

QUAD-CITIES BRITISH AUTO CLUB



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1 March 2019

MARCH 2019



2018 Heartland British Autofest
Le Claire, Iowa

Table of Contents

The QCBAC	1
Coming Events	1
QCBAC Contacts	1
Crossword Puzzle	2
Brit Man Question	2
St Patrick's Day	3
Man of the Month	4
British Car News	11
Answers and More	16
Glen's Goodbye	17

THE QCBAC

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

COMING EVENTS

March Dinner	17 March 2019	4:00 pm
Bennigan's	226 - 17th Street	Rock Island, IL
Swap Meet & Autojumble	17 March 2019	8 am – 2 pm
DuPage County Fairgrounds	Wheaton, IL	\$5 Admission
Champagne British Car Festival	31 May - 2 Jun 2019	9 am – 3 pm
Friday evening (5/31/19) reception at Eastland Suites Hotel		
Saturday (6/1/19) speaker Burt Levy, author of "Last Open Road"		
Sunday (6/2/19) Car Show at David Davis Mansion		
David Davis Mansion	1000 Monroe Dr.	Bloomington, IL
The Picker Knows	2 June 2019	10 am – 2 pm
1208 Grand Avenue	West Des Moines	Iowa
NAMGBR Convention	23-26 June	9:00 am – 2:00 pm
Car Show 26 Jun	3575 N, US-31 S	Traverse City, MI

QCBAC CONTACTS

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BRIT MAN QUESTION:

“Everyone” knows that Britain makes the best racing vehicles. 😊

In fact, one famous race car driver stated, “Better to lose honorably in a British car than win in a foreign one”.



Record Setting 1952 Jaguar XK120

Who was this discerning race car driver?

????????????????????????????????

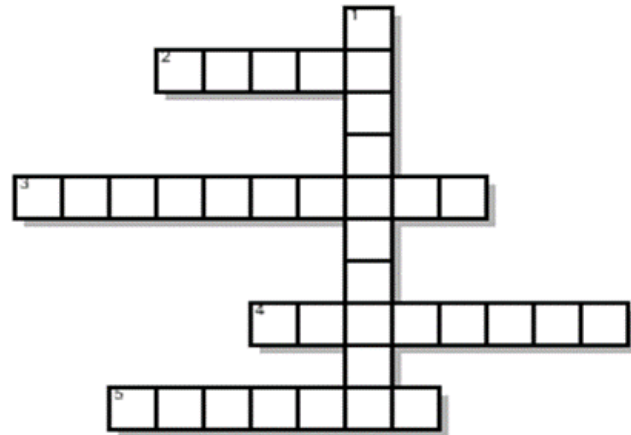
The answer appears near the end of this newsletter.



2018 Heartland British Autofest

CROSSWORD PUZZLE

St. Patrick's Day



ACROSS

- 2 Creature that was a metaphor for the pagan ideology banished from Ireland by St Patrick.
- 3 Traditional meat served with cabbage to celebrate St. Patrick's Day.
- 4 Sacred plant called the "seamroy" by the Celts which symbolized the rebirth of spring.
- 5 St Patrick, who died around 17 March 493 was the patron saint to this country.

DOWN

- 1 "Small-bodied fellow" from Celtic beliefs that use their trickery to protect their much-fabled pot of gold.

PUZZLE WORDS

Corned Beef,
Ireland,
Shamrock,
Snake,
Leprechaun.

ST PATRICK'S DAY BACKGROUND

The Shamrock

The shamrock, which was also called the “seamroy” by the Celts, was a sacred plant in ancient Ireland because it symbolized the rebirth of spring. By the seventeenth century, the shamrock had become a symbol of emerging Irish nationalism. As the English began to seize Irish land and make laws against the use of the Irish language and the practice of Catholicism, many Irish began to wear the shamrock as a symbol of their pride in their heritage and their displeasure with English rule.

