

QUAD-CITIES BRITISH AUTO CLUB



2018 Edition / Issue 5

5 May 2018

CINCO DE MAYO

Cinco de Mayo is not Mexico's Independence Day, that is 16 September. Cinco de Mayo marks the Mexican victory over the French army in the Battle of Puebla in 1862.



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THE QCBAC

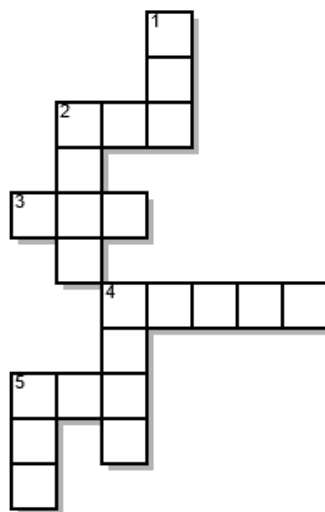
The Quad-Cities British Auto Club was formed to promote interest and usage of all British cars. The QCBAC website is at: <http://www.qcbac.com>.

Please note that the club is still looking for members to serve as president and vice president. If you are willing to keep the club moving forward and would like to serve in one of these positions, please contact a board member.

CROSSWORD PUZZLE

Who Drives What?

Short Model Names



QCBAC CONTACTS

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CAR QUESTION:

What car make was banned from racing in the USA in the 1960s because it was "too dominant?" It was also banned during the 1970s in the UK for the same reason.



Both bans were later lifted and in 2002 the make won its class at the 24 Hours Nürburgring race by 10 laps, ahead of makes such as Porsche and BMW, leading, once again, to another ban.

The answer appears at the end of this newsletter.

UPCOMING QCBAC EVENTS

May Dinner	20 May 2018	4:00 pm
Crabby's Bar & Grill	826 W 1 st Ave.	Coal Valley, IL

Our Premiere Event:

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

See registration form attached to this newsletter

OTHER AUTO CLUB EVENTS

11 th Annual Alpha Car Show	12 May 2018	9:00 am – 3:00 pm
Downtown	Alpha, IL	

Depart McDonald's, 2701 69th Ave, Moline, IL at 7:30 am.

Champagne British Car Fest	1-3 June 2018	8:30 am – 2:30pm
Bloomington, IL	Car Show on Sunday, 3 June	

Held at David Davis Mansion [33 Auto Classes](#)

British & European Autofest	3 June 2018	9:00 am – 3:00 pm
1208 Grand Ave.	West Des Moines	\$10 Registration

Proceeds go to Cops Against Cancer

Sweet Corn Festival	28 July 2018	9:00 am – 3:00 pm
and Car Show	Century Park	Oneida, IL

ACROSS

- 2 Glenn Campbell
- 3 Craig Parker
- 4 Ken Katch
- 5 Judy Belfer

DOWN

- 1 Larry Hipple
- 2 Sam Reynolds
- 4 Glen Just
- 5 John Weber

Words (may be used more than once):

GT6, MGB, MGTD, XJ8L, XK8, XKE, XK140.

Caterham Cars



I debated about including the Caterham company in the Car of the Month section. They are more of a “one-off” or kit car company than a true British car manufacturer. However, Caterham has had a significant influence on British complete knock down (CKD) kit car sales and has spawned several copycat companies that increase British car interest. So here goes.

Caterham Cars is a British manufacturer of specialist lightweight sports cars established in Caterham, Surrey (south of London), with their headquarters in Crawley, Sussex.

Caterham's history is tightly related to that of Lotus, as Caterham evolved from cars produced by Lotus.



IT ALL STARTED WITH LOTUS



In 1957, Colin Chapman, founder of British sports car manufacturer, Lotus, revealed the Series 1 Lotus 7 at the London Motor Show.

The car was immediately embraced by enthusiasts as a low-cost, lightweight sports car and successful race car. It was powered by a 40 bhp (30 kW; 41 PS) Ford Side-valve 1,172 cc inline-four engine.

You can read more about Lotus in the QCBAC [January 2017](#) newsletter.

