

QUAD-CITIES BRITISH AUTO CLUB

2017 Edition / Issue 4



5 April 2017

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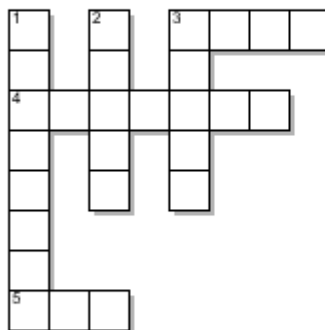
THE QCBAC

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

QUEEN'S ENGLISH

American to British Puzzle

April 2017



Word List:

Pinch
Pram
Plonk
Ring Off
Row
Strimmer

ACROSS

- 3 Baby carriage
4 Hand up (two words)
5 Fight

DOWN

- 1 String trimmer
2 Steal
3 Cheap wine

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BRIT CAR QUESTION

The prototype for the McLaren F1 manufactured by McLaren Cars set the record for the world's fastest production car, reaching 240.1 mph on 31 March 1998. The F1 surpassed the Jaguar XJ220's 213 mph record from six years earlier.



McLaren F1

I have two questions for you. How many passengers did the F1 hold? Also, was the F1 left hand drive, right hand drive, or something else?

The answers are at the end of this newsletter.

FUTURE QCBAC EVENTS

| | | |
|---|---------------------------------------|---------------------------|
| April QCBAC Dinner Old Chicago Restaurant | 9 April 2017 3030 Utica Ridge Road | 4:00 pm Bettendorf, IA |
| QCBAC Board Meeting El Mariachi's Restaurant | 11 April 2017 1317 15th Street | 5:30 pm Moline, IL |

Our Premiere Event:

Heartland British Autofest 5 Aug 2017 9:00 am – 3:00 pm
Riverfront Park, Le Claire, IA (Registration form is on the last page).

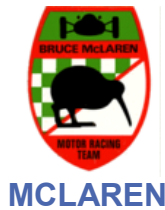
OTHER CAR CLUB EVENTS

| | | |
|---|---|--|
| Quad Cities Cruisers Cruise In | 22 April 2017 Moline, IL | South Park Mall |
| Spring Jefferson Car Show And parts swap meet | 28-30 April 2017 Jefferson, WI | British Boots & Bonnets |
| Cruisin' Frankfort Downtown Frankfort | 4 May 2017 Oak and Kansas | 5:00 pm - 8:00 pm Frankfort, IL |
| Alpha Car Show Downtown Alpha | 13 May 2017 Alpha, Illinois | 9:00 am - 3:00 pm |
| Meet at McDonalds by the Airport, Moline. Depart for the show at 7:30 am. | | |
| British Boots and Bonnets Drive and Dine | 10 May 2017 Hosts: Don and Marna Grosenick | To be arranged |
| Champagn British Car Festival 1000 Monroe Drive | 2-4 June 2017 Bloomington, IL | Fri – Sat – Sun 33 Classes |
| Central IA British & European Auto Fest, 1208 Grand Ave | 4 June 2017 Des Moines, IA | 9:00 am – 3:00 pm \$10 early registration |
| North American MGA Registry NAMGAR GT 42 | 19-23 June 2017 Solvang, CA | Get Together 42 |
| 2017 River to River (IA route) Part of Historic US Route 6 | 15-17 Sep 2017 Davenport, IA | Retro Road Trip 2017 |

If at first you don't succeed, you're running about average.