The Snake

It has long been recounted that, during his mission in Ireland, St. Patrick once stood on a hilltop (which is now called Croagh Patrick), and with only a wooden staff by his side, banished all the snakes from Ireland. In fact, the island nation was never home to any snakes. The “banishing of the snakes” was really a metaphor for the eradication of pagan ideology from Ireland and the triumph of Christianity. Within 200 years of Patrick’s arrival, Ireland was completely Christianized. St Patrick is believed to have died on March 17 in the year 493.

Corned Beef

Though cabbage has long been an Irish food, corned beef only began to be associated with St. Patrick’s Day at the turn of the century. Irish immigrants living on New York City’s Lower East Side substituted corned beef for their traditional dish of Irish bacon to save money. They learned about the cheaper alternative from their Jewish neighbors.

Leprechaun

The original Irish name for these figures of folklore is “lobaircin,” meaning “small-bodied fellow.” Belief in leprechauns probably stems from Celtic belief in fairies, tiny men and women who could use their magical powers to serve good or evil. In Celtic folktales, leprechauns were cranky souls, responsible for mending the shoes of the other fairies. Though only minor figures in Celtic folklore, leprechauns were known for their trickery, which they often used to protect their much-fabled treasure.

SIR STIRLING MOSS

I decided to switch things up a little this month. Instead of the “Car of the Month,” we will be looking at the (British) “Man of the Month.” For this issue, the man we will be reviewing is Sir Stirling Moss. Stirling drove a lot of different cars over a long and honored career. I will focus primarily on the British cars that Stirling drove.

Sir Stirling Craufurd Moss, OBE was born 17 September 1929 to Berkshire dentist Alfred Moss and Aileen Craufurd. [Now you know from where he got his middle name.] His father was an amateur racing driver who had placed 16th at the 1924 Indianapolis 500. [And where Stirling caught the bug for auto racing.]



*Stirling Moss at Copenhagen Airport
(18 August 1958)*



1937 Frazer DPX 653

Alfred Moss owned a 328 Frazer Nash DPX 653 in which Stirling started his illustrious racing career. Stirling was a gifted horse rider as was his younger sister, Pat Moss, who became a successful rally driver and married Erik Carlsson. It definitely runs in the family.

Moss was educated at several independent schools including the Shrewsbury House School (Surbiton) and the Clewer Manor Junior School.

Later Stirling attended the linked senior school Haileybury and Imperial Service College located at Hertford Heath, near Hertford.



Haileybury and Imperial Service College

“It is necessary to relax your muscles when you can. Relaxing your brain is fatal.”

Sir Stirling Moss

SIR STIRLING MOSS



Sir Stirling Moss in 2014

Stirling Moss raced from 1948 to 1962, winning 212 of the 529 races he entered, including 16 out of 66 Formula One Grands Prix. He competed in as many as 62 races in a single year and drove 84 different makes of car over the course of his racing career, including Cooper 500, ERA, Lister Cars, Lotus, Maserati, Mercedes-Benz, Porsche and Vanwall single-seaters, Aston Martin, Maserati, Ferrari, Jaguar and Mercedes-Benz sports cars, and Jaguar saloons. Like many drivers of the era, he competed in several formulae, often on the same day.

Moss used winnings from competing in horse-riding events to pay the deposit on a Cooper 500 racing car in 1948. He soon demonstrated his ability with numerous wins at national and international levels, and continued to compete in Formula Three, with Coopers and Kiefts.

His first major international race victory came on the eve of his 21st birthday at the wheel of a borrowed Jaguar XK120 in the 1950 RAC Tourist Trophy on the Dundrod circuit in Northern Ireland. He went on to win the race six more times between 1951 and 1961.



