

QUAD-CITIES BRITISH AUTO CLUB



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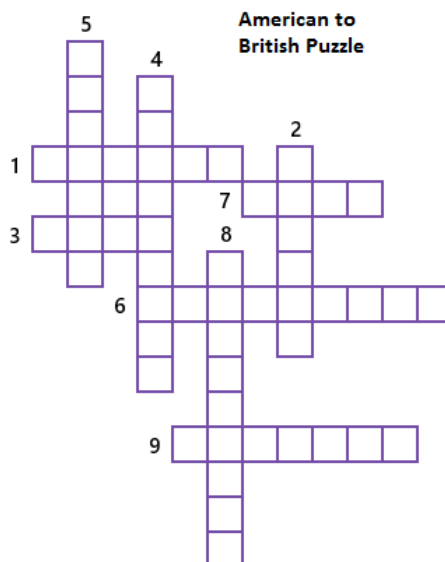
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THE QCBAC

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

QUEEN'S ENGLISH



American to
British Puzzle

QUESTIONS

- hood
- truck
- curb
- parking brake
- overpass
- aluminum
- trunk
- jumper cables (2 words)
- transmission

QCBAC CONTACTS

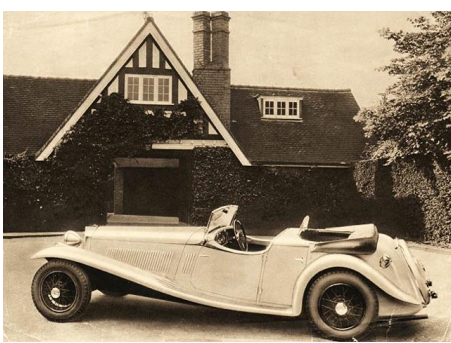
President	Jerry Nesbitt	jerry.nesbitt@att.net
Vice President	Larry Hipple	larryhipple4@gmail.com
Secretary	John Weber	john.weber2@mchsi.com
Treasurer	Dave Bishop	daveandcolette@gmail.com
Board member	Carl Jamison	cwjamison@mchsi.com
Board member	Gary Spohn	spohninc@msn.com
Autofest Chair	Jeff Brock	brock9721@gmail.com
Membership Chair	Pegg Shepherd	peggshepherd@gmail.com
Publicity Chair	Glen Just	glenjust@outlook.com



2012 British Autofest – East Davenport

ANSWER

In 1934, the Jensen brothers started to design their own first production car which later evolved into the Jensen S-type and went into production in 1935. This car had the code name "White Lady" when it was first designed.



1935 Jensen-White Lady

NEXT QUESTION

Who made the statement in 2003, "I love my Mini Cooper. I was too scared to drive a big car in London. The roads are so narrow and I'm always afraid I'm going to hit people on both sides"?

FUTURE QCBAC EVENTS

November Dinner	13 November 2016	4:00 pm
Windmill Restaurant	1190 Avenue of the Citties, East Moline, IL	
Christmas Dinner	11 December 2016	4:00 pm
Jake-O's Restaurant	2900 Blackhawk Road, Rock Island, IL	

Bring a wrapped gift for the traditional secret gift exchange.

COLETTE INSTALLED AS PRESIDENT

At its 103rd National Convention of the Veterans of Foreign Wars Auxiliary in Charlotte, NC, Colette Bishop became just the sixth person from Illinois elected National President of the VFW Auxiliary.

Bishop has a long history with the organization. "I have a long family history in this organization. I am a third-generation Auxiliary President, third generation District President, second generation State President, second generation Big 10 President and soon the first in the family to be National President. My mother and father were District President and Commander the year I was born," Bishop said.

Bishop said. "I can do the things I want because I am free. Why am I free? Because America's veterans fought so I could have a choice. Some gave their lives for us. Some came home with mental and physical scars. Some have needs for medical help every day. Our government told them they would be taken care of and they should do that now. Many are having trouble getting what they need. We need to fight with our congressmen to get them what they were promised."

Bishop is married to husband David and has one son, Jason, daughter-in-law Sarah and three grandchildren. Bishop's theme is the Auxiliary's theme - Unwavering Support for Uncommon Heroes. Bishop picked that theme because "that is exactly what our Veterans are - Uncommon Heroes."



Colette's son, Jason Nunn, escorts Bishop to the stage for the ceremony.

According to Henry Youngman, "I bought my wife a new car. She called and said, 'There's water in the carburetor'. I said, 'Where's the car?' She said, 'In the lake'."

Note from Glen: If that's the way she drives, I am amazed that she knows what a carburetor is.

CAR OF THE MONTH

THE MINI BEFORE BMW

The Mini is a small economy car made by the British Motor Corporation (BMC), based Birmingham, England, and its successors from 1959 until 2000. The original is considered a British icon of the 1960s. Its space-saving transverse engine front-wheel drive layout allowing 80 percent of the area of the car's floorpan to be used for the interior and influenced a generation of car makers.



A cross-section of a Mini



1959 Morris Mini-Minor interior

This distinctive two-door car was designed for BMC by Sir Alec Issigonis and was manufactured at the Longbridge and Cowley plants in England, the Victoria Park/Zetland British Motor Corporation (Australia) factory in Sydney, Australia. Later the Mini was also manufactured in Spain (Authi), Belgium, Chile, Italy (Innocenti), Malta, Portugal, South Africa, Uruguay, Venezuela and Yugoslavia. The Mini Mark I had three major UK updates – the Mark II, the Clubman and the Mark III. Within these was a series of variations, including an estate car, a pick-up truck, a van and the Mini Moke – a jeep-like buggy.

