was strapped to the roof. This proved to be a good strategy and the rest of the trip was uneventful. The mini Morgan is in the Museum for all to enjoy.

The MG TD replica was the creation of Joe Hooker. Joe was an active member in the Southwest Ohio Centre MG Car Club in his show winning red 1953 MG TD. His craftsmanship skills developed in the Navy where he was a machinist during WW II aboard one of the larger ships in the Pacific.



With his TD complete, Joe channeled his energies into the 1/4 scale replica. Aluminum over a wood frame was the basis for all of the detail Joe was fabricating for the car. A very accurate dash panel and a tubular luggage rack were some of the neat touches. Joe passed away before he could complete the replica. He was about to have it painted red to match his street TD and had planned on batteries and an electric motor for propulsion. Joe's family bequeathed the replica MG TD to the Museum in Joe's memory. His passion for his TD is obvious in his craftsmanship. We need to complete the project for Joe.

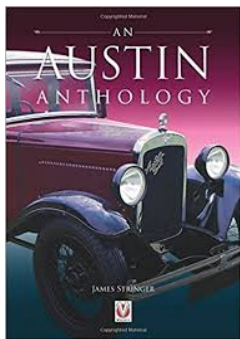
The British Transportation Museum is fortunate to have many interesting and unusual vehicles and memorabilia to display and preserve for posterity. If you happen to be traveling through Dayton, Ohio; plan on visiting this unique attraction.

An Austin Anthology

by James Stringer

[February 28, 2018 Staff Austin, Highlights, Library 2](#)

[An Austin Anthology](#) by James 'Jim' Stringer is an entertaining collection of true stories that feature just a few of the products manufactured by the Austin Motor Company from 1906 until the outbreak of the Second World War, including the people who helped to make them, those who drove them, and even those who flew them.



Although the history of the Austin Seven and Taxicabs have been covered before in much greater detail elsewhere, you will find within these pages the stories of many other Austin creations: the Austin 12/6 which could be won by smoking

Kensitas cigarettes; the Austin 20 which competed in the 1914 Austrian Alpine Trial; the remarkable racing car named 'Pobble' which went on to serve as an ambulance during the First World War, and the Australian couple who, in 1926, decided to drive their Austin Twelve right around Australia. The Music Hall artist, George Clarke, who performed on stage with his Austin Seven, and the 'Austin Unity Song,' a recording of which was presented to guests at the Company's Annual dinner, are just two more fascinating stories which go to make up this **Austin Anthology**.

Some of the stories contained in An Austin Anthology

- The Austin heir killed by a German sniper during WW1
- An Austin bi-plane you could keep in your garage
- The Longbridge typist who was murdered by her married lover

- The Royal Flying Corps fighter ace who designed his own airplane
- How Queen Mary greatly enjoyed the Austin Seven's antics at the London Palladium
- The Austin Twelve that was driven right around Australia in 1926
- The largest Austin ever built with all the luxuries of a mobile home
- What happened to the pensioned-off taxis – not all were scrapped ... some went on amazing journeys
- The apprentice who asked for time off to go to the pantomime

James Stringer was born in 1943 and spent his early years in the West London suburb of Acton and, on leaving school, took an apprenticeship with London Transport. When he was old enough to drive, he looked around for a suitable motorcar which was affordable on apprentice's wages. For £35 he purchased a 1929 Austin 16/6 saloon car, and thus his love affair with all things 'Austin' began. Joining the [Vintage Austin Register](#) in 1962 he soon became involved in its organization, and for 17 years edited and produced the Vintage Austin Magazine, undertaking research into many aspects of the products manufactured by the Austin Motor Company. James is now [the Register](#)'s Vice President.

Title: [An Austin Anthology](#)

Author: James Stringer

Publisher: Veloce Publishing

Publication Date: March 2018

ISBN: [9781787111912](#)

Price: [\\$25](#) / [£14.99](#)

Note: Press release courtesy [Veloce Publishing](#).



After a 34 year nap, it's all about patina!

A very rare 1953 MGTD/C 4800 !