Jaguar XK120



Sunbeam-Talbot 90

Moss is one of three people to have won a Coupe d'Or (Gold Cup) for three consecutive penalty-free runs on the Alpine Rally (Coupe des Alpes). He finished second in the 1952 Monte Carlo Rally driving a Sunbeam-Talbot 90 with Desmond Scannell and Autocar magazine editor John Cooper as co-drivers. In 1954, he became the first non-American to win the 12 Hours of Sebring, sharing the Cunningham team's 1.5-liter O.S.C.A. MT4 with American Bill Lloyd.

"If God had meant for us to walk, why did he give us feet that fit car pedals?"

Sir Stirling Moss

SIR STIRLING MOSS



1954 Maserati 250F

In 1954 Moss bought a Maserati 250F for the 1954 racing season. Although the car's unreliability prevented his scoring high points in the 1954 Drivers' Championship, Moss qualified alongside the Mercedes front runners several times and performed well in the races. He achieved his first Formula 1 victory when he won the non-Championship International Gold Cup in the Maserati.

In the Italian Grand Prix at Monza Moss passed both drivers who were regarded as the best in Formula One at the time, Juan Manuel Fangio in a Mercedes and Alberto Ascari in a Ferrari and took the lead. Ascari retired with engine problems, and Moss led until lap 68 when his engine also failed. Fangio took the victory, and Moss pushed his Maserati to the finish line.



1954 Mercedes-Benz W196

Moss's first World Championship victory was in the 1955 British Grand Prix at Aintree, a race he was also the first British driver to win. Leading a 1-2-3-4 finish for Mercedes, it was the first time he beat Fangio, his teammate and arch rival, who was also his friend and mentor. The same year, Moss also won the RAC Tourist Trophy, the Targa Florio (sharing the drive with Peter Collins), and the Mille Miglia.

"I love to feel a racing car around me,
to feel the way it holds me."

Sir Stirling Moss

SIR STIRLING MOSS

Moss won the Nassau Cup at the 1956 driving a Maserati 300 S. He also won the 1957 Bahamas Speed Week. Also in 1957, he won on the longest circuit ever to hold a World Championship Grand Prix, the 25 km (16 mi) Pescara Circuit, where he again demonstrated his mastery of long-distance racing. The event lasted three hours and Moss beat Fangio, who started from pole position, by a little over 3 minutes.



1955 Maserati 300 S



1958 Cooper T1

In 1958, Moss's forward-thinking attitude made waves in the racing world. Moss won the first race of the season in a rear-engine British Cooper T51 F1 car, which became the common design by 1961. At Monza that year, he raced in the "Eldorado" Maserati, the first single-seater car in Europe to be sponsored by a non-racing brand, the Eldorado Ice Cream Company [Yum!]. This was the first case in Europe of contemporary sponsorship, with the ice cream maker's colors replacing the ones assigned by the Fédération Internationale de l'Automobile (FIA).

Moss was also a gifted sports cars driver. To his victories in the Tourist Trophy, the Sebring 12 Hours and the Mille Miglia, he added three consecutive wins (1958–1960) in the grueling 1000 km Nürburgring. The first two in an Aston Martin and the third in a Tipo 61 "birdcage" Maserati, co-driving with the American Dan Gurney. The pair lost nearly six minutes when an oil hose blew off, but despite miserable conditions they made up the time and took 1st place.



1957 Aston Martin DB2

"There are two things no man will admit he cannot do well: drive and make love."

Sir Stirling Moss

SIR STIRLING MOSS



1960 Lotus 18

In the 1960 Formula One season, Moss won the Monaco Grand Prix in Rob Walker's Coventry-Climax-powered Lotus 18. Seriously injured in an accident at the Burnenville curve during practice for the Belgian Grand Prix at Spa-Francorchamps, he missed the next three races but recovered sufficiently to win the final one of the season, the United States Grand Prix at Riverside, California.

Moss recovered from an accident in 1962, but retired from professional racing after a private test session in a Lotus 19 the following year, when he lapped a few tenths of a second slower than before. He felt he had not regained his previously instinctive command of the car. He had been runner-up in the Drivers' Championship four years in succession, from 1955 to 1958, and third in each of the next three years.