The performance versions, the Mini Cooper and Cooper "S," were successful as rally cars, winning the Monte Carlo Rally in 1964, 1965 and 1967. In 1966, the first-placed Mini was disqualified after the finish, under a controversial decision that the car's headlights were against the rules.

On introduction in August 1959 the Mini was marketed under the Austin and Morris names, as the Austin Seven and Morris Mini-Minor. The Austin Seven was renamed Austin Mini in January 1962 and Mini became a marque in its own right in 1969. In 1980 it once again became the Austin Mini and in 1988 the Rover Mini.

BMW acquired the Rover Group (formerly British Leyland) in 1994, and sold the greater part of it in 2000, but retained the rights to build cars using the *MINI* name.

Design and development

Designated by Leonard Lord as project ADO15 (Amalgamated Drawing Office project number 15) and the product of the Morris design team, the Mini resulted from the fuel shortage caused by the 1956 Suez Crisis. Petrol was rationed in the UK, sales of large cars slumped, and the market for German bubble cars (microcars) boomed. Lord, the head of BMC, reportedly detested these cars so much that he vowed to rid the streets of them and design a 'proper miniature car'. He laid down some basic design requirements and tasked Issigonis, who had been recruited back to BMC in 1955 to develop the car. By October 1957, the original prototype, which was affectionately named "The Orange Box" because of its color was created.

The ADO15 used a conventional BMC A-Series four-cylinder, water-cooled engine, but departed from tradition by mounting it transversely, with the engine-oil-lubricated, four-speed transmission in the sump, and by employing front-wheel drive. Almost all small front-wheel-drive cars developed since have

used a similar configuration, except with the transmission usually separately enclosed rather than using the engine oil. The suspension system, designed by Issigonis's friend Dr. Alex Moulton at Moulton Developments Limited, used compact rubber cones instead of conventional springs. This space-saving design also featured rising progressive-rate springing of the cones, and provided some natural damping, in addition to the normal dampers. Built into the subframes, the rubber cone system gave a raw and bumpy ride accentuated by the woven-webbing seats, but the rigidity of the rubber cones, together with the wheels' positioning at the corners of the car, gave the Mini go kart-like handling.

The hydrolastic suspension system intended for the original Mini was further developed and was first used on the Morris 1100, launched in 1962; the Mini gained the system later in 1964. Sliding windows allowed storage pockets in the hollow doors and the boot lid was hinged at the bottom so that the car could be driven with it open to increase luggage space. The Mini was designed as a monocoque shell with welded seams visible on the outside of the car running down the A and C pillars, and between the body and the floor pan. The seams that ran from the base of the A-pillar to the wheel well were described as 'everted' and the hinges for the doors and boot lid were mounted externally to provide more interior room.

The Mini was marketed under BMC's two main brand names, Austin and Morris, until 1969, when it became a marque in its own right. The Morris version was known to all as "the Mini" or the "Morris Mini-Minor". This seems to have been a play on words as the Morris Minor was a larger, well known and successful car that continued in production, and *minor* is Latin for "lesser", so an abbreviation of the Latin word for "least" – *minimus* – was used for the new even smaller car. The almost identical Austin version was sold as the Austin Seven, which recalled the popular small Austin 7 of the 1920s and 1930s.

Until 1962, the cars appeared in North America and France as the Austin 850 and Morris 850, and in Denmark as the Austin Partner (until 1964) and Morris Mascot (until 1981). The Morris name Mini (Mini-Minor) was first used for Austin's version by BMC in 1961 when the Austin Seven was rebranded as the Austin Mini. In 1964, the suspension of the cars was replaced by the hydrolastic system. The new suspension gave a softer ride, but it also increased weight and production cost. In 1971, the original rubber suspension reappeared and was retained for the remaining life of the Mini. From October 1965, the option of the unique Automotive Products (AP) designed four-speed automatic transmission became available. Cars fitted with this became the Mini-Matic.



Mark I Mini: 1959–1967

Mark I sales strengthened across most of the model lines in the 1960s, and production totaled 1,190,000. BMC insisted that the way company overheads were shared out, the Mini always made money. Larger profits came from the popular De Luxe models and from optional extras such as seat belts, door mirrors, a heater and a radio, which would be considered necessities on modern cars, as well as the various Cooper and Cooper S models.



Mark II Mini: 1967–1970

The Mark II Mini was launched at the 1967 British Motor Show, and featured a redesigned grille, a larger rear window and numerous cosmetic changes. A total of 429,000 Mk II Minis were produced.

A variety of Mini types were made in Pamplona, Spain, by the Authi company from 1968 onwards, mostly under the Morris name.

In 1969, a fiberglass version of the Mini Mark II was developed for British Leyland's Chilean subsidiary (British Leyland Automotores de Chile, S.A., originally the independent assembler EMSSA).

The body-shell mold was created by the Peel Engineering Company. Production began in 1970 and continued for a few years; these fiberglass Minis can be recognized by the missing body seams and by larger panel gaps. The Chilean market was never very large and the hyperinflation and political and social collapse led to the 1973 coup. The Arica plant was closed in 1974.



Chilean fiberglass-bodied Mini

Alternate Formats

The popularity of the original Mini spawned many models that targeted different markets.



