

# British Automobile

2304 Wrenside Lane, Kettering, Ohio (937) 434-1750

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## The British Museum of Transportation

### Dixmyth

British Museum of Transportation

The British Museum of Transportation wants to welcome new members Pete Stroble and Mark Smith. Pete and his family reside in Beavercreek and have been long time members of the Ohio Mini Owners. Mark and his wife Ceci reside in Lancaster, California and spend much of their free time as Flaggers with the Long Beach MG Car Club and SCCA.

On January 11, 2000, the IRS found the Society to be exempt from federal income tax under section 501(a) of the Internal Revenue Code. This is an Advanced Ruling and will exist until June 30, 2003 when the IRS will review the Society and its operations and then make a final determination as the Society demonstrates that it has met all requirements for public support during the advance ruling period. What this means to you is that donations made to the Society for support of the British Museum of Transportation are tax deductible for the donor.

*continued on page 2*

## INSIDE THIS ISSUE

- 1 The British Museum of Transportation. Event Calendar.
- 2 The British Museum of Transportation, continued and Memberships. News From the Marques.
- 3 The MINI - Runner up for Car of the Century
- 4 Mini Variants produced by BMC & British Leyland
- 5 Sir Alec Issigonis, the man behind the Mini
- 6 Membership application, Fund Raiser Raffle

## Tri-State British Automobile Event Calendar

*Events in the Dayton, Cincinnati, Columbus, Cleveland and Indianapolis Areas, 2000.*

### Dave Lindsey

Central Ohio Mini Owners

### Year 2000 Events

- June 15-18 North American MGB Register's 9th Annual International Convention, Independence, Ohio.
- June 23-25 Sprint Vintage Grand Prix, Mid Ohio Race Course, Lexington, Ohio. The race weekend will include a commemorative MG vs Triumph battle. Also included will be the second annual British Car Showdown and the British Swap Meet on Saturday.
- June 30-July 4 MINI Meet East 2000, Magog-Orford, Canada, Quebec.
- Oct 2-8 Valvoline Runoffs. Presented by NAPA Auto Parts, Mid Ohio Race Course, Lexington, Ohio.

Please send any additional listings, corrections, and or updates to COMO, care of David Lindsey at [djl@erinet.com](mailto:djl@erinet.com).



## British Museum of Transportation, Continued

Any correspondence or inquiries may be directed to Dick Smith at 2304 Wrenside Lane, Kettering, Ohio 45440-2324 . Phone is (937) 434-1750.

The British Museum of Transportation is a unit of the Society for the Preservation of British Transportation in America, Inc. British Automobile is published bi-monthly and is the organ of the British Museum of Transportation.

### MEMBERSHIPS

- **Individual Membership - \$25 per year:** Member receives One (1) membership card, free admission for the membership holder, 10% discount at the museum gift shop and the Museum Newsletter.
- **Family Membership - \$45 per year:** Family Members receive Two (2) membership cards, admission for the card holders and up to four (4) children, 10% discount at the museum gift shop and the Museum Newsletter.
- **Contributing Membership - \$100 per year:** Contributing members receive the same as Family Memberships plus 10% discount off fees for any classes or seminars held by the museum.
- **Sustaining Membership - \$250 per year:** Sustaining members receive the same as Family Memberships plus %25 discount off fees for any classes or seminars held by the museum.
- **Founding Membership - \$5,000 per year:** Available only for the first five (5) years of the Society's existence. Founding members will receive five (5) membership cards and admission for the card holders and up to 10 children, 10% discount at the museum gift shop, the Museum Newsletter, free access to any class or seminar held by the Museum and a commemorative brick with the founders name which will be placed outside the Museum.
- **Organization and Business:**

- **Gold: \$1,500 per year:** Gold Business members will receive the Museum Newsletter, 1/2 page advertisement in the Newsletter and a Corporate Display Plaque denoting "Gold" membership.
- **Silver: \$1,000 per year:** Silver Business members will receive the Museum Newsletter, 1/4 page advertisement in Newsletter and Corporate Display Plaque denoting "Silver" membership.
- **Bronze: \$500 per year:** Bronze Business members will receive the Museum Newsletter, 1/8 page advertisement (business card size) in Newsletter, and Corporate Display Plaque denoting "Bronze"

membership.