Lotus Type 19



1980 Audi 80 GLE

In 1980 he made a comeback to regular competition, in the British Saloon Car Championship with the works-backed GTi Engineering Audi team. For the 1980 season Moss was the team's number two driver to team co-owner Richard Lloyd driving an Audi 80 GLE. The team tied for eighth position. For the 1981 season Moss stayed with Audi, as the team moved to Tom Walkinshaw Racing management, driving alongside Martin Brundle.

"If everything is under control you are just not driving fast enough."

Sir Stirling Moss

SIR STIRLING MOSS

In the 1950s Moss participated in several successful speed record attempts. At the Autodrome de Montlhéry, Moss and Leslie Johnson took turns at the wheel of a Jaguar XK120 to average 107.46 mph for 24 hours. Revisiting Montlhéry, Moss was one of a four-driver team who drove a factory-owned Jaguar XK120 for 7 days and nights at the French track. Moss, Johnson, Bert Hadley and Jack Fairman averaged 100.31 mph (161.43 km/h) to take four World records and five International Class C records, and covered a total of 16,851.73 mi.



Moss in 1950 XK120



MG EX181

In August 1957 Stirling Moss broke five International Class F records in the purpose-built MG EX181 at Bonneville Salt Flats. The streamlined, supercharged car's speed for the flying kilometer was 245.64 mph, which was the average of two runs in opposite directions. The EX 181's unique body was hiding a 1.5 litre twin-cam, supercharged MGA engine that had been tuned to run on 86% methanol laced with nitrobenzene, acetone and sulphuric ether. The engine produced 290 hp at 7,000 rpm.

On 7 March 2010, he broke both ankles and four bones in a foot, and also chipped four vertebrae and suffered skin lesions, when he fell down a lift shaft at his home. In July 2016, Moss partnered with Lister Cars and launched the £1 million Stirling Moss Lister Knobbly at the Royal Automobile Club in London. On 22 January 2018 Sir Stirling Moss made the decision to retire from public life at the age of 88, due to a slow recovery from a prolonged illness.



"I believe that if a man wanted to walk on water, and was prepared to give up everything in life, he could do it."

Sir Stirling Moss

BRITISH CAR NEWS

Aston Martin: (2/6) Aston Martin is in the midst of a revival of fellow historic British brand Lagonda. The plan is to transform the brand into a tech-focused, ultra-luxury alternative to the likes of Bentley and Rolls-Royce, with electric powertrains and self-driving capability to be the hallmarks instead of the somewhat staid concepts of wood, leather hides and burly engines. The first model out will be an SUV which Aston Martin announced will appear at the 2019 Geneva International Motor Show as the Lagonda All-Terrain Concept. A rakish shape is made possible by the vehicle's electric powertrain, which will likely consist of a flat battery pack in the floor and an electric motor or two at each axle. Aston Martin is committed to launching at least two Lagonda models as part of its much-hyped Second Century plan. The first will be the SUV, due around 2021. The second will be a sedan pegged for a 2023 arrival. A coupe is also possible but not yet in the product pipeline.

Bentley (VW): (2/8) Bentley celebrates its centennial on 10 July 2019 it just revealed plans for a new concept defining the future of luxury at the brand. For one, it revealed new details on an electric car in the works at Bentley. Despite it being designed for city use, it won't be a small car like the BMW i3 or ill-fated Aston Martin Cygnet. It will be a luxury car with enough space to sit in. The most likely bet is a coupe-like sedan utilizing the J1 platform of the upcoming Porsche Taycan. (2/14) Bentley has taken its penchant for power to the SUV segment. The British luxury brand unveiled the Bentley Bentayga Speed, which claims the title as the world's fastest production SUV. Bentley says this ultra-luxury SUV clocks a top speed of 190 mph, 1 mph faster than the Lamborghini Urus, and a 0-62 mph run of 3.9 seconds. Power comes from a tweaked version of the 6.0-liter W-12 in other Bentaygas; here it makes 626 horsepower and 664 pound-feet of torque. The new Bentayga Speed will debut during the 2019 Geneva Motor Show, but Bentley didn't say how much the speedy SUV will cost. Then again, if you have to ask, you can't afford it.

