

QUAD-CITIES BRITISH AUTO CLUB



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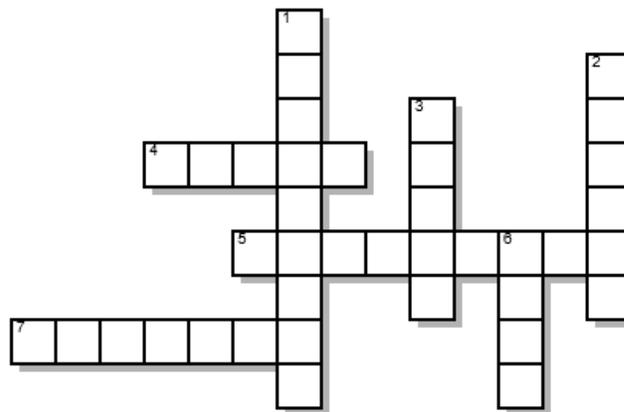
CHRISTMAS EDITION

THE QCBAC

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

2017 Christmas Puzzle

British Traditions



Clues and
word list
are on
page 2.

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2017 Santa Test Run

BRIT CAR QUESTION

You are probably familiar with the British driver Malcolm Campbell who held numerous land speed records from 1924 to 1935. The 1935 301.3 mph LSR was made in the 1931 Blue Bird powered by a 2,300 hp Rolls Royce V12.



1931 Campbell-Railton Blue Bird

However, the current LSR for a wheel-driven vehicle was set in 1964 by someone else.

Who was the British driver that set the 1964 LSR (which still stands) and what vehicle was he driving?

(The answer appears at end of this newsletter)

QCBAC CHRISTMAS DINNER

The QCBAC Christmas will take place on 10 December at Montana Jacks, 5400 27th St, Moline, IL. Bring a wrapped \$5 gift for the traditional secret gift exchange.

RSVP to Linda Weber: john.weber2@mchsi.com by 30 November so the appropriate space can be reserved.

CHRISTMAS PUZZLE CLUES

ACROSS

- 4 These pies were inspired by the cuisine that the Crusaders brought back from the Middle East.
- 5 This vegetation marks the place where a kiss can be legally stolen.
- 7 This originally wheat-based pottage became a Christmas dessert with the addition of eggs and dried fruit in the mid 17th century.

DOWN

- 1 St. Nicholas reportedly dropped gold down the chimney of a poor man which fell into these.
- 2 Henry VII and VIII dined on this before it became a Christmas staple of the middle class.
- 3 Originally used to mark the winter solstice, this plant adds some color to Christmas decorations.
- 6 In 1841 Prince Albert put one of these up in Windsor Castle and it became a trend in the U.K.

CHRISTMAS PUZZLE WORD LIST

Holly, mince, mistletoe, pudding, stockings, tree, turkey.

As a senior citizen was driving down the freeway, his car phone rang. Answering, he heard his wife's voice urgently warning him, "Herman, I just heard on the news that there's a car going the wrong way on 280. Please be careful!"

"Hell," said Herman, "It's not just one car. It's hundreds of them!"

BOARD MEETING MINUTES

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“We're lost, but we're making good time.”

Yogi Berra

*Vauxhall
Motors
Limited*



VAUXHALL



*Oldest surviving Vauxhall
delivered in November 1903*

Vauxhall Motors Limited is one of the oldest established manufacturers and distribution companies in Great Britain. Vauxhall was founded by Scottish marine engineer Alexander Wilson in 1857 as a pump and marine engine manufacturer in Vauxhall, London, in 1857. It was bought in 1863 by Andrew Betts Brown who began producing travelling cranes and named it Vauxhall Iron Works. It began manufacturing cars in 1903.

To expand, the company moved the majority of its production to Luton, Bedfordshire, England in 1905. The company continued to trade under the name Vauxhall Iron Works until 1907, when the modern name of Vauxhall Motors was adopted. The company was characterized by its sporting models, but after World War I the company's designs were more austere.