## News from the Marques

### Dixmyth

British Museum of Transportation

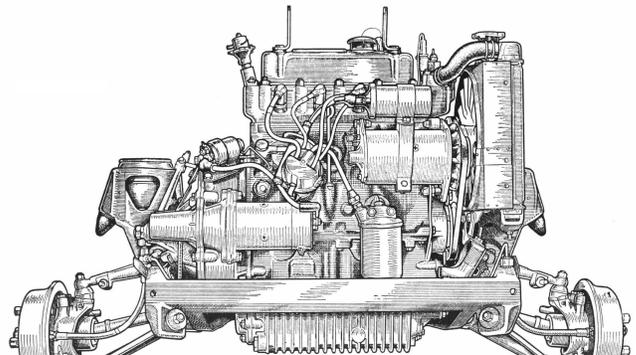
### LAND ROVER

From Jim Mateja, Chicago Tribune, Land Rover and Holland & Holland, the British gunmaking/sporting apparelmaker, have teamed to create the Holland & Holland Range Rover. Only 125 copies will be shipped to the U.S. next year with a base price in excess of \$75,000.

What makes a \$67,900 Range Rover worth more than \$75,000? Rather than plain old ordinary wood veneer inside the cabin the Holland & Holland comes with "gunstock-grain walnut veneer."

### BENTLEY

At the Frankfort motor show, Bentley announced the new version of the Arnage. This version is called the Red Label and has the higher torque 6.75-litre V-8 engine fitted to give a more *Bentley feel* to the automobile. Derived from the older design V-8 used previously by Bentley it has been upgraded to be legal for current emissions standards as well as near term future ones. Bentley claims the Red Label engine gives 400 horsepower and provides 619 lb.-ft. torque, more than any other sedan in the world. These numbers provide the 6545 lb. Automobile with zero to 60 in 5.9 seconds and zero to 100 mph in 15.4 seconds. Top speed is electronically limited to 155 mph.



## MINI

**Dixmyth** - British Museum of Transportation

*Excerpts from Jack Pitney, Manager Corporate Communications, BMW Group.*

### **MINI NAMED "EUROPEAN CAR OF THE CENTURY" IN INTERNATIONAL AWARDS PROGRAM**

Las Vegas, NV, December 18, 1999 -- Mini fans the world over are celebrating that the little car has been voted the highest placed European car by 130 of the world's leading journalists in the "Car of the Century" awards at a glittering bash in Las Vegas. Starting three years ago with a list of 200 automobiles, then paring it down to 100 cars in 1997 and then to the top 27 (would have been 26 except for a tie) in 1999. Points were assigned to each automobile. From the 27, the field was narrowed down to a final top 5. From the final 5 cars the winner of the *Car of the Century* was awarded to the Ford Model T. The point count for the final five was as follows:

1. Ford Model T	742 points
2. <b>Mini all types</b>	<b>617 points</b>
3. Citroen DS	567 points
4. Volkswagen Beetle	521 points
5. Porsche 911	303 points

Numerous British Automobiles were in the top 27 and are as follows:

1922-39 Austin Seven  
1948-54 Jaguar XK-120  
1961-75 Jaguar E-type  
1959-present Mini, all types  
1907-25 Rolls-Royce Silver Ghost  
1970-96 Rover Range Rover

Having 6 British Automobiles out of 27 of the Top Cars in the world is not bad at all!

Coming runner-up in the overall competition only to the grandfather of modern car manufacture, the Model T, the Mini was recognized for the way it changed the face of motoring with it's radical transverse engine layout, astonishing packaging

and remarkable handling.

Fred van der Vlugt, Chairman of the Car of the Century organization said, "There was stiff competition for the title and it was a close race indeed. We were not sure of the winner until one hour before the awards as the votes were still coming in. I am delighted that the Mini has been acknowledged in this way. It is very worthy of its placing."

### **History of the Mini**

In the aftermath of World War II there was much thought given to a small "peoples car" somewhat similar to the Volkswagen of Germany in the pre-war days. Many firms were sure that the bright post-war days would see millions of people eager to get out on the road.

One of the early post-war successes in Britain was the Morris Minor, introduced in 1949, and was designed by a team led by Alec Issigonis. This was a very popular car for many years.

The early fuel crisis of 1956 was instrumental in producing the demand for really small cars. This demand was met to some degree by the "bubble cars" such as the Hieinkel and Messerschmitt, and it prompted Morris to turn their attention to a "*proper miniature car*".

Alec Issigonis had long been nursing ideas of a small front wheel drive saloon, and the ADO15 project was his chance to bring it to fruition. As originally conceived by Issigonis, the Mini was intended to be the smallest possible car that would still accommodate four adults and luggage, measuring 10 feet long, 4 feet high and 4 feet wide. A chassis designer by background, Issigonis realized he would need to use very small 10 inch wheels and all independent suspension, which was rare in the UK at the time. However, the truly brilliant solution was to employ a transverse engine, driving the front wheels via a gearbox and final drive built in to the sump of the engine; a concept that had never been tried before.