CATERHAM 7

The Series 2 Lotus 7 was launched in 1960 with the larger Cosworth modified 1340cc Ford Classic engine and later examples were fitted with 1498cc or 1599cc engines. The Lotus 7 was made popular, in part, due to its appearance in the 1967 TV series, "The Prisoner."

The Lotus Seven Series 3 was released in 1968 with little change.



Second Generation Lotus Seven



Series 4 Lotus Seven

In 1970, Lotus radically changed the shape of the car to create the slightly more normal sized Series 4. A squarer fiberglass shell replaced the aluminum bodywork and Lotus added a standard internal heater.

Colin Chapman and Lotus helped pioneer the British kit car industry. The Lotus Seven was offered in kit form to allow buyers to avoid new car tax in the UK. In 1973, Lotus decided to shed its kit car image and concentrate on limited series motor racing cars. As part of this plan, Lotus sold the rights to the Seven to its only remaining agents, Graham Nearn of Caterham Cars in England (who had been a major Lotus 7 dealer during the 1960s) and Steel Brothers Limited in Christchurch, New Zealand.

CATERHAM TAKES OVER THE SEVEN

Caterham initially restarted making the Lotus Seven Series 4; however, when Caterham ran out of the Lotus Series 4 kits in 1974, they introduced their own brand version of the Series 3 (in accordance with their agreement with Lotus). [Glen: Hmmm, going backwards here.] They have been manufacturing and refining this car ever since as the Caterham Seven.

Steel Brothers Limited assembled Lotus Seven Series 4s until March 1979 when the last of the 95 kits provided by Lotus was used up. The last Lotus badged Seven Series 4 was therefore produced in New Zealand. There was also an attempt to make a wider, modernized version of the Series 4 using the twin cam Lotus 907 engine, called the 'Lotus Super 907'.

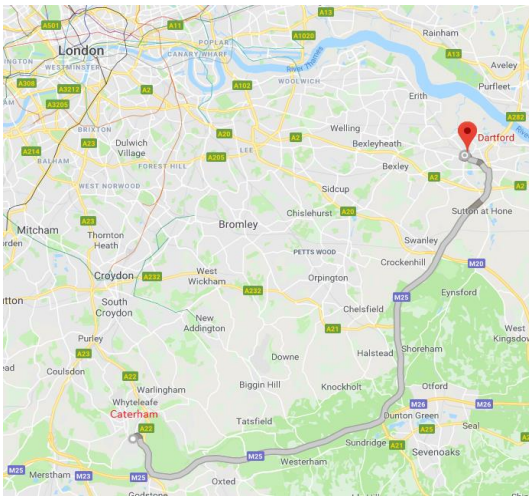
CATERHAM 7

In 1974, under the name of Seven Cars Limited, Caterham built 20 production cars and one prototype. The 21 cars were fitted with the Ford Lotus Twin Cam 1557cc engine, except for chassis number 7 which, intended for racing, was fitted with a 1962cc twin cam engine sourced from Alfa Romeo.



1974 Caterham 7

Caterham continued offering cars in 'complete knock down' (CKD) kit form as the tradition of hand building your own Seven was well established amongst enthusiasts. This tradition continues to this day. All Caterham Sevens, except the CSR (Series 6) model, are still offered in CKD form in the UK. Modern Caterham kits differ from most of kit cars as all parts are supplied ready to assemble, not requiring a donor car, fabrication or any special skills.



In 1987, production and administration of Caterham moved from Caterham, Surrey to a new location in Dartford, Kent.

In 1989 the company built a Prisoner special edition Caterham, and in 1992 Caterham set a new record for a production vehicle 0-100-0 time with a 250 hp 2.0-liter Vauxhall engine. Zero to 60 was in 6.5 seconds.

In 1994 Caterham created the 21 which was mechanically like the 7, using a modified 7 spaceframe chassis with a new GRP roadster-style body. The Model 21 included a wrap-around windscreen and convertible top manufactured by Oxted Trimming Company.