Much of Vauxhall's success during the early years of Vauxhall Motors was attributable to Laurence Pomeroy. He joined Vauxhall in 1906 at the age of twenty-two, as an assistant draughtsman. In the winter of 1907/8, the chief designer F. W. Hodges took a long holiday, and in his absence the managing director Percy Kidner asked Pomeroy to design an engine for cars to be entered in the 1908 RAC and Scottish 2000 Mile Reliability Trial. The cars were successful, winning their class of the Scottish Trial, and Pomeroy took over from Hodges.

VAUXHALL MOTORS LIMITED



1912 Vauxhall A-Type

The Y-Type was so successful that it was decided to put the car into production as the A09 car. This spawned the Vauxhall A-Type. Four distinct types of this were produced between 27 October 1908 and when mass-production halted in 1914. One last A-Type was put together in 1920. Capable of up to 100 mph (160 km/h), the A-Type Vauxhall was one of the most acclaimed 3-litre cars of its day.

Two cars were entered in the 1910 Prince Henry Trials, and although not outright winners, performed well, and replicas were made for sale officially as the C-type – but now known as the Prince Henry. During the First World War, Vauxhall made large numbers of the D-type, a Prince Henry chassis with de-rated engine, for use as staff cars for the British forces.



1912 Vauxhall Prince Henry (C-Type)



1913-27 Vauxhall 30-98 Velox (E-Type)

After the 1918 armistice, the D-type remained in production, along with the sporting E-type. Pomeroy left in 1919, moving to the United States, and was replaced by C.E. King. In spite of making good cars, the company struggled to make a consistent profit and Vauxhall looked for a major strategic partner.

VAUXHALL MOTORS LIMITED

In 1925, Vauxhall was acquired by General Motors Corporation for \$2.5 million USD. The company's image and target market were gently but firmly changed over the next five years, marked particularly by the introduction in late 1930 of the low-cost two-litre Vauxhall Cadet. It was the first British car to feature a synchromesh gearbox.



Vauxhall Cadet VY



*Mk IV Churchill tank (75mm)
7,368 manufactured 1941 - 1945*

During the Second World War car production at Luton was suspended to allow Vauxhall to work on the new Churchill tank. Despite a bombing raid in August 1940, which killed 39 employees, it was taken from specification to production in less than a year, and assembled there. Luton also produced around 250,000 lorries for the war effort, inside the new Bedford Dunstable truck plant, which was opened in 1942.

Passenger car production resumed after WWII. Models were more mass-market, helping to drive an expansion of the company. A manufacturing plant at Ellesmere Port, Cheshire, was opened in 1962, initially making car components and then complete car production in 1964.



1938 Vauxhall Ten 4-Door Saloon

VAUXHALL MOTORS LIMITED



1963 Vauxhall Viva HA Series

In 1963 production of the Vauxhall Viva small family car commenced, aimed to compete with the Ford Anglia and Morris Minor. The German version of the car was sold as the Opel Kadett. The locally assembled Vauxhall Viva was launched in Australia in May 1964. In 1966 Vauxhall's Slant Four became the first production overhead camshaft inline-four engine to use a rubber timing belt.

In 1970 the HC Viva was launched, which became Vauxhall's best-selling car of the decade, featuring among the best 10 selling cars in Britain each year until after 1976. Production finished in 1979, when the Viva nameplate was finally discontinued after 16 years and three generations.



1970 Vauxhall Viva HC Series



1975-84 Vauxhall Chevette

Vauxhall's sales began to increase from 1975, with the launch of two important new models, the Chevette, the first small, three-door hatchback built in Britain; and the Cavalier, a stylish four-door saloon designed to compete head-to-head with the dominant Ford Cortina. A two-door coupe and three-door "sport hatch" had joined the Cavalier range by 1978.

