QUAD-CITIES BRITISH AUTO CLUB

2018 Edition / Issue 1

1 January 2018

FIRST 2018 EDITION

Welcome to the first edition of the 2018 QCBAC newsletter. I would like to express my appreciation for all of the support that I received while putting out the newsletter for the past two years. Glen

2017 Heartland British Autofest
Le Claire, IA

THE QCBAC GETS ROLLING FOR 2018

The Quad-Cities British Auto Club will kick off the 2018 season with a dinner at Pizza & Subs, 3700 Blackhawk Rd. (AKA 46th Ave), Rock Island, on 14 January. The dinner activities begin at 4:00 pm and will include elections for the following QCBAC positions (current officers indicated below):

President	Jerry Nesbitt	jerry.nesbitt@att.net
Vice President	Larry Hipple	larryhipple4@gmail.com
Secretary	John Weber	john.weber2@mchsi.com
Treasurer	Dave Bishop	daveandcolette@gmail.com
Board member	Carl Jamison	cwjamison@mchsi.com
Board member	Gary Spohn	spohninc@msn.com
Autofest Chair	Frank Becker	fbecker95@aol.com
Membership Chair	Pegg Shepherd	peggshepherd@gmail.com
Publicity Chair	Glen Just	glenjust@outlook.com
Newsletter Chair	Glen Just	ditto!

FROM THE PRESIDENT:

Jerry sent an email immediately following the Christmas dinner indicating that we had a great gathering of 21 members at the 10 December event. He congratulated Roald Zvonik for holding on to the treasured wine that was passed around as the hot item this year. Jerry also indicated that the club has made a charitable donation of $500 towards Honor Flights. On a more somber note, Jerry mentioned that Milt McKinney's wife Gloria had a stroke that has paralyzed her right side. She is currently at the Unity Point Trinity Hospital in Rock Island. If you would like to send a note of encouragement to Milt and Gloria their email address is, glomilt@att.net. Please keep them in your thoughts.

Q: What's the difference between a classic Jag owner and a classic Triumph owner?

A: The Jag owner washes his hands AFTER he's been for a pee, and the Triumph owner…

- *Richard Gosling*

BRIT CAR QUESTION:

I am sure that all of you are familiar with the three-wheel cars manufactured by Morgan. However, Morgan was not the only British company that produced three-wheeled vehicles. Another company made 10 hp and 20 hp, three-wheeled cars from 1904 through 1913 before switching to four-wheeled cars after WWI.

1904 AutoCarrier

I will not ask you to come up the name of the vehicle because that would be too easy (it is given above). Instead, I would like you to identify the person or persons who engineered the vehicle.

??????????????????????????

The answer appears at the end of this newsletter.

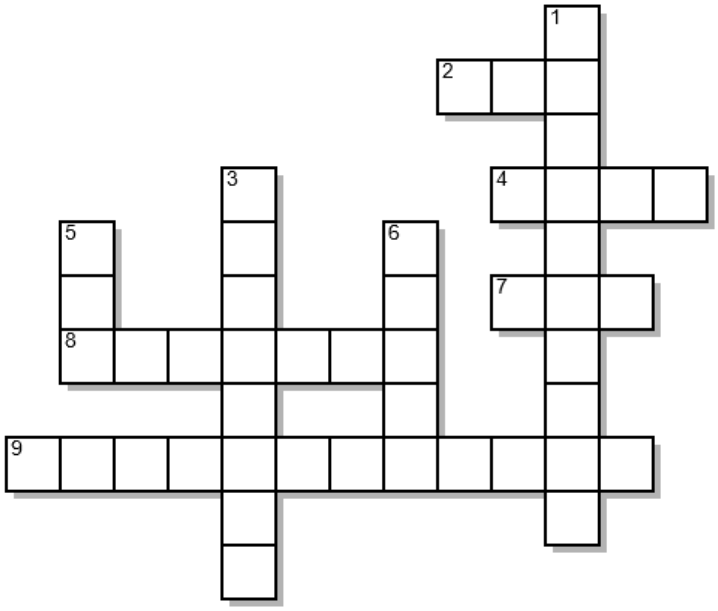
UPCOMING EVENTS

January Dinner	14 Jan 2018	4:00 pm
Pizza & Subs	3700 Blackhawk Rd.	Rock Island, IL

