

QUAD-CITIES BRITISH AUTO CLUB



2018 Edition / Issue 3

5 March 2018

MARCH

In like a Jaguar, out like a lamb. [You use your adages, and I'll use mine.]

Here's hoping that your St. Patrick's Day is a good one.



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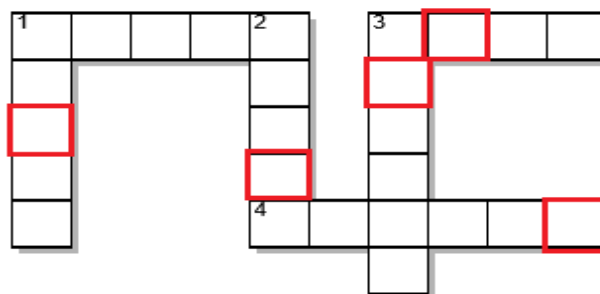
THE QCBAC

The Quad-Cities British Auto Club was formed to promote interest and usage of all British cars. The QCBAC website is at: <http://www.qcbac.com>

CROSSWORD PUZZLE

Lotus Cars

Common Names



ACROSS

- 1 Two door version of Elise (2000 - now)
- 3 Sold in 1962 as first car not in kit form only
- 4 1975 Folded Paper design by Giugiaro

DOWN

- 1 Project Eagle sold 2008 - now
- 2 1996 - now predecessor to 340R race car
- 3 1966 - 1975 GT Coupe (type 46)

QCBAC CONTACTS

President	- Vacant -	Please volunteer
Vice President	- Vacant -	Please volunteer
Treasurer	Dave Bishop*	daveandcolette@gmail.com
Secretary	John Weber*	john.weber2@mchsi.com
Board Member #1	Gary Spohn*	spohninc@msn.com
Board Member #2	Larry Hipple	larryhipple4@gmail.com
Membership Chair	Jim Shepherd	sweetlandtrailersales@hotmail.com
Auto Fest Chair	Frank Becker*	fbecker95@aol.com
Publicity Chair	Frank Becker	fbecker95@aol.com
Newsletter Chair	Glen Just*	glenjust@outlook.com
Webmaster	Colette Bishop*	daveandcolette@gmail.com

BRIT CAR QUESTION:

The Aston Martin DB5 used in the James Bond movie *Goldfinger* had an oil slick spreader (oil jets) in the rear of the car. The Lotus Esprit used by Bond in *The Spy Who Loved Me* had two pursuer avoidance systems. One was ink jets for underwater use. What was the second system that was used on land?



For “full credit,” give the “Q” branch substance and what was used by the special effects crew in the movie to simulate it.

The answer appears at the end of this newsletter.

UPCOMING QCBAC EVENTS

March Dinner	11 March 2018	4:00 pm
Hollar's Bar & Grill	4050 27th St.	Moline, IL

Our Premiere Event:

Heartland Autofest	4 August 2018	9:00 am – 3:00 pm
Riverfront park	East of Hwy 67	Le Claire, IA

See registration form attached to this newsletter

OTHER AUTO CLUB EVENTS

Chicago All British Swap Meet & Autojumble	18 March 2018	8:00 am – 2:00 pm
DuPage County Fairgrounds	Sponsor: MG Club 2015 Manchester Rd	\$5.00 Admission Wheaton, IL
Alpha Car Show Downtown	12 May 2018	9:00 am – 3:00 pm
	Alpha, IL	
Champagne British Car Fest	1-3 June 2018	8:30 am – 2:30pm
Bloomington, IL	Car Show on Sunday, 3 June	
Held at David Davis Mansion	33 Auto Classes	
Central IA British & European Auto Fest, 1208 Grand Ave.	3 June 2018	9:00 am – 3:00 pm
	West Des Moines	\$10 Registration



Planes, Trains & Automobiles 2015 – Geneseo, IL

Models: Elan, Elise, Esprit, Europa, Evora, Exige.

Note: Unscramble the letters in the red boxes to reveal a “hidden” word.

LOTUS ESPRIT



For those of you who read the June 2016 QCBAC newsletter, you'll remember that I first fell in love with British cars when I saw the Aston Martin DB5 appear in the 1964 James Bond movie, "Goldfinger." Of course, James Bond used many other cars, some of which were British made. This article explores the 007 car provided by Lotus, the Esprit. But first, a little history regarding Lotus vehicles.



1948 Lotus Mk I Replica

The company was formed as Lotus Engineering Ltd. by engineers Colin Chapman and Colin Dare, both graduates of University College, London. The four letters in the middle of the logo stand for the initials of company founder, Anthony Colin Bruce Chapman. The first factory was situated in Hornsey, North London.

