

QUAD-CITIES BRITISH AUTO CLUB

2017 Edition / Issue 7



1 July 2017

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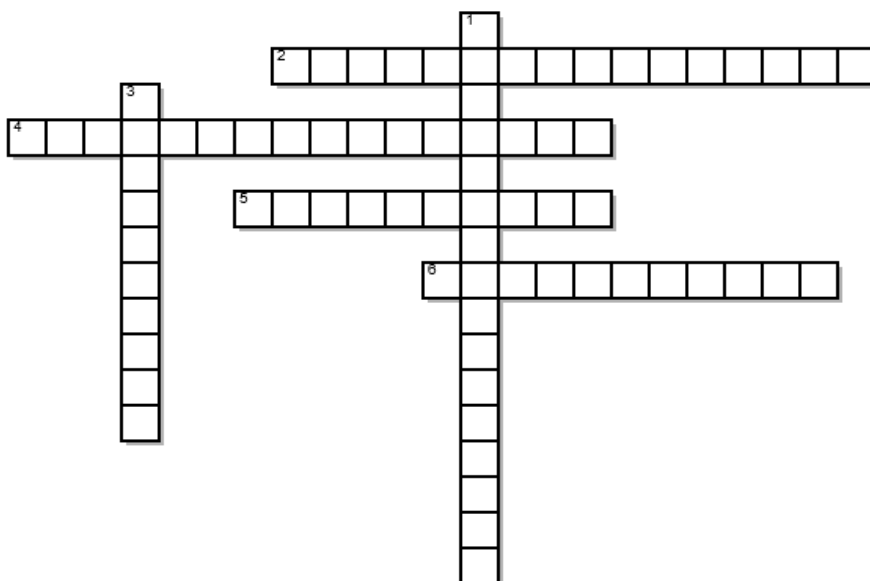
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THE QCBAC

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

Fourth of July - Yanks vs Brits

All answers have two words



Across

- Leader of Continental Army
- Current location of Declaration of Independence
- British Commander-in-Chief
- First person to sign the Declaration of Independence

Down

- First battles of revolutionary war
- British Monarch during the revolutionary war

QCBAC CONTACTS

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1967 Triumph TR4A
Heartland Autofest
Le Claire, IA - 2016

BRIT CAR QUESTION

The Triumph Motor Company is known for a plethora of great cars and motorcycles. However, those were not the first products to carry the Triumph name.



1923 Triumph 10/20

What was the first product to be sold under the Triumph name. For bonus points, who created the company that later became Triumph?

The answers are at the end of this newsletter.

QCBAC DINNER

We had a cozy group of fourteen QCBAC members meet at the Famous Dave's Restaurant on 4 June for monthly dinner. Linda and Pegg were nursing recent injuries and we hope they are recovering nicely.

FUTURE QCBAC EVENTS

July QCBAC Dinner	16 July 2017	4:00 pm
City Limits Grill	4514 9th Street	Rock Island, IL

Our Premiere Event:

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

OTHER CAR CLUB EVENTS

Jackson County Car Show	23 July 2017	9:00 am – 4:00 pm
Part of County Fair	1212 E Quarry St.	Maquoketa, IA

8 th Annual Oneida Car Show	29 July 2017	9:00 am – 3:00 pm
Downtown	Oneida, IL	\$10 registration

Meet at the McDonalds by the Airport in Moline, 2701 69th Ave. Ct.
Depart the McDonalds at 7:30 a.m. in a caravan to Oneida.

Planes, Trains & Autos	9 September 2017	7:00 am – 2:00 pm
Downtown	Geneseo, IL	Free registration

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

Automobiles have always been part of my life, and I'm sure they always will be. What is it about them that moves me? The sound of a great engine, the unity and uniqueness of an automobile's engineering and coachwork, the history of the company and the car, and, of course, the sheer beauty of the thing.

Edward Herrmann

Triumph



TRIUMPH COMPANY BEGINNINGS



Modern Triumph Bicycle

The Triumph company had its origins in 1885 when Siegfried Bettmann of Nuremberg formed S. Bettmann & Co and started importing bicycles from Europe and selling them under his own trade name in London. The trade name became "Triumph" the following year, and in 1887 Bettmann was joined by a partner, Moritz Schulte, also from Germany. In 1889, the businessmen started producing their own bicycles in Coventry, England.