CROSSWORD PUZZLE

Who Drives What

Match the owner to car



ACROSS

2 Gary Spohn
4 Sam Reynolds
7 Carl Jamison
8 Dennis Holloway
9 Glenn Ackeberg

DOWN

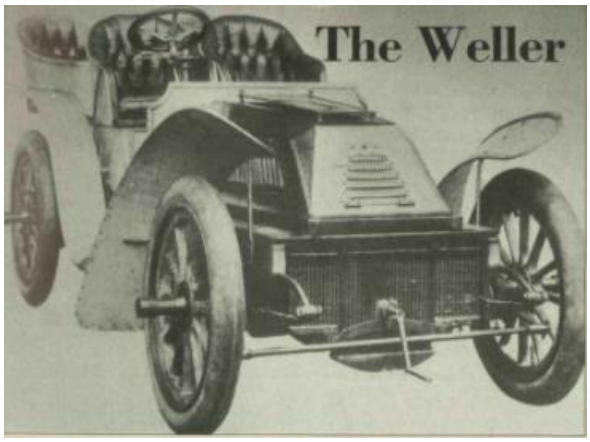
1 Diego Navarro
3 Pegg Shepherd
5 Frank Becker
6 Tim Drain

[Car models are listed on page 4.]

WEBSTER'S (?)

Webster's definition of Corvette: A Spitfire on steroids.
- *Russ Thomas*

AC CARS LTD.



1903 Weller

William and Caroline Weller had nine children, the third of which was John Weller born 28 November 1877. Around 1900, John and his brothers formed an engineering firm, Weller Bros., to design and repair cars and motorcycles. Their first motorcar was the Weller, a 20hp touring car. Financial problems prevented the Weller from making it into production and the Weller Bros. firm obtained financial backing from Alfred Hitchon for whom John designed the 20hp Hitchon-Weller.

Weller Bros. paired with another financial backer, John Portwine, a local butcher who encouraged them to build a more financially feasible three-wheeled delivery vehicle. They created such a vehicle, the Auto Carrier, in 1904 and formed the company Autocar & Accessories Limited. The name was changed to Auto-Carrier Ltd in 1911 and again in 1915 to AC Ltd.

1904 AutoCarrier Ltd AutoCarrier

The Auto Carrier utilized a single cylinder motor mounted in front of the single rear wheel (under the driver's seat). The single rear wheel contained a two-speed hub which connected to the rear wheel with a chain drive.

1907 AC Ltd Social

The AC Ltd delivery vehicle was extremely popular for British businesses and was used by the L & SW Railway, Maples, Selfridges, the Army & Navy Stores, Whitley's, Boots the Chemists, United Yeast, the Evening News, Goodrich tires, among others. In 1907, they produced a passenger version called the Social. The AC was also adapted for military use with some mounted with Maxim guns on modified bodywork and other AC units adapted as ammunition carriers.

The first AC Ltd four-wheeled car was produced beginning in 1913. It was a sporty little two-seater with a gearbox on the rear axle. Only a few were built before production was interrupted by the first World War when AC Ltd became a manufacturer of military shells and fuses.

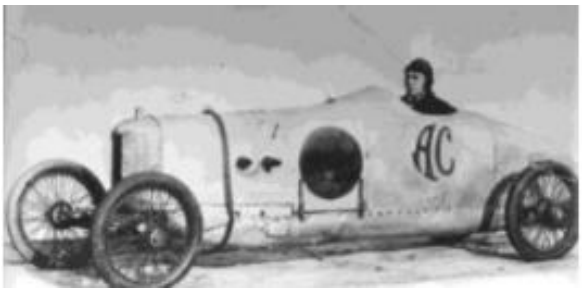
1915 AC Ltd 10 (2 seater)

Make or model: Austin Healey, Bentley, E Type, MGA, MGB, MGTD, Range Rover, Spitfire, TR4.