Team Lotus, which was split off from Lotus Engineering in 1954, was active and competitive in Formula One racing from 1958 to 1994. The Lotus Group of Companies was formed in 1959. This was made up of Lotus Cars Limited and Lotus Components Limited, which focused on road cars and customer competition car production, respectively.



1955 Lotus Mk IX



1957 Lotus 7 SI

The company moved to a purpose-built factory at Cheshunt in 1959 and since 1966 the company has occupied a modern factory and road test facility at Hethel, near Wymondham. This site is the former RAF Hethel base and the test track uses sections of the old runway. In its early days, Lotus sold cars aimed at privateer racers and trialists. Its early road cars could be bought as kits, to save on purchase tax.

LOTUS ESPRIT

The kit car era ended in the late 1960s and early 1970s, the Lotus Elan Plus Two being the first Lotus road car not to be offered in kit form only, and the Lotus Eclat and Lotus Elite of the mid 1970s being offered only in factory-built versions. After the elegant Lotus Elite of the 1950s, Lotus found critical and sales success in the 1960s with the Lotus Elan two-seater, later developed into a two-plus-two form.



1967 Elan Plus Two



1967 Lotus Europa S2

Another Lotus of the late 60s and early 70s was the two-seater Lotus Europa, initially intended only for the European market, which paired a backbone chassis and lightweight body with a mid-mounted Renault engine, later upgraded to the Lotus-Ford twin cam unit as used in the Elan.

In 1970 Tony Rudd proposed two new model projects. The first, Project M50, resulted in the 1974 Elite. By the mid-1970s, Lotus sought to move upmarket with the launch of the Elite and Eclat models aimed at prosperous buyers, with features such as optional air conditioning and optional automatic transmissions.



1974 Lotus Elite



1971 Maserati Boomerang (concept)

The second Rudd project, Project M70, was meant as a successor to the Europa as a two-door fixed-head mid-engine coupé. Lotus designer Oliver Winterbottom suggested that Giugiaro use his Maserati Boomerang concept as the inspiration for the new Lotus.

LOTUS ESPRIT

Thus, the new Lotus design became one of the first of designer Giorgetto Giugiaro's polygonal "folded paper" designs. Giugiaro wanted to call the car "Kiwi", but the Lotus tradition of having all car model names start with the letter "E" won out, and the name became Esprit.



1977 Lotus Esprit

The Esprit (Series I) was launched in October 1975 at the Paris Motor Show and entered production in June 1976, replacing the Europa in the Lotus model lineup. The wedge-shaped fiberglass body was mounted on a steel backbone chassis. Power was from the 1,973cc Lotus 907 4-cylinder engine that produced 160bhp in European trim (140bhp US). The engine was mounted longitudinally behind the passengers and drove the rear wheels through a Citroën C35 5-speed manual transaxle. The rear brakes were mounted inboard, following contemporary racing practice. The Series 1 embodied Lotus' performance through their light weight mantra, weighing less than 1,000kg (2,205 lb.).

The front suspension used upper A-arms and lower lateral links triangulated by the anti-roll bar. Rear suspension was by tapering box-section trailing arms and lower lateral links. The half-shafts had no provision for plunge and handled some of the lateral forces. There were coil-over shock absorbers and disc brakes at all four corners. Steering was by an unassisted rack and pinion. Lotus' claimed the Esprit could accelerate 0–60 mph in 6.8 seconds and had a top speed of 138 mph.









Roger Moore as James Bond with Barbara Bach and Lotus Esprit S1

Lotus sales benefitted from the appearance of the Esprit S1 in the James Bond movie, *The Spy Who Loved Me* (1977). The underwater Esprit version was fondly referred to as 'Wet Nellie' in a tribute to Bond's autogyro, 'Little Nellie' from *You Only Live Twice*. As well as being amphibious, the highly armed Bond car has rear jets that spray cement on to pursuing vehicles. It also has wheel arches that turn into fins and a small periscope on the roof enabling 007 to navigate at speed underwater. Its other weaponry includes a missile launched from its rear deck, mines, black dye jets, and torpedoes shot from the front grille. [Great for cruising the Mississippi!]

LOTUS ESPRIT

Lotus delivered two street-legal vehicles to the production, one of which was converted to a camera car. Lotus engineer Roger Becker, who had accompanied the Esprits to the set, was subsequently hired to do virtually all the stunt driving for the chase sequence. Additional to the two road cars, Lotus provided six Esprit bodyshells, one of which was sealed for underwater scenes, and was nicknamed “Wet Nellie.” Wet Nellie was not powered so it had to be towed for underwater filming. Here are the Q branch gadgets.