The car first appeared in August, 1959, being a product then of the British Motor Corp., and was

*continued on page 5*



### MINI, Continued

christened either Morris Mini-Minor or Austin Seven with appropriate badge engineering to match., carrying 850cc engines and the front wheel drive. Less than a year from the first Mini rolling off the assembly line in England, the Mini set tires in the US. Early on in its history, Cooper versions by John Cooper were prepared for rally events and won striking victories at Monte-Carlo in 1964, 1965 and 1967.

The Mini soon developed a style and following all its own and was the inspiration behind the naming of the famed mini skirt by Sixties fashion designer Mary Quant. The Mini, still in production, is one of the World's best selling cars with 5.3 million produced to date.



### **THE DESIGNER** *Sir Alec Issigonis*

Alexander Arnold Constantine Issigonis deserves a place in the history of the motor car for having been responsible for the famous Mini. Of British nationality but Greek extraction, Issigonis was in fact born in Smyrne, in Turkey, in 1906.

World War I and its aftermath kept him in Smyrne until 1923 when his mother brought him to London for training at the Battersea Polytechnic. After receiving a diploma in mechanical engineering, he got a job as a draftsman and was involved in the development of semi-automatic transmissions. Later he worked for Humber on the development of suspension systems. Issigonis moved to Morris in 1936, again as suspension specialist. During World War II, he stayed at Morris working on experimental Army vehicles. When the war was nearing a end, he turned his thoughts to a complete design for a post-war small car, received permission and a tiny staff to go ahead with its design and the outcome was the well-known Morris Minor. The Morris Minor was introduced in 1949 and became an extremely successful car. Morris merged with Austin in 1952 and Issigonis left to work for Alvis. He returned to Longbridge in 1956 and was tasked to design a "proper" miniature car to oust the

economy "Suez Fuel Crisis" bubble-cars. The end result of this project was the immortal Mini which made its first appearance in 1959.

Sir Alec (he received knighthood in 1969) has described his small car philosophy in the following terms: "First of all, a small car has enormous advantages for day-to-day use; secondly, it is no problem to make a car stable by using a front-mounted engine and front-wheel drive; and thirdly, excellent results can be achieved with a rear suspension using trailing arms". His engineering genius is exemplified in the Mini's transverse engine, front-wheel drive, and small overall size in relation to his optimum use of internal space.

There is no doubt that with his revolutionary Mini, Sir Alec Issigonis broke new ground. To his reward, the committee who selected the Car of the Century has also chosen Sir Alec Issigonis as one of the five *Car-Engineer of the Century* Finalists.



The Society is now offering T-Shirts for sale to help support the British Museum of Transportation. These T-shirts sell for \$10 each. Ohio residents will be required to add 65 cents for sale tax. Shipping costs will be by priority mail at \$3.20 for up to two shirts. Sizes run medium, large, xlarge and xxlarge. Orders can be place by mail. Send check or money order to:

The British Museum of Transportation  
2304 Wrenside Lane  
Kettering, OH 45440-2324

**Application for Membership**  
**The Society for the Preservation of British Transportation in America**  
**dba British Museum of Transportation**

Name: \_\_\_\_\_

Street: \_\_\_\_\_ City \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Membership Type:	Amount:
<input type="checkbox"/> Individual (\$25 per year)	_____
<input type="checkbox"/> Family (\$45 per year)	_____
<input type="checkbox"/> Contributing Member (\$100 per year)	_____
<input type="checkbox"/> Sustaining Member (\$250 per year)	_____
<input type="checkbox"/> Founding Member (\$5,000 per year)	_____
<input type="checkbox"/> Organization and Business:	
<input type="checkbox"/> Gold (\$1,500 per year)	_____
<input type="checkbox"/> Silver (\$1,000 per year)	_____
<input type="checkbox"/> Bronze (\$500 per year)	_____

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The British Museum of Transportation is Raffling off a set of four painted wire wheels, a pair of die cast models and other items in their first fund raiser. Below is a copy of the raffle ticket. They are \$1 each or 6 for \$5. If you would like to purchase a chance (chances) for these prizes, fill out the information below and send it with a check for the appropriate amount to address below. Tickets will be filled out for you from the information below and placed in the container for the drawing.

NAME: \_\_\_\_\_  
STREET ADDRESS: \_\_\_\_\_  
CITY, STATE , ZIP: \_\_\_\_\_  
PHONE NUMBER: \_\_\_\_\_  
EMAIL ADDRESS: \_\_\_\_\_



**Drawing to be held at Spring Austin Healey Club Sponsored British Car Day, 2000.**

**Mail Membership application and/or raffle information to:**

The British Museum of Transportation  
c/o Dick Smith  
2304 Wrenside Lane  
Kettering, Ohio 45440-2324