Wolseley Hornet (1961–1969)

Released in 1961 as more luxurious versions of the Mini, both the Wolseley Hornet and the Riley Elf had longer, slightly finned rear wings and larger boots that gave the cars a more traditional design. Front-end treatment, which incorporated each marque's traditional upright grille design (the Hornet's grille with a lit "Wolseley" badge), also contributed to a less utilitarian appearance. The Riley was the more expensive of the two cars. Both the Riley Elf's and Wolseley Hornet's bodies were built at Fisher & Ludlow under their "Fisholow"

brand name. 30,912 Riley Elfs and 28,455 Wolseley Hornets had been built when production of both models ceased in late 1969.



Austin Mini Countryman

Additional models were two-door estate cars with double "barn"-style rear doors. Both were built on a slightly longer chassis of 84 inches (2.1 m) compared to 80.25 inches (2.038 m) for the saloon.

The luxury models had decorative, wood inserts in the rear body which gave the car a similar appearance to the larger Morris Minor Traveller which had some of the look of an American-style 1950s "Woodie." Approximately 108,000 Austin Mini Countrymans and 99,000 Morris Mini Travellers were built.

The Mini Van (1960-1983) was a commercial panel van rated at ¼-ton load capacity. Built on the longer Traveller chassis but without side windows, it proved popular in 1960s Britain as a cheaper alternative to the car: it was classed as a commercial vehicle and as such carried no sales tax. A set of simple stamped steel slots served in place of a costlier chrome grille. The Mini Van was renamed as the Mini 95 in 1978, the number representing the gross vehicle weight of 0.95 tons. 521,494 were built.



1961 Morris Mini Van



1967 Austin Mini Moke

During 1964 to 1989, a utility vehicle intended for the British Army was built with a twin-engine 4-wheel-drive. Although the 4WD Moke could climb a 1:2 gradient, it lacked enough ground clearance for military use. The single-engine front-wheel-drive Moke enjoyed some popularity in civilian production. About 50,000 were made in total, from 1964 to 1968 in the UK, 1966 to 1982 in Australia and 1983 to 1989 in Portugal. The Moke was marketed in holiday locations such as Barbados and Macau, where they were also used as police cars. "Moke" is archaic British slang for a donkey.

A pick-up truck (technically a coupé utility vehicle), 11 feet (3.4 m) in total length was built on the longer Mini Van platform, with an open-top rear cargo area and a tailgate. The factory specified the weight of the Pick-up as less than 1,500 lb (680 kg) with a full 6 imperial gallons (27 L; 7.2 US gal) tank of fuel. As with the Van, the Pick-up had stamped metal slots for airflow into the engine compartment. The Pickup was basic, although the factory brochure described a "fully equipped Mini Pick-up is also available which includes a recirculatory heater." Passenger-side sun visor, seat belts, laminated windscreen, tilt tubes and cover were also available at extra cost. Like the van, the Pick-up was renamed as the Mini 95 in 1978. A total of 58,179 Mini Pick-up models were built. Brand from Sime Darby Motors.



Mini Pick-up (1961-1983)



Morris Mini K (1969-1971)

Built in the Australian British Motor Corporation factory at Zetland, New South Wales, using 80% local content, the Morris Mini K was advertised as the "great leap forward". The Mini K ('K' standing for Kangaroo) had a 1098 cc engine and was the last round-nose model to be produced in Australia, originally priced at A\$1780 (\$1,351 USD). The Mini K was offered in 2-door saloon and 2-door van body styles. It was distinctive in having wind-up windows and a swiveling quarterlight in MK I-style externally hinged doors. The "Kangaroo" name was supposedly adopted because it is claimed that a kangaroo can

go all day without drinking which the advertisers used to emphasize the frugal fuel consumption and, possibly, larger fuel tank.

Issigonis' friend John Cooper, owner of the Cooper Car Company and designer and builder of Formula One and rally cars, saw the potential of the Mini for competition. The two men collaborated to create the Mini Cooper. The Austin Mini Cooper and Morris Mini Cooper debuted in 1961.

The 848 cc (51.7 cu in) engine from the Morris Mini-Minor was given a longer stroke to increase capacity to 997 cc (60.8 cu in) increasing power from 34 to 55 bhp (25 to 41kW). The car featured a racing-tuned engine, twin SU carburetors, a closer-ratio gearbox and front disc brakes, uncommon at the time in a small car. One thousand units of this version were commissioned by management, intended for and designed to meet the homologation rules of Group 2 rally racing. The 997cc engine was replaced by a shorter stroke 998 cc unit in 1964. In 1962, Rhodesian John Love became the first non-British racing driver to win the British Saloon Car Championship driving a Mini Cooper.



Mini Cooper 1961–1971; 1990–2000

A more powerful Mini Cooper, dubbed the "S", was developed in tandem and released in 1963. Featuring a 1071cc engine with a 70.61 mm bore and nitrided steel crankshaft and strengthened bottom end to allow further tuning; and larger servo-assisted disc brakes, 4,030 Cooper S cars were produced and sold until the model was updated in August 1964. Cooper also produced two S models specifically for circuit racing in the under 1,000cc and under 1,300cc classes respectively, rated at 970cc (59cu in) and a 1,275cc (77.8cu in), both had a 70.61mm (2.780in) bore and both were also offered to the public. The smaller-engine model was not well received, and only 963 had been built when the model was discontinued in 1965. The 1,275cc Cooper S models continued in production until 1971.

In 1971, the Mini Cooper design was licensed in Italy by Innocenti and in 1973 to Spain by Authi (Automoviles de Turismo Hispano-Ingleses), which began to produce the Innocenti Mini Cooper 1300 and the Authi Mini Cooper 1300, respectively. The Cooper name was discontinued from the UK Mini range at this time.