TRIUMPH CYCLE COMPANY

The company was renamed the Triumph Cycle Co. Ltd. in 1897 and in 1902 began producing Triumph motorcycles in Coventry on Much Park Street. At first, these used engines purchased from another company, but the business prospered and soon started making its own engines. In 1907, they purchased the premises of a spinning mill on Priory Street to develop a new factory.



1915 Triumph Motorcycle

TRIUMPH



Triumph Model H during WWI

Major orders for the 550 cc Model H were placed by the British Army during the First World War; by 1918 Triumph had become Britain's largest manufacturer of motorcycles. But, of course, that is a completely different story.

In 1921 Bettmann was persuaded by his general manager Claude Holbrook (1886–1979), who had joined the company in 1919, to acquire the assets and Clay Lane premises of the Dawson Car Company and start producing a car and 1.4-litre engine type named the Triumph 10/20 designed for them by Lea-Francis, to whom they paid a royalty for every car sold.



1923 Triumph 10/20



1930 Triumph Super 7

Production of the Triumph 10/20 and its immediate successors was moderate, but this changed with the introduction in 1927 of the Triumph Super 7, which had an 832cc 4-cylinder side-valve engine with three main bearings. The Super 7 sold in large numbers until 1934.

TRIUMPH

In 1930 the company's name was changed to Triumph Motor Company they began producing expensive cars. The 1931 Super 9 was the first Triumphs to use 12-volt electrics and the first to be fitted with a Coventry Climax engine, which was made under license by Triumph. Two 6-volt batteries were housed under the rear passenger floor, while the prototype had a single 12-volt battery on the bulk head. Many of the chassis and transmission components were left-overs from the Super 7's and 8's



1931 Triumph Super 9, 4 Door Tourer



1934 Triumph Gloria Six

There was an open two-seat sporting model, the Southern Cross, produced from 1934 to 1937 re-using the name previously applied to the sports version of the Triumph Super 9. This used a shortened chassis of 96 inches for 1232cc four-cylinder models and 104 inches for the 1991cc sixes.



1936 Triumph Gloria Southern Cross
10.8 HP (Inline 4, 1,232 cc)

TRIUMPH



1937 Triumph Dolomite Roadster

Triumph met financial problems and in 1936 the Triumph bicycle and motorcycle businesses were sold, the latter to Jack Sangster of Ariel to become Triumph Engineering Co Ltd. Healey purchased an Alfa Romeo 8C 2300 and developed a new car model with an Alfa inspired straight-8 engine type named the Triumph Dolomite.

In July 1939, the Triumph Motor Company went into receivership and the factory, equipment and goodwill were offered for sale. Thos W Ward, purchased the company and placed Healey in charge as general manager, but the effects of the Second World War again stopped the production of cars; the Holbrook Lane works were destroyed by bombing in 1940.

In November 1944, what was left of the Triumph Motor Company and the Triumph trade name were bought by the Standard Motor Company and a subsidiary "Triumph Motor Company (1945) Limited" was formed with production transferred to Standard's factory at Canley, on the outskirts of Coventry. Triumph's new owners had been supplying engines to Jaguar and its predecessor company since 1938. However, Black's objective in acquiring the rights to the name and the remnants of the bankrupt Triumph business was to build a car to compete with the soon to be launched post-war Jaguars.

The pre-war Triumph models were not revived and in 1946 a new range of Triumphs was announced, starting with the Triumph Roadster. The Roadster had an aluminum body because steel was in short supply and surplus aluminum from aircraft production was plentiful.



1946 Triumph 1800 Roadster

TRIUMPH



1949 Triumph 1800 Town & Country

The same Roadster engine was used for the 1800 Town and Country saloon, later named the Triumph Renown, which was notable for the styling chosen by Standard-Triumph's managing director Sir John Black.

A similar style was also used for the Triumph Mayflower light saloon. When Sir John was forced to retire from the company this range of cars was discontinued without being replaced directly. By this time, sheet aluminum had by now become a prohibitively expensive alternative to sheet steel for most auto-industry purposes.



1950 Triumph Mayflower



1955 Triumph TR2

In the early 1950s, it was decided to use the Triumph name for sporting cars and the Standard name for saloons and in 1953 the Triumph TR2 was initiated, the first of the TR series of sports cars that were produced until 1981. Curiously, the TR2 had a Standard badge on its front and the Triumph globe on its hubcaps.

