

QUAD-CITIES BRITISH AUTO CLUB

2017 Edition / Issue 5



3 May 2017

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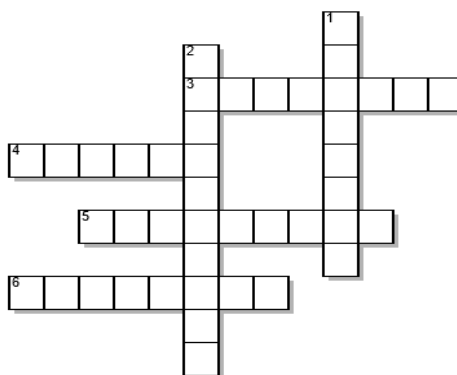
THE QCBAC

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

On The Road



Word List:

Estate Car
Motorway
Overtake
Ring Road
Roundabout
Saloon

ACROSS

- 3 Pass
4 Sedan
5 Station Wagon (two words)
6 Beltway (two words)

DOWN

- 1 Freeway (highway)
2 Traffic Circle

QCBAC CONTACTS

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2016 Autofest – Le Claire, IA

BRIT CAR QUESTION

One problem in identifying when the MG marque truly began was that its early cars used parts from other manufacturers. The earliest versions (circa early 1920s) used frames from the Morris car company.



1923 MG

These “Morris” cars were refitted with more ‘sporty’ bodies by Cecil Kimber at the shop in Oxford. What company supplied the bodies for these custom-made cars?

The answer is at the end of this newsletter.

QCBAC DINNER

There was a good showing of nineteen QCBAC members at the Old Chicago Restaurant on 9 April for dinner. The gathering included new members David Greenhoe from Bettendorf as well as Steve and Donna Begley from Coal Valley.

FUTURE QCBAC EVENTS

May QCBAC Dinner 7 May 2017 4:00 pm
11th Street Precinct Grill 2108 E. 11th Street E Davenport, IA

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

Alpha Car Show 13 May 2017 9:00 am - 3:00 pm
Downtown Alpha Alpha, Illinois
Meet at McDonalds by the Airport, Moline. Depart for the show at 7:30 am.

British Boots and Bonnets 20 May 2017 1st BBB Drive
Drive to Wisconsin Auto Museum in Hartford, Wisconsin
Hosts: Rich & Roxann Cannistra

Champagn British Car Festival 2-4 June 2017 Fri – Sat – Sun
1000 Monroe Drive Bloomington, IL 33 Classes

Central IA British & European 4 June 2017 9:00 am – 3:00 pm
Auto Fest, 1208 Grand Ave Des Moines, IA \$10 early registration

North American MGA Registry 19-23 June 2017 Get Together 42
NAMGAR GT 42 Solvang, CA

2017 River to River (IA route) 15-17 Sep 2017 Retro Road Trip 2017
Part of Historic US Route 6 Davenport, IA

We have the British motor industry as a role model for what happens when you try to save an industrial dinosaur. Britain was the first country to industrialize and the first to de-industrialize. We should learn from this.

P. J. O'Rourke

CAR OF THE MONTH - MG



1910 Morris Garage

The company's name supposedly originated from the initials of Morris Garages, W R Morris's (Lord Nuffield's) original retail sales and service business in Longwall Street, Oxford. It was when business manager, Cecil Kimber, began promoting sales by producing his own versions of Morris cars. Kimber had joined the company as its sales manager in 1921 and was promoted to general manager in 1922. He held that position he held until 1941 and died in 1945 in a railway accident. The site of the garages was redeveloped in 1980, retaining the original frontage, and is now used as student accommodation by New College.

Debate remains as to when the MG Car Company officially started, as the first cars bore both Morris and MG badges. Reference to MG with the octagon badge appears in an Oxford newspaper from November 1923 and the MG Octagon was registered as a trademark by Morris Garages on the 1 May 1924. Others¹ dispute this and believe that MG only properly began trading in 1925. The explanation may lie in the distinction between the MG business and the company of that name which may have come to own it later.



1924 MG 14/28

The earliest model, the 1924 MG 14/28 consisted of a new sporting body on a Morris Oxford chassis. This car model continued through several versions following the updates to the Morris.

The first car which can be described as a new MG, rather than a modified Morris was the MG 18/80 of 1928 which had a purpose designed chassis and the first appearance of the traditional vertical MG grille. The M.G. Car Company Limited was established in March of that year.