M.H. Alderson

CAR OF THE MONTH - MCLAREN



The McLaren Beginning

Les McLaren restored an aging Austin 7 Ulster, which his 14-year-old son, Bruce, used in 1952 when he entered his first hillclimb competition. Two years later, Bruce took part in his first real race, showed promise, and moved up to a Ford 10 special, an Austin-Healey, and then an F2 Cooper-Climax sports. He immediately began to modify and improve finishing runner-up in the 1957–8 New Zealand championship series. His performance in the New Zealand Grand Prix in 1958 was noticed by Australian driver Jack Brabham (who would later invite McLaren to drive for him). Because of his driving skills and potential, the New Zealand International Grand Prix organization selected him for its 'Driver to Europe' scheme designed to give a promising Kiwi driver year-round experience with the best in the world. He raced in F2 and was entered in the German Grand Prix at the Nürburgring in which F2 and F1 cars competed together. He astounded the motor racing fraternity by being first F2, and fifth overall, in a field of the best drivers in the world.

Bruce McLaren joined the Cooper factory F1 team alongside Jack Brabham in 1959 and won the 1959 United States Grand Prix at age 22 years 104 days, becoming the youngest ever GP winner (not including the Indianapolis 500) up to that time. He followed that with a win in the Argentine Grand Prix, the first race of the 1960 Formula One season, and he would finish runner-up that season to Brabham. McLaren won the 1962 Monaco Grand Prix, eventually finishing a fine third in the championship that year.

It was 1963 when Bruce McLaren founded Bruce McLaren Motor Racing Ltd. The McLaren M1A sports car of 1964 was the team's first self-designed car. The 'B' version raced in Can-Am in 1966



1964 McLaren M1A

Judy Belfer thought the club members might be interested in the “largest classic auto restorer” located in the Philippines:

<http://www.telegraph.co.uk/cars/classic/inside-the-worlds-largest-classic-car-restorer/>

CAR OF THE MONTH - MCLAREN



1966 McLaren Formula One

The McLaren Motor Racing company focused on Formula One cars and remains in the Formula One championship simply as McLaren. Bruce McLaren continued to race and win in Coopers (including the New Zealand GP in 1964). The McLaren racing team first entered Formula One in 1966.

In 1966, McLaren Formula One racing suffered with reliability with their Ford 4.2 litre engine, and only scored a point after changing to a Serenissima V8. In 1967 they tried two different BRM engines. For the 1968 season, they switched to Cosworth Ford engines. These continued to 1983, apart from a couple of Alfa Romeo examples, and then the TAG-Porsche turbo came in. This was the start of the MP4 cars, and the first entire carbon-composite chassis.

McLaren's first F1 race win occurred in 1968 when Bruce McLaren won the non-championship Race of Champions. Then he won the championship Belgium Grand Prix in 1968 driving one of the two McLaren entries. Unfortunately, Bruce McLaren was killed while testing a Can-Am series car in 1970.



1968 McLaren Formula One



1974 McLaren Formula One

Teddy Mayer took over direction of the group following Bruce McLaren's death and Mayer subsequently lead the McLaren to their first World Constructors' Championship in 1974 with Brazilian driver Emerson Fittipaldi, who also won the World Drivers' Championship that year.

CAR OF THE MONTH - MCLAREN

The 1976 title was taken by James Hunt, and then there was a gap with no F1 victories until 1984 when Lauda took the world championship title and Prost took it the next two consecutive years. The McLaren racing team took the constructor's title in 1984 and 1985.



1985 McLaren Formula One

Honda engines took over in 1988, and then in 1993 the MP4/8 had a Ford HB engine. The next year was a Peugeot V10, and then the Mercedes era began in 1995, and is scheduled to continue to 2015.



1988 McLaren Formula One

In 1988, the McLaren-Honda MP4/4 had a very successful year. Not only did Senna win the title, but the car won 15 out of 16 races, and, apart from just 27 laps, led every single lap during the year. Prost won in 1989, and then left for Ferrari after clashing with Senna. Senna also won the title for McLaren in 1990 and 1991.

The partnership between McLaren and Mercedes began in 1995 with McLaren choosing to use Mercedes engines. This partnership was to last 15 years with McLaren and Mercedes parting ways in 2009. Ron Dennis said one reason McLaren and Mercedes parted ways was because of his "ambitious plans to turn McLaren into a car manufacturer." Mercedes continued to supply engines to McLaren until 2014.