The 21 benefited from a considerably stiffer setup than a 7, due to the work on the chassis and having a full integrated body.



Caterham Model 21

CATERHAM 7

Caterham, however, underestimated the effort involved in creating a completely new car and potential buyers defected to the Lotus Elise and other vehicles. The 21 never sold particularly well, with only 48 ever made. It had moderate racing success in the Belcar 24-hour Series in Europe.



Caterham 7 R400

To celebrate 30 years of producing the Seven in 2003, Caterham introduced two new models, the Roadsport SV 30 and the Tracksport (race version). The following year, the R500 Evo is released, breaking the 0-100-0 record in 10.97 seconds and 0-60 record in 3.14 seconds. Also, the all-new Caterham CSR is launched in London, re-establishing the Caterham-Cosworth partnership with 200 and 260 bhp Duratec engines.

In 2002, Caterham Cars formed a business and marketing partnership with MG Rover Group.

New Classic and Superlight (R300, R400) models were released, together with new MG XPower engines. An R400 logged a class win at the Nürburgring 24-hour Race.



Caterham 7 Roadsport SV 30



Caterham 7 CSR 260

Ex-Lotus General Manager, Ansar Ali, led a Management Buy-In during 2005 and became the company CEO.

Also during 2005, a Caterham 7 CSR 260 set the fastest lap at Silverstone for *CAR* magazine against 15 other high-performance cars.

CATERHAM 7

Since 2006 Caterham Cars has been run by an ex-Lotus management team led by Ansar Ali (CEO) and Mark Edwards (COO). In June 2012 Ansar Ali announced he was to leave Caterham Cars and Graham McDonald (the company's former CFO) became the new CEO.

In 2006, the Superlight R400 became the first Caterham to use new state-of-the-art chassis construction methods.

In the same year, a Modified Seven Roadsport 1.6-litre K Series achieves 131mpg at the Shell Eco-Marathon. Italy become the 20th country with an official Caterham importer, Automobil Trivellato.



Caterham 7 Superlight R400



Caterham 7 CSR 175

The Caterham 7 CSR 175 was shown at the Tokyo Motor Show in 2010 followed by launches in Europe. The R300 Race series was created in France and the Monaco Limited edition Caterham was released.

In 2011, Caterham released the Caterham Lola SP/300R at the Autosport Show and a Supersport Special Edition was released in the UK.

In 2012 elements of Caterham Cars moved into a new facility in Leaffield, Oxfordshire along with the Caterham F1 team which moved from Hingham, Norfolk and competed in Formula One between the 2012 and 2014 seasons.

As with its Lotus Seven precursors, Caterhams are constructed of aluminum sheet attached to a tubular steel chassis. Nosecone and wings are either glass-reinforced plastic (GRP) or carbon fiber depending on buyer specification.

All Sevens are front-engine with rear-wheel drive and two seats. Their extremely high performance is achieved through light weight, less than 500 kg (1,102 lb.), rather than particularly powerful engines.



Caterham 7

CATERHAM 7

As well as a lightweight chassis and bodywork, Caterham Sevens achieve their very low mass through their lack of comfort and safety-oriented features such as a fixed roof, doors, radio, air-conditioning, airbags, traction/stability control, ABS, satellite navigation or cruise control. As a result, the Seven is somewhat limited in its practicality for everyday usage and is instead recognized by driving enthusiasts for its focus on driving enjoyment, making it an ideal track/race car or 'Sunday' car.

In the UK, the vehicles can be obtained as kits or entirely assembled by Caterham and registered for the road under Individual Vehicle Approval (IVA) regulations. In the '60s, the original Lotus Seven was sold only in kit form in both the UK and the US, to evade the very high taxes on complete new cars that were not assessed on automobile parts.

Although the Seven has always been popular with enthusiasts outside of the UK marketplace, export of the Seven to other markets has increasingly been limited by homologation, safety and emissions regulations in the modern era. As a result, the chassis/engine combinations, specifications, pricing and kit-form availability vary widely between countries.