1928 MG 18/80

CAR OF THE MONTH - MG



1930 MG M-Type

A smaller car was launched in 1929 with the first of a long line of Midgets starting with the M-Type based on a 1928 Morris Minor chassis. The MG business was Morris's personal property until 1 July 1935 when he sold MG to his holding company, Morris Motors Limited.

Shares in Morris Motors were sold to the public in 1936. The MG T-Series were exported worldwide, achieving greater success than expected. The TA, like the PB that it replaced, was a two-seat open cars with a steel body on an ash frame. A bench-type seat was fitted with storage space behind the seats.



1936 MG TA



1939 MG TB

The TA was replaced by the TB Midget in May 1939. It had a smaller but more modern XPAG engine in a more highly tuned state and like the TA with twin SU carburetors. This 1250 cc I4 unit featured a maximum power output of 54 hp (40 kW) at 5200 rpm. The oil-immersed clutch was also replaced by a dry-plate type and gear ratios revised.

Available as an open 2-seater or more luxurious Tickford drophead coupé, this is the rarest of the T-type cars with only 379 made.

CAR OF THE MONTH - MG

The TC Midget, launched in 1945, was the first postwar MG. It was quite similar to the pre-war TB, sharing the same 1,250 cc (76 cu in) pushrod-OHV engine with a slightly higher compression ratio of 7.4:1 giving 54.5 bhp (40.6 kW) at 5200 rpm. The makers also provided several alternative stages of tuning for "specific purposes".

It was exported to the United States, even though only ever built in right-hand drive. The export version had slightly smaller US specification sealed-beam headlights and larger twin rear lights, as well as turn signals and chrome-plated front and rear bumpers.



1945 MG TC



1950 MG TD

The 1950 TD Midget produced beginning in January 1950 combined the TC's drivetrain, a modified hypoid-gear rear axle, the MG Y-type chassis, a familiar T-type style body and independent suspension using coil springs from the MG Y-type saloon. MG underwent many changes in ownership starting with Morris merging with Austin in The British Motor Corporation Limited in 1952.

The TF Midget, launched 15 October 1953, was a facelifted TD, fitted with headlights faired into the fenders, a sloping radiator grille concealing a separate radiator, and a new pressurized cooling system along with a simulated external radiator cap. The engine's compression ratio had been increased to 8.1:1 and larger carburetors increasing output to 57.5 bhp at 5,500 rpm.

In mid-1954 the engine capacity was increased by 17 per cent to 1466 cc and compression raised to 8.3:1 giving 63 bhp at 5,000 rpm. The car was now designated TF1500.



1953 MG TF

CAR OF THE MONTH - MG



1959 MG A

MG departed from its earlier line of Y-Type saloons and pre-war designs and released the MGA in 1955. A total of 101,081 units were sold through the end of production in July 1962, the vast majority of which were exported.

The MGB was released in 1962 to satisfy demand for a more modern and comfortable sports car. Variants include the MGB GT three-door 2+2 coupé (1965–80), the six-cylinder roadster and coupé MGC (1967–69), and the eight-cylinder 2+2 coupé, the MGB GT V8 (1973–76).



1970 MG B



1974 MG B GT

The fixed-roof MGB GT was introduced in October 1965. Production continued until 1980, although export to the US ceased in 1974. This configuration was a 2+2 design with a right-angled rear bench seat and far more luggage space than in the roadster.

MG became the MG Division of BMC in 1967 and so a component of the 1968 merger that created British Leyland Motor Corporation.

CAR OF THE MONTH - MG

Between 1967 and 1969 a short-lived model called the MGC was released. The MGC was based on the MGB body, but with a larger (and, unfortunately, heavier) six-cylinder engine, and somewhat worse handling.



1967 MG C



1963 MG Midget MKI

MG also began producing the MG Midget in 1961. The Midget was a re-badged and slightly restyled second-generation Austin-Healey Sprite.

With continual updates, mostly to comply with increasingly stringent United States emissions and safety standards, the MGB was produced until 1980.

In 1973, the MGB GT V8 was launched with the ex-Buick Rover V8 engine and was built until 1976. With aluminum cylinder block and heads, the V8 engine weighed forty pounds less than MG's iron four-cylinder. The V8's increased power and torque did not require significant chassis changes nor sacrifice handling.



1973 MGB GT V8

CAR OF THE MONTH - MG



1978 MG B

To the dismay of many enthusiasts, the 1974 MGB was the last model made with chrome bumpers due to new United States safety regulations; the 1974½ bore thick black rubber bumpers that some claimed ruined the lines of the car.

