

QUAD-CITIES BRITISH AUTO CLUB



2018 Edition / Issue 2

5 February 2018

HAPPY VALENTINE'S DAY!

Here's hoping that your Valentine's Day is happy and memorable.

Glen



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THE QCBAC GETS ROLLING FOR 2018

The Quad-Cities British Auto Club kicked off the 2018 season with a dinner at Pizza & Subs, Rock Island, on 14 January. Jerry informed the club that Larry Hipple had recently undergone surgery and would be recovering for the next two months. The meeting concluded with elections for QCBAC positions (* = re-elected):

| | | |
|-----------------|--------------|--------------------------|
| President | - Vacant - | |
| Vice President | - Vacant - | |
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| | | |
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| Membership Chair | Jim Shepherd | sweetlandtrailersales@hotmail.com |
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| Publicity Chair | Frank Becker | fbecker95@aol.com |
| Newsletter Chair | Glen Just* | glenjust@outlook.com |
| Webmaster | Colette Bishop* | daveandcolette@gmail.com |

UPCOMING QCBAC EVENTS

| | | |
|-----------------|-----------------------|---------------|
| February Dinner | 11 Feb 2018 | 4:00 pm |
| Famous Dave's | 1110 E. Kimberly Rd., | Davenport, IA |

OTHER AUTO CLUB EVENTS

| | | |
|--------------------------------|----------------------------|------------------|
| Champagne British Car Festival | 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 | |



2017 Champagne British Car Fest – Bloomington, IL

BRIT CAR QUESTION:

The Jaguar Motor Car Company has produced some vehicles with very interesting names; D Type, E Type, Mark IV, and, more recently, the F Pace. However, many of the early cars started with an XJ designation before obtaining their final production name.



2005 Jaguar XJ8L

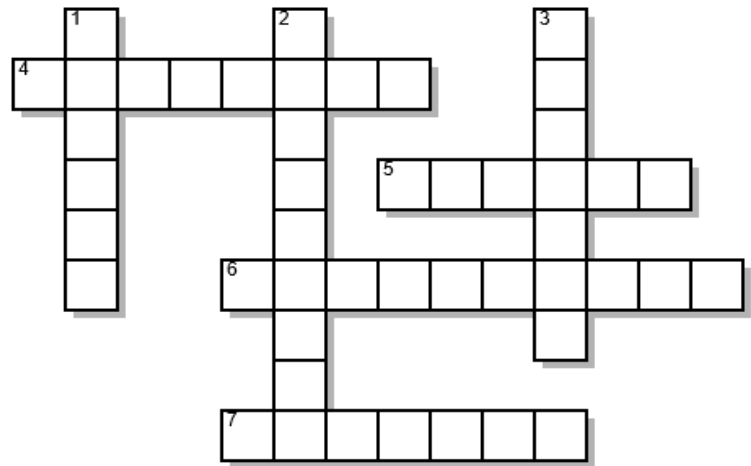
What did the XJ designation originally stand for?

The answer appears at the end of this newsletter.

CROSSWORD PUZZLE

British Firsts

Manufacturers



ACROSS

- 4 First British automaker to incorporate a fully synchromesh gearbox
- 5 Built the first production sports cars using all-wheel drive
- 6 Built the first British armored car
- 7 First British automaker to use front disc brakes on a production roadster

DOWN

- 1 First to build an aluminum monocoque-chassis sedan
- 2 First to build a British four-wheel drive farm utility vehicle
- 3 First to use frameless door window glass

Automakers: Bristol, Jaguar, Jensen, Land Rover, Rolls Royce, Triumph, Vauxhall.

Jaguar

XJ Series



Foreword (or forewarning)

Instead of exploring an entire line of cars manufactured by a British car company, this article will focus on a single series. For the first article of this nature, the Jaguar Company, currently owned by TATA, was selected. Jaguar historically produced three major types of cars for public sale each year; large executive sedans, compact executive sedans, and sports models. Of course, they also built racing and experimental (prototype) cars on a small scale. For instance, in the middle 1950s Jaguar simultaneously produced the XK140 (sports car), the Mark 1 (compact executive), and the MK VIII (large executive) while racing the D-Type.



2005 XJ8L

This article will explore the evolution of the XJ sedan from 1968 to the present day.

[Glen: The fact that I drive an XJ8L had NOTHING to do with the selection of this model. It is just what you get for selecting me to continue with the club newsletter!]

The XJ numbering of Jaguar models is not always sequential so series numbers will be provided when possible. Additionally, the use of the XJ designation was not always for sedans. For instance, the Jaguar XJ13 was a prototype racing car developed by Jaguar to challenge at [Le Mans](#) in the middle 1960s and it is most definitely not a sedan.

The Beginning of Jaguar Saloons

Jaguar was formed from the Swallow Sidecar company and produced the SS Jaguar 2½ Liter Saloon beginning in 1935. Following WWII, the name was changed to Jaguar Cars Limited and the car names dropped the SS designation. During the same time, Jaguar offered the Jaguar 1½ Liter Compact Saloon and in 1948 added the XK120 Sports Car. From 1951 to 1953 Jaguar raced the C-Type.