VAUXHALL MOTORS LIMITED

The Cavalier and Chevette helped Vauxhall regain lost ground in the small car sector of the market, as more buyers turned to smaller cars following the Oil Crisis of 1973. Both models were based on models produced by Opel, GM's German subsidiary. The FE Series Victor, launched in 1972, would be the last all-British Vauxhall. Following the introduction of the Chevette and Cavalier virtually all future Vauxhalls would be lightly-restyled Opels. However Vauxhall would retain its two British factories at Luton and Ellesmere Port, with most cars wearing the Vauxhall badge still being built in the UK. The introduction of the Opel-based Vauxhalls marked a significant improvement in both the design and build quality of Vauxhall cars, which were now considered strong rivals to their Ford competitors. By the end of the 1970s, Vauxhall had boosted its market share substantially, and was fast closing in on Ford and British Leyland.

In 1978 Vauxhall strengthened its position in the executive car market with the launch of its all-new Carlton saloon and estate, which were facelifted versions of the German-built Opel Rekord. A year later, a more upmarket saloon model, the Senator, was launched under the Opel brand, and finally became available as a Vauxhall from 1983.



1978 Vauxhall Carlton Mk 1 saloon



1980 Vauxhall Astra

Early in 1980, Vauxhall moved into the modern family hatchback market with its Astra range that replaced the ageing Viva, and quickly became popular with buyers. The Astra was a rebadged version of the first front-wheel drive Opel Kadett, which had been launched in 1979, and was sold alongside the Astra for several years.

VAUXHALL MOTORS LIMITED

In 1981, the Mark 2 Cavalier became the first Vauxhall of this size to offer front-wheel drive and a hatchback body. Built at the Luton plant, it was the car that really boosted Vauxhall's fortunes, with the Cavalier's sales for 1982 almost tripling its total for 1981, and peaking at more than 130,000 by 1984. During that time, sales of the Vauxhall brand more than doubled.



1981 Vauxhall Mark 2 Cavalier



1983 Vauxhall Nova

April 1983 saw the launch of the Nova, a rebadged version of the Spanish built Opel Corsa. It was sold as a hatchback or a saloon and was solely built at the Zaragoza plant in Spain. This finished Vauxhall's rebirth, and by the end of the 1980s it had overtaken Austin Rover (formerly British Leyland) as Britain's second most popular car. The arrival of the Nova also spelled the end of the Chevette in 1984 after nearly a decade in production.

In 1984 the aerodynamically styled Vauxhall Astra Mk2 built at the Ellesmere Port Plant became the first Vauxhall car to be elected **European Car of the Year**. From the spring of 1985, the Vauxhall Nova was also available as a four-door saloon and five-door hatchback.



1992 Vauxhall Astra Mark II

VAUXHALL MOTORS LIMITED



1987 Vauxhall Carlton (Opel)

Vauxhall won another "European Car of the Year" award with its all-new Vauxhall Carlton, a rebadged Opel built vehicle and badged Opel Omega in the rest of Europe, sealing the award for 1987. A year after the launch of the MK2 Carlton, Vauxhall revitalized its flagship Senator to create a new generation luxury saloon.

In the 1990s, Vauxhall joined forces with Isuzu to produce the Frontera, a four-wheel drive off-roader available in short three-door and long-five-door wheelbase versions. This same vehicle was sold under a variety of nameplates including Isuzu, Honda, Opel, Vauxhall, Holden and Chevrolet.



2001 Vauxhall Frontera (Isuzu)



1995 Vauxhall Vectra (Opel)

The Cavalier nameplate ceased in 1995 after 20 years, one model year after Opel had dropped its Ascona nameplate, Vauxhall adopting the common Vectra nameplate for its successor, completing a policy by General Motors that aligned and identically badged all Vauxhall and Opel models.

VAUXHALL MOTORS LIMITED

In the late 1990s, Vauxhall received particular criticism for breakdowns, build-quality problems, and many other maladies – which meant that quality did not reflect sales success. Nevertheless, Vauxhall was competing strongly in the sales charts, and by 1999 was closer to Ford sales figures than it had been in years.

In 2000 Vauxhall entered the sports car market with the Lotus-based VX220 roadster. Additionally, It re-entered the coupé market with the Astra Coupé. The new Agila city car and a second generation of the Corsa supermini also went on sale.