1920 AC 12

At the end of the First World War, AC Cars started making motor vehicles again at Ferry Works, Thames Ditton, Surrey. The AC 12 (1920-1927) used an engine made by Anzani or Cubitt and a three-speed transaxle. Two- or four-seater bodies were available. The AC 12 was seen on the TV series Downton Abbey.

In 1922, AC made history by becoming the first car with a 1500cc engine to cover 100 miles in one hour at the famous Brooklands raceway. In 1924, Tom Gillett set a new 24-hour record at over 82 mph and in 1926, Victor Bruce and William Brunell scored the first Monte Carlo Rally for a British built car. A year later Bruce and his wife Joyce, covered 1,500 miles in nine days while in France.



AC Race car

1928 AC 16/40

John Weller started on the design of a new overhead-cam 6-cylinder engine. The first versions of this design were running by 1919. The Weller engine would be produced until 1963 making it one of the longest produced engines. It was used in the AC Six (also called 16/40, 16/56, 16/60, 16/66, 16/70, 16/80 and 16/90)

In 1921, Selwyn Edge bought shares in the company and was appointed governing director. He did not get along with Weller or Portwine, who resigned less than a year later. In 1922, the name changed again to AC Cars Ltd. Selwyn Edge bought the company outright for £135,000 in 1927 and re-registered it as AC (Acedes) Ltd but sales, which had been falling, continued to decline. The company was caught by the crash of 1929 and went into voluntary liquidation.

Production ceased for a time, and the company was sold to the Hurlock family who ran a successful haulage business. They wanted the High Street factory only as a warehouse (Ferry Works was not acquired), but allowed the service side of AC to continue.

By 1932 a new range of cars was finally launched. Production continued on this range small scale, averaging less than 100 vehicles per year, until the outbreak of the Second World War in 1939. The final pre-war car was delivered in June 1940, after which the factory was fully involved with war production.

1939 AC 16/80

Portable WWII Radar Unit

By 1937, AC cars were being exported to North America for the first time; however, the WWII again required the factory to manufacture fire fighting equipment, aircraft parts, radar vans, flamethrowers, guns and sights. Following the war, car production returned.

The AC 2-Litre was produced between 1947 and 1956. Two and four-door saloons, drophead coupés and "Buckland" tourers were made. The car's aluminum six-cylinder 1991 cc engine was fed by three SU carburetors yielded 74 – 85 bhp.

1947 AC 2-Liter

1956 AC Petite

From 1953 to 1958, AC made the AC Petite, a three-wheeled British microcar with a rear-mounted 350 cc Villiers single cylinder, two-stroke engine. It had a single bench seat seating two adults and was said to be capable of 50-58 mpg US and 40 mph. Zoom, zoom!

It was the Ace sports car of 1953-63 that made AC's reputation in the post war years. Designed by John Tojeiro it used a ladder tubular frame, all independent transverse leaf spring suspension, and an open two seater alloy body. Early cars used AC's 100 bhp 2L overhead cam straight-six engine which gave a top speed of 103 mph and 0–60 mph in 11.4 seconds.

1962 AC Ace Sports Car

1976 AC InvaCar

While the company's sporting cars won plaudits from many enthusiasts, it was the long-running contract (1960s -1970s) with the UK government for the production of three-wheeled invalid carriages that may have had the most impact on the company's financial stability.

In 1961, AC was approached by Carroll Shelby to use a small block Ford V8 engine in the Ace chassis, producing the AC Cobra. Shelby needed a car that could compete with the Chevrolet Corvette in US sports car racing. Only one was built (CSX 2000) using a Ford 221 Windsor V8.