A new Mini Cooper named the RSP (Rover Special Products) was briefly relaunched in 1990–1991, with slightly lower performance than the 1960s Cooper. It proved popular and a new Cooper-marked Mini went into full production in late 1991. To meet emission standards, Coopers from 1992 on were fitted with a fuel-injected version of the 1,275cc engine, and in 1997 a multi-point fuel injected engine was introduced, along with a front-mounted radiator and various safety improvements.



Mini Clubman and 1275 GT: 1969–1980

In 1969, under the ownership of British Leyland, the Mini was given a facelift by stylist Roy Haynes, who had previously worked for Ford. The restyled version was called the Mini Clubman, and has a squarer frontal look, using the same indicator/sidelight assembly as the Austin Maxi. The Mini Clubman was intended to replace the upmarket Riley and Wolseley versions. A new model, dubbed the 1275 GT, was slated as the replacement for the 998cc Mini Cooper (the 1,275cc Mini Cooper S continued alongside the 1275 GT for two years until 1971). The Clubman Estate replaced the Countryman and Traveller. The

original "round-front" design remained in production alongside the Clubman and 1275 GT.

Production of the Clubman and 1275 GT got off to a slow start because the cars incorporated numerous production changes including the relocation of tooling from the manufacturer's Cowley plant to the Longbridge plant. Very few cars were handed over to customers before the early months of 1970.

Early domestic market Clubmans were still delivered on cross-ply tires even though by 1970 radials had become the norm for the car's mainstream competitors. By 1973 new Minis were, by default, being shipped with radial tires, though cross-plys could be specified by special order, giving British buyers a price saving of £8.



Mini Clubman Estate



Mini 1275 GT

The 1275 GT is often incorrectly described as the "Mini Clubman 1275 GT". The official name was always just the "Mini 1275 GT", and it was a separate, distinct model from the Clubman (although it shared the same frontal treatment as the Mini Clubman).

In 1971, the 1,275cc Mini Cooper S was discontinued in the UK, leaving the Mini 1275 GT as the only sporting Mini on sale for the rest of the decade. Innocenti in Italy, however, continued making their own version. While the UK built 1275 GT was not nearly as quick as a 1275 Mini Cooper S, it was cheaper to buy, run, and insure. It was

the first Mini to be equipped with a tachometer. It also featured a standard-fit close-ratio gearbox.

Performance of the 1275GT was lively for the time, achieving 0–60 mph (97 km/h) in 12.9 seconds, and the excellent midrange torque offered a 30–50mph (48–80km/h) time in top gear of only nine seconds. The bluff front, however, meant that the model struggled to reach 90mph (140km/h).

Throughout the 1970s, British Leyland continued to produce the classic 1959 "round-front" design, alongside the newer Clubman and 1275 GT models. The long-nose Clubman and 1275 GT offered better crash safety, were better equipped, and had better under-bonnet access, but they were more expensive and aerodynamically inferior to the original 1959 design. The Mini Clubman and 1275 GT were replaced in 1980 by the new hatchback Austin Metro, while production of the original "round-front" Mini design continued for another 20 years. At the end of Clubman and 1275 GT production, 275,583 Clubman saloons, 197,606 Clubman Estates and 110,673 1275 GTs had been made.

Australian Versions

For the Australian market, all Minis including the Van gained the Clubman front in 1971 although the car was still basically a Mk I behind the A-Pillar. The Australian van thus became the only Clubman Van produced anywhere in the world. From mid-1971 to the end of 1972, a Clubman GT version of the saloon was produced. This was essentially a Cooper S in Clubman body, equipped with the same 7.5-inch (190mm) disc brakes, twin fuel tanks, and twin-carburetor Cooper S 1,275cc engine. Australian Clubman saloons were marketed under the Morris Mini Clubman name when introduced in August 1971, and as the Leyland Mini, without the Clubman name, from February 1973.



Leyland Mini LS (1977-1978)

To end Mini production in Australia, a limited-edition runout model was produced – the 1275LS. Fitted with a pollution control 1,275cc engine sourced from Europe, the LS had a single 1.5-inch (38mm) carburetor and 8.4-inch (210mm) disc brakes. Production of this model commenced in July 1978 and concluded in October 1978 with an approximate total of 810 vehicles produced.



Mark III: 1969–1976 (ADO20)

The Mark III Mini had a modified body shell with enough alterations to see the factory code change from ADO15 to ADO20 (which it shared with the Clubman). The most obvious changes were larger doors with concealed hinges. Customer demand led to the sliding windows being replaced with winding windows—although some Australian-manufactured Mark I Minis had adopted this feature in 1965. The suspension reverted from hydrolastic to rubber cones as a cost-saving measure (The 1275 GT and Clubman would retain the hydrolastic system until June 1971).

Production at the Cowley plant was ended, and the simple name Mini completely replaced the separate Austin and Morris brands. In April 1974, a heater became standard equipment on the entry level Mini 850 as well, having by now already been included in the standard specification of the other models for some time.

In the late 1970s, Innocenti introduced the Innocenti 90 and 120, Bertone-designed hatchbacks based on the Mini platform. Bertone also created a Mini Cooper equivalent, christened the Innocenti De Tomaso, that sported a 1275cc engine similar to the MG Metro engine, but with an 11-stud head, a special inlet manifold, and used the "A" clutch instead of the "Verto" type. It also used homokinetic (constant velocity) shafts instead of rubber couplings.