	Cement sprayer — Concealed behind the rear license plate are four nozzles, two of which spray cement to blind pursuers. The effect was achieved using gray oatmeal. [Yup, I’ve had oatmeal that was the consistency of cement.]
	Submersible Mode — The car's most notable feature, and the one for which it is best remembered, was its ability to transform into a two-man submersible. The underwater car was portrayed by a combination of an empty Esprit body shell with two divers inside and scale miniatures.
	Surface-to-air missiles — While underwater, the Esprit could employ surface-to-air missiles to deal with enemy aircraft overhead. It is unknown if they were also usable while the vehicle was on land.
	Black dye slick — Comparable to the cement jets it could use on land, the Esprit could dispense a thick black dye to blind underwater pursuers. There is no information on whether octopi filed patent infringement lawsuits.
	Mines — Another exclusively submarine weapon, contact mines could be released from a small port beneath the car.
	Torpedoes — The car could fire small, highly explosive torpedoes from a flip-up array located between the car's headlights.

Lotus did not stop building the Esprit with the Series 1 model. In 1978 Lotus revised the Esprit Series 1 into the Series 2 which was produced until 1982.

LOTUS ESPRIT



1978 Lotus Esprit Series 2

From 1978 to 1982, the Series 2 Esprit was made with intake and cooling ducts added behind the rear quarter windows and an integrated front spoiler. The S2 also had 14 in. Speedline alloy wheels designed by Lotus. Lotus relocated the battery to the rear of the car, added an access door to the engine cover, and installed gauges made by Smiths.

A special edition Esprit was released to commemorate Lotus' victory in the 1978 F1 World Championship. Painted black and gold these cars were known as the Commemorative Edition Esprits. According to Lotus, 300 were built, but reliable estimates suggest that 149 Commemorative Esprits were made.



Lotus Esprit S2 Commemorative edition



1980 Lotus Esprit Essex Turbo

The Essex Esprit was built from 1979 to 1981. It was the first factory turbocharged Esprit using the dry sump type 910 engine that produced 211 hp and 200 lb-ft of torque. 0–60 mph could be achieved in 6.1 seconds, with a top speed of 150 mph.

The chassis and rear suspension of the Essex Esprit were redesigned, with an upper link added at the rear to alleviate strain on the half-shafts. The brakes were also improved, and Giugiaro designed an aerodynamic body kit for the car, with a rear lip spoiler, prominent louvered rear hatch, more substantial bumpers, a deeper front air dam, and air ducts in the sills just ahead of the new three-piece 15" Compomotive rear wheels. 45 Essex Esprits were built, interspersed and followed by several non-Essex-liveried but otherwise identical specification dry sump turbo cars.

LOTUS ESPRIT

The Series 3 and Turbo Esprit were built from 1981 to 1987. The two models shared a common chassis, and bodywork was based on a common set of molds. The S3 received the 2.2 L Type 912 engine while the Turbo Esprit had a wet sump engine with the same power and torque output as its dry sump predecessor. Interior trim was revised which, when combined with changes to the body molds, resulted in more headroom and an enlarged foot-well.



1981 Lotus Esprit Series 3



1986 Lotus Esprit HC

The final Giugiaro-styled Esprit was made in 1986. Higher compression ratios for the engines was indicated by the HC label with power output of 172 hp and 160 lb-ft for the Esprit HC and 215 hp and 220 lb-ft for the Turbo version.

For markets with stringent emissions requirements like the United States, Lotus introduced the first fuel-injected Esprits. The HCi variant added Bosch KE-Jetronic fuel injection and a catalytic converter to the higher compression engine. This engine developed the same peak power as the carburetor version but at a somewhat higher engine speed. Torque dropped to 202 lb-ft.



1986 Lotus Esprit Hci



1987 Lotus X180

From 1987 to 1993, the Esprit was restyled by designer Peter Stevens, who later went on to design the McLaren F1. The new design was a slightly less angular, more rounded car. The exterior changes were accompanied by a redesign of the interior that gave more space to the occupants. The revised Esprit was not given a new "Series" number but is often called by its project code of X180. [Oh no! Back to the Jaguar model numbering mess.]

LOTUS ESPRIT

In 1989 the K-Jetronic system was replaced with a Lotus/Delco multi-point fuel injection (MPFI) system. The engine also received an air-water-air intercooler called a Chargecooler by Lotus. This revised engine was known as the Type 910S with 264 hp (280 hp with supercharging). 0-60 mph times dropped to 4.7 seconds and top speed was over 160 mph.