2000 McLaren Mercedes Formula One

CAR OF THE MONTH - MCLAREN



2008 McLaren Formula One

Lewis Hamilton won the 2008 season-opening race for McLaren in Australia and went on to win the championship title.

After successes by Teddy Mayer and Ron Dennis, the F1 department was handed to Martin Whitmarsh in 2009 so Dennis could focus on expanding McLaren overall, and especially in the road car market. At the end of 2011 McLaren Group completely bought back the stocks from Daimler.

McLaren Group and its companies were later formed by Ron Dennis CBE, these include a diverse number of technology based companies including TAG McLaren Audio, Absolute Taste, McLaren Automotive, Lydden Circuit, and McLaren Applied Technologies. The McLaren Technology Group is the 3rd largest conglomerate (including McLaren Automotive) in the UK by revenue.

In 2015, the McLaren racing team, under a new partnership with car manufacturer Honda changed its official title to McLaren Honda.

McLaren Automotive

In 1992 McLaren began producing its first road car, the McLaren F1, which had many similarities to its current Formula One race car.

In total, 106 were produced from 1992–1998, and even though it has been out of production for years, there are still few production cars that can exceed its top speed (240 mph).



1992 McLaren F1

CAR OF THE MONTH - MCLAREN



McLaren P1

In September 2009 McLaren announced the next great thing since the McLaren F1, the upcoming McLaren P1. This plug-in hybrid utilizing a 3.8L V8 paired with a 177hp yielded a total hp of around 900hp and had a planned limited production of 375 units to be produced from 2014 to 2016. The next McLaren, code named the BP23, will use a similar hybrid system with a 4.0L V8 and electric motor. It is due out in 2019.

Current Models

McLaren currently sells three series of motorcars, Sport, Super, and Legacy. They also list an Ultimate Series that is no longer in production for sale. They are all beautiful cars with enough horsepower to draw Smokey's attention.

The Sports Series includes the 570S, 570GT, and 540C. The series is optimized for the road and provides the ultimate sports car experience while adding comfort and practicality to its breathtaking performance. The 570GT offers 3.8L V8 with 562 BHP, 443 lb-ft, and a 7-speed dual clutch. The 570GT hits 0-60 in 3.3 seconds and has a top speed of 204 mph.



2017 MSO McLaren 570 GT



2017 McLaren 720S

The Super Series only has one model, the 720S. The McLaren 720S embodies McLaren's quest to push the limits of possibility. Lighter, stronger, faster. The 720S has a 3.8L V8 producing 710 BHP and 568 lb-ft. With its 7-speed transmission, the 720S hits 0-60 in 2.85 seconds and has top speed of 212 mph.

The Ultimate Series has the P1 and the P1 GTR. The P1 GTR is for track only. The P1 is a hybrid with a gasoline engine producing 737 PS and an electric motor delivering 179 PS for a total of 916 PS. This gives the P1 a 0-62 time of 2.8 seconds and a top speed of 217 mph. (Note: 1 PS = .986 HP). Although production of the P1 ended in December 2015, they can still be found for a purchase price starting at \$1,350,000.



2015 McLaren P1

CAR OF THE MONTH - MCLAREN



2017 McLaren 675LT Spider

The Legacy Series includes the 675 LT, 675 LT Spider, and the 650 S Spider. The 675 LT Spider has a 3.8 L V8 producing 666 BHP and 516 lb-ft of torque. The 675 LT Spider can hit 0-62 in 2.95 seconds with a top speed of 203 mph.

McLaren Technology

McLaren Applied Technologies is the main subsidiary of McLaren Group, known for making the bike raced in the Le Tour de France by Mark Cavendish, the gold winning bobsled as used by Lizzy Yarnold and more.