The Mark IV was introduced in 1976. It has a front rubber mounted subframe with single tower bolts and the rear frame had some larger bushings introduced. From 1977 onwards, the rear indicator lamps had the reverse lights incorporated in them. In 1980, the engine was uprated to the improved A-Plus unit from the Metro.

In 1978, the Mini was one of the key cars made available to disabled motorists under the new Motability scheme.

Reports of the Mini's imminent demise surfaced again in 1980 with the launch of the Austin Mini-Metro (badging with the word *mini* in all lowercase).



Mark IV (1976-1983)

Faced with competitions from more practical and modern designs like the Ford Fiesta, Renault 5 and Volkswagen Polo, the Mini was beginning to fall out of favor in many export markets, with the South African, Australian, and New Zealand markets all stopping production around this time. Although the Mini continued to be produced after the Metro's launch, production volumes were reduced as British Leyland and successor combine Rover Group concentrated on the Metro as its key supermini. 1981 was the Mini's last year in the top ten of Britain's top selling cars, as it came ninth and the Metro was fifth.



Rover Mini from 1988

Mark V (from 1984): all cars had 8.4-inch (210 mm) brake discs and plastic wheel arches (Mini Special arches) but retained the same Mark IV body shell shape.

Mark VI (from 1990): the engine mounting points were moved forward to take 1275cc power units, and includes the later HIF (Horizontal Integral Float) version of the Skinners Union (SU) carb, plus the single point fuel injected car which came out in 1991. The 998cc power units were discontinued. An internal bonnet release was fitted from 1992.

Mark VII (from 1996): was the final version, twin point injection with front mounted radiator. Full-width dashboard replaces the original shelf, internal bonnet release. Introduction of airbag on driver's side.

End of MINI production

Throughout the 1980s and 1990s the British market received numerous "special editions" of the Mini, which shifted the car from a mass-market item into a fashionable icon. It was this image that perhaps helped the Mini become such an asset for BMW, which later bought the remnants of BMC as the Rover Group. It was even more popular in Japan, which took the lion's share of the circa 40,000 Minis produced annually in the early 1990s. It was seen there as a retro-cool icon, and inspired many imitators. The ERA Mini Turbo was particularly popular with Japanese buyers.

In 1994, under Bernd Pischetsrieder, a first cousin once removed of Issigonis, BMW took control of the Rover Group, which included the Mini, fitting an airbag to comply with European legislation.

By March 2000, Rover was still suffering massive losses, and BMW decided to dispose of most of the companies. The sell-off was completed in May that year. MG and Rover went to Phoenix, a new British consortium; and Land Rover was sold to Ford Motor Company. BMW retained the Mini name and the planned new model, granting Rover temporary rights to the brand and allowing it to manufacture and sell the run-out model of the old Mini.

By April 2000, the range consisted of four versions: the Mini Classic Seven, the Mini Classic Cooper, the Mini Classic Cooper Sport and—for overseas European markets—the Mini Knightsbridge.



Minis at London-to-Brighton rally



Outspan Orange Mini at Brighton

The last Mini (a red Cooper Sport) was built on 4 October 2000 and presented to the British Motor Industry Heritage Trust in December of that year. A total of 5,387,862 cars had been manufactured, nearly 1.6million of which were sold in Britain, although the majority of these were sold at least 20 years before the Mini's demise, meaning that the majority of those sold had been scrapped before the end of the original Mini's production life.

After the last of the Mini production had been sold, the 'Mini' name reverted to BMW ownership. The new model made by BMW is technically unrelated to the old car but retains the classic transverse four-cylinder, front-wheel-drive configuration and "bulldog" stance of the original.

MINI in motorsports

The Mini had huge success in motorsport throughout the 1960s, winning the Monte Carlo Rally in 1964, 1965 and 1967, the 1000 Lakes Rally in 1965, 1966 and 1967, and taking the first 9 positions in the 1966 Gallaher 500 at Bathurst.

The car also won the 1961, 1962, 1969, 1978 and 1979 British Saloon Car Championship season, as well as the British Rally Championship in 1962, 1963 and 1970, the European Rally Championship in 1965 and 1966, and won the 1965 Lowood 4 Hour endurance race, and the final Finnish Grand Prix in 1963. The Cooper S also had some success in the European Touring Car Championship, winning in 1964 and 1968, the Guia Race of Macau (a 1-2-3 finish in 1965, a 1-2 finish in 1970 and a win in 1972), and the Australian Touring Car Championship, winning its class in 1962, 1963, 1964, 1966, 1967 and 1968. A further title was the 1971 Sun-7 Chesterfield Series. The Mini also enjoyed class wins at the 1963 Armstrong 500, repeating this feat every year until 1969, and having class wins at the 1964, 1965 and 1971 Sandown 250, and Six Hour Le Mans in 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970 and 1972, as well as the 1971 Phillip Island 500K. The car also won the Welsh Sports and Saloon Car Championship in 1998. Mini Leyland came 4th place in the under-2-litre category in the 1966, 1967 and 1969 Trans-Am seasons, improving to 3rd in 1970.

The Mini Cooper S won the Monte Carlo Rally in 1964, 1965 and 1967. Minis initially placed first, second and third in the 1966 rally as well, but were disqualified by the judges.

In rallycross, the Mini finished on the podium in the first ever race, at Lydden Hill Race Circuit in February 1967, winning races in the FIA European Rallycross Championship in 1974 and 1975. The car competed as late as the 1979 Australian Rallycross Championship.