CATERHAMS IN THE UNITED STATES

In the past in the United States Caterhams were sold as kits only, lacking some modern safety features required of manufacturers, but which are not required for individually assembled vehicles. Buyers could either choose to construct the cars themselves or pay their regional dealers or local builders to assemble them. Typically, the engine and transmission are sourced separately as a unit – often from Caterham – but all other components (including frame, suspension, differential, driveshaft, interior, wiring and instruments) were provided in kit form.

As of 2014, Superformance was named as Caterham official distributor in the United States. International demand had increased dramatically in part due to the addition of a F1 Race team and the changes in Caterham's structure focusing on the distribution of the Seven worldwide. Caterham has since introduced a new model line-up and focused on their production and production times to better suit their new international market, making their partnership with Superformance possible. Sevens are shipped to the USA in part-built form and sold as rolling chassis via Superformance's nationwide dealer network for customers to then complete the build personally or through the Superformance dealership. The current US line-up includes several Caterham Sevens: 270, 310, 360, 420, 620S and the 620R.



Caterham Seven 270

The Caterham Seven 270 is a lightweight sports car for “all driving conditions.” [Glen: Although I think you might get wet during a heavy thunderstorm.] It comes with a 1.6 L Ford Sigma engine that produces 135 bhp giving the 270 a 120-mph top speed.

CATERHAM 7

The Caterham Seven 310 is billed as the “pinnacle of prowess.” The 1.6 L Ford Sigma engine is upgraded to 152 bhp giving the 310 a top speed of 127 mph



Caterham Seven 310



Caterham Seven 360

The 420 model is the fastest naturally aspirated Caterham Seven. The 2.0 L engine puts out 210 bhp allowing the 420 to reach 136 mph and reaches 62 mph in 3.8 seconds.



Caterham Seven 420



Caterham Seven 620S

The 620R version is a road version of the Caterham Seven. It uses the same supercharged engine as the 620S. It is geared to reach 155 mph and accelerates from zero to 60 in 2.79 seconds.



Caterham Seven 620R

Aston Martin: (4/6) Aston Martin has dropped plans for an electric version of its upcoming SUV, which the automaker first previewed in 2015 with the electric DBX concept car. Originally, the SUV was meant to arrive with conventional engines and then add an electric option. A hybrid option is still likely to follow, given Aston Martin's desire to offer electrification across its lineup. Aston Martin hasn't given up on its electric plans; however, as they will still launch the limited-edition RapidE electric sedan in 2019. (4/18) Aston Martin has just unveiled its redesigned Vantage; however, the car won't be called a Vanquish as earlier thought. Instead, it will be called a DBS Superleggera. The DBS Superleggera also sits much lower than the DB11 although its wheels are a size up on the DB11's 20-inch set. At the rear, quad-exhaust tips replace the DB11's dual-tip design. Under the carbon fiber skin is Aston Martin's latest bonded and extruded aluminum platform that debuted in the DB11 and has since appeared in the Vantage. Power will come from Aston Martin's 5.2-liter twin-turbocharged V-12. The engine delivers 600 horsepower in the DB11 but it should produce more in the DBS Superleggera. Drive should be to the rear wheels only via an 8-speed automatic. (4/26) Aston Martin is celebrating 70 years of its world-famous DB bloodline, as the luxury British marque unveiled its latest DB family of sports cars for the first time at the 2018 Beijing Motor Show – the V12 and V8-powered DB11 coupe and DB11 Volante. The famous letters stand for David Brown, referring to the legendary British industrialist David Brown who bought the company in 1947. Brown's legacy has meant that over the last 70 years, DB-badged Aston Martins have become among the most coveted of all cars, with just under half of all Aston Martin's produced adorning the famous letters.