1961 AC Shelby Cobra

The resulting Cobra was a very powerful roadster and a coupe version was caught doing 196 mph during a test run. Some believe that a rash of accidents under foggy conditions and possibly the performance of this car helped the introduction of the 70 mph speed limit.


1963 Shelby Cobra MKII

In late 1962 Alan Turner, AC's chief engineer redesigned the car's front end to accommodate rack and pinion steering while still using transverse leaf spring suspension. The new car entered production in early 1963 and was designated Mark II. The steering rack was borrowed from the MGB while the new steering column came from the VW Beetle.

Working with Ford, a new chassis was developed for the Mark III. The new car was designed in Detroit using 4" main chassis tubes and coil spring suspension all around. It was powered by the "side oiler" Ford 427 engine (7.0 L) rated at 425 bhp which provided a top speed of 164 mph in the standard model and 485 bhp with a top speed of 185 mph in the competition model.


1965 Shelby AC Cobra MK III

1968 AC Frua Coupe

To appeal to wealthy customers, AC contracted with Italian coach builder Pietro Frua to design a GT body that could be fitted on a stretched MKIII Cobra chassis. A few early models were fitted with the 427 Ford FE motors and later the long-stroked 428 motor. The car was known as the AC Frua. Built out of steel, the Frua was slightly under 3,000 lb but still light and very fast due to the racing chassis. Production ended in 1973 after only 80 cars (29 convertibles and 51 coupes) were finished.

AC showed a mid-engine prototype at the 1973 London Motor Show, the ME3000. It had a transverse 3.0-L Ford Essex V6 engine and AC-designed gearbox. By the time it passed safety tests, it was 1979, and it was in direct competition with the Lotus Esprit. After just 71 cars were sold, Hurlock halted production in 1984 as AC was struggling in another recession.

1979 AC ME3000

In 1984, production stopped at Thames Ditton and the car and the AC name were licensed to a new company registered as AC (Scotland) plc run by David McDonald in a new factory in Hillington, Glasgow. There, 30 cars were built, including a development car tested with Alfa Romeo‘s 2.5-litre V6 engine and a nearly complete Mark 2 prototype of the same.

1987 AC Cobra MKIV

1985 was another landmark year with the AC MKIV which had a 305 V8 engine that met 50 State EPA and DOT regulations. Ford entered into a joint venture with Autokraft to obtain controlling interest of AC Cars. In 1988, production was moved to a new factory at the historic Brooklands racetrack complex.

In 1992, Brian Angliss acquired Ford's interest in AC Cars Limited and the AC MKIV was re-engineered to meet 1993 European Economic Community and North American Certification Standards. In 1995, the AC Ace was unveiled to America at the Detroit Motor Show. 1996 saw the acquisition of AC Cars by AC Car Group.

1996 AC Ace

1999 AC Cobra #CS

1999 launched the AC Cobra MKIV Carbon Road Series (CRS). The car used a carbon fiber body, Ford 302 engine, and five-speed manual gearbox. Suspension was wishbones and coil springs all-round and braking by AP Racing ventilated discs at each corner. The total production run is thought to have been just 37 cars.

AC Cars turned 100 in 2001 and relocated to Albany Park, Frimley, Surrey. A new model was developed aptly named the AC MKV. It featured a carbon fiber body mounted on the original design steel ladder chassis and was equipped with a Ford 340hp fuel injected V8 and a five-speed manual transmission. The AC MKV was made in Malta until 2007.

2005 AC MKV

2012 Iconic AC Roadster

2012 saw the production of the AC MKVI with a spaceframe chassis, 6.2 litre V8, 6-speed manual, and Corvette brakes, while retaining the original shape from an original AC MKIII body. During the same time, AC announced a joint venture with the USA-based company Iconic which resulted in the design of the Iconic AC Roadster.

2017 Heartland British Autofest – Le Claire, Iowa

In 2013 AC had headquarters and main factory in Germany and offered four models of the AC MKVI: GT, GT Big Block, GTS, and GTSR.

AC MKVI GT:

Corvette sourced 6.2L V8, 437 hp engine. Aluminum body.