The Se7ens (the use of “7” in place of “v” is intentional) is the UK’s longest running one make motor racing championship, having been introduced in 1966. As of 2014, classic Minis are still raced, with other one make races in the UK, Europe and Asia, and in classic events such as the Goodwood Members Meeting.



1965 Monte Carlo Rally winner:
1964 Morris Mini Cooper S



🎵 HAPPY BIRTHDAY TO ME 🎵

Yes, today (11/8) is my birthday and I just turned 40.
Now you merely need to figure out which number system I’m using.

BRITISH AUTO NEWS

Aston Martin: (10/6) The world’s largest museum devoted to Austin cars will soon be auctioned in Denmark. Alongside 47 cars, it also features over 3,000 related items, including books, posters, signs, toy cars, die-casts and other rare automobilia. Stefan Wolffbrandt began the collection in 1985 after he acquired his first car; a 1957 Austin A30, which he saved from the junkyard and restored on a shoestring. This ignited his passion for the brand and he went on to collect further Austin models, in particular, A30s and A35s, while pursuing his career as a successful rock musician. Interestingly many cars and automobilia were donated to the museum based on its status as the only Austin museum in the world; run out of love for the brand.

Bentley (VW): (10/6) Bentley is trying out a fuel delivery service. It's an app-based service called Filld (no, I did not mistype that). Using the Filld app, a Bentley owner can request fuel to be delivered to his or her vehicle. The Filld team will find the car, open the fuel tank, and pour in that precious dino juice. If you live in California, you can test this out as the current Filld service

region is pretty much just the Bay Area. Filled price-matches the lowest gas price in your area when it charges you. Normal, non-Bentley driving folk can use the app as well but they pay a \$3 delivery fee.

(10/10) If you have a fair number of vehicles in your garage, it might come time where you find yourself with the need to get rid of one. That's what the CEO of Lister is doing with his 2012 Bentley Mulsanne and there's no reserve on the auction. This machine needs to vacate the premises because it apparently doesn't get used as often as it should. That seems to make sense considering it's a 2012 model and it shows just over 26,000 miles on its odometer.

DeLorean: (10/19) You'll soon be able to buy a new DeLorean DMC-12 that's virtually identical to the original of the 1980s. There's a company in Humble, Texas by the name of DeLorean Motor Company that plans to build the cars. DMC expects to start deliveries in 2017 and it recently started accepting pre-orders via its website. The new DMC bears no relation to the original that went bust in 1982, but it does have some of the original firm's leftover parts, enough to build around 300 cars. The passing of the \$305 billion highway bill in 2015 included the Low Volume Motor Vehicle Manufacturers Act of 2015 that allows small manufacturers (less than 5,000 cars annually) to construct up to 325 replicas per year of car models over 25 years of age. Because the list of features is still being finalized, DMC isn't mentioning a price tag just yet. However, the company has previously offered fully restored original DMC-12s for prices starting at \$65,500.

Jaguar / Land Rover (TATA): (10/3) Land Rover took the covers off its new 2017 Discovery at the 2016 Paris auto show. The vehicle is the British firm's rival to premium three-row SUVs like the Audi Q7 and Volvo XC90 and the replacement for Land Rover's LR4, still one of the most capable off-roaders in the premium segment. In this regard, you get a four-wheel-drive system with a low-speed setting; generous entry and exit angles; a 900-millimeter wade depth; adjustable air suspension; plus, Land Rover's Terrain Response driving modes selector and All-Terrain Progress Control crawling feature. There is also an electronic tow bar which conveniently tucks away when not in use. (Max towing is 8,201 pounds.) The 2017 Land Rover Discovery is due in showrooms in mid-2017 with pricing starting at about \$50,000, before destination. On offer at launch will be a supercharged 3.0-liter V-6 with 340 horsepower and 332 pound-feet of torque, and a turbocharged 3.0-liter diesel with 254 hp and 443 lb-ft.

(10/5) The Jaguar F-Pace SUV is built using Jaguar Land Rover's aluminum-intensive D7a vehicle architecture, which also underpins the new XE and XF sedans, although JLR engineers point out 81 percent of its parts are unique. About 80 percent of the body structure is aluminum. The rear floor is steel to improve front-to-rear weight distribution, and the doors are steel, but the tailgate is made of composites. At 186.3 inches long, 76.2 inches wide, and 65.6 inches tall and with a 113.1-inch wheelbase, the F-Pace sits dimensionally between a Porsche Cayenne and Porsche Macan. It has 8.4 inches of ground clearance and more load-carrying capacity than any Jaguar in history. The F-Pace shares engines and transmissions with a host of JLR vehicles, from XE, XF and XJ Jaguars to Land Rovers and Range Rovers. Entry-level models are powered by JLR's new home-brewed turbocharged 2.0-liter Ingenium four-cylinder diesel. The F-Pace models tested here—the \$47,495 35t Premium, which is expected to be the volume seller in the U.S., and the top-of-the-range, fully loaded, \$70,695 S First Edition—are respectively powered by 340-hp and 380-hp versions of JLR's long-serving supercharged 3.0-liter V-6.

(10/5) During the hubbub of the 2016 Paris auto show, Jaguar said it is planning another generation of its XF Sportbrake (station-wagon). *MotorTrend* has since received confirmation that the new luxury wagon will be sold Stateside. The confirmation came directly from Jaguar Land Rover North America CEO Joe Eberhardt. Jaguar's previous XF Sportbrake is one of the most beautiful wagons ever built, though sadly it was never sold in the U.S. It shared most of its powertrains with the XF sedan, including the XFR-S model's supercharged V-8. Eberhardt said the reveal of the new XF Sportbrake will take place at a major auto show in 2017. The XF Sportbrake will be the third and likely final body style for the latest XF.