Ginetta: (2/4) The British motorsport company Ginetta is one of the biggest race car constructors in the world, but it has also ventured into the area of road cars over the years and a new one is ready to be released. Ginetta presented the first details on a new supercar to be revealed this year which will feature carbon fiber construction and a naturally aspirated V-8 engine spitting out over 600 horsepower. The engine will be mated to a sequential gearbox to drive the rear wheels. Production will take place at Ginetta's plant just outside Leeds, United Kingdom. No word yet if the new supercar will be available in the United States.

BRITISH CAR NEWS

Jaguar (TATA): (1/30) The Jaguar F-Type Checkered Flag Limited Edition will race into dealerships equipped with numerous special touches. The Checkered Flag Limited Edition is available exclusively in Caldera Red, Fuji White, or Carpathian Gray. Standard are 20-inch black wheels with a unique design, special badging, and red brake calipers. Jaguar will offer the Checkered Flag Limited Edition on both the rear-wheel-drive F-Type with the 2.0-liter turbocharged inline-4 engine (296 hp) and the all-wheel-drive model powered by the 3.0-liter supercharged V-6 (380 hp). Pricing for the F-Type Checkered Flag Limited Edition starts at \$72,925 for a 2.0-liter coupe, and rises to \$75,325 for a convertible, including destination. Those who need the extra power (and wonderful soundtrack) from the V-6 will need to pony up \$95,525 for a coupe and \$97,925 for a convertible. (2/1) After poor sales in North America, Jaguar has nixed the stick-shift option for the 2020 model year. Only 4 percent of buyers opt for a stick-shift and Jaguar deemed it no longer feasible to continue production of the manual transmission. In the United Kingdom, however, the manual transmission will live on in the F-Type.

Land Rover (TATA): (1/31) Land Rover confirmed that the ultra-posh two-door Range Rover SV model will not enter production. Land Rover showed off the jaw-dropping SUV at the 2018 Geneva Motor Show and intended to build 999 examples for the world. The decision to cancel production of the limited-run SUV coupe was not related to demand but rather to the 4,500 jobs globally Land Rover was cutting in a \$3.2 billion cost-cutting plan to boost savings and cash flow through 2020. (2/5) The limited edition 2020 Land Rover Range Rover Velar SVAutobiography Dynamic Edition was revealed by Land Rover Special Vehicle Operations. The Dynamic Edition boosts the SUV's performance credentials while ensuring no trade-offs are made on the luxurious side of things. It starts with a supercharged 5.0-liter V-8 engine under the hood that makes 543 horsepower and allows the SUV to sprint from 0 to 60 mph in 4.3 seconds on its way to a top speed of 170 mph. Power flows through a recalibrated 8-speed automatic transmission to an all-wheel-drive system. The Dynamic Edition sits on 21-inch wheels with 15-inch front and rear discs complimented by red-finished calipers. Inside the opulent and racy SUV, drivers are treated to twin-stitched, perforated, and quilted Windsor leather. All models receive heated and cooled 20-way power front seats, a sport steering wheel, aluminum gear shift paddles, and a knurled finish on the switchgear. The SVA Dynamic Edition base model could cost about \$80,000. (2/13) Jaguar-Land Rover has a new inline-6 engine, and they announced it will be used first in the Land Rover Range Rover Sport HSE. The new 3.0-liter turbocharged inline-6 replaces the supercharged 3.0-liter V-6 and is part of the Ingenium family of engines. Unlike the inline-4, the new inline-6 features a 48-volt electrical system that gathers energy during braking. It also has an electric supercharger that spools up to 65,000 rpm in just 0.5

BRITISH CAR NEWS

seconds to virtually eliminate turbo lag. The electric supercharger then passes off to a twin-scroll turbocharger that is supported by continuously variable valve lift. The 48-volt electrical system also helps power the automatic stop/start system. The efficiencies and mild electrification help improve fuel economy over the previous supercharged V-6 engine by about 20 percent. The Range Rover Sport HST with the new engine starts at \$104,500 at current exchange rates. Land Rover spokesman Nathan Hoyt stated that U.S. pricing will be announced in the coming days.