Submitted by Paul Rich

The Dayton area MG Car Club was busy inventorying parts Saturday Feb 24, 2018 at the British Transportation Museum in Dayton, Ohio for the 1959 MG A Coupe restoration project.



When approached by Pete Stroble (President - British Transportation Museum) for a story about my 1953 MGTD barn find I was hesitant, but felt compelled after he dug up four nice and rusty hubcaps I was looking for. I purchased this 53' TD approximately six years ago after taking a 34 year nap in a somewhat damp garage.

As a grandparent of soon to be seven, it is a goal of mine to pass the enjoyment of riding in a convertible sports cars on to another generation, just as it was for me. Just flat out fun!



And for the history of this particular TD, I was told she was purchased in England by the by the Viladesau family of Long Island NY, then sold to the son Raymond who raced it after a Volvo 1800 engine and transmission swap. A Healey 3000 differential was also added. At some point Raymond decided to sell it to the

Hough family of Staten Island, NY on July 20, 1972. The Hough's drove her around Staten Island and NYC for approximately two years before moving to Germantown, Ohio. She took a short 34 nap until my purchase. Note: any known history is very welcomed!

Finally it was time to start on the TD and it includes multiple goals spread out over many years. Goal #1 was reached – purchase and keep the car without involving divorce. Check! Goal #2 – get her running! Check! After one year of drilling out fuel tank petrified gunk, dropping oil pan sludge, replacing freeze plugs, changing all fluids, brakes, de-rusting clutch, bearing, pressure plate. And this is the short list. The challenge was each time I went to order a part, I had to think, am I wanting a MG body part?or a Volvo engine/transmission part? ...or a Healey differential part? ...or just a part? Goal #3 – make her street legal and safe. Check! No typical gauges as these are slowly being added one at a time to make sure they are working and dependable. My cell phone is temporarily providing me with an excellent speed and navigation aids using a free app called SPEEDVIEW. My phone is magnetically attached to my dash in clear view. Again, temporary fix. I have added seat belts (Grandma's demand), aftermarket heater core(love it), third brake light, and aftermarket front turn signals. On modifications my goal is to maintain originality whenever possible. With adaptors I was able to install the original style TD wheels and hubcaps. With the larger Volvo 1800 engine (100 hp) I fabricated an airbox that is still functional with the hood closed. Challenging to say the least.



This might be a good time to explain the MGTD/C 4800 designation. She's a 1953 TD with TC trimmed front fenders (Love the

look!), a Volvo 1800 engine/trans and Healey 3000 differential, hence the 4800.



As for the appearance, it's all about the patina! Rusty chrome, paint flaking off, rust here, rust there. I love it. Barn find. Right now its all about driving her everywhere and having fun, and it has been. Just drove 42 miles with no issues. Goal this year is to drive it like I stole it and hopefully make a couple of shows, especially the BTM's "British Cars in the Burg!" on Saturday May 19, 2018 near Dayton Ohio. Please continue to support America's British Transportation Museum, and Thank You!

"Meet at the Market" is now "British Cars in the Burg"

After 14 years at the Webster Street Market our annual May car show is moving to Miamisburg, OH. The date of the show has also been moved from the Saturday before Memorial Day to Saturday May 19, 2018



location will be Riverfront Park. This is a much nicer venue that the parking lot at the

Webster Street Market. The event will be co-chaired by Harry Mague and Tim Bosse.

Car registration is \$15.00 received before May 12th and \$18 the day of the show. Registration is limited to the first 100 cars. Award plaques will be present in a number of classes. Dash plaques will be presented to all participants.

The city of Miamisburg will be conducting their annual "Spring Fling" Festival in Veterans Memorial Park, just a few blocks from our event. Festival events include a parade. Carnival rides, a large arts and craft show, more than 20 food trucks and live entertainment. There will be a children's activity area and several booths featuring both commercial and community organizations On Saturday the festival will start with a parade at 9:45 am and end at 6 pm. Sunday hours for the Festival are Noon until 6 pm.