(10/10) The opening race of the 2016/2017 Formula E Championship held in Hong Kong wasn't the miracle start that Jaguar might have hoped for. The automaker, which is partnered with Panasonic, ended up with just one driver, Adam Carroll, finishing 12th out of the 15 finishers. The team's other driver Mitch Evans had to retire due to car trouble. The lackluster start for Jaguar isn't a complete surprise. The automaker is only now returning to international motorsport since the demise of its unsuccessful Formula One team in 2004. Electric cars are also a new field for Jaguar, although the automaker is working hard to change that. The next race is the Marrakesh ePrix in Morocco on November 12, 2016

(10/13) This year The Classic & Sports Car Show will honor the Jaguar Le Mans hero that never was – the incredible XJ13 – and the man forever associated with it, Norman Dewis OBE. On entry to this year's event, visitors will be greeted in the Palm Court area by this iconic prototype, which this year celebrates its 50th anniversary. A true one-off, the XJ13 was developed by Jaguar in the 1960s. Its power came from a mid-mounted 5.0-litre V12 engine, positioned just behind the driver, and it was paired with a five-speed manual transaxle. The body was designed by Malcolm Sayer, the aerodynamicist behind the C-type, D-type and E-type and legendary drivers like David Hobbs and Richard Atwood, in addition to Norman Dewis OBE, all helped with the car's development.

(10/24) A handful of automakers are taking part in a trial for connected and self-driving cars in the United Kingdom as part of a government-backed initiative called Autodrive. The initiative aims to make the UK a hub for the development of self-driving technology. The trial is taking place at the HORIBA MIRA test facility in Nuneaton and includes automakers Ford Motor Company, Jaguar, Land Rover and Tata. There are three main systems being tested, Advanced Highway Assist, Electronic Emergency Brake Light Assist, and Green Light Optimal Speed Advisory (determining the speed required to reach traffic lights when they are still green). Another Autodrive trial involving fully self-driving pod cars is being conducted in Milton Keynes. Separately, Jaguar and Land Rover are testing additional self-driving technologies using a 100-car fleet.

Lotus: (10/4) The new Lotus Exige 350 Special Edition is a fitting completion to the trilogy of Lotus 50th celebration editions. Based on the most extreme Exige to date, the Sport 350, the new special edition adds several lightweight, performance-enhancing features, as well as unique paint and interior options as standard. Packing a supercharged 345 hp, V6 3.5 litre engine, and weighing just 1099 kg (26 kg less than the Exige Sport 350), the new Lotus Exige 350 Special Edition accelerates to 60 mph in just 3.7 seconds (0-100km/h in 3.9 seconds) before reaching a top speed of 170 mph (274 km/h). It's also capable of the lapping the famous Hethel track in 1 minute 29.8 seconds. The rear wing, combined with the flat underside and rear diffuser, help contribute to the 42 kg of down force generated at 100 mph (160 km/h).

Manufacturer's Suggested Retail Price: UK (Pound Sterling) £61,900

McLaren: (10/10) McLaren Automotive, the road car business of the McLaren Technology Group, has merged its McLaren Special Operations personalization operation with its McLaren Motorsport GT racing arm. Heading the combined divisions is former Caterham CEO Ansar Ali. He joined McLaren in March and has since overseen the launch of the 570S GT4 and 570S Sprint track cars. In addition to cutting costs, combining the two divisions will help form synergies by cross-promoting products between the respective divisions' customers. And in a further streamlining of McLaren's operations, the combined divisions will be integrated with McLaren's Global Sales & Marketing department, bringing them even closer to retailers and customers. It also brings all of the revenue-generating areas of McLaren Automotive under the one roof.

(10/14) Ice driving experiences are all the rage these days. Put a high-horsepower machine on snow and you get slow-speed thrills and learn some valuable driving lessons in a gorgeous environment. The latest automaker to join the icy, sliding fun is McLaren, which will soon offer the Pure McLaren Arctic Experience all the way up in Ivalo, Finland. With this announcement, McLaren joins Lamborghini with its Winter Academy, Mercedes-AMG with its winter driving school, and Jaguar-Land Rover with its Classic Ice Driving school, among others. From January 15 to February 3, 2017, McLaren will bring its 570S coupe to the Arctic Circle for what should prove to be an unforgettable time for those who attend. It won't be cheap, though. The pricing for this adventure starts at just over \$15,000 per person.

MG (SAIC): (10/19) The next generation of engineers are set to benefit from an educational partnership between MG Motor UK, South and City College Birmingham and neighboring Bourneville College. The agreement will see the organizations work in close collaboration to inspire talent and deliver practical learning opportunities. Alongside providing four branded MG3 3Form Sport models for the Colleges' use, MG will supply several surplus models for students studying motorsport and engineering qualifications. These cars will enable pupils to practice new skills learnt in the classroom and improve their practical automotive knowledge. Matthew Cheyne, Head of Sales and Marketing for MG Motor UK, commented: "Partnering with two local colleges provides an excellent opportunity to identify and develop talented individuals and inspire them to consider a career in engineering."

