

British Automobile



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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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Members at Large:

Bill Jacobs, Caroline Shinkle, Paul Strieby, John Kovalo

Nathan Vaughn, Newsletter Editor

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Have a relevant story to share? Send it over!

NEXT MEETING – 7pm March 19th (3rd Wednesday)

UPCOMING EVENTS – Tentative date for BTM's Annual "Brits at the Museum" Car Show is May 24. Mark your calendars!

1986 Jaguar XJSC V12 Donated to BTM

Lane Myers is celebrating his upcoming 95 th birthday by donating his 1986 Jaguar XJSC V12 to the British Transportation Museum. Lane has owned 7 Jaguars over the years and this one is one of the quickest. He decided that maybe it was time to pass on this fast beauty to a place where it would be appreciated. Thank You, Lane!

The XJSC V12 is a rare Jaguar with a Targa style center structure. Removable panels cover the driver and passenger while a soft top covers the storage area behind the seats. This version was offered from 1985 to 1988 and was probably a nod to roll over safety until a full convertible XJS could be developed. Of the 73,281 XJS' built, 5013 were the "C" and of these only 3416 were left hand drive. How many LHD came to the USA versus the continent and

how many survived over the years is an unknown but they have to be getting rare. As Shawn Harrison, owner of PG Global Garage with 40 years experience working on British cars, said to his mate, "You won't see another one of those in your life".



1986 Jaguar XJSC V12 being picked up at PG Global Garage after a tune-up



Jaguar arrives at BTM

Another convertible variation in this time period was the Hess and Eisenhardt convertible built under contract with Jaguar in Cincinnati, Ohio. Approximately 2100 of these were built from 1986 to 1988. Exact production numbers were lost in a fire. BTM has an early one, either the first or second built. Hess and Eisenhardt were also known for building bullet proof limousines. Did they ever bullet proof a Jaguar?



"Targa" style top on XJSC



5.3 Ltr. HE V12 engine of the XJSC

Generous Donation to BTM

A longtime supporter of the Museum just made a \$20,000 donation towards our Roof Fund. It left many of us ecstatic and speechless!

His words were, "I want to wish you, and the other volunteers at the British Transportation Museum, continued success in your work to preserve vintage British cars and the appreciation for their endearing style, performance, and fun. I think the museum's focus on family friendly events and atmosphere are a real plus for the organization."

These kind words were as valuable as the actual money. They lifted our spirits and validated our efforts.

If you would care to make a donation of any amount, it would be greatly appreciated. \$200,000 is being sought to fund the roof project. The collection is kept dry but roof water seeps down the exterior brick walls deteriorating the brick and leaving a wet floor. Once we have a dry floor, modern restroom facilities are planned to make for a clean, comfortable environment.

Please help us if you can.

Jack Smittle Memorial

Long time BTM supporter, Jack Smittle passed away October 14, 2024. The Central Ohio MG Owners recently made a \$1000 donation in Jack and Maxine Smittle's name to BTM.

Jack was instrumental in getting the entire collection of New England MGT Registry magazine, "The Sacred Octagon", donated to the Museum's Library. He set it up so that we would continue to get the new issues to keep the collection up to date. Jack's thoughtfulness in preserving the collection is a tribute to the man and his passion for the MGT series and all British vehicles.

It was always a pleasure when Jack would visit BTM or we'd bump into him at car shows and we could share the latest MG stories. He will be missed.

Four New Lifetime Memberships

Welcome to our newest Lifetime Members! Beside the financial and moral support this level of membership brings to the Museum, this group has been very active in their participation on work days.



Our youngest is Chase Burns who at 23 has a real love of cars especially if they are high end and have gobs of horse power. Currently our V12 Jags have to fill that niche for him. Chase is always willing to lend a hand at whatever task is at hand. His energy and strength are a big help.



Chase Burns, our youngest Lifetime Member

Sean and Donna Hogan bring a passion for all things British to the Museum. Sean is from Lincolnshire, England and brings many a story from his years in the UK. Donna and Sean are old school rockers and follow the music scene closely. Sean brings a knowledge of a large array of subjects that he has put to good use in

helping with our building issues. He has spent many a day repairing and converting our old fluorescent lighting fixtures to new energy efficient LED lights. The difference is amazing!