In 1990, Lotus built 20 road-going examples of their Type 105 racer and gave them the name X180R. These cars came with niceties like glass windows, sport seats, a heater and air conditioning. An extensively modified derivative of the X180R was sold in Europe as the Sport 300. These are known as the fastest of the four-cylinder Esprits and are among the most desirable.



1993 Lotus Esprit Sport 300



Lotus Esprit Series 4 (V8)

Julian Thomson redesigned the Esprit for the Series 4 (1993-2004). Exterior changes included a smaller rear spoiler placed halfway up the rear deck-lid and revised front and rear bumpers, side skirts and valence panels. New five-spoke alloy wheels were used and rectangular taillights were borrowed from the Toyota AE86. The S4's engine produced 264 hp and the S4 was the first Esprit with power steering.

The S4 was replaced in 1994 by the S4 Sport which added the wider rear wing from the Sport 300. The engine was still a 2.2 L 910-series, but with modifications that included enlarged inlet ports, cylinder head tweaks, a re-calibrated ECM and a revised turbocharger. Engine output rose to 300 hp and 290 lb-ft of torque. Top speed was now 168 mph and 0-60 mph took just 4.6 seconds.



1995 Lotus Esprit S4 Sport (S4S)

LOTUS ESPRIT



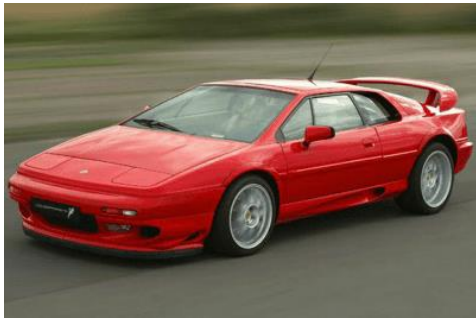
1997 Lotus Esprit V8

The 1996 Esprit V8 received Lotus' all-aluminum, DOHC V8 with a flat plane crankshaft and two Garrett T25/60 turbochargers. The engine was detuned to 350 hp to prevent gearbox damage. Still, zero to 60 mph came in at 4.4 seconds and top speeds of over 175 mph were achieved. In 1998 the V8 Esprit was split into SE and GT models with the SE being the more luxurious.

The ultimate Esprit was the 1999 Sport 350; however, only 50 were made. Each offered 350 horsepower with various engine, chassis and braking improvements including AP Racing brakes, stiffer springs and a revised ECU. The Sport 350 included a large carbon fiber rear wing on aluminum uprights. This Esprit weighed 2,866 pounds and could accelerate to 60 mph in 4.3 seconds and to 100 mph in under 10 seconds.



1999 Lotus Esprit Sport 350



2004 Lotus Esprit V8

In 2002 the Esprit received another styling update done by future Lotus Design head Russell Carr. Carr, who had contributed to the S4 update, revised the car with changes that included incorporating the same round taillights as the Lotus Elise II. Esprit production ended in February 2004 after a 28-year production run. A total of 10,675 Esprits were produced.

At the 2010 Paris Motor Show, Lotus unveiled a revived Esprit concept. It was designed with a sculpted front and LED lights. Power was to come from a 5.0 L V8 engine with up to 611.5 hp through a 7-speed dual-clutch transaxle. But in September 2014 Lotus axed the project and announced that they would focus on making lightweight cars. [Bummer, I like it.]