MINI (BMW): (10/16) With the introduction of the first plug-in hybrid model by the British premium brand MINI, hallmark driving fun combined with zero tailpipe emissions will soon be a reality. The series development process for this car has almost been completed. It features a combustion engine and an electric motor enabling purely electric propulsion for the first time in a MINI. This marks the beginning of a new phase for MINI, and offers a glimpse into a future that is charged with excitement for MINI customers and those drivers yet to experience the thrill of a hybrid. The high-voltage battery under the rear seats provides power for long-lasting electric driving. AUTO eDRIVE standard mode permits speeds of up to 80 km/h, whilst in MAX eDRIVE mode speeds of up to 125 km/h are possible.

(10/20) MINI USA is proud to congratulate the MINI JCW Race Team and LAP Motorsports Team Owner Luis Perocarpi on completing their first full season of the IMSA Continental Tire SportsCar Challenge series in the Street Tuner class. The first factory-supported race team for MINI in U.S. sports car racing had an amazing season, building on the momentum of the partial season last year that concluded with the #73 MINI JCW driven by Mat Pombo and Derek Jones

on the podium with a second-place finish at Road Atlanta. In true MINI fashion, the team was certainly the underdog among the fierce competition in a class that included well-funded race teams from Porsche, Honda, Audi, Mazda, Nissan and BMW. With a super-wide stance, ultra-rigid body and incredibly precise handling, MINI has a long history in motorsports and has always felt right at home on the track. Ever since John Cooper first recognized the racing potential of the classic Mini in the early 1960s, his name has stood for success and performance on the race track with MINI.

Rolls Royce (BMW): (10/27) Rolls-Royce is inspired by many things. Music, films, rugby, and a few other topics out there. The latest bit of inspiration comes from the world of fashion, and it's been applied to the Dawn in a splashy manner. Rolls-Royce and its Design boss Giles Taylor formed a team of designers to collaborate on the Inspired by Fashion lineup, and the result is rather striking. It all starts with the blank canvas that is a 2016 Dawn convertible finished in Andalucian White. From there the car receives subtle but bright pops of color in several spots. This is reminiscent of a brilliantly tailored jacket that looks smart and classic on the outside while hiding bright and vibrant palettes inside. Rolls-Royce is working with Mugello Red, Cobalto Blue, and Mandarin to create these three looks on its Dawn. The customizations are hand-crafted and cost more than your standard Camry and a pair of Levi's.

Triumph: (10/12) British Car Day is hosted annually by the Toronto Triumph Club, Ontario, Canada on the third Sunday of September. Since its inaugural event in 1984, it has grown in leaps and bounds, and this year drew around 1,000 British cars and 8,000 spectators, with room to grow even bigger. British Car Day® is open to vintage, classic and current British manufactured vehicles, including motorcycles. The event is the largest, one-day, all-British car event in North America, with visitors from Ontario, the northeast United States, the Maritime provinces, Quebec, and Manitoba, representing membership in 100 British car clubs. This year they celebrated six anniversary cars: • MGTA, 80 years, displayed by Rick Clark. • Triumph Roadster, 70 years, Michael Walton. • Morris Minor 1000, 60 years, Alan Brand. • Triumph GT6, 50 years, Warren Beech. • Jensen Interceptor, 50 years, Mike Lewyckj. • Lotus Esprit, 40 years, Brian Casselberry. Winner of the Best of Show was a superb 1949 Triumph 200 Roadster owned by Paul Cocarell and Participants' Choice Awards were handed out to 1st, 2nd and 3rd places in 56 categories. The top 5 makes were, in order, Triumph, MG, Jaguar, Mini and Lotus.

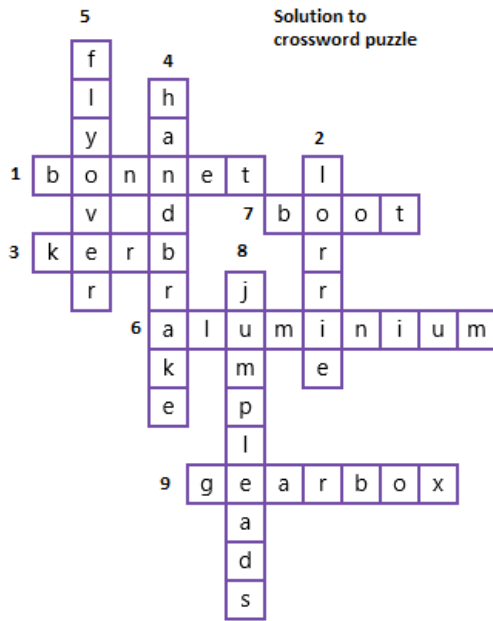
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KEEP IN YOUR THOUGHTS

Linda informed us that John had a total knee replacement on 13 October. Here's hoping for a speedy recovery.



QUESTIONS

- 1 hood
- 2 truck
- 3 curb
- 4 parking brake
- 5 overpass
- 6 aluminum
- 7 trunk
- 8 jumper cables (2 words)
- 9 transmission

According to Will Shriner, “I want to die in my sleep like my grandfather... not screaming and yelling like the passengers in his car.

FOR SALE

Craig Parker has a TR6 Black cherry wood dash for '73 TR6, in new condition, made by CG Auto Wood (never installed). He also has a Spitfire Steel Hardtop & rear glass with seal for early Spitfires '64 to '70. It just needs to be painted. These are hard to find anymore and prices are negotiable. If interested, please contact Craig at (309) 335-0635 or mcparker@comcast.net



TODAY IS ELECTION DAY!

Remember to vote. Unless, of course, your candidate is running against mine. In that case, just forget about it.