Sean Hogan, Lifetime Member converting lights to LED

Dave Roberson brings to the Museum an encyclopedic knowledge of all things automotive; history, design, models, options, etc. He has been very willing to share his knowledge in his role as BTM Docent. The Docent role is a difficult one as our visitors bring a variety of interests and backgrounds with them. Figuring where they are at is a major task in itself and then giving them an experience of British motoring in the short time they might have is a major accomplishment. Dave never ends a tour without making a pitch for becoming a BTM Member. He is our leading recruiter. Thanks Dave!



Dave Roberson, Lifetime Member and Docent with the MG WA

Revisit of the BTM 1960 Morris Oxford Traveller

A 1960 Morris Oxford "All Steel" Traveller IV is one of the few vehicles that BTM had purchased back in February 2012. It was rare enough and reasonably affordable so the deal was made. A sponsor came forward to make it financially possible with our meager resources. This was a Canadian car that came to the USA on the West coast and eventually found its way to Virginia. The Virginia owner's heavily wooded property backed-up to the Fredericksburg Battlefield National Park. The park service in a flyover saw the collection of cars and insisted that they all be undercover. Nothing could be seen from the road but they had a law and some sort of reasoning which meant that part of his collection had to be sold in order to comply. BTM became the lucky buyer via Ebay.



1960 Morris Oxford Traveller front view

The "All Steel Traveller" became the car's sales pitch when introduced to the public as steel was more available. It was the first of the non-woodies. There was even a book of poems titled "All Steel Traveller" of which BTM has a copy.



Traveller side view

Ours is a light green LHD 5 door wagon that features two gas caps, one on each side, that fill a common gas tank. With the rear seats down it becomes a 6' by 4' bed. The body style has the charm of a scaled down 1954 Ford Station Wagon.



Rear hatch closed

The 1489 cc "B" series engine with a single SU produces 56 hp. The car weighs 2659 lb. which brings its ¼ mi. time down to 24 sec. and 0-60 in 29 sec. Yes, it does not hit 60 in the ¼ mile!



Rear hatch open

The first thing we did with the Traveller was get the engine running. It required rebuilding the carb and general maintenance. The engine and engine bay were cleaned up and painted to original specs. The motor purred sweetly. The brakes still need to be gone through and the interior needs the seat upholstery work. All of the work was accomplished in the temporary loaned building on Broadway but the move to our present location on Hopeland proceeded to take up all of our time. After fifteen years, maybe it is time to finish the restoration. Anyone want to lend a hand?



1500 cc "B" series engine

All-Steel Traveller

It might have been from childhood loyalty
(my boat-race favour always the dark blue)
that I bought her, fifth-hand Morris Oxford.
Solid, I thought, a workhorse – then
I came across the leaflet. On holiday,
streamlined, she almost flies uphill.
Another scene – five grown-ups setting off;
a bow-tied flunkey loads their luggage.
Everybody smiles. The children wave goodbye.
Lastly, a light task; boss and shirtsleeved help
lift flower-boxes to the tailgate.

*The New All-Steel Traveller. Robust,
colourful, handsome, the most accommodating
and versatile multi-purpose car ever.*
But a heavy weight to push on mornings
of low battery and damp air. And garage-men
despise cars that are out-of-date,
not veteran or vintage. Spare parts
accruing interest on warehouse shelves
began to cost more than seemed reasonable.

Complete Comfort. Famous Oxford Vigour.
Space to stow more – and more...
I could have saved her.
New engine, new whatever-else she needed,
bright-chromed and glossily resprayed,
that old lady might have done me proud –
a head-turner, a pristine rarity,
patient in cities, brave on motorways,
steadily taking rough and smooth.
We might have been co-travellers still

except that I lacked courage, took
the paltry price. Steel scrap. Five tyres...
They fixed a rope. A man in oil-steeped shoes
slid in behind the wheel.
She rolled away, soundlessly.