2010 Lotus Esprit Concept

BRITISH AUTO NEWS

Aston Martin: (2/1) Aston Martin today revealed it would be investing in a new design and innovation partnership with The College of Design and Innovation, Tongji University in Shanghai, one of the world's leading universities for the study of design and innovation. Aston Martin's EVP and Chief Creative Officer, Marek Reichman will become a visiting professor, sharing his knowledge with the students via lectures and workshops. The first project of this new partnership is a collaboration on designs for future color and trim projects. In addition, Aston Martin also announced today a new partnership with Sinomach Automobiles. This new partnership will see the two companies collaborate in the areas of Electric Vehicles and Technical Development, with junior engineers from Sinomach to work at Aston Martin's global headquarters in Gaydon, UK. (2/17) James Bond actor Daniel Craig is selling the [2014 Vanquish](#) car, which bears serial number 007, at a Christie's charity auction. The proceeds of its sale will go to The Opportunity Network, a New York-based charity which helps disadvantaged students achieve their education and career goals. The car is one of only 100 examples of the Vanquish Centenary Edition built commemorating the 100th anniversary of Aston Martin with solid sterling silver Aston Martin badges, silver thread embroidery in the interior, and individually numbered silver sill plaques. It's powered by a 6.0-liter V-12 engine with a six-speed automatic transmission. It makes 565-horsepower and 457 pound-feet of torque giving the car a top speed of 183 mph. (2/28) Aston Martin's announced its first annual pre-tax profit since 2010 and is poised to grow substantially in the coming years. The British sports car marque's profit for 2017 came in at \$121 million, overturning a loss of \$226 million reported the previous year. This was on the back of record revenues of \$1.21 billion made possible by a 58 percent surge in sales to 5,117 units, the highest since 2008. Aston Martin pointed to the DB11 and special projects such as the Vanquish Zagato and Vantage GT8 as sales boosters during 2017. The future points to a SUV to be followed by a mid-engine supercar in 2020. And along the way there will be special edition models like the Valkyrie hypercar and RapidE electric car. (2/27) What Aston Martin needs, says CEO Andy Palmer, is an automotive mate who can help ensure that the low-volume British luxury car builder doesn't get swept under as other brands work toward a future of cars that can drive themselves. Palmer emphasized that Aston Martin's small scale will require expertise beyond the 5 percent stake Germany's Daimler acquired in 2013. Aston Martin leverages Daimler for its Mercedes-AMG engines and the two firms have partnered for electronic systems. However, Palmer says that Aston Martin needs a bigger player to tackle more challenging developments such as electrification and self-driving technology.

Bentley (VW): (2/23) Bentley revealed its redesigned Continental GT last fall at the 2017 Frankfurt auto show and new photos have emerged of a prototype for a redesigned Continental GT [Convertible](#) which is expected to go on sale later this year as a 2019 model. Underneath the pretty sheet metal is the Volkswagen Group's modular platform known as the MSB and a 6.0-liter twin-turbocharged W-12. The W-12 626 hp and 664 lb-ft of torque and comes with cylinder deactivation as well as start-stop and coasting capabilities to help save fuel. It's paired up with an 8-speed dual-clutch transmission and all-wheel-drive system. A 4.0-liter twin-turbo V-8 and even a plug-in hybrid option will be introduced to the Continental GT range later.

BRITISH AUTO NEWS

Caterham: (1/30) Caterham sales grew by a further 8% in 2017, with 667 orders taken over the 12-month period. Not only that but the additional 51 sales registered last year helped the British manufacturer secure its best sales figures in 21 years and contributed towards a second consecutive year of sales growth. The achievement rounded off a magnificent 60th anniversary year for the Seven with the landmark moment being the 60 limited edition retro-racer [Seven SuperSprints](#) selling out in a record seven hours at Goodwood Revival. While the largest bulk of overall sales again came from the UK dealer network (43%), there were record-breaking performances from dealers across the globe including the French market claiming its best performance ever, and an increase of 35% compared to 2016.

David Brown Auto: (2/13) David Brown Automotive entered the British car manufacturing scene in 2014 with the deliciously retro [Speedback GT](#). The car featured a body inspired by the lines of the Aston Martin DB5 but rode on the much more modern bones of a Jaguar XK. The company went in a very different direction in 2017 when it announced a restoration service for the original Alec Issigonis-designed Mini, but now it's ready to return to the GT segment. DBA will reveal a high-performance GT at the 2018 Geneva International Motor Show, dubbed the Speedback Silverstone Edition of which just 10 examples are destined for production. The "Silverstone" component of the name is a nod to the legendary Silverstone Circuit in the United Kingdom. It's also where production of the cars will be handled. The Speedback Silverstone Edition will boast over 600 horsepower, probably from a tuned version of the 5.0-liter supercharged V-8 used in the Speedback GT.

Jaguar (TATA): (1/31) Jaguar Land Rover has been named the largest automotive vehicle and engine manufacturer in the UK in 2017. The British company produced 532,107 vehicles, a 2.3 percent fall from a record high in 2016, at its three plants in Birmingham and Liverpool. It also produced 305,907 clean Ingenium engines in Wolverhampton. The news comes as the Society of Motor Manufacturers and Traders (SMMT) announced that annual UK car production has fallen for the first time, having reached a 17-year high in 2016. More than £4bn has been spent on the company's vehicle and engine plants since 2010, bringing six all-new nameplates and two ultra-clean Ingenium engines to the market. (2/6) After 62 years, Jaguar will finally complete the D-Type's intended production run. Jaguar Classic announced on Tuesday it intends to build 25 examples of the [D-Type racer](#) to complete the originally intended run of 100 cars. The company only built 75 D-Types when production ceased in 1956, but Jaguar always planned for 100 cars total. Thanks to Jaguar Classic's painstaking research, every part and body panel will be hand-built to authentic specifications. Truly, these will be vintage race cars built in the modern era. The D-Type racer won the 24 Hours of Le Mans three straight years from 1955 to 1957. Powering the racer was a 6-cylinder XK engine, which first displaced 3.4-liters, but grew to 3.8-liters by the end of its lifecycle in 1957. Of the 25 D-Types slated for production, Jaguar will allow buyers to choose either the 1955-specification shortnose or 1956-spec longnose bodywork [OMG! Get your orders in NOW!]. (2/19) The entire 2018 Jaguar F-Type lineup receives simpler but bolder front/rear fascia updates to better distinguish one model from another. All models sport full LED lighting, extensive interior tweaks including a new infotainment system, and magnesium-framed "slimline" seats which are more comfortable and supportive and save 17 pounds. A [new base style](#) F-Type uses a new Ingenium 2.0-liter turbo