2013 AC MKVI GT

2013 AC MKVI GT Big Block

AC MKVI GT Big Block:

Supercharged 7L, V8 engine, 640 hp. Aluminum body.

AC MKVI GTS:

Supercharged 6.2L, V8, 647 hp. Aluminum body.

2013 AC MKVI GTS

2013 AC MKVI GTSR

AC MKVI GTS:

Supercharged 6.2L, V8 780 hp. Carbon Fiber body.

All Makes: (12/1) [Glen: In an earlier newsletter, I posted that XKs Unlimited had been sold to Moss Motors. While that is true, the restoration and racing component was not part of the sale.] In an online post, Jason Len states, “We would like to announce that we have sold XKs Unlimited! It is time to move on. We have kept XKs Motorsport, the restoration division which is my first love. I will continue to be involved restoring and racing classic cars.” (12/8) [Glen: Lately, I’ve been describing the progress made in switching from dinosaur fueled engines to electron based units. This pattern was recently reflected in the latest “10 Best Engines” awards given out by WardsAuto.] The industry trade journal WardsAuto has been giving out "Best Engine" awards for 24 years now; however, this year's list did not include any engines from German manufacturers. The only luxury recipients this year are Infiniti and Jaguar. Four of the winners are electrified and two aren't engines at all. The reworked Toyota 2.5-liter Atkinson Cycle I4 engine and hybrid system made the list. So did Chrysler’s Hybrid's 3.6-liter V-6 PHEV powertrain. In addition to the hybrids, Wards praised two powertrains that removed gasoline from the equation completely. Chevrolet’s 150-kilowatt (200-hp) electric propulsion system made the Bolt EV the only full electric vehicle to make the list. Finally, the Honda Clarity's 130-kw fuel cell electric power system was included. (12/19) The World Bank, long a major financier for large industrial projects all over the world, has said it will no longer fund exploration for fossil fuels after 2019. Will funding for electric power be limited only to renewable sources at some point in the future? Time will tell.

Aston Martin: (12/8) [Glen: Contrary to publications by NADA, KBB, etc., not all cars depreciate.] A 1965 Aston Martin DB5 Drop Head Coupe sold for $11,250 in the United States when new. According to Hagerty Insurance, the average value today of a 1965 Aston Martin DB5 Drop Head Coupe today is $1.1 million, while a concours-quality example might be expected to bring $2.4 million. The first week of December 2017 marked the record sale of an immaculately restored, original-engine, 1965 Aston Martin DB5 Drop Head Coupe at RM Sotheby’s Icons in New York City for a price of $2.7 million. (12/14) The next model in Aston Martin’s ambitious Second Century plan is a redesigned Vanquish. The testing prototype reveals a larger grille, a shorter hood, unique lights front and rear, and a more upright tail. The car also sits much lower although its wheels are a size larger. At the rear, quad-exhaust tips replace the DB11's dual-tip design. Under the carbon fiber skin is Aston Martin’s latest bonded and extruded aluminum platform. Power will come from Aston Martin’s 5.2-liter twin-turbocharged V-12 which delivers over 600 horsepower to the rear wheels only through an 8-speed automatic. (12/20) Aston Martin has stolen a couple more key figures from rival British automakers. They have enticed chief test driver Chris Goodwin from McLaren to join as Aston Martins’s new expert high-performance test driver. They have also snagged engineer Simone Rizzuto from Alfa Romeo (previously with Maserati) as chief engineer for vehicle dynamics. He will be responsible for vehicle performance testing and integration. The two new hires are now part of a lengthy list of poached engineers. (12/27) Aston Martin has issued a pair of recalls that affect a significant portion of its customers in the United States as over 5,000 cars are involved. The more significant recall deals with the 6-speed automatic transmission fitted used on the 2009 to 2016 DB9, DBS, Rapide, Virage and Vanquish. The second recall is due to a battery

supply capable that can become damaged when the driver's seat is positioned in the full rearward location. The issue is found on 2005-2009 DB9 and DBS cars. [If you don't want to bother taking your Aston Martin in for the fix, you can just give it to me.☺]