Jaguar (TATA): (4/6) Jaguar unveiled a startling design at the 2016 Los Angeles auto show with an all-but-finished concept for what will launch this summer as the 2019 Jaguar I-Pace all-electric crossover utility. I-Pace designer Wayne Burgess suggested in a *Motor Authority* interview that the decision to push the front passengers forward, as they are in a mid-engine supercar, was intentional. With form following function in the I-Pace design, elongating the cabin on the wheelbase offered interior volume without making the car taller, reducing its cross-section and hence its aerodynamic drag. He revealed very little about plans for additional electric models in the Jaguar lineup, saying only that the company was "considering" electric versions of some existing models. (4/10) Jaguar's F-Type is now entering its sixth year on the market; however, Jaguar gave the F-Type a major overhaul last year to keep it fresh. The biggest change is the introduction of a wide 10-inch touchscreen in place of the previous 8.0-inch unit for the infotainment system. The electronic driver aids including lane keep assist, traffic sign recognition and a driver monitor are all standard. A standardized alphanumeric badging expresses each car's fuel type and output measured in horsepower. It uses a "P" to represent gasoline (petrol) powertrains, a "D" for diesel, and an "EV" for electric, so for example a P300 badge would mean a gasoline engine with around 300 horsepower. The base engine remains the 2.0-liter turbocharged inline-4 making 296 horsepower. Above this is a 3.0-liter supercharged V-6 with outputs of 340 and 380 hp, and at the top is a 5.0-liter supercharged V-8 with outputs of 550 and 575 hp. The V-8 models come with all-wheel drive as standard. Pricing for the 2019 F-Type starts at \$61,745, including destination, which is up slightly on the \$60,895 starting price for the 2018 model. (4/18) Jaguar unveiled a new 300 Sport trim for the XE and XF, though the availability of the trim in the United States remains unknown. Introduced for 2019 and designed for models equipped with the standard 2.0-liter turbocharged inline-4, the 300 Sport trim adds several sporty touches inside and out.

The trim includes 300 Sport badging front and rear, which is joined by a dark gray finish on the grille surround, side mirror caps and rear spoiler. Matching gray wheels are also fitted, in this case a 19-inch set as standard and a 20-inch set as available. Special design accents continue inside with yellow contrast stitching on the steering wheel, seats, door casings and armrest. Other modifications include 300 Sport labeling on the door sills, floor mats, headrests and steering wheel. There's no change in power from the 2.0-liter petrol engine so peak output remains capped at 296 horsepower and 295 pound-feet of torque. (4/23) According to *Autocar*, Jaguar will end the XE and XF supercharged 3.0-liter V-6 option. Additionally, other Jaguar and Land Rover models are reportedly dropping the engine. Instead, XE and XF 300 Sport models will indirectly replace the S variants, featuring a 2.0-liter turbocharged inline-4, good for 296 horsepower. It's a far cry from the S model 380-hp 3.0-liter supercharged V-6 engines. (4/25) The original Jaguar XJ Series entered the automotive market in 1968 with the straight-six powered Series 1 luxury sedan. In honor of the flagship's 50th anniversary, Jaguar released a limited-edition model called the XJ50. Available exclusively in long-wheelbase form, the XJ50 is powered by a 340-hp 3.0-liter supercharged V-6 or a 470-hp 5.0-liter supercharged V-8. The V-6 is offered in all-wheel drive or rear-wheel drive, but the V-8 only sends power to the rear wheels. The XJ50 features unique front and rear bumpers, 20-inch wheels with a gloss black diamond turned finish, a gloss black front grille, and unique badging on the rear and side vents. Fuji White, Santorini Black, Loire Blue, and Rosello Red are the available exterior colors.