inline-four which generates an impressive 296 horsepower and 295 lb-ft of torque. The Ingenium I-4 is all aluminum, uses direct injection, and an innovative electrohydraulic valvetrain. The twin-scroll turbocharger ensures that the maximum torque is delivered at just 1,500 rpm. The I4 saves about 115 pounds over the supercharged 3.0-liter V-6 and shifts the overall balance rearward by 1 percent. In real life testing, the new F-Type accelerated from 0-60 mph in 5.4 seconds on its way to a quarter mile in 14.1 seconds at 99.7 mph while nearly matching the EPA's 23/30/26 mpg estimates. The 2018 Jaguar F-Type turbo-four is undeniably gorgeous, well-equipped, and clever — even fuel efficient at its \$60,895 starting price.

Land Rover (TATA): (1/317) Gerry McGovern, Land Rover Chief Design Officer, was named Designer of the Year at the Festival Automobile International. The Grand Prix du Design prize recognizes McGovern's Land Rover designs and their influence across the car industry. The awards are decided by a 15-member jury from the automotive industry, sport, architecture, fashion, design, culture and the media. (2/7) TATA, the parent company for Jaguar and Land Rover since 2008, may soon have vehicles in its own lineup based on platforms shared with vehicles from Jaguar Land Rover. The Indian automaker unveiled the H5X concept at the 2018 Auto Expo in Delhi, India. The H5X is based on a modified version of the LR-MS platform found in Land Rover's Discovery Sport and destined for the next-generation Range Rover Evoque. The H5X is a small SUV that Tata says provides a glimpse at the automaker's design language and technologies pegged for future models. Power comes from a small capacity diesel engine and in the cabin, there is a modern design with premium materials and multiple digital screens. (2/16) [Why climb a mountain? Because it's there.] Why drive a Land Rover SUVs up 999 stairs in the middle of China? Because it can. Starting with the 7-mile Tianmen Mountain Road, a Range Rover Sport traveled its way to the famous Heaven's Gate landmark in China. Then the little Range Rover climbed 999 steps at a 45-degree incline. The automaker is all about building SUVs that live up to performance expectations, especially when it comes to traversing troublesome terrain. Watch it here: <https://youtu.be/ICILRn6I8dQ>

Lister: (2/2) Thunder usually comes after lightning, but in the case of Lister we'll see the historic British performance marque follow up its Thunder sports car with a new [Lightning SUV](#). Lister CEO Lawrence Whittaker revealed that the Lightning will be based on Jaguar's F-Pace and feature the same 5.0-liter supercharged V-8 found in the Thunder. The engine delivers 666 horsepower, meaning only the 707-hp Jeep Grand Cherokee Trackhawk will be more powerful when it comes to SUVs. Lister is looking to transform itself into the unofficial performance arm of Jaguar, so we will likely be treated with more Jaguars tuned by Lister in the coming years. (2/2) [And speaking of the Thunder...] Following the Lister Motor Company's preview announcement just two days ago of the fastest, most powerful and luxurious car it has ever built in 65-years, the 666 bhp [Thunder supercar](#), the Cambridge-based marque has been inundated with interest. With 22 customer orders already placed for the Thunder, priced from £139,950, in less than 24 hours, this model has already become the fastest-selling new Lister in the specialist sports car maker's 65-year history. The Thunder will have a top speed in excess of 200mph and a blistering 0-62mph acceleration in just over three seconds.