2000 Vauxhall VX220 (Opel)

On 12 December 2000, Vauxhall announced that car production at its Luton plant would cease in 2002 with production moving to Ellesmere Port alongside the Astra. Manufacture of vans (sold under the Vauxhall, Opel, Renault, and Nissan badges) continued at the IBC Vehicles plant in Luton. On 17 May 2006, Vauxhall announced the loss of 900 jobs from Ellesmere Port's 3,000 staff, part of significant worldwide staff reductions by GM.

2002 was one of the best years ever for Vauxhall sales in the UK. The Corsa was Britain's second most popular new car, and gave the marque top spot in the British supermini car sales charts for the first time. The Astra was Britain's third best-selling car that year.

In 2006, the third generation of the Vauxhall Corsa went on sale, after having its world premiere launch at the 2006 British International Motor Show at [ExCeL London](#). The second generation Corsa had been Britain's most popular supermini for most of its production life, but by 2006 it had started to fall behind the best of its competitors, so an all-new model was launched. This Corsa sold far better than either of the previous Corsas, and it was an instant hit with buyers.

VAUXHALL MOTORS LIMITED



2007 Vauxhall Antara

In 2006, the second generation Zafira was the tenth-biggest selling car in the UK. In 2007 Vauxhall's new 4x4, the Vauxhall Antara and then Vauxhall's powerful VXR8 that came with 306 kilowatts (416 PS; 410 bhp) was introduced.

The Vauxhall Ampera E-Rev electric vehicle went on sale in the UK in 2011 with a 16 kWh, lithium-ion battery pack that delivers 40 miles of motoring and a 1.4-litre petrol engine that extends the car's range to 350 miles. It won the "European Car of the Year" award. The Ampera looks a lot like the Chevrolet Volt because they share a similar drivetrain.



2011 Vauxhall Ampera E-Rev

In May 2012, GM announced plans to move much of the production of Astra vehicles from mainland Europe to the UK. HydroGen4 was announced as the successor of the fuel cell vehicle Opel HydroGen3, developed by General Motors/Opel and presented in 2007 at the IAA in Frankfurt.

On March 6, 2017, General Motors (GM) and Groupe PSA announced their agreement that PSA will buy GM's Vauxhall and Opel subsidiaries in a deal worth 2.2 billion Euro. On September 18, 2017, Vauxhall's official company name was changed from General Motors UK Limited, back to its original Vauxhall Motors Limited.

VAUXHALL MOTORS LIMITED

Vauxhall production vehicles as of 2017:

Passenger cars

Adam		City car	<ul style="list-style-type: none"> • Hatchback
Astra		Small family car	<ul style="list-style-type: none"> • Hatchback • Sports Tourer (Estate)
GTC		Coupe	<ul style="list-style-type: none"> • Coupe
Cascada		Mid-size car	<ul style="list-style-type: none"> • Convertible
Corsa		Supermini	<ul style="list-style-type: none"> • Hatchback
Insignia		Large family car	<ul style="list-style-type: none"> • Saloon • Hatchback • Sports Tourer (Estate)
Grandland X		Compact SUV	<ul style="list-style-type: none"> • SUV
Crossland X		Compact SUV	<ul style="list-style-type: none"> • SUV
Mokka		Subcompact crossover SUV	<ul style="list-style-type: none"> • SUV
Viva		City car	<ul style="list-style-type: none"> • Hatchback
Zafira Tourer		Large MPV	<ul style="list-style-type: none"> • MPV

VAUXHALL MOTORS LIMITED

Commercial vehicles

Corsavan		Car-derived van	<ul style="list-style-type: none"> • Van
Combo		Panel van	<ul style="list-style-type: none"> • Van
Vivaro		Light commercial vehicle	<ul style="list-style-type: none"> • Van
Movano		Light commercial vehicle	<ul style="list-style-type: none"> • Van • Chassis cab • Crew cab

VXR models

(Performance vehicles)

Astra GTC VXR		Small family car	<ul style="list-style-type: none"> • Hatchback Coupé
Corsa VXR		Supermini	<ul style="list-style-type: none"> • Hatchback
Insignia VXR		Large family car	<ul style="list-style-type: none"> • Saloon • Hatchback • Sports Tourer (Estate)



Sylvia and I exchange Christmas gifts every year. She exchanges the gifts that I buy her and I exchange the gifts that she buys me.