2014 S-Works/McLaren Bike



McLaren Skeleton



McLaren Bobsled

McLaren Applied Technologies began as "McLaren Composites", mainly for the manufacture for parts for the McLaren F1 and Mercedes SLR. However, it began to grow and won contracts to manufacture parts for other companies and even grew into the energy industry, mainly solar panels. It was dissolved in 2003 and replaced with "McLaren Applied Technologies" a short while after in 2004.

In formula one, McLaren Applied Technologies is the official ECU (Engine Control Unit) supplier to all teams. It is also the official electronics supplier to all NASCAR teams. And the Applied Technologies branch helps develop medicines and drugs made by GlaxoSmithKline (GSK). McLaren Applied Technologies have also developed some household brands with GSK, including Aquafresh, Sensodyne, Boost, Horlicks, NiQuitin and more. McLaren and GSK plan to open a new building at the McLaren Technology Centre, called the McLaren-GSK Centre for Applied Technology. Now that's what I call diversification.

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Dennis tried to purchase the entire McLaren company in 2014 and again in October 2016, with an estimated bid of £1.7bn, but majority owners wanted Dennis out. They refused his bid and consequently in November 2016, placed Dennis on 'gardening leave' for two months, and will not renew his contract in January 2017 when it expires. He remains 25% shareholder of McLaren Technology Group as well as retaining his 'company director' role, and 11% shareholder of McLaren Automotive, as well as his role there as Chairman and 'company director'. The company is currently run by an 'executive committee' as appointed by shareholders Mumtalakat and Ojeh, until a successor to Dennis is found. Are you interested in running the company?

Get well wishes are offered to Larry Hipple. Larry was recently injured in a car accident and we all wish him a speedy recovery.

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AC Cars: (3/24) AC Cars (Acedes Holdings, LLC) has acquired the assets of the Zenos car company. AC Cars is the maker of the legendary AC Cobra and now it owns the rights to the Zenos name including Zenos' E10 track car and planned E11 and E12 models. It's still early, but there could be sharing of parts between Zenos' cars and AC's Cobra models. Production of Zenos models could also end up being integrated with AC's own production facilities. [Glen: Here's a company that covers British sports cars from A to Z.]

Aston Martin: (3/7) If the standard Aston Martin is not fast enough for your, take heart. Aston Martin has a new performance sub-brand leveraging the expertise of the Aston Martin Racing motorsport department. The sub-brand will go by the name AMR and offer high-performance derivatives of each model in the Aston Martin lineup. Cars from AMR benefit from enhanced performance, sharper dynamics and a more powerful design language. The first two AMR products were unveiled at the 2017 Geneva auto show. They include a Rapide AMR and track-only Vantage AMR Pro representing the two extremes of what's possible from the AMR sub-brand. The Vantage AMR Pro, to be limited to just 7 examples, gets a 500-horsepower, race-spec version of Aston Martin's familiar 4.7-liter V-8. It also gets race-spec engine and transmission mounts as well as adjustable suspension and 19-inch center lock wheels shod with Michelin Pilot Cup 2 tires. The Rapide AMR gets a 592-hp version of Aston Martin's older 5.9-liter V-12, enabling it to hit a top speed of 210 mph. It also benefits from numerous carbon fiber add-ons along with 21-inch alloy wheels and a revised grille. Aston Martin will build 210 examples of this model, the number reflecting the top speed. (3/7) Aston Martin also announced the new name for the car that we've only known thus far as AM-RB 001 is Valkyrie. Aston Martin is promising otherworldly performance. The Valkyrie will have a hybrid powertrain featuring a 6.5-liter V-12 developed by Cosworth with electric boost courtesy of Rimac. Total output should be about 1,000 horsepower. That figure should match the car's weight in kilograms (2,200 pounds) as weight savings will be the order of the day. Multimatic, the builder of the Ford GT, will create the carbon fiber monocoque, and the car won't feature a single piece of steel. (3/22) The Aston Martin Rapide was launched in 2009 and has only been offered with a V-12 ever since. But from 2018 it will only be offered with an electric powertrain. The electric Rapide was previewed in concept form in 2015. It is hinted that the electric Rapide could come with 800 horsepower and a range of about 200 miles. The car's electric powertrain is destined for other Aston Martin models. Next in line is an SUV due in 2020. The SUV was also previewed in concept form in 2015. (3/27) Aston Martin looks set to revive Lagonda as a standalone brand for ultra-luxurious cars rivaling offerings from Bentley, Mercedes-Maybach and Rolls-Royce. Lagonda will initially offer two cars, one will be a sedan but the other might turn out to be a crossover SUV. The Lagondas, still in the design stage, will feature in-house developed platforms but will share some parts with Aston Martin's lineup. Lagonda is a historic British brand older than even Aston Martin, but once W. O. Bentley