Lister: (2/25) You probably remember me talking about the Lister cars in previous newsletters. Lister was once in the same league as Ferrari, Mercedes-Benz and other famous marques. It was thanks to the performance of Lister's Knobbly race car, which was driven by some of the all-time greats, including Stirling Moss. (See "Man of the Month") Lister's history has been patchy over the last half-century, with a minor resurrection in the 1990s reintroducing the name to sports car racing, but more recently the company has found success with continuation examples of the original Knobbly and Lister versions of the Jaguar F-Type and F-Pace SUV. Now Lister has posted a teaser for the Knobbly concept which is expected at the 2019 Geneva International Motor Show. The design includes side-mounted exhaust, massive wheels, and carbon fiber aero accents. Should it be built, the modern Knobbly wouldn't look out of place challenging the latest speedsters like the Lotus 3-Eleven and Ferrari Monza SP1 and SP2. It is likely that the modern Knobbly would use an engine similar to the Lister versions of the Jaguar F-Type and F-Pace which feature Jaguar's 5.0-liter supercharged V-8 dialed up to 670 horsepower. Remember that the original Knobbly also ran Jaguar power.

Lotus (Geely): (1/11) Lotus Cars has posted its strongest sales results in seven years with 1,630 cars sold worldwide in 2018. Concluding a landmark year for the company, 2018 saw Lotus celebrate its 70th birthday, new majority ownership from Geely, substantial investment in product development and new facilities, and a number of senior appointments, with respected auto and luxury-sector leader, Phil Popham, joining as CEO. Popham stated, "The year's results show success on many levels, in what is a new dawn for the brand and business. Strong sales and an increasing presence in many international markets underline growing confidence as new shareholder backing starts to shape our future." Sales highlights around the world include Sweden, up 87%; Japan, up 59%; Australia, up 50%; Middle East (GCC), up 39%; Italy, up 14%, with a solid sales performance also delivered across most of mainland Europe and the UK. (2/4) In 2010, Lotus explored the idea of a hybrid Evora sports car with the Evora 414E Extended-Range hybrid concept. Today, the car is listed for sale on "Lotus For Sale" and seeks a new owner. The current owner doesn't explain how he acquired the car, but it's likely Lotus quietly

BRITISH CAR NEWS

sold the prototype after testing the car. The powertrain marries a 1.2-liter 3-cylinder gasoline engine to two electric motors. The engine is the range extender, while a battery pack supplies power to the electric motors for 35 miles. After the batteries run out of juice, the engine kicks in to power the motors for another 300 miles. The two electric motors create a total of 414 horsepower and there's a whopping 590 pound-feet of torque on tap. At its debut in 2010, Lotus said 0-60 mph came in under four seconds. For some reason, Lotus gave the 414E a VIN and it's absolutely ready to go wherever the next owner wants to take it. Mileage isn't listed with the sale, but it will cost \$197,000 at current exchange rates.