Aston Martin: (11/1) In recognition of the Vanquish S reaching the end of its production, Aston Martin has created a special version to say goodbye, the Vanquish S Ultimate. Like the regular Vanquish S, the Ultimate edition is powered by Aston Martin's legendary naturally-aspirated 6.0-litre V12 with 595bhp. An 8-speed Touchtronic III automatic transmission gives an impressive combination of response and refinement, while 3-stage adaptive damping and carbon ceramic brakes complete a package born to deliver one of the great modern driving experiences. Limited to just 175 cars worldwide, the Ultimate edition is available in Coupe or Volante form and is available in a choice of three exterior color schemes crafted by the Aston Martin design team. Priced at £211,995 (UK) / €278,995 (Germany) for the Vanquish S Ultimate Edition Coupe, and £223,995 (UK) / €293,995 (Germany) for the Volante, orders are now being taken with first deliveries scheduled for Q1 2018. (11/22) Aston Martin is on course to post its first annual pre-tax profit since 2010 as strong demand for the luxury automaker's DB11 sports car boosts revenues. Pre-tax profit reached 22 million pounds (\$29 million) in the first nine months of 2017, reversing a loss of 124 million pounds in the same period in 2016. Aston Martin, which is mainly owned by Kuwaiti and Italian private equity firms, last posted a profit in 2010. Its new Vantage model will take its output to 7,000 sports cars in 2019, its highest level in a decade. (11/27) The 2019 Aston Martin Vantage is days old, but that hasn't stopped customers from snapping up nearly all of the car's allocated production. The news that production is nearly sold out for the first model year, can only mean good news for the British automaker. Sales have risen 65 percent through 2017, and the 2019 Vantage will likely ensure strong sales figures into 2018. Under the hood sits a familiar 4.0-liter twin-turbocharged V-8 engine sourced from partner Mercedes-AMG, with specific tuning by Aston Martin, good for 503 horsepower and 505 pound-feet of torque. Power is directed to the rear wheels via an 8-speed automatic transmission.

Bentley (VW): (11/1) A Bentayga Hybrid prototype has just been spotted at the Nürburgring. A peek inside reveals a "PHEV" sticker, designating it as a plug-in hybrid electric vehicle. There are two fuel filler caps on the vehicle, one for gasoline and another likely to hide the charging port. It's possible the powertrain is a variation of the Panamera 4 E-Hybrid setup which consists of a 2.9-liter twin-turbocharged V-6 paired with an electric motor integrated with the transmission. Bentley hopes to increase acceptance and use of the plug-in technology and plans to introduce it across its range. (11/9) Bentley Motorsport unveiled the second-

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generation Continental GT3 for the 2018 racing season. The latest dedicated racecar utilizes an aluminum structure as the foundation to deliver a race-ready weight of less than 1300 kg and helping to deliver an ideal weight distribution for racing. The engine is a new development of the renowned and race-proven 4.0-litre Bentley twin-turbo V8, with a totally redesigned dry sump system and all-new intake and exhaust systems. Unrestricted power is in excess of 550 bhp.

Briggs (BAC): (11/1) Briggs Automotive is celebrating winning the People and Skills Excellence award at the Northern Automotive Alliance (NAA) Awards event. Plus, it was commended for its apprenticeship program with Riverside College – successfully adding young, skilled workers to various operations across the business. As the manufacturer of the world’s only road-legal, single-seater supercar and ultimate piece of sporting equipment, BAC is at the forefront of new advances in technology and manufacturing and implements successful strategies to maintain its position at the top.

Bristol (BCL): (11/30) Bristol Cars have launched a limited edition men's accessory collection just in time for Christmas. Renowned for its understated British craftsmanship, Bristol Cars are showcasing the first collection of limited edition, silk men’s accessories, hand-crafted in England. Fine collectors pieces, each product of the silk collection has been hand-made in limited quantities, in color combinations that will not be reproduced.