BRITISH AUTO NEWS

Lotus (Geely): (2/8) In the spring of 2017, 51 percent of Lotus was acquired by Chinese automaker Geely and since then the need for a fresh product have been echoing out of Lotus HQ. Now, two new sports cars are being prepped for 2020, with an [SUV](#) to follow. Lotus CEO Jean-Marc Gales told Automotive News Europe that work on the SUV has already begun and it will be released a year or two after the sports cars. That means we'll say goodbye to the Elise, the Exige, or the Evora. Patent drawings of the SUV circulated on the Internet indicate that Lotus is approaching its SUV as a sharply styled four-door SUV, basically scaling sports car proportions up into a sport utility vehicle. (2/21) Lotus has revealed the 3-Eleven 430, which comes with substantial upgrades in performance including a power bump to 430 hp for the 3.5-liter supercharged V-6. Although the biggest news is the added power, Lotus did what it always seems to do best: subtract weight. The 3-Eleven 430 weighs just 2,028 pounds thanks to full carbon fiber bodywork and a bonded aluminum chassis. To complement and help control the low weight and high power, a new higher-mounted rear spoiler, front lip spoiler, and flat floor with a rear diffuser were fitted to increase downforce by 97 pounds to 584 pounds total at max speeds. Lotus claims the 3-Eleven 430 with its 6-speed manual transmission will do 0-60 mph in 3.1 seconds and reach a top speed of 180 mph. Lotus will build 20 examples of the car before production wraps up ahead of a slew of new sports cars and an SUV.

McLaren: (2/6) All future core McLaren car models from 2019 onward will boast electrified powertrains and some form of self-driving technology. An *Autocar* report detailed the sports car and supercar maker's grand plans, which will begin with the [570S](#) replacement. It will be the first car to include an electrified powertrain of some sort. The car's updated architecture will support hybridization, and every successor to current McLaren core models will implement electrification thereafter. The future electrified models will likely use a turbocharged V-6 engine, per the report. The current cars use a turbocharged V-8. Rest easy, a fully self-driving McLaren isn't on the radar, even though an all-electric McLaren supercar is. Keep in mind that technologies like lane-keep assist, adaptive cruise control, and self-parking systems are considered autonomous driving technologies. These things can help for safety and convenience without taking away from the driving experience that supercar buyers demand. Also, future special edition cars, which would fall in the Ultimate Series range, could soldier on without electrification. (2/23) McLaren has created a new Renault-powered race car for the 2018 Formula 1 World Championship, the MCL33. The MCL33 is an evolution of last year's MCL32 but with the dramatic change of a Renault power unit instead of one from Honda. It's the first time in McLaren's 50-year history that one of its race cars have been powered by Renault.

MG (SAIC): (2/5) MG Motor UK has announced an exceptional month for sales, reporting a total of 475 vehicle registrations in January – a staggering 130% increase compared to the same period in 2017. Despite a market downturn of 6.3%, according to figures released by the Society of Motor Manufacturers and Traders (SMMT), MG has successfully bucked the trend becoming the UK's best performing car brand in January. The Longbridge-based company, which concluded 2017 with a year-on-year registration increase of around 6%, looks on course for a successful 2018, despite challenging market conditions. The launch of MG Motor UK's latest model, the [MG ZS](#), and a move away from manufacturing diesel vehicles has been instrumental to this continued success.

BRITISH AUTO NEWS

Mini (BMW): (2/23) The most spacious and versatile MINI ever, the [MINI Countryman Plug-in Hybrid](#), comes with their most advanced technology to date. A world-class TwinPower Turbo engine is paired with the instant boost of an electric motor. The eALL4 all-wheel drive system delivers unstoppable power and the range to venture well beyond the everyday. Plug it in – or don't. With the MINI Countryman Plug-In Hybrid, the choice is yours. The groundbreaking electric-enhanced eALL4 all-wheel drive from Mini system runs on gasoline, electricity, or both. It's MINI's most advanced technology to date. The starting price of the hybrid is \$36,800.

Morgan: (2/5) [Morgan](#) Motor Company has announced record profitability and growth as it continues to roll out a long-term strategy plan under the guidance of Chairman Dominic Riley, Managing Director Steve Morris and family shareholders – keeping up the positive momentum in the family owned business. Year-end financial reports indicate record growth from the 109-year-old company with a 19 percent increase in revenue against 2016 to £36m, improved group margins with an increase of 12 percent, a 13 percent increase in group net assets and an increase in pre-tax profits to £2m. Last year saw strong performances from all sectors of the Morgan business, including a new technological partnership with Frazer-Nash for EV development, future-proofing with long-lead new model planning and strategic in-house appointments within the management team coupled with increased marketing activity. (2/21) Morgan will use the 2018 Geneva International Motor Show to introduce the Plus 8 50th Anniversary Edition. Only 50 units will be built to celebrate the 50th anniversary of the Plus 8 line of which over 6,000 of the V-8-powered sports cars have been produced since 1968. The Plus 8 50th Anniversary Edition is powered by a BMW made 4.4-liter V-8 delivering 367 hp, and with a weight of just 2,425 pounds the cars easily accelerate to 60 mph in a under 4.5 seconds and have a top speed of 155 mph.