Land Rover (TATA): (4/14) For 2019, Land Rover's flagship Range Rover and rakish Range Rover Sport will be available with Land Rover's first plug-in hybrid powertrain. The first thing you notice about the new Range Rover plug-in hybrid is ... nothing at all. There's no additional flap in the bodywork for a charge port and not a single hybrid badge anywhere on the car. The charge port is hidden behind a cleverly disguised flap on the left-hand side of the grille. A tiny "P400e" badge under the HSE model designation is the only visible clue to the first hybrid powertrain in Land Rover's 70-year history. Land Rover's PHEV powertrain is composed of a 296-hp version of JLR's 2.0-liter turbo-four gas engine and a 114-hp electric motor fed by a 13.1-kW-hr lithium-ion battery mounted under the rear cargo area. Total system output is 398 hp and 472 lb-ft of torque and a pure electric range of up to 31 miles. Since the electric motor is mounted within the ZF eight-speed automatic transmission, pure electric drive is even available for low-range off-roading. The 7-kW onboard charger that will fully recharge the battery in 7.5 hours and an optional 32-amp wall box and multifunction cable will reduce charge time to just under three hours. The PHEV powertrain is well suited to the relaxed demeanor of Range Rover. In pure EV mode it can maintain up to 85 mph and rides silently. In hybrid mode, the transitions between electric motor and the internal combustion engine are impressively smooth and seamless. The e-motor's instant-on torque, 203 lb-ft at zero rpm, boosts the 5,448-pound Range Rover off the line and augments the engine once the big SUV is underway. Off-road, the EV mode works competently even in low range. In Europe the PHEV powertrain is available across the Range Rover lineup, including long-wheelbase models. For U.S. buyers, however, it comes only in the standard-wheelbase Range Rover and in HSE trim. Pricing is competitive: At \$96,145, the P400e is an attractive alternative to the regular six-cylinder \$95,045 HSE or the \$97,045 HSE diesel models.

Lotus: (4/26) Automakers have been bending to consumers' love of SUVs, even Lotus. The British sports car brand, now owned by China's Geely, has more than one SUV in the works. Design work for the Lotus SUVs will take place at Geely's new Coventry-based design studio. Perhaps not so coincidentally, Coventry is also home to Geely's London Electric Vehicle Company. It is not known much about what Lotus technologies will go into these SUVs to make then Lotus; however, it will likely use Volvo architecture which is also owned by Geely.

McLaren: (4/26) McLaren North America is celebrating the delivery of its 5,000th car in the North American market. The 5000th car, a Silica White 570S Spider, was delivered this week to California-based customer Dr. Gary Leach. McLaren Automotive retailed its first vehicle in North America in December 2011 and in less than seven years already represents more than a third of McLaren's global sales tally. Debuting in the U.S. in 2011 with the McLaren MP4 12-C and followed soon after by the 650, 675LT and the iconic McLaren P1TM supercars, McLaren saw steady growth that doubled in 2016 following the introduction of the 570 Sports Series line up. 2017 was another very successful year for the brand, and the region, with the addition of the 570S Spider and the Super Series 720S.

MG (SAIC): (4/3) Auto Class Cars, authorized distributor of MG in Qatar, has announced that the MG RX5 compact SUV will be available in the Qatari market by the end of April. MG Motor's new 'Hero SUV' will be available at the MG showroom on Salwa Road, with prices starting at around QR54,000 (approximately \$15K USD). The new MG RX5 will appeal to a range of customers, especially younger buyers looking for value for money in a stylish, technologically-advanced package that allows them to stand out from the crowd, according to a statement. Equipped with a 1.5T petrol engine and 7-speed automatic gearbox, the MG RX5 is available as entry level standard or mid-range COM models. The more powerful 2.0T power plant is mated to a 6-speed automatic gearbox and is offered for either COM or top-of-the-range LUX trim levels, with the latter featuring All-Wheel Drive. (4/12) MG, the storied British marque known for its tiny sports cars here in the U.S., is now part of China's SAIC. Only sports cars aren't the plan moving forward and MG will show a new large SUV concept at the 2018 Beijing motor show. Called the X-Motion, the SUV concept clearly takes inspiration from the E-Motion concept car shown last April at the auto show. *Autocar* reported on Thursday that the production X-Motion should share its mechanicals with the Roewe RX8, a Chinese SUV that a SAIC brand also produces. The lone engine for the RX8 is a 2.0-liter turbo-4, which makes it a likely candidate for the new MG SUV. It's unclear if the production MG X-Motion will be sold outside of China, but it will outsize the current ZS and GS models.