<https://www.miamisburgspringflingfestival.com/what-we-do/>

Miamisburg has many fine restaurants, two brewpubs and a wine bar within walking distance of Riverfront Park.

OTHER UPCOMING EVENTS Cincinnati British Car Day

July 8, 2018 - 9 AM to 4 PM

The GCBCC's Cincinnati British Car Day celebrates 60 years of the AH Bugeye Sprite from 9 a.m. to 4 p.m. on Sunday, July 8, 2018. Car registration is \$15 before July 1st and \$20 the day of the show. .

For event details and either online or manual registration, [click here to go to the GCBCC web site.](#)

Dayton British Car Day

August 4, 2018 - 9 AM to 4 PM

Come see us as the British Transportation Museum will have a booth and display at the 34th Dayton British Car Day on Saturday, August 4th at Eastwood MetroPark, 1385 Harshman Rd., Dayton, OH from 9 AM to 4 PM. While you are there enjoy the Midwest's best British car and motorcycle show.

NASH HEALEY - MY NEAR BARN FIND

Robert Luken

Like many car enthusiasts I have had dreams of stumbling on a rare and valuable car just sitting in barn, out of the way, and perhaps long forgotten. I knew most of the sports cars of the day.

In the mid-1970's I was driving to my cousin's farm on Schoenling Rd, near Okeana, OH. I was with a friend and we had planned on doing a little hunting on my cousin's farm. As we drove west on Schoenling Rd we saw a group of men loading an old roadster onto trailer. A quick U-turn and a drive down a farm lane brought us to the scene. I did not recognize the car, but it appeared to be an early 50's vintage car with European lines. I asked what kind of car it was and what plans they had. I was informed that it was a Nash Healey and they were taking it to a junk yard because they needed the barn space. I immediately offered them \$500.00 if they would take it to my house. In those days that was a lot of money for me.

It turns out that they were pulling my leg. This was an era when American Motors was trying to reestablish itself as a car manufacture. American Motors had bought the car for far more than my \$500.00 offer.

The car design began as a serendipitous partnership between the Nash-Kelvinator Corporations and British car designer Donald Healey. Donald Healy had approached General Motors about purchasing Cadillac engines for his lightweight Healey Silverstone. On his way back to England Healy had a chance encounter with George W. Mason of the Nash-Kelvinator Corporation. After some discussion Mason agreed to supply Healey with the Nash Ambassador inline six-cylinder OHV 234.8 cu in. engine and three-speed manual transmission with Borg-Warner Overdrive, plus torque tube and differential. Healey fitted a lighter, higher-compression aluminum cylinder head (in place of the cast-iron stock item) with twin 1.75-inch (44 mm) SU

carburetors that were popular on British sports cars at the time. This increased power from the stock 112 hp (84 kW; 114 PS) version to 125 hp (93 kW; 127 PS).

The Silverstone chassis had been strengthened and widened to accommodate the Cadillac relatively new overhead-valve V-8 engine, so there was plenty of room for the Nash engine.

Independent front suspension, also Healey Silverstone, was by coil springs, trailinglink, and a sway bar. The rear suspension featured Nash's rear end and coil springs replaced the Silverstone's leaf springs, while the beam axle was located by a Panhard rod.

The car had drum brakes s all round. Wheels were steel, dressed up with full-diameter chrome hubcaps and 4-ply 6.40×15-inch whitewall tires. The interior featured luxurious leather upholstery, foam rubber cushions, adjustable steering wheel, and a cigarette lighter. Completed vehicles were shipped to the United States for sale through the Nash dealerships.

Healey designed the aluminum body, which was fabricated by Panelcraft Sheet Metal of Birmingham. It incorporated a Nash grille, bumpers, and other trim. Healey was responsible for the car's final assembly.

The Nash Healey came on the market in 1951 and is regarded as the first American sports car, beating the Corvette to the market by two years. For the 1952 model year the body was redesigned by Pinin Farina. Subassembly was done in Italy.