Bentley (VW): (12/13) In another successful year for Bentley, the luxury British brand has received more than 20 awards around the world in 2017. Since its public unveiling in September at the IAA Frankfurt, the new Bentley Continental GT has already received four global awards, including 'GT of the Year', 'Best Luxury Auto' and 'Best Gran Turismo Sports Car.' Other publications awarding the new Continental GT include Robb Report Germany ('Best Gran Turismo Sports Car') and China's Target ('Best Luxury Auto'). Two years after its market introduction the Bentley Bentayga continues to collect industry accolades, winning seven awards in 2017. It was named 'SUV of the Year,' 'Star Award' from Autocar magazine, 'Luxury SUV of the Year' by Wheels Middle East; and 'Best Large Premium SUV' in the Middle East Car of the Year awards. Bentley's flagship, the Mulsanne, claimed four global awards in 2017, including GQ's 'Best Autonomous Car', and 'Luxury Maker of the Year' by Walpole, while the Crewe-based company won the 'Top Employer' award from the Top Employers' Institute.

Jaguar (TATA): (12/5) The F-Type is now offering a base model with an Ingenium turbo-4 rated at 296 horsepower and 295 pound-feet of torque. The transmission is the ZF 8-speed automatic transmission. The modern turbo-4 helps slice the F-Type's curb weight to just 3,360 pounds. That's about 115 pounds less over the front axle than the V-6 model. Jaguar quotes its 0-60 mph sprint at about 5.4 seconds and limits the coupe's top speed to 155 mph. Fuel economy is 23 mpg city, 30 highway, 26 combined. At a starting price of $59,900 the I-4 shaves over $8,000 off the price of the V6. (12/7) Jaguar's first entry into electric vehicles, the I-Pace, is undergoing final testing in Los Angeles, a year after the I-Pace Concept was revealed at the 2016 Los Angeles Auto Show. Two hundred units have been built so far and they have covered some 1.5 million test miles. According to Jaguar, one potential buyer asked if the I-Pace could complete her favorite road trip along the California coast. Engineers responded by taking her on the requested journey, a 200-mile trip from Los Angeles' Sunset Boulevard to Central California's Morro Bay, on a single charge. The I-Pace will have a 90 kWh battery pack capable of powering it for 220 miles by EPA standards. Then the battery can recharge to 80% in 90 minutes. The cost is expected to start at around €82,000 or about $97,300 USD (more than Tesla's Model X) although a fully loaded model could reach well over $100,000. (12/7) For the month of November, Land Rover sales reached 6,801 units, up 20 percent compared to last year. Year-to-date, Land Rover brand sales have achieved 66,759 in the U.S. which is a 2 percent increase from the full year 2016 record of 65,582 units.

Land Rover (TATA): (12/4) As more communities opt for zero emission zones, car buyers are looking for vehicles to meet the restrictions. By adding an electric motor to the 2019 Range Rover PHEV, Land Rover keeps the world's flagship SUV a viable option for city dwellers while adapting to the future of off-roading. Due to go on sale next summer in the U.S., the 2019 Range Rover PHEV pairs a 2.0-liter turbo-4 with a 13.1-kWh lithium-ion battery. Thanks to the electrified powertrain, it does not lack power

as the total output is 398 hp and 295 lb-ft of torque. That's good for a 0-60 mph sprint of 6.4 seconds and a top speed of nearly 140 mph. And the 250-pound weight gain over the V-8 model hardly makes itself known in the plug-in hybrid. This SUV still flies over unbroken pavement yet stands ready to carve corners with noticeable body roll but an unflustered feel on a curvy road. (12/14) The Land Rover Range Rover Evoque forgoes serious off-roading capability in favor of design and luxury. It was a gamble that paid off as the Evoque has attracted plenty of customers that previously wouldn't have considered one of the British marque's vehicles. Now Land Rover is planning a second-generation Evoque for 2020 and the prototype indicates the design comes in part from the Range Rover Velar. The rest of the vehicle looks like the current Evoque with some of the sharper creases smoothened out. The underlying platform is Land Rover's LR-MS platform found in the current Evoque, as well as the Discovery Sport. Expect the platform to be updated for the new Evoque with lighter materials and alternative powertrain capability but the size should remain constant.