BRITISH AUTO NEWS

joined the ranks in the 1930s, it produced some truly luxurious machines like the LG6 and V12 models. The new Lagondas are due after 2020.

BAC: (3/2) BAC, the maker of the single-seat Mono track car, indicated the company was looking at entering the hypercar arena with a new model within the next five years.

This won't be a punishing track car like the Mono but a more mature design with an enclosed cabin housing two seats. The enclosed design was chosen so that the car can be used in poor weather. The brothers are also looking at using hybrid technology. One edge BAC might have is their experience in construction using extremely light and strong graphene. The company recently showed off a Mono prototype that featured body panels made from the stuff.

Bentley (VW): (3/4) The Geneva Motor Show is a venue where manufacturers show off their best vehicles. This year it features some British-born performance cars from Bentley. A case in point is the new Continental Supersports. It comes in two body-style flavors and claims to be the most powerful four-passenger luxury car on the planet. It features a 6.0-liter W-12 engine that has a pair of turbochargers putting out a staggering 700 horsepower and 750 pound-feet of torque. In the coupe, you'll make the dash in just 3.4 seconds. The drop-top gets you there in 3.7 seconds. Both can best 200 mph, with the convertible reaching 205 and the coupe blasting on to 209 miles per hour. Still, this is Bentley we're talking about, and that means more potent offerings fill out the stand. This includes the new Flying Spur W12 S. It's the first four-door Bentley ever to hit the 200-mph mark. (3/7) Another Geneva reveal by Bentley is the new EXP 12 Speed 6e concept which gives a look at what the eventual convertible variant will look like. Rather than just teasing the look of the next Continental GT Convertible, the EXP 12 Speed 6e also teases something much more controversial—an all-electric Bentley. The concept car features wireless-inductive charging, a feature seen on many previous electric concept cars. Bentley is reportedly concerned that a smaller SUV might steal sales from the Bentayga, and hopes an electric powertrain would differentiate the two models enough to prevent that.