Ginetta: (11/6) British based racing car manufacturer and championship organizer, Ginetta, is set to launch its LMP1 car at Autosport International in January. Ginetta announced its entry into the LMP1 marketplace in January 2017, committing to a production run of ten chassis and targeting sales to a trio of two-car teams for the FIA World Endurance Championship (WEC). The Leeds-based company has already secured its first orders, announcing Manor and TRS, as well as an as-yet-unnamed second team as customers for the 2018/19 WEC season, including Le Mans 24 hours. Technical Director Ewan Baldry’s in-house team has been bolstered by a range of world-class contractors and consultants including Adrian Reynard, Paolo Catone and aerodynamicist Andy Lewis, with technical partners Williams Advanced Engineering, XTrac, Ohlins, ARS (chassis and composites), AP Racing, Megaline, Bosch, and AVL Racing (Simulation) all playing vital roles in the design, development and construction of the new car.

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Jaguar (TATA): (11/17) Faraday Future halted work at its Nevada-based production facility in 2016 and the startup company's main backer, LeEco (China), acknowledged this past May it was experiencing financial problems. Faraday Future was reported to have found a savior in India's Tata, the parent company of luxury maker Jaguar Land Rover. If the Tata report was true, its \$900 million investment would bring Faraday Future's total value to \$9 billion. Although a production version of its 2019 Jaguar I-Pace is expected to be unveiled within months and start coming off the lines next year, JLR is still a very small maker on a global scale compared to Audi, BMW, and Daimler's Mercedes-Benz. Partnering with Faraday Future would have given JLR or at least its Tata parent a much larger footprint in China, not only the world's largest car market but also a country that plans to outlaw the sale of new gasoline and diesel vehicles. However, Tata has since denied that it has invested in Faraday Future. "The news is not true, and hence we do not have any comment," a Tata Motors spokesperson told Daily News and Analysis, an Indian online news outlet. (11/15) A 1952 Jaguar C-Type, chassis no. XKC 007, which was once raced by Phil Hill is set to be auctioned by RM Sotheby at their December 6 auction in Manhattan. Three factory C-Types debuted at Le Mans in 1951, with one of the cars becoming the first British car to win the race in nearly two decades. Jaguar reprised the win with a second Le Mans victory two years later, and in the meantime, approximately 43 customer cars were built, with XKC 007 being the seventh. XKC 007 was eventually sold to collector Gary Bartlett of Indiana, who retained the respected Chris Keith-Lucas to prepare the car for vintage events, including the 2010 Mille Miglia Storico and the Amelia Island Concours d'Elegance. (11/17) Moss Motors, Ltd. has announced the acquisition of well-known Jaguar parts specialists, XKs Unlimited of San Luis Obispo, CA. XKs Unlimited specializes in parts for a wide range of Jaguars including the iconic and desirable Jaguar XKs and E-Types. The addition of XKs Unlimited's operations, personnel and expertise to the Moss Motors, Ltd. family further solidifies Moss's leadership in the vintage British car parts marketplace and creates a one-stop source for Jaguar, MG, Triumph, Austin Healey and classic Mini restoration shops, service providers and owners alike.

Land Rover (TATA): (11/3) Land Rover has confirmed the death of its slow-selling Land Rover Range Rover Evoque "coupe" (3 door)—at least in the U.S. The three-door still will be sold in other markets around the world. The 2018 Range Rover Evoque five-door and convertible will live on. Besides the demise of the three-door, for 2018, Land Rover added a new powertrain to the Evoque. The 2.0-liter

Ford-sourced turbo-4 is replaced with its own 2.0-liter turbo-4, plucked from the Jaguar XE, XF, and Range Rover Velar.

Lotus (Geely): (11/9) The new series production Exige Cup 430 is Lotus' latest version of its two-seater sports car with 55 more hp than the Exige Cup 380 model it succeeds. This raises the Cup's power to weight from 355 hp / ton (Cup 380) to 407 hp / ton. With its 3.5 L supercharged V6 producing 430 hp at 7,000 rpm and 440 Nm (325 lb-ft) of torque from 4,000 rpm, 0-60mph is dispatched in 3.2 seconds with a top speed of 180 mph (290 km/h). A new ultra-lightweight front clam with unique carbon fiber ducts has wider radiator apertures and a new mesh pattern grille to allow for a new front splitter and air curtain mechanism to reduce drag. The lightweight rear clam panel supports the larger, straight motorsport wing to increase downforce without impacting upon the car's overall drag coefficient.