Lister: (12/20) The year 2017 has been an exciting year for the Lister Motor Company. In March one of their new Lister Continuation Cars was granted unprecedented access to race in the Goodwood 75th Member's Meeting and Goodwood also held an exclusive race for Lister Cars, in celebration of one of Lister's greatest drivers, Archie Scott Brown. In the summer of 2017, Lister Motor Company announced the first ever dedicated road-going version of the legendary Lister Knobbly and in September at Silverstone, Chris Ward dominated the track lifting the Stirling Moss trophy. Last, but certainly not least, 30 years after Lister tuned its first Jaguar, Lister announced that 2018 will bring the next generation of Lister tuning in the form of a 666 BHP beast, the Lister Thunder!

McLaren: (12/9) The new McLaren Senna was unveiled in England, a new hypercar in the automaker's stable complete with 789 horsepower and 590 pound-feet of torque motivating just 2,641 pounds of mass (dry). The mid-engine, rear-wheel-drive car boasts a 4.0-liter twin-turbocharged V-8 at its heart, sunk deep into an ultra-lightweight carbon fiber chassis wrapped in more carbon fiber, with an aggressive stance and functional aerodynamics. Performance is expected to reach zero to 60 mph in less than 3 seconds with a top speed over 200 mph. [Glen: Great for picking up that forgotten loaf of bread.] (12/20) With just 106 examples in existence, it's understandable why it took McLaren more than two decades to open up its first dedicated F1 service center in the United States. The 20 individuals in the U.S. with F1s will no longer have to ship their cars to the United Kingdom to have major work done. The F1 service center is situated at an undisclosed location near Philadelphia, Pennsylvania and is the first of two such centers planned for the U.S. Another will open up on the West Coast at a later date. Owners of the P1 and other rare McLarens can also get work done here. [Glen: Hey! What about the Midwest?]

MG (SAIC): (12/6) MG Motor UK is the top performing British car brand in the UK, reporting a near 80 percent increase (79.74%) in November new car sales. Latest figures issued by the Society of Motor Manufacturers and Traders (SMMT) show that new car sales in Britain have fallen for the eighth consecutive month. Despite the

automotive industry reporting an 11.17 percent decline in November, MG has outperformed every other marque this month and has achieved 4.24 percent market growth this year to date. Part of MG's success is due to the all-new Compact-SUV, the MG ZS which first went on sale in November.

Mini (BMW): (12/13) Mini has revealed a new, more streamlined logo that will start appearing on the brand's cars from March 2018. The new design does away with the three-dimensional, two-tone logo used since the brand was relaunched in 2000 under the BMW Group. The more primitive new logo is meant to convey the "authenticity and clarity" of the brand going forward. Mini has already featured the new logo on the Mini Electric concept car that was unveiled in September at the 2017 Frankfurt auto show. (12/20) Mini is adding a third transmission option to its lineup in the form of a 7-speed dual-clutch transmission (DCT) that boasts faster gear shifts and improved efficiency compared to the manual and automatic transmissions currently offered. The cars will still offer the option of a 6-speed automatic, though, and the standard transmission will remain a 6-speed manual. Acceleration with the DCT is improved as the throttle can remain during shifts but efficiency is also improved, particularly when compared with a single clutch automatic due to the lack of a torque converter. Mini also couples its DCT with an engine stop-start feature and coasting mode for further gains. The latter disconnects the engine from the rest of the drivetrain, allowing it to run at idling speed.