TRIUMPH

Standard had been making a range of small saloons named the Standard Eight and Ten, and had been working on their replacements. The success of the TR range meant that Triumph was considered a more marketable name than Standard, and the new car was introduced in 1959 as the Triumph Herald. The last Standard car to be made in the UK was replaced in 1963 by the Triumph 2000.



1946 Standard Eight

LEYLAND AND BEYOND

Standard-Triumph was bought by Leyland Motors Ltd. in December 1960; Donald Stokes became chairman of the Standard-Triumph division in 1963. Further mergers resulted in the formation of British Leyland Motor Corporation in 1968.



1955 Triumph TR3

The Triumph TR3 was produced between 1955 and 1962 by the Standard-Triumph Motor Company of Coventry, England. A traditional roadster, the TR3 is an evolution of the company's earlier TR2 model, with greater power and improved braking. In 1956 the front brakes were changed from drums to discs, making the TR3 the first British series production car to be so fitted.

The Triumph Herald is a small two-door car produced by the Standard-Triumph Company of Coventry from 1959 to 1971. Body design was by the Italian stylist Giovanni Michelotti, and the car was offered in saloon, convertible, coupé, estate and van models, with the latter marketed as the Triumph Courier.



1960 Triumph Herald 948cc Coupe

TRIUMPH



1979 Triumph TR8

The Triumph TR range of cars continued to evolve until 1981. Independent rear suspension came in 1965 and a change from a four-cylinder engine to a six-cylinder engine in 1967. The TR7, with a unit body, an overhead camshaft four-cylinder engine, and a live rear axle, arrived in late 1974. The TR8, with a Rover V8 engine, was introduced in 1979.

The Triumph Spitfire was devised to compete in the small sports car market opened by the Austin-Healey Sprite. Triumph used the mechanicals from their small saloon, the Herald, to underpin the new project. Triumph cut that chassis down and clothed it in a sports body, saving the costs of making a completely new chassis and body. Italian designer Michelotti came up with the swooping body. Various versions of the Spitfire were produced from 1962 Mark I to the 1500 in 1980.



1980 Triumph Spitfire

DEMISE OF TRIUMPH CARS



1983 Triumph Acclaim (Honda)

The last Triumph model was the 1981 Acclaim, essentially a rebadged Honda Ballade built at the former Morris Motors works in Cowley, Oxford. The Triumph name disappeared in 1984, when the Acclaim was replaced by the Rover 200. The BL car division had by then been named the Austin Rover Group, which also ended the Morris marque as well as Triumph.

The Triumph trademark is owned currently by BMW, which acquired Triumph when it bought the Rover Group in 1994. When it sold Rover, BMW kept the Triumph marque. The Phoenix Consortium, which bought Rover, tried to buy the Triumph brand, but BMW refused. The Standard marque was transferred to British Motor Inheritance Limited. The Standard marque is still retained by British Motor Heritage, who also have the license to use the Triumph marque in relation to the sale of spares and service of the existing Triumph cars.