McLaren: (2/21) However you measure it, 2018 was a successful year for McLaren: global sales were up by over 40 per cent compared to 2017 and they celebrated building their 15,000th car in the summer. Altogether, their supercars, technologies and business won over 20 awards last year, from expert associations, trade bodies and publications all around the world. The 720S led the way, bringing home awards including Road & Track magazine's 'Performance Car of the Year.' Another highlight was the car's advanced design winning the '2018 Best of the Best' category of the internationally renowned Red Dot Design Awards. Another car to gain widespread recognition was the 600LT. In the UK it won EVO magazine's 'Car of the Year' award and Autocar gave it the title of 'Britain's Best Drivers' Car.' Meanwhile the McLaren Senna received awards including the German magazine Auto Bild's 'Reader's Choice Award', and the esoteric but well-deserved 'Wing of the Year' from Top Gear magazine. Finally, Management Today named McLaren its 'Most Admired Automotive Company' and presented us with its 'Inspirational Leadership' award. (2/22) Aston Martin showed the first image of its forthcoming Project 003 hypercar and the firm's CEO Andy Palmer declared it has the Ferrari LaFerrari, McLaren Senna, and Porsche 918 Spyder directly in its sights. The 003 bridges the gap between the gap between the forthcoming Valkyrie hypercar and a Ferrari 488 competitor that's also on the way from McLaren. The 003 powertrain will consist of an internal-combustion engine (likely a V-6) paired with a KERS-style hybrid system. The KERS system is all about performance and not efficiency. Unlike the Valkyrie, the 003 will be far more usable every day, it will be more comfortable and have space for luggage. Yet, the car may also find its way to the racetrack. When it does enter production, Aston Martin has already said it only plans to build 500 coupes, though it hasn't mentioned if it will also build a convertible.

MG (SAIC): (1/16) MG Motor UK is celebrating its biggest year ever after achieving record car sales in 2018. Figures released today by the SMMT confirmed that MG had reached its stated 2018 goal of more than doubling its sales volume versus the previous year. During the past 12

BRITISH CAR NEWS

months, MG achieved several monthly sales records, securing an annual sales total of 9,049 registrations, an increase of 104% versus 2017. This percentage increase made MG the fastest growing car manufacturer in the UK during 2018 with more than 5,300 ZS compact SUVs sold in addition to almost 1,000 of the larger MG's products. Daniel Gregorious, Head of Sales and Marketing at MG Motor UK commented, "We're very proud of our achievements in 2018, ... and 2019 will be another very exciting year for MG as we continue to expand our dealer network and launch some brilliant new products including our very first battery electric vehicle, the MG ZS electric SUV."

Mini (BMW): (2/13) When the newest high-performance Mini finally goes on sale next year, it will make some very serious power. BMW announced that the next John Cooper Works GP will make more than 300 hp. Mini's keeping most of the specs to itself for now, but we do know it will use a turbocharged four-cylinder and will be both the fastest and most powerful Mini ever built. If you're interested, you better start talking with your dealer now because only 3,000 will be built, with an unknown number of those making it to the U.S.

Morgan: (2/1) You can join the Morgan Motor Company for Morgan themed entertainment and celebration as they mark 110 years of the marque at Thrill On The Hill 2019 on 11 August 2019. Following the success and feedback of the 2018 event, TOTH will be returning to Prescott Hill Climb in Gloucestershire where visitors will have the opportunity to drive the famous hill climb in their Morgan. Don't have a Morgan? Don't worry! They will be offering passenger rides in a factory car. Join fellow owners and enthusiasts alike in the relaxed atmosphere of Prescott Hill Climb where there will be plenty on offer for the whole family. Browse the 100's of Morgans from all ages on display or relax on the restaurant balcony and watch the cars take to the track. Cars spanning 110 years of Morgan will take to the track, from pre-war Three Wheelers to the latest 2019 Morgan range. They are also planning some special lunchtime parades and a number of trade stands for visitors to browse through.