Jaguar / Land Rover (TATA): (3/1) The new Land Rover Velar is a clever mixture of Jaguar and Land Rover hardware. The body structure is based on the aluminum-intensive D7a architecture of the Jaguar XE and XF sedans and the F-Pace SUV, with which the Velar shares its 113.1-in wheelbase. But features such as the height-adjustable air suspension, Terrain Response, and active locking rear differential are all Land Rover. The Velar will be available with the choice of three engines when it goes on sale in the U.S. this summer. In addition to the Ingenium 2.0-liter four-cylinder turbo-diesel (180-hp) and supercharged 3.0-liter gas V-6 (380-hp) shared with the Jaguar F-Pace, there is a turbocharged gas-burning 2.0-liter Ingenium four-banger (247 hp). All engines drive all four wheels through the ubiquitous eight-speed ZF automatic transmission. (3/2) Jaguar's F-Pace has sold a total 45,973 of the SUVs in 2016 accounting for 30 percent of Jaguar's sales. Jaguar's next SUV will sit below the F-Pace, suggesting that it will be called an E-Pace. The proportions are similar to those of the F-Pace though the E-Pace looks to be the sportier of the two. The E-Pace will be a compact model targeting the Audi Q3, BMW X1 and Mercedes-Benz GLA. The platform is the latest version of Jaguar Land Rover's LR-MS platform, which made its debut in the 2016 Land Rover Discovery Sport. It's too early to talk powertrains but expect Jaguar Land Rover's Ingenium inline-4 engines to feature predominantly. We're unlikely to see anything larger offered, but we could see the vehicle feature a new inline-3 Jaguar Land Rover is investigating. A hybrid option is also a possibility further down the product cycle. (3/15) Jaguar's I-PACE has been seen on the streets of London. This is Jaguar's first electric vehicle which will be revealed in late 2017 and will be on the road in the second half of 2018. The I-PACE Concept merges supercar inspired aesthetics, sports car performance and SUV space, in one electric package. The I-PACE will be a long-distance sprinter that accelerates to 60 mph in around 4 seconds, with a range of more than 500km (NEDC cycle) from the 90kWh lithium-ion battery. Charging is easy and

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quick, with 80 per cent charge achieved in just 90 minutes using 50kW DC charging. (3/31) Jaguar's classic car department plans to scour the classifieds for 10 original E-Types and then comprehensively restore them to pristine, factory-original condition. In this initial program for the E-Type, Jaguar is only dealing with "Series 1" E-Types, i.e. those built between 1961 and '68. The cars feature inline-6 engines displacing either 3.8 or 4.2 liters and 4-speed manual transmissions. This combination is good for 0-60 mph acceleration in 7.0 seconds and a top speed of 150 mph. The price for one of the 10 cars will start at £285,000 (approximately \$355,000).

London Taxi (LTC): (3/22) The London Taxi Company (LTC) announced the official opening of the UK's first car plant dedicated solely to the production of range-extended electric vehicles. This new, state-of-the-art, vehicle plant in Ansty, Coventry, is where the world's first purpose-built, mass-market electric taxi will be built. LTC, a wholly-owned subsidiary of Geely, has invested more than £300m in the new site and the next-generation London taxi, which will be produced at the plant and exported around the world. The investment and expansion of LTC has created more than 1,000 new jobs, including 200 engineers and 30 apprenticeships. The site has the capacity to build more than 20,000 vehicles per year – vehicles designed for, and dedicated to one task: to be the best ultra-low emission commercial vehicles in the world. The taxi vehicle is using proven Volvo Car electric powertrain system technologies and components comprising a new EV lightweight platform while retaining the iconic design heritage recognized around the world. Further derivatives of this new EV architecture will follow. The all new electric taxi goes on sale first in London in quarter four 2017, and then around the world in early 2018.

Lotus: (3/17) A significant update for the legendary Lotus Elise has been unveiled ahead of its arrival in showrooms this spring. The new Sprint edition captures the spirit of Lotus by offering the latest in efficient engineering to deliver a car that sets the standard at under 800 kg removing 41 kg from the previous model. The Sprint is available in both the 1.6-litre naturally aspirated and 1.8-litre supercharged versions. The Sprint's standard lightweight components include a Lithium-Ion battery, carbon race seats, new lightweight forged alloy wheels, carbon access panel, roll hoop cover and engine cover, and polycarbonate rear screen. This reduction in weight translates into quicker acceleration (with 0-60 mph in 5.9 seconds and 4.1 seconds for the Elise Sprint and Elise Sprint 220 respectively), harder cornering and improved power to weight ratio. A new version of the Elise's most popular model, the Cup 250, will be released in May 2017 with a list price of £47,400. Also, incorporating all the Elise range updates, the Elise Cup 250 model is 23 kg lighter than its predecessor, with lightweight options including a Carbon Aero pack, front access panel, roll hoop cover and engine cover to take this to 40 kg, providing even more blistering performance. Further press information will be available closer to the car's release, but customers can order the new Cup 250 today.