McLaren: (11/17) In addition to the steel, aluminum, and other common materials used to make automobiles, McLaren uses some more exotic materials in their vehicles. Titanium has an exceptionally high melting point of 1668°C, making it the perfect material to carry the hot combusted gases away from the engine. The McLaren 675LT is one of the few road cars to have a full titanium exhaust system. The glittering paint finish of one customer's McLaren P1 was achieved using diamond gem dust. The P1 also uses a diamond coating on its clutch. Magnesium is the lightest structural metal, with a density just two thirds that of aluminum. It's the perfect material to construct wheels, such as those on the 570S GT4 [Unless they catch on fire]. Nickel is made into an alloy or superalloy by adding steel as it makes an exceptionally stable and robust coating for turbocharger housings, manifolds, exhaust components and engine valves. The McLaren F1 has gold-plated heat shields chosen for its exceptional efficiency at reflecting heat and peerless ductility.

MG (SAIC): (11/14) The production of the MG ZS marks a major step-change and commitment to a new global MG design philosophy. The MG ZS design brings together the three key elements of 'Emotional', 'Humanized' and 'Agility' and represents a desirable, accessible and dynamic approach to affordable motoring. Design features include machined alloy wheels, atypical of this type of vehicle, which provide a depth of movement and streamlined approach. The MG ZS design brings a premium feel to the new Compact-SUV with touches such as the

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distinctive detailing on the 'eye' headlights and signature tail lights. A trend for more connectivity means 8" LCD screens will become a signature of the MG ZS.

Mini (BMW): (10/31) MINI USA has announced the launch of the new MINI John Cooper Works Tuning Kit at the SEMA Show in Las Vegas, expanding the current tuning kit offering to now include Clubman and Countryman models. The new John Cooper Works Tuning Kit utilizes a retrofit exhaust system, aftermarket components and engine software programming increasing the engine power output and exhaust system performance. This new John Cooper Works Tuning Kit can be installed on any MY 2018 Cooper S or Cooper S ALL4 Clubman or Countryman model, increasing the engine's power output on the Cooper S and Cooper S ALL4 on the Clubman and Countryman models from 189 to 208 hp and pushes the maximum torque to 221 ft-lb between 1,350 and 4,600 rpm. At the same time, the John Cooper Works Tuning Kit also provides reduced exhaust gas back pressure, in combination with adapted engine software, to deliver the sporty responsiveness MINI owners have come to love across the John Cooper Works variants.

Rolls Royce (BMW): (11/8) Automakers have been experimenting with strange engine designs since the late 1960s and early '70s. Even Rolls-Royce was toying with a quad-rotor rotary diesel. However, the engine didn't employ four rotors of the same size. For each pair of rotors, there was a small rotor above and a larger rotor located below. This means that the quad setup in use here was basically a doubled-up dual-stage rotary engine. The plan was to offer up this engine for military duty. Rolls-Royce is already well known for making aircraft engines, so spreading new engines to various markets wouldn't be a strange business move. What's weird is the engine itself. Unfortunately, the unique engine never made its way to production.



2017 Heartland British Autofest – Le Claire, IA

2017 Christmas Puzzle

British Traditions



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ANSWER TO THE QUESTION:

The 1964 LSR was set by Donald Campbell, the son of Malcolm. He averaged 403.10 mph (648.73 kph) at Lake Eyre, Australia in the all-wheel drive Bluebird CN7 powered by a 4,450 shaft horsepower (shp) gas turbine engine.



Proteus Bluebird CN7



A special thank you goes out to the hard working members of our QCBAC Board.

The 2017 QCBAC Board (Left to Right):
Jerry Nesbitt, Larry Hipple,
Dave Bishop, John Weber,
Carl Jamison, and Gary Spohn.