Rolls Royce (BMW): (1/12) Rolls-Royce Motor Cars has achieved the highest annual sales in the marque's 115-year history, with 4,107 cars delivered to customers in over 50 countries around the world in 2018. In a year of multiple records, the world's foremost Luxury House also enjoyed unprecedented demand for its Bespoke creations and launched the new Cullinan – the Rolls-Royce of SUVs. The Americas remained the company's largest market in 2018; however, sales also grew across all regions during the year with buoyant customer demand across the

BRITISH CAR NEWS

model range. Phantom was a major growth driver, flanked by the very contemporary and seductive Wraith and Dawn models. (2/19) The demand for the Rolls-Royce Cullinan continues to outweigh production capacity. Martin Fritsches, CEO of Rolls-Royce Motor Cars Americas, said the company's production plant in Goodwood, England, is running at 100-percent capacity to build the Cullinan but they still had to add a waiting list with production slots filled through July. Now Rolls-Royce also added 200 new employees to the factory to help improve production times. Fritsches estimates that half of Cullinan buyers are new to the brand and the SUV has attracted younger customers. Women are also a growing customer base with the addition of the SUV. The Cullinan has also inspired other buyers to simply add a second Rolls-Royce to their collections.

TVR: (2/1) Although a reborn TVR Griffith was due out early this year, it's been put on hold until 2020. TVR blames the delay on construction processes at its new Welsh factory. The holdup comes from European Union regulations. The Welsh government purchased a tiny 3-percent share of TVR last January for about \$700,000. Unfortunately, the purchase was enough to apply EU-wide regulations that surround state-funded companies. Rather than simply having local firms bid on construction work at TVR's Welsh factory, TVR needed to open up bidding for all EU firms resulting in "frustrating" delays. When the new Griffith is produced, it will pack a Ford-sourced 5.0-liter V-8 tweaked by Cosworth to produce 500 hp connected to a 6-speed manual. Once production starts, it will be able to build 1,500 to 2,000 cars per year.



2018 Heartland Autofest – Le Claire, IA

ANSWERS AND MORE

St. Patrick's Day



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

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

ANSWER TO THE QUESTION:

The racing legend that made the statement was none other than Sir Stirling Moss.

I knew that guy had class!



Sir Stirling Moss

ANSWERS AND MORE

Glen's Goodbye:

According to the QCBAC Bylaws, the purpose of the QCBAC is “to provide mutual enjoyment for members and to preserve antique and classic British automobiles and motorcycles.” Apparently that enjoyment and preservation is not meant to be equally distributed.

In a 30 January communication to Jerry Nesbitt, John Weber stated a desire to separate the XKE (E-Type) from the XK 120, 140, and 150 models. The 2019 QCBAC registration form reflected this change among others. Although there have been nearly 40 different models of Jaguars over 80 years sold to the public, NO OTHER JAGUAR MODEL has its own class in the QCBAC Autofest. Not the XK150, not the XJS, not the XK8, not the XJ220, ONLY the XKE. In fact, no other 2019 Autofest class listed contained only one car model.

It would be impossible to assign each British model its own class, there would be too many classes and cherry-picking individual models is inherently biased. To be complete, no member of the executive committee or Board have indicated that they even perceive the inequity. Instead I have received defensive comments like “I did not add XKE as its own class. The board did,” and “I do not make all the decisions for the Club or the Car Show. My vote is no bigger than a Board Member’s vote,” and “I know nothing about Jaguars so all of your information goes over my head.” I also received communications from others suggesting that the lapse in ethics is not important because the Autofest is “a silly car show.” Not one person could offer a valid reason for isolating one car model into a separate class instead of being consistent with the other Autofest classes.

After the February dinner on 24 February, Jerry emailed me that the error would not be corrected because the club members “have never changed the registration form once it was Board approved and sent out to the membership.” Of course the club members could not recommend changes to registration form until AFTER it was Board approved and distributed to the membership. Does anyone else see the benefit of circulating a draft of proposed changes before the final approval?

Creating the disparity among the car models is disappointing, but ignoring the opportunity to correct the error is worse. I cannot support such inconsistencies. Therefore this manuscript constitutes written notice to the QCBAC Executive Board that I am resigning my membership under Article IV, section 4 of the bylaws, effective today.