McLaren: (3/1) McLaren's new supercar to replace the 650S will feature a foldaway instrument cluster to leave as little distraction as possible for the driver when at a track. It will also feature a new "T-top" design of the car's MonoCage II carbon fiber tub. This should make getting in and out much easier while also improving stiffness and rigidity of the car itself. Referred to internally as P14, and thought to be the 720S for everyone outside of McLaren, the new car is the first of 15 cars McLaren will introduce by the end of 2022 as part of its Track22 business plan. (3/7) McLaren took the wraps off the newest car in its Super Series family, the 720S, which is the follow-up to the 650S. The second-generation supercar from McLaren goes on sale in May and will likely cost around \$280,000. The 720S is a mid-engine two-seater powered by a new 4.0-liter twin-turbo V-8 that makes 710 horsepower and 568 pound-feet of torque. A 7-speed paddle-shifted dual-clutch transmission handles the cog swaps, and the driveline has been dropped nearly 5 inches lower in the frame this time around to give the driver better visibility and the car a lower center of gravity. A new rear spoiler adds more downforce—about 30 percent, per McLaren—and does double-duty as an airbrake that can deploy in a half second to bring the car's

BRITISH AUTO NEWS

prolific speed to a halt. The 720S uses the company's second-generation Proactive Chassis Control that connects all four corners with hydraulically linked dampers instead of anti-roll bars. (3/22) McLaren claims that it's not looking to replace the F1, rather that its next hypercar, code-named BP23, will be an homage to the legendary Gordon Murray design. It will even feature the famous three-seat, central driving layout. According to company executives, the BP23 will be powered by a 4.0-liter V-8 paired with a hybrid system and will surpass that of every car built by McLaren so far in top speed and horsepower—including the P1. The car will also be the most aerodynamic McLaren road car to date. Just 106 examples—the number matches the build run for the F1—are slated for production and all have already been spoken for, including about 30 headed to buyers in the United States. (3/22) McLaren has confirmed that a second hybrid system is in development and it will be available across an entire model range at launch. This could be the Sports Series cars—the 540C, 570S, and 570GT—and the engine will likely be a turbocharged V-6. McLaren is never fixated on a single engine configuration, leaving the future wide open for the automaker's engineers. They are not wedded to cylinder count, but are wedded very much to performance and excitement. (3/25) McLaren's F1 replacement expected in 2019 will exceed all other McLarens in speed and horsepower, including the P1. The code named BP23 will offer a hybrid 4.0L V8 paired with an electric in a grand tourer format.

Mini (BMW): (3/7) The 2017 Countryman shares its front-drive architecture, codenamed UKL2, with, among other things, the BMW X1. It might be the biggest Mini of them all, almost an inch longer overall than the UKL2-based Clubman that launched last year, but the Countryman is still a small SUV. Where the new 2017 Countryman surprises is its palpably improved ride refinement, even on the 18-inch wheels and 225/50 tires that are standard on U.S. spec Cooper S models. Unlike the previous model, the new one is quieter and more composed, though its body motions are still tightly controlled. The E Countryman combines the 134-hp 1.5-liter inline-three internal combustion engine driving the front wheels with an 87-hp electric motor that drives the rears. Total system output is 221 hp and 281 lb-ft of torque. The John Cooper Works tag is given to the hottest member of each of the Mini model lines, and the tradition continues with the new Countryman. Under the hood is a 228-hp version of the 2.0-liter turbocharged four-cylinder engine. Standard transmission is a six-speed manual, with the eight-speed automatic available as an option. The Mini ALL4 all-wheel-drive system is also standard, along with unique styled 18-inch wheels, sports suspension, and a sports Brembo brake system. Mini claims the John Cooper Works Countryman will accelerate from 0 to 60 mph in less than 6.5 seconds.