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Aston Martin: (6/6) As part of its Second Century business plan, Aston Martin will introduce seven standalone cars over seven years. The first of these new cars was the DB11 that arrived in 2016. It will be followed by a redesigned Vantage in 2017, a redesigned Vanquish in 2018, and the DBX SUV in 2019. It was previously thought that Aston Martin would follow up its SUV with a pair of Lagonda sedans and then a mid-engine supercar to cap it all off. However, Aston Martin CEO Andy Palmer has now revealed that the supercar will follow the DBX, and then only the two Lagonda sedans will arrive. As Palmer hinted at, the supercar will be a permanent fixture in the Aston Martin lineup to challenge the Ferrari 488, Lamborghini Huracán and new McLaren 720S. It will borrow from the Valkyrie, however, and possibly even feature a design by Adrian Newey. Don't expect the Valkyrie's V-12, though. We hear that Aston Martin's supercar will be powered by a V-8. (6/14) Aston Martin treated the public with a near production-ready example of its upcoming Valkyrie hypercar. Aston Martin is developing the Valkyrie in partnership with Red Bull Racing, which the automaker is a sponsor of. The F1 team's expert aerodynamicist, Adrian Newey, is overseeing much of the technical development along with staff from partners such as Alcon, Bosch, Cosworth, Multimatic, Ricardo and Rimac. Power will come from a mid-mounted 6.5-liter V-12 and route to the rear wheels via a 7-speed transmission. Some form of hybrid technology will also be part of the drivetrain. The Valkyrie is expected to come close to a 1:1 power to weight ratio, measured in horsepower per kilograms. Considering the car is expected to weigh around 1,000 kg (2,200 pounds), we should be looking at an output of around 1,000 hp. (6/14) The first of Aston Martin's AMR models to enter production is the Vantage AMR. Just 300 will be built, with 200 to feature the Vantage's 4.7-liter V-8 and the remainder the 5.9-liter V-12. Inspiration for the AMR models come from Aston Martin Racing's various race cars. The Vantage AMR with the 4.7-liter V-8 comes with 430 horsepower while the 5.9-liter V-12 option ups this to 595 hp. Both are fitted with a sequential manual transmission as standard, or for the purist, 6- and 7-speed manual transmissions in the V-8 and V-12 Vantage AMRs, respectively. (6/19) Aston Martin Racing has taken victory at the 85th 24 Hours of Le Mans. Jonny Adam (GB), Darren Turner (GB) and Daniel Serra (BR), and their Aston Martin V8 Vantage GTE performed faultlessly. Darren Turner, who earlier this week set a new qualifying GTE lap record, took his third Le Mans class win today following victory in 2007 and 2008 with the Aston Martin DRB9.

Bentley (VW): (6/14) Mike Rocco, who has more than 25 years of experience in the automotive business, both on the dealership and corporate level, started June 19 and be charged with managing Bentley's recent U.S. sales growth. Rocco, 49, served for more than two years as regional vice president of Nissan North America's mid-Atlantic region, and became regional vice president of Nissan's Central U.S. region just last month. Rocco is inheriting a thriving division, with Bentley's U.S. sales rising 92 percent through May. Much of the growth has been driven by Bentley's first SUV, the Bentayga, which hit U.S. dealership showrooms last August. Bentley will also be rolling out a redesigned Continental next year, and Rocco will be tasked with managing the expected boost from that model as well as fostering dealership relations.

Jaguar / Land Rover (TATA): (6/8) Land Rover has won the Best Brand Design Language award at the 2017 Car Design Awards for its family of vehicles, recently joined by the new Range Rover Velar. The Jaguar I-PACE Concept electric performance SUV brought more

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success to Britain's biggest car manufacturer, winning the Concept Car category award. The awards, held at the Turin Motor Show by Auto & Design magazine, celebrate brands and models that have contributed significantly to the evolution of automotive design. The Range Rover Velar took second place in the Production Cars category. (6/9) Land Rover's striking Range Rover Velar isn't even in showrooms but a more potent version is already out testing. The Range Rover Velar SVR sports enlarged intakes in the front bumper plus a diffuser integrated in the rear bumper and flanked by two massive exhaust tips. The enlarged brake discs and calipers almost fill the insides of the wheels. Land Rover is likely testing a V-8 engine, likely a version of Jaguar Land Rover's 5.0-liter supercharged V-8. The peak output could be anywhere between 500 and 600 horsepower. Vehicles with the SVR tag attached are aimed at the offerings from Audi Sport, BMW M and Mercedes-AMG. (6/14) The Jaguar XF has spawned a station wagon body style, which Jaguar likes to call a Sportbrake. And the good news is that the vehicle will be sold in the United States. It's due later this year, as a 2018 model, and is priced to start at \$71,445, including destination. The XF Sportbrake deliver a maximum 69.7 cubic feet of load space when the rear seats are folded flat. This drops to 31.7 cubic feet when the rear seats are required. There are some new tech features to improve the experience of driving the XF Sportbrake, too. This includes self-levelling suspension at the rear to ensure smooth handling, even when towing loads of 4,400 pounds. On top of this, owners will find a gesture control function for operating the full-length, panoramic roof and a waterproof wristband key that's ideal for active lifestyles. Just one powertrain will be offered in the U.S. at launch: a 380-horsepower 3.0-liter supercharged V-6. It's mated to an 8-speed automatic and all-wheel-drive system as standard. Jaguar is quoting a 0-60 mph time of 5.3 seconds for this combination. (6/14) While Audi and Mercedes-Benz have trumpeted the electric crossover utility vehicles they will offer in 2018 and 2019, Jaguar is keeping pace with the German giants. The Jaguar I-Pace is already in pilot production, and is widely expected to debut three months from now at the 2017 Frankfurt auto show. According to a report in industry trade journal Automotive News, the first versions of the aluminum-bodied, battery-electric I-Pace are already coming off the lines at subcontractor Magna Steyr's plant in Graz, Austria. The electric luxury SUV will have a combined 400 horsepower from front and rear electric motors, 4-second 0-to-60-mph acceleration, and all-wheel drive. (6/16) Jaguar Land Rover Classic this week opened the massive Classic Works site located in Coventry, United Kingdom. Here, classic models from both the Jaguar and Land Rover brands (any model out of production for at least 10 years is considered a classic by the department) can be restored, maintained, or bought or sold. At 150,000 square feet in size, the facility is one of the world's largest dedicated to classic cars. It contains a showroom, a workshop with 54 bays, and storage for numerous cars and parts. Jaguar Land Rover Classic itself has more than 500 of its own classic cars stored at the site. Once any work is completed, the cars are given a test drive by a team led by one of the men who drove Jaguar's winning entry in the 1988 24 Hours of Le Mans, Andy Wallace. (6/20) Jaguar has taken the unusual step of announcing the price tag of a new vehicle before even showing it. The vehicle is the E-Pace compact SUV which Jaguar has priced at \$39,595, including a \$995 destination charge. It's set to be revealed on July 13 and should reach showrooms in early 2018. The E-Pace has hardly been a secret as prototypes have been running around for more than a year. Compared to the F-Pace, the E-Pace features a more chiseled look at the rear. And up front is a sharper look resembling the design of the F-Type sports car. Jaguar is holding back most of the details but we know the vehicle will come