Shipping costs were considerable: the Nash engines and drivelines were shipped from Kenosha Wisconsin went England for installation in the Healey-fabricated frames. Healey then sent the rolling chassis to Italy, where Pininfarina's craftsmen fashioned the bodywork and assembled the finished product. Finally Farina exported the cars to America. The result was a \$5,908 sticker price in 1953, while the new Chevrolet Corvette was \$3,513.

For 1952 the larger 252 cu. in. Nash engine with American-made twin Carters producing 140 hp was fitted in the Nash Healey,

The Nash Healey was produced in both roadster and coupe body styles during its 1951 – 1954 production years. A few left over 1954 models were sold as 1955 models.

Production Numbers:

| | |
|------------------|-----|
| 1951 | 104 |
| 1952 | 150 |
| 1953 | 162 |
| 1954 | 90 |
| Total Production | 509 |



1951 Nash Healey



1952 Nash Healey with restyled body

The first 1951 model was given to British singer and actress Petula Cark, and had registration plate PET 1. The Nash Healey was seen in the early *Adventures of Superman* TV series and was driven by Clark Kent. The car also appeared in the 1954 movie *Sabrina*,

staring Audrey Hepburn and Humphrey Bogart.



1954 Nash-Healey "Le Mans" coupé

RACING HISTORY:

Tony Rolt and Duncan Hamilton debuted the prototype at Le Mans in 1950. It was the first-ever Le Mans entry to have an overdrive transmission. The car one of the 29 finishers from the field of 66, and finished in fourth place.

A Nash-Healey served as the course car for the 1951 Carrera Panamericana described as one of the most dangerous automobile race of any type in the world. Driven by Chuck Stevenson, the Nash-Healey ran ahead of the racers to ensure the way was clear

In the 1951 Le Mans race Rolt and Hamilton finished fourth in class and sixth overall behind a Jaguar,



Leslie Johnson 1953 Le Mans Car

In the 1952 Le Mans race, only 17 of the 58 starters finished. The entry driven by Leslie Johnson and motoring journalist Tommy

Wisdom took third overall behind two factory-entered Mercedes-Benz 300SLs

In 1952 Johnson raced the car in the Mille Miglia, the thousand-mile Italian road race that would be banned as too dangerous five years later. *Daily Telegraph* motoring correspondent Bill McKenzie rode as passenger. They finished a creditable seventh overall to Bracco's winning works team Ferrari, the works Mercedes-Benz 300SLs of Kling and Caracciola, and three works Lancias: they also took fourth in class. The coupe driven by Donald Healey and his son Geoffrey crashed out.

For the 1953 Le Mans race the factory partnered Johnson with Bert Hadley in one of two cars with redesigned bodies. Johnson started from 27th place. Although he and Hadley advanced steadily up the race order they were 11th at the finish, 39 laps behind the winning Jaguar. However, they beat both of Donald Healey's new Austin-Healey 100s. The second Nash-Healey of Veyron and Giraud-Cabantous retired after nine laps.

This concluded the factory's race program with the lightweight competition cars. The 1952 Le Mans/Mille Miglia car passed into private ownership and raced in America.

MAJOR DONORS

\$4,000 Central Ohio Mini Owners



\$1,000 Mid-Ohio Austin Healey Club



\$500 Ohio Chapter New England MG T Register



Miami Valley Miata Club Visits BTM

On Saturday, February 24th 20 members of the Miami Valley Miata club visited the British Transportation Museum. They were particularly anxious to see the predecessors of their beloved Miatas. When the MX-5 Miata was introduced at the 1989 Chicago Auto Show the sports car press labeled it the "Modern British sports car".

The Lotus S4 E2 roadster of Colin Chapman is generally regarded as the design inspiration of the Miata.

Cars of particular interest to the Miata Club members were the "Dr. No" Sunbeam Alpine, the Lotus S-4 coupe, the "Black Jack" Jag, the Reliant, all of the Minis, The MGB and the Peerles GT. One MVMC member couple has both a MGB and a Miata. Talk about the best of two worlds!

Miami Valley Miata Club President Chuck Valley found two new friends



A Miami Valley Miata Club member found the slot car track