As with the MGB, the Midget design was frequently modified until the Abingdon factory closed in October 1980 and the last of the range was made. The badge was also applied to versions of BMC saloons including the BMC ADO16, which was also available as a Riley, but with the MG pitched as slightly more "sporty."

The marque lived on after 1980 under British Leyland (BL), being used on a number of Austin saloons including the Metro, Maestro, and Montego. In New Zealand, the MG badge even appeared on the late 1980s Montego estate, called the MG 2.0 Si Wagon.

There was a brief competitive history with a mid-engine, six-cylinder version of the Metro. The MG Metro finished production in 1990 on the launch of a Rover-only model.



1990 MG Metro (AKA Rover 100)

The MG Maestro and MG Montego remained on sale until 1991, when production of these models was pruned back in order for Rover to concentrate on the more modern 200 Series and 400 Series. High performance Rover Metro, 200 and 400 GTi models had gone on sale in late 1989 and throughout 1990 as the MG version of the Metro was discontinued in 1990 and the versions of the Maestro and Montego were halted in 1991.

After British Leyland became the Rover Group in 1986, ownership of the MG marque passed to British Aerospace in 1988 and then in 1994 to BMW. The MG name was revived in 1993 with the launch of the MG RV8, followed by the mid-engine MG F in 1995.

CAR OF THE MONTH - MG



1992 MG RV8

The Rover Group revived the two-seater with the MG RV8 in 1992. The all-new MGF went on sale in 1995, becoming the first mass-produced "real" MG sports car since the MGB ceased production in 1980.

By the start of 2000 MG was part of the MG Rover Group formed by the Phoenix Consortium. The MG range was expanded in the summer of 2001 with the introduction of three sports models based on the contemporary range of Rover cars. The MG ZR was based on the Rover 25, the MG ZS on the Rover 45, and the MG ZT/ZT-T on the Rover 75. The Rover Group entered receivership in 2005 thus the assets and the MG brand were purchased by Nanjing Automobile Group which merged into SAIC in 2008.

The MG Rover Group purchased Qvale, which had taken over development of the De Tomaso Bigua. This car, renamed the Qvale Mangusta and already approved for sale in the United States, formed the basis of the MG XPower SV, an "extreme" V8-engined sports car. It was revealed in 2002 and went on sale in 2004.



2004 MG Xpower SV



2011 MG 6

Production restarted in 2007 in China, and later at Longbridge plant in the UK under the current manufacturer MG Motor. The first all-new model from MG in the UK for 16 years, the MG 6, was officially launched on 26 June 2011.

CAR OF THE MONTH - MG

MOTORSPORT MGS



1931 MG C-Type

A series of experimental cars had also been made allowing Captain George Eyston to take several world speed records. In spite of a formal racing ban, speed record attempts continued with Goldie Gardner exceeding 200 mph (320 km/h) in the 1100 cc EX135 in 1939.

From its earliest days MGs have been used in competition and from the early 1930s a series of dedicated racing cars such as the 1931 C-Type and 1934 Q-type were made and sold to enthusiasts who received company assistance. This stopped in 1935 when MG was formally merged with Morris Motors and the Competition Department closed down.



1934 MG Q-Type

After World War II record breaking attempts restarted with 500 cc and 750 cc records being taken in the late 1940s. A decision was also taken to return to racing and a team of MGAs was entered in the tragedy-laden 1955 24 Hours of Le Mans race, the best car achieving 12th place.



Not the actual race car

The later MG prototype EX 182 was very close to the final production MGA and was the car raced at Le Mans in 1955. Three MGA prototypes were entered at Le Mans in 1955. Two of the cars finished the race placing 12th and 17th overall. A third car crashed with serious injuries to the driver, Dick Jacobs.

CAR OF THE MONTH - MG

In 2001 MG re-launched their motor sport campaign to cover the 24 Hours of Le Mans, British Touring Car Championship, British and World Rally Championships and MG Independent British Rally Championship. The Le Mans team failed to win the endurance race in 2001 and 2002 and quit in 2003. MG Sport+Racing raced in the British Touring Car Championships with the MG ZS between 2001 and 2003 as a factory team.



MG ZS



2005 MG-Lola EX257

In 2004, WSR raced the MG ZS as a privateer team. After three years without a major sponsor, WSR teamed up with RAC in 2006 and the team was called Team RAC. In 2007, an MG ZR driven by BRC Stars Champion Luke Pinder won class N1 on Britain's round of the World Rally championship. Wales Rally GB. The MG British Rally Challenge still runs today despite the liquidation in 2005.