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with all-wheel drive as standard and feature inline-4 engines only. (6/23) Jaguar Land Rover on Thursday announced it is ready to start testing Level 4 self-driving car prototypes on public roads in urban environments. The prototypes are fitted with the British firm's Autonomous Urban Drive technology which allows them to drive in complex environments without any driver involvement. According to Jaguar Land Rover, the prototypes have no problem obeying traffic lights as well as negotiating junctions and roundabouts. This contrasts with some rival systems that are designed for simpler conditions such as highways and traffic jams. A self-driving car is at Level 4 capability if it can safely operate in specific conditions without the need of the driver. Should the car approach roads outside of the specific conditions, the driver will be requested to take over well in advance.

Lister: (6/22) British specialist sports car maker The Lister Motor Company is currently the fastest growing company within the competitive British motor industry business sector, and the 28th largest in the UK market, according to independent analysis results just revealed by leading business finance specialists Plimsoll Publishing Limited. This research supports the fact that Lister's sales have increased by 140 per cent over the previous 12-month period. This news follows Lister's recent announcement that, to date, it is the only automotive company making original specification continuation cars that are eligible for fully-legal registration and road use. Unlike other continuation specials which are strictly limited to track use only, the new road legal Lister Knobbly is fully eligible for IVA type approval. In addition, within the last 12 months, Lister has also revealed two other significant new models; the highly-desirable magnesium-bodied Knobbly Stirling Moss Edition, plus the aerodynamic Costin continuation model announced late last year, with each of these cars being built at George Lister Engineering in Cambridge, using the Company's original chassis jigs and some of the original Lister engineering craftsman from the 1950s.

Lotus: (5/31) Supercharged, lightweight and based on Lotus' extensive motorsport knowhow, the new Lotus Elise Cup 250 packs 243 hp into a chassis designed to deliver the benchmark in responsive handling and haptic feedback. The car's enhanced aerodynamics come from several additions including a new lightweight rear wing, front splitter, bargeboards and rear diffuser contributing to 125 kg of downforce at 140 mph. As the latest car to receive the Cup treatment, the new Lotus Elise Cup 250 bridges the gap between road and track to offer racecar capabilities in a package that can be used every day. Dry weight has been reduced to just 884 kg (or 860 kg with all lightweight options) and boasts a 0-60 mph in 3.9 secs and a power to weight of 283 hp per ton.