Rolls Royce (BMW): (2/13) Three years ago Rolls-Royce announced to the world that it would create a Roll-Royce SUV. Today, Rolls-Royce has confirmed that its new motor car will be called [Cullinan](#). Cullinan is the second Rolls-Royce to sit atop the company's recently announced all-new proprietary aluminum spaceframe 'Architecture of Luxury'. According to Rolls Royce, "Unique and unequalled in its brilliance, every facet of the Rolls-Royce Cullinan scintillates." (2/27) Rolls-Royce announced a limited run for a "[Silver Ghost Collection](#)" that celebrates an historic long-distance endurance record set 111 years ago by the first vehicle to carry the name. The 2018 Silver Ghost Collection cars feature numerous nods to the original car, which completed a 14,371-mile run in 1907 to showcase Rolls-Royce's reliability and quietness. Its nickname, "Silver Ghost," came from its aluminum silver paint hue and silver plating. Rolls-Royce will brand a mere 35 cars as part of the Silver Ghost Collection, which fittingly displays a sterling-silver "Spirit of Ecstasy" hood ornament surrounded by a black-gold-plated collar. Each of the 35 Silver Ghost collection cars will also bear the "AX 201" hallmark, the original car's registration plate number. Rolls-Royce will also present each buyer with a watch, sunglasses, accessories case, and "Silver Ghost" pen on delivery.

Lotus Cars

Common Names



QCBAC Newsletters:
c/o Dr. Glen A. Just
2703 W 71st Street
Davenport, IA 52806
glenjust@outlook.com

Newsletters Archives:
<http://newsletters.glenjust.com>

Picture archives:
<http://qcbac.glenjust.com>

ANSWER TO THE QUESTION:

According to "Q" branch, the Lotus could spray cement out of the back jets (cannons) to deter pursuers. To simulate the cement, the prop crew whipped a batch of oatmeal and dyed it gray. Yum!



Little Billy and his Dad were down at the autocross watching the Spitfires zipping through the cones.

Little Billy looks up to his dad and says, "Dad, when I grow up, I want to be a Spitfire driver."

His Dad looks down at him and says, "You can't do both, son."

- Ree G.



Heartland British Auto Fest 2018

Saturday August 4th



The 2018 Heartland British Auto Fest will again be on the scenic riverfront in LeClaire, Iowa. The LeClaire levee is located just 1 block east of Highway 67. To enter the Auto Fest, turn east on Dodge street and follow the signs.

Show Registration and car cleanup 9.00 am to Noon
Voting by participants Noon to 2:00 pm
Awards presentation 3:00 pm
Must be present to win. If not present, the next highest receiver of votes will be awarded.

First and Second place trophies will be awarded.

All entrants will be entered in the door prize drawings and the first 75 entrants will receive dash plaques.

DJ Greg Zirbes will be providing British Invasion Rock & Roll music and announcing door prizes.

A copy of this form can be found on the Quad City British Auto Club website at qcbac.com

Additional information can be obtained from Auto Fest Chairman Frank Becker, Phone number: 563-359-3369 or his email address fbecker95@aol.com

We ask that you pre-register by mail to help us determine space requirements and to assure your place in the proper class. Please review the classes carefully to select the proper class for your car.

A = MG Pre 1963	G = Austin Healey	L = Mini
B = MG 1963 - 1974	H = Midget & Sprite	M = Modified, (Body and/or Drivetrain)
C = MG 1974 1/2 - 1980	I = Jaguar - 2 Door Pre 1975	N = Jensen Healey
D = Triumph TR2 & TR3	J = Jaguar - 2 Door 1975 to present	O = Other British Makes
E = Triumph TR4 thru TR8	K = Jaguar All Sedans	P = British SUV
F = Triumph Spitfire & GT6		

Fill out the entry form below and mail it to: Jerry Nesbitt, 3209 36th Ave., Rock Island IL 61201.

Registration fees: Before Aug. 1st, \$15 first entry, \$5 each additional entry.

After Aug. 1st, \$20 first entry, \$5 each additional entry.

Please use back side of form for additional entries. Submit this entire form to register.

Year	Make	Model	Class	\$
Year	Make	Model	Class	\$
Year	Make	Model	Class	\$
Optional QCBAC Membership dues \$15.00				\$
If paying by check, make payable to QCBAC. Total				\$

Name _____
Address _____
City _____ State _____ Zip Code _____
Phone # _____ email address _____
Miles traveled to event: _____

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