Morgan: (12/5) Morgan Motor Company has announced its most extreme road-going model to date; the race-inspired Aero GT. Using lessons learned from Morgan's GT3 race victories, the Aero GT is based upon the lightweight aluminum Aero 8 but with an all-new hand-worked, aerodynamically honed body which reduces drag but significantly increases downforce. Fitted with a 367bhp 4.8-litre BMW V8 and six-speed manual gearbox, also found in the Aero 8, the Aero GT sprints from 0-62mph in 4.5 seconds, hitting a top speed of 170mph. (12/19) The Morgan 3 Wheeler is a blast to pilot and drivers will be smiling even when something falls off unexpectedly. Recently, Morgan teased an all-electric version that looks to add a bit of modern tech to this ancient package. That version, dubbed the EV3, is finally ready to eat some electrons and roast some tires. The EV3 features a 21-kilowatt-hour lithium ion battery pack that sends power to a liquid-cooled electric motor supplied by Frazer-Nash. The 3-wheeler is rear-wheel-drive and to minimize power-to-weight concerns of its 56 hp motor, Morgan has replaced some of body panels of the EV3 with ones crafted from carbon fiber and it now weighs less than 1,100 pounds.

TVR: (12/19) A 200,000 square foot factory in Ebbw Vale will soon to be echoing to the rumble and crackle of V8 engines as TVR begins production there. The Welsh Government announced officially that the site has been acquired and they are moving ahead preparing it for the British car manufacturer. The factory is large enough to handle current and planned requirements as TVR expands to full capacity over the next few years.

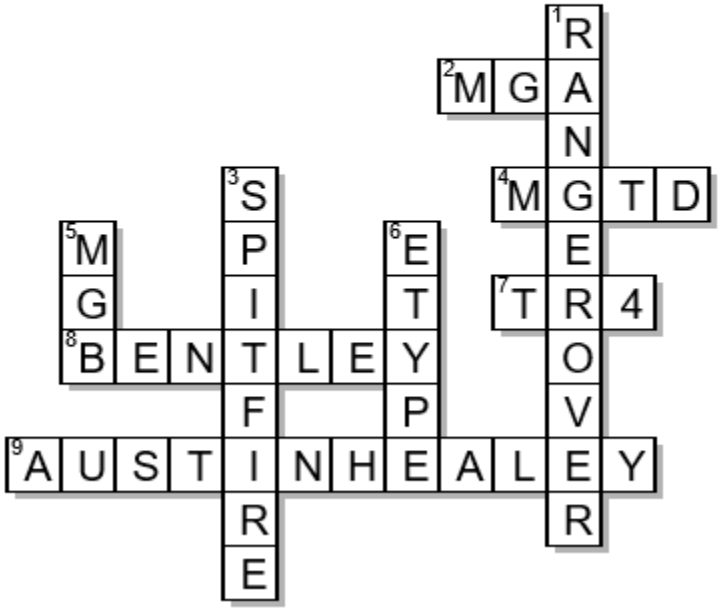
Countdown of the Top Ten
2018 New Year's Resolutions
for British Car Owners

10. Stock up on more British car spare parts.
9. Add more oil to the crankcase.
8. Replace faulty lights, switches, and connectors.
7. Add more fluid to the gearbox (automatic or manual).
6. Patch holes in drophead fabric, seats, carpet, etc., and paint over rust spots.
5. Add more antifreeze (Unless motor is air-cooled in which case go to number 9).
4. Visit more British car swap meets (helps with 10, 8, & 3).
3. Find rare British hand tools (essential for repairs).
2. Store parts and supplies in boot, backseat, duct-taped to back bumper, etc.
1. Drive that beautiful British car more!

[*Suggested by Dr. Glen A. Just*]

Who Drives What

Match the owner to car



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ANSWER TO THE QUESTION:

The Auto Carrier and Accessories Limited company was the brainchild of the two-wheel motorcycle builder, repairer, and engineer, John Weller, and his brothers. It was financed by butcher and investor John Portwine (I am not making this up). In 1922, the name was changed to AC Cars Ltd.

Weller AutoCarrier Social