Rolls Royce (BMW): (3/8) Rolls-Royce might have finally taken things too far. An extended-wheelbase Ghost has been painted using the dust of 1,000 crushed, “ethically sourced” diamonds. Gents, think about that the next time your jeweler asks \$2,000 for a half-carat princess cut. Making its debut at the 2017 Geneva auto show, Rolls-Royce has dubbed this particular car the Ghost Elegance. It's a fitting title, because while we'll make fun of the absurd painting process, the effect of the Diamond Stardust finish, applied to the upper half of the Ghost, is striking. It sparkles and radiates in a way that few normal metallic paints can match.

For Sale: 1989 Jaguar XJ6 Vanden Plas, I6, AT, PS, PB, AC, 71K miles. Asking Price: \$5,500. If interested, contact: William Brady, Home: 608-847-3094, Cell: 816-853-6942, email: wc.brady@frontier.com



Puzzle Solution
April 2017

| | | | | | | |
|----------------|----------------|----------------|---|---|---|---|
| ¹ S | ² P | ³ P | R | A | M | |
| T | I | L | | | | |
| ⁴ R | I | N | G | O | F | F |
| I | C | N | | | | |
| M | H | K | | | | |
| M | | | | | | |
| E | | | | | | |
| ⁵ R | O | W | | | | |

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BRIT CAR ANSWER:
The McLaren F1 was designed to hold three people, the driver and two passengers. The orientation is linked to the second question since the F1 has the driver in center with one passenger on each side sitting slightly rearward of the driver. This “center steer” format is similar to the Land Rover discussed in an earlier newsletter. However, the F1 is definitely not a farm utility vehicle!



JC Whitney
100 YEARS EVERYTHING AUTOMOTIVE
Sponsor of 2017
Heartland Autofest



Heartland British Auto Fest 2017

Saturday August 5th



The 2017 Heartland British Auto Festival again be on the scenic riverfront in Le Claire, Iowa. The Le Claire 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 win. If not present, the next highest receiver of votes will be award.

First and Second place trophies be awarded. All entrants will be entered in door prize drawings. DJ Greg Zirbes will be providing British Invasion Rock & Roll music and announcing door prizes. For questions or a copy of this form, visit the Quad City British Auto Club website at qcbac.com Additional information can be obtained from Chairman Frank Becker: Phone number: 553-359-3259 or his email address: fbecker95@aol.com

We ask that you pre-register by mail to help us determine space requirements and assure your place in the proper class.

- | | | |
|-----------------------------|-----------------------------------|-------------------------|
| A = MG Pre-1963 | F = Triumph Spitfire & GT6 | K = Mini |
| B = MG 1963 – 1974 | G = Austin Healey & Jensen Healey | L = All Sedans |
| C = MG 1974 1/2 - 1980 | H = Midget & Sprite | O = Other British Makes |
| D = Triumph TR2 & TR3 | I = Jaguar – New XJS & XK | |
| E = Triumph TR4 through TR8 | J = Jaguar – XK & XKE | |

Fill out the entry form below and mail it to: Jerry Nesbitt. 3209 36th Ave., Rock Island IL 61201. Registration fees: \$15 first entry, \$5 for each addition entry before 1 Aug. After 1 Aug, \$20 first entry, \$5 each additional entry.

Please use back side of form for additional entries.

| | | | | | |
|---------------|--------------------------------|---------------------|-------|------------------------------|----------|
| Year | Make | Model | Class | \$ | _____ |
| Year | Make | Model | Class | \$ | _____ |
| Year | Make | Model | Class | \$ | _____ |
| | | | | QCBAC Membership dues | \$15.00 |
| | | | | Make payable to QCBAC. Total | \$ _____ |
| Name _____ | | email address _____ | | | |
| City _____ | State _____ | Zip Code _____ | | | |
| Phone # _____ | Miles traveled to event: _____ | | | | |