In January 2012, MG Motor announced that it would enter the 2012 British Touring Car Championship through the newly established MG KX Momentum Racing team. In its debut season the team ran two MG6s driven by Jason Plato and Andy Neate. Jason ended the season in third place, with the car yet to find its foot in wet conditions.



MG MG6



MG MG6

MG won the 2014 Manufacturer's Championship to break Honda's four-year reign. After just three years of competition, the MG6 GT racked up seven wins and 20 podiums in the 30-race calendar. MG came second in the Constructors Championship in 2015, with Andrew Jordan leading the MG team by finishing the season fifth.

CURRENT MODELS

CAR OF THE MONTH - MG

MG currently has two models available for purchase, the MG3 and the MG GS. The MG3 comes in four levels, 3Time, 3Form, 3Form Sport, and 3Style+. The MG GS comes in three levels, Explore, Excite, and Exclusive.



2017 MG3

MG3: “The car that goes above and beyond your average entry model.” The MG 3 is a budget supermini car produced by the Chinese automotive company SAIC under the MG name. The 3Time with a 1500 cc I4 (106 PS, 137 NM) has a starting price of £8,695 (\$10,887).

MG GS: “The GS is built to tackle everyday adventures.” The GS is the first sports utility vehicle (SUV) to be produced by MG Motor at its plant in China. The MG GS come with cruise control, auto headlamps, AC and a stop-start engine. The GS Explore with a turbo charged 1500 cc I4 (166 PS, 250 NM) has a starting price of £15,095 (\$18,888).



2017 MG GS

Note: PS is “pferdestarke” and 1 PS is equivalent to 0.9859 HP.



1951 MG TD – 2016 Heartland Autofest, Le Claire, IA

BRITISH AUTO NEWS

Aston Martin: (4/6) The second model in Aston Martin's brand renaissance, the 2018 Vantage, has been spotted test in Europe. The prototypes spotted is similar to the DB11 but the Vantage sits lower, has a shorter wheelbase and overall looks sportier and more focused. Aston Martin CEO Andy Palmer has described the car as being the option for track enthusiasts and he's also confirmed it will continue to form the basis of Aston Martin's endurance racing program. The engineers are also testing a very aggressive front splitter on some of the prototypes. Though it's hard to gauge from the spy shots and video, it's possible the Vantage will only come with two seats this time around, helping to further differentiate it from the DB11 which sticks with a 2+2 seating arrangement. Helping to differentiate the cars will be the powertrain as the Vantage will come exclusively with V-8 power; however, the DB11 in some markets will offer both a V-8 and the current twin-turbocharged 5.2-liter V-12 as options. (4/7) Aston Martin has provided the first look at its new SUV, the DBX, that will enter production in 2019. The teaser suggests that the production DBX will feature a longer, flatter roof than the concept which was more of a coupe on stilts than a proper SUV. The production DBX will also feature four doors plus a rear hatch. Aston Martin will use its own platform for the DBX rather than adopt an existing Mercedes-Benz platform and the automaker will stick to extruded and bonded aluminum for the construction, which is the same process used for its sports cars. As for the DBX's powertrains, all we know is that it will offer plug-in hybrid and pure electric options. (4/26) A total of 28 Aston Martins from throughout the automaker's century-plus history recently stormed the hangers of the decommissioned airfield in St Athan, Wales, which is in the process of being converted into a new Aston Martin vehicle plant. The cars, which have a combined value of approximately \$83 million, were there to celebrate the transfer of ownership of the site from the British government to Aston Martin where they will build its DBX SUV starting in 2019. The SUV will be followed eventually by two Lagonda-branded sedans.

Bentley (VW): (4/21) Bentley's Continental GT is now one of the oldest models in production, with the original coupe having first appeared on the scene as far back as the 2003 Geneva auto show. The 2018 Bentley Continental GT benefits from design concepts found in Bentley's EXP 10 Speed 6 concept from 2015. The redesigned Continental GT is adopting a sleeker, more dynamic look than the current model and should prove to be a stunner. A peek inside also reveals some new details like the digital instrument cluster. Underpinning the redesigned Continental GT is the Volkswagen Group's MSB platform designed for large, rear- and all-wheel-drive cars with engines mounted up front. Bentley's redesigned Continental GT should once again offer both W-12 and V-8 engine options. While it's unlikely a diesel engine will be fitted to the car, a plug-in hybrid option has been confirmed. The W-12 will be the new twin-turbocharged 6.0-liter W-12 with direct fuel injection that made its debut in the 2017 Bentley Bentayga.