McLaren: (5/31) If you have a McLaren F1 that needs its engine rebuilt, you might not have to wait for work to be done. When it's time to bring your multi-million-dollar road car in for engine-out servicing, the folks at Woking have a spare engine waiting to be used. MSO maintains a handful of spare engines, and one of those is used as a loaner. Your original engine goes in to get its proper care and you can continue to enjoy your F1. Once the work on your engine is complete, you head back in to the shop and your original engine is swapped back into its home. Now you have a fresh BMW V-12 to go play with once more. Of course, it's not all as easy as that, and it doesn't apply to the lucky few who own the cars in the U.S. Most U.S.

BRITISH AUTO NEWS

customers will have to send their cars all the way to Woking to get the work done. (6/14) McLaren will use the 2017 Goodwood Festival of Speed this month to present the 570S Spider. The car is the first open-top member of McLaren's entry-level Sports Series range, and it's headed to the United States later this year with a starting price of \$208,800, or about \$21,000 more than the coupe. The 570S Spider features a neatly integrated retractable hardtop similar to the unit found on the 650S and 675LT supercars. It's made from composite materials to save weight and at the push of a button can open or close in just 15 seconds, including at vehicle speeds of up to 25 mph. Impressively, no extra body strengthening is required due to the stiffness of the car's carbon fiber tub. The powertrain has been left unchanged with a 3.8-liter twin-turbocharged V-8 is mated to a 7-speed dual-clutch transmission. A peak 562 horsepower and 443 pound-feet of torque helps deliver a 0-60 mph time of 3.1 seconds and a top speed of 204 mph.

Rolls Royce (BMW): (7/1) A new Rolls-Royce Phantom, the eighth iteration of the famous nameplate, will be unveiled during the "Great Eight Phantoms" exhibition in London where Rolls-Royce will showcase seven previous generations of the Phantom dating back close to a century and detailed by Rolls-Royce. The first to be detailed is an original 1928 Phantom that once belonged to American entertainer Fred Astaire. As for the new Phantom, it is being developed around an aluminum spaceframe structure unique to Rolls-Royce and destined for all the marque's next-generation cars including the SUV. This time around, the Phantom will only be available as a sedan, though there will be two sizes for buyers to choose from.

TVR: (6/5) The iconic British sports car maker, TVR, announced that it will be unveiling its eagerly awaited new sports car to the public at the Goodwood Revival on 8-10 September. Created in conjunction with Gordon Murray Design, the 1200 kg car promises incredible 200mph performance and 0-60mph in less than 4 seconds. With the special launch edition car being offered at under £90,000, anticipation and demand for the 400 bhp per ton, five-litre, Cosworth developed V8-powered car is already at fever-pitch. TVR has held back a small allocation of the 500 Launch Edition cars for the public unveiling, so will soon close the order book, before re-opening it on the 8th September.

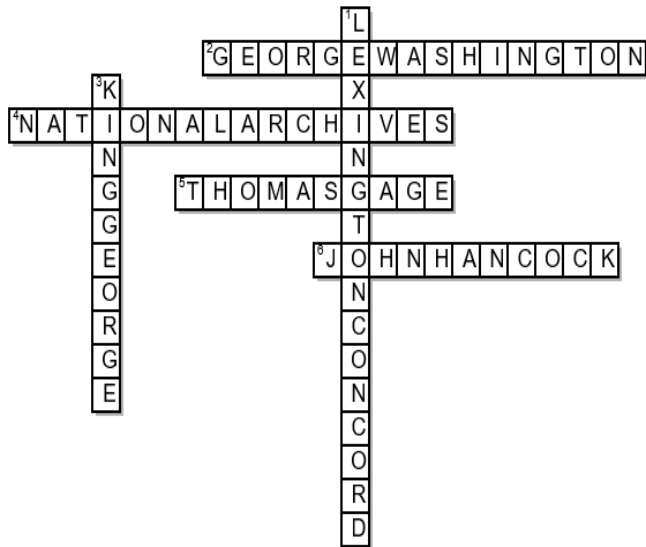


2016 Heartland Autofest – Le Claire, IA

BRITISH ANSWERS

British Car Answer: The Triumph marque began when Siegfried Bettmann formed S. Bettmann & Co which imported and sold bicycles using the name "Triumph" in 1886. In 1887, Bettmann was joined by a partner, Moritz Schulte, and in 1889 they started producing their own bicycles in Coventry, England.

Crossword Puzzle Answer



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>



2015 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 – XK120-150 & 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: _____				