Mini (BMW): (4/2) With a new, all-electric Mini E set to arrive in dealerships in a year or less, BMW wants to highlight the idea of a Mini Cooper powered by batteries. That led BMW to display an "old Mini" converted to electric power at a reception before last week's New York auto show. Since the Mini was privately owned, it is doubtful that it shares any components with the upcoming Mini E that's likely to launch as a 2019 model. The modified 1998 Mini weighs the same 1,700 pounds (770 kg) as the original, by design. A 28-kilowatt (38-horsepower) electric motor connects to the original 4-speed gearbox via pulleys, and the range is said to be about 65 miles from 30 lithium-ion cells using iron-phosphate chemistry, of unspecified capacity. Top speed is said to be 75 mph, and the car takes 4 hours to charge using the British equivalent of a 240-volt Level 2 charging station.

Morgan: (4/5) The finale for the Aero 8 is called the Aero 8 GT, and it serves as the final Morgan machine to be fitted with a BMW N62 V-8 engine. Officially unveiled at the Geneva Motor Show, the very first production Aero 8 GT has just rolled off the Morgan assembly line. Morgan describes this car as its most extreme road-going model to date. Under the long aluminum bonnet is a BMW powerplant that produces 367 horsepower. The 4.8-liter engine is mated to a 6-speed manual transmission. The powertrain pushes the car from 0-62 mph in 4.5 seconds. Morgan is building just eight examples, and all of them have already been snatched up. Each will be built to the customer's taste, and each buyer will consult with Jon Wells, Morgan's head of design.

TVR: (4/5) Marking its return to motor sport for the first time in more than 10 years, TVR has announced its role as the automotive partner to REBELLION Racing, competing in the LMP1 category of the FIA World Endurance Championship (WEC) 2018 – 2019 Super Season. REBELLION Racing TVR will made its track debut during the WEC Prologue event at Circuit Paul Ricard on 6 April. Learnings from TVR's collaboration with REBELLION Racing will flow directly into the development and production both of its road car line-up, and into its future racing projects. REBELLION Racing teased the design of its ORECA R-13 prototype at the Geneva Motor Show in March, following confirmation of its entry into the LMP1 category. The WEC Prologue is the first time REBELLION will allow a closer glimpse of its 2018 – 2019 race livery, with TVR taking pride of place as automotive partner.



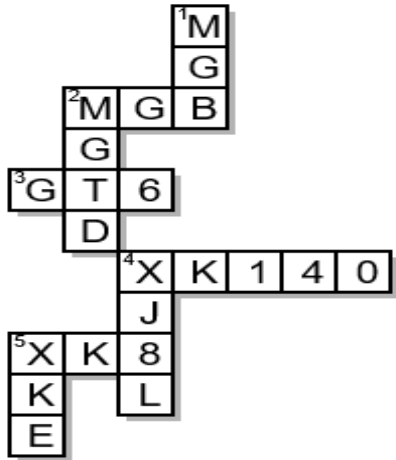
2017 Heartland British Autofest – Le Claire, IA

“If everything is under control, you are just not driving fast enough.”

Sir Stirling Moss

Who Drives What?

Short Model Names



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ANSWER TO THE QUESTION:

The car that was banned from racing in the USA in the 1960s and in the UK in the 1970s was the Caterham 7. Although the race governing bodies claimed the reason for the bans was that the car was open wheeled, the Caterham Cars owner Graham Nearn felt it was because the Sevens were too successful. Thus, he commissioned T-shirts printed with "Caterham Seven, the car that's "Too Fast to Race."



2017 Heartland British Autofest – Le Claire, IA



Heartland British Auto Fest 2018

Saturday August 4th



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

Show Registration and car cleanup	9.00 am to Noon
Voting by participants	Noon to 2:00 pm
Awards presentation	3:00 pm

Must be present to win. If not present, the next highest receiver of votes will be awarded.

First and Second place trophies will be awarded.

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

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

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

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

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

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

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

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

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

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

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

Name _____

Address _____

City _____ State _____ Zip Code _____

Phone # _____ email address _____

Miles traveled to event: _____

rev. 6



**Volunteer to be the
Quad City British Auto Club
President or Vice President**