Jaguar / Land Rover (TATA): (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, 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. Jaguar will show the first of the 10 restored E-Types at the 2017 Techno-Classica Essen classic car show running in Germany. It's a matching-numbers 1965 coupe with the 4.2-liter mill and was original sold in California. It racked up 78,000 miles before its owner, in 1983, decided to store it away. The price for one of the 10 cars will start at £285,000 (approximately \$355,000). (4/12) Jaguar has been hinting at adding an inline-4 to its F-Type range since the car's debut, and now the automaker's finally done it. The engine is the turbocharged 2.0-liter inline-4 found in

BRITISH AUTO NEWS

other Jaguar models, and in the F-Type it has a specific tune of 296 horsepower and 295 pound-feet of torque. It also comes exclusively with an 8-speed automatic. The 4-cylinder F-Type is the new entry-point to the F-Type and can deliver a 0-60 mph time of 5.4 seconds and a top speed of 155 mph. The addition of the 4-cylinder option brings the starting price down to just \$60,895. (4/13) The Jaguar F-PACE has won both the World Car of Year and World Car Design of the Year titles at the 2017 World Car Awards. The performance SUV is the fastest selling model Jaguar has produced and is only the second vehicle to claim the historic double in the 13-year history of the World Car Awards. (4/25) This summer, the Jaguar XF will spawn its wagon body style, which Jaguar likes to call a Sportbrake. Prototypes for the XF Sportbrake have already been spotted and the vehicle will be sold in the United States. Powertrains should be the same as those in the XF sedan, which in the U.S. means an inline-4 diesel in base trim and supercharged V-6es further up. (4/29) It appears that the Range Rover will join the list of high-performance SUVs with a Range Rover Velar SVR. The newly announced Velar receives Range Rover's SVR treatment in the form of larger-diameter front and rear brakes. They appear to be larger six-piston calipers in the front and four-piston units in the rear. Under the hood, there's likely the same supercharged 5.0-liter V-8 found in the standard Range Rover Sport and Jaguar F-Type SVR. Power from the supercharged engine will likely generate about 550 hp and 501 lb-ft of torque. A revised eight-speed gearbox and the Velar's lower weight could propel the Velar quicker than its Range Rover SVR sibling. The Velar's standard air suspension, all-wheel drive, LEDs, and off-road abilities won't likely change, although the more expensive Velar SVR might receive the optional laser-matrix headlights and up-market Meridian sound system as standard. Although the standard Velar will go on sale later this year, the Velar SVR won't be available until the beginning of next year, or possibly mid-2018. Pricing for the standard Velar starts at \$49,900 with the turbocharged I-4, and bumps up to \$64,200 for the supercharged 3.0-liter V-6. The Velar SVR, however, will likely cost around \$30,000 more than the V-6 version.

Lotus: (4/11) Lotus has unveiled a unique Evora Sport 410 in one of the company's most famous liveries, as order books open for the sensational sports car in the US and Canada. Available in the new GP Edition color scheme, as well as Lotus' standard array of paint options, the new Lotus Evora Sport 410 for North America is the lightest and most focused iteration of the Evora, and joins the benchmark Evora 400 in the company's line-up as a fully type approved model. It is also the fastest road-going Lotus ever sold in the US, clocking 0-60 mph in 3.9 secs and a top speed of 190 mph. Production of the Evora Sport 410 is limited to just 150 examples a year worldwide, and the 2017 MY car is available to order now, from any of the 48 Lotus dealers in the US and Canada. (4/18) The new Exige Cup 380 coupe provides the perfect balance between fully type approved road car and genuine race car to deliver the ultimate track-and-back street-legal Lotus. Evolved from the hugely successful and capable Exige Sport 380, this latest Lotus supercar is the purest manifestation yet of the company's Cup concept for sports cars. Genuinely eligible for competition yet undeniably elegant, just 60 editions of this extreme Exige are planned for worldwide markets. With a power-to-weight ratio of 355 hp per ton, the Exige Cup 380 delivers genuine race pace, with 0-60 mph in 3.4 seconds (0-100 km/h in 3.6 seconds) and top speed of 175 mph (282 km/h).

McLaren: (4/11) McLaren's new 720S is now in production at the automaker's plant in Woking. This marks the start of the second generation for the automaker's Super Series of cars. Unfortunately, that means saying good-bye to the 12C/650S and 675LT. The 720S also marks McLaren moving on from the 3.8-liter V-8 to a 4.0-liter V-8 that also benefits from a pair of turbochargers providing the new supercar with 710 horsepower. It's enough horsepower to push the car from 0-60 mph in under 3.0 seconds. Keep that

BRITISH AUTO NEWS

accelerator pressed and you'll read 124 mph on the speedometer in just 7.8 seconds. The top speed is listed as 212 mph. (4/20) McLaren has confirmed it will drop the top on its 570S sometime in 2017, officially announcing the impending arrival of the 570S Spider. The British supercar maker's chief, Mike Flewitt, revealed the 570S would be treated to a folding, hard-top roof with the 3.8-liter turbocharged V-8 engine found in the 570S coupe. The engine produces 570 horsepower and 443 pound-feet of torque. The 650S Spider's folding hard-top adds roughly 88 pounds to the overall curb weight. Applying that logic to the 570S could make for a final curb weight of 2,976 pounds. (4/24) McLaren's most practical model at present is the 570GT but the car is still only a two-seater. Speaking with Auto Express, McLaren CEO Mike Flewitt revealed that his company is exploring the possibility of a four-seat McLaren but will never launch a four-door car. "I can see four seats but not four doors," Flewitt told the British publication. Note, McLaren will launch a car with three seats later this decade. This will be a limited-edition model serving as the spiritual successor to the legendary F1. It will be launched in 2019 and is promised to be the fastest, most powerful McLaren road car to date.

MG (SAIC): (4/6) MG Motor UK is celebrating continued success in 2017, after achieving record registrations for March. Figures released today by The Society of Motor Manufacturers and Traders (SMMT) show a 30% rise compared to the same month in 2016. So far in 2017, MG has registered 1,065 vehicles, 8% higher than the same period in 2016, making it the best quarter for the Longbridge-based business. (4/12) According to Auto Express, after a lengthy absence and years of rumors, it appears MG will finally be returning to the sportscar market. Hazy teaser images of what looks to be a new concept car have appeared online, with reports suggesting the car could be called the MG E-Motion. As the name suggests it will be a pure electric sportscar, which could potentially preview a spiritual successor to the MG TF – axed from production in 2011. Details are limited but reports indicate a 0-62mph time of under 4 seconds and a range of over 300 miles.

Mini (BMW): (4/17) Mini's third-generation Hardtop (previously referred to as a Cooper) is at midway point in its life cycle and a prototype for the updated model has just been spotted ahead of a likely debut late this year or early next. The internals of the headlights are new and it appears that some tweaks are being made to the taillights, too. The bumpers are the same units found on the current model though these could switch to a revised design on future prototypes.

Not much else is known about the updated Hardtop. While the current inline-3 and -4 powertrain offerings should carry over, there's the possibility that Mini adds the plug-in hybrid powertrain debuting in the 2017 Mini Cooper S E Countryman as an option. The setup combines a 1.5-liter turbocharged inline-3 with an electric motor for a combined output of 221 horsepower.

Morgan: (3/31) Morgan Motor Company announced that its Charity of the Year partner for 2017 is the British Heart Foundation (BHF). The one year partnership will aim to raise significant funds to help the BHF in its fight against cardiovascular disease (CVD). CVD kills more than one in four people in the UK, stealing them away from families and loved ones. The funds raised by Morgan Motor Company will help support the BHF's life saving research which could lead to better treatments for those living with CVD. Morgan staff will be taking part in a variety of fundraising activities including getting behind BHF fundraising campaigns such as 'Wear It. Beat it.' on Friday 9th June and the autumn stock donation campaign 'Bag it. Beat it.' for their 750+ shops. In addition, Morgan will be hosting a large annual event "Run For The Hills" that will have a number of fundraising opportunities, including an auction at the Gala Dinner.

SOLUTIONS

American to British

On The Road



QCBAC Newsletter:
c/o Dr. Glen A. Just
2703 W 71st Street
Davenport, IA 52806

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

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

BRIT CAR ANSWER:

The first cars which were rebodied Morris models used coachwork from Carbodies of Coventry and were built in the premises in Alfred Lane, Oxford. Demand soon caused a move to larger premises in Bainton Road in September 1925 and another move in 1927 to a separate factory in Edmund Road, Cowley, Oxford, near the main Morris factory. This is when the company utilized a true production line format.



2017 Heartland Autofest – Le Claire, IA



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: _____			