1947 Jaguar 2½ litre Saloon

JAGUAR XJ (LARGE EXECUTIVE SEDAN)



1949 Jaguar Mark V

The large executive saloon was upgraded to the Jaguar 3½ Liter Jaguar in 1937 which became the Mark V in 1948. Strangely, there were no models called Mark I through Mark IV before 1948. Additionally, the Roman numerals used for the large executive models do not align with the Arabic numerals Mark 1, Mark 2, etc., used for the compact executive models. The Mark 1 designation was used starting in 1955. Go figure!

The Jaguar Mark VII is a four-door luxury car produced by Jaguar Cars of Coventry from 1951 to 1956. Launched at the 1950 British International Motor Show as the successor to the Jaguar Mark V, it was called the Mark VII because there was already a Bentley Mark VI on the market. In 1952 it became the first Jaguar to be made available with an optional automatic transmission. Mark VII's were successful in racing and rallying.



1954 Jaguar Mark VII



1956 Jaguar Mark VIII

The Mark VIII car shared its wheelbase with the Jaguar Mark VII which outwardly it closely resembled. However, the interior fittings were more luxurious than those of the Mark VII. Distinguishing visually between the models is facilitated by changes to the front grille, the driving or fog lamps, larger rear lamps and most obviously a curved chrome trim strip below the waistline which allowed the factory to offer a variety of two-tone paint schemes.

JAGUAR XJ (LARGE EXECUTIVE SEDAN)

The original Jaguar Mark IX cars were identical in exterior appearance to the Mark VIII except for the addition of a chrome Mk IX badge to the boot lid. Later versions had a larger tail-lamp assembly with the addition of an amber section. The Mark IX was popular as a ceremonial car for state dignitaries in a variety of countries. The 3781cc engine that produced 220 hp. The Mark IX was the first Jaguar saloon to offer four-wheel servo-assisted Dunlop disc brakes and recirculating ball power steering,



1960 Jaguar Mark IX



1961 Jaguar Mark X (420G)

The Jaguar Mark X (later renamed 420G), was Jaguar's top-of-the-range saloon car from 1961 to 1970. The large, luxurious Mark X was primarily aimed at the United States market and Jaguar hoped to appeal to heads of state, diplomats and film stars. Introduced in the same year as Jaguar's iconic E-Type, the Mark X featured integrated, unitary bodywork, as well as independent rear suspension. The Mark X had a top speed of 120 mph and capable handling.

Now is the time when the "XJ" model designations were introduced. It is now known as Jaguar's large sedan (saloon); however, that was not always the case. If you would prefer to skip these details, simply jump ahead to the material beginning with the [XJ6 made in 1968](#).

The XJ label was originally derived from "Experimental Jaguar". The idea was to give cars under development an XJ designation until they went into actual production. The first documented use of the XJ designation came in 1961 when Jaguar developed a small sedan labeled the XJ3 (or Utah) to replace the mid-sized Mark 2. The production version of the XJ3 was called the S-Type which was sold from 1963 to 1968 (The S-Type name was resurrected by Ford in 1999).



1963 XJ3

JAGUAR XJ (LARGE EXECUTIVE SEDAN)

In case you were wondering, the XK designation came from the XK120 two-seater roadster used to showcase the Jaguar XK6 DOHC I6 engine. [Glen: So, Jaguar used the XK designation for both their cars and their engines although they later used AJ for the engines when in production. Further complicating the labeling is the transition of using the XJ label first for a compact executive sedan, the XJ3 in 1961, and later for large executive sedans, the XJ6 in 1968. Confused yet?]



1968 Jaguar XJ6 Series 1

The XJ4 label was used on a car which was publicly announced as the XJ6. This is when Jaguar started using the XJ label for the large executive sedans. The XJ6 (1968-1973) used 2.8-liter and 4.2-liter versions of Jaguar's XK engine. The XJ6 replaced Jaguar's large sedans, although the 420G was still sold for a couple years. Note that this was during the time that the Jaguar E-Type (XKE) series I and II were also sold (1961-1972). Both cars were fitted with a V12 engine developed in 1971 which relabeled the sedan as XJ12.

OK, you noticed that I skipped over XJ5. There was an XJ5 label used but it was only for the revised version of the Mark Ten and not a completely redesigned car. If you are still following all of this, there was also an engine called the XJ6 which was a V12 racing engine with four overhead-camshafts. But I won't talk about that.

The XJ8 designation was used in the development of the Jaguar E-Type 2+2. This was a more family friendly version of the famous XKE or E-Type. Yes, I know that this was not a sedan, but remember that XJ number as it will come back around later.



1968 Jaguar XJ8 (E Type 2+2)

JAGUAR XJ (LARGE EXECUTIVE SEDAN)



Jaguar Mid-engine XJ13 racer

The XJ13 label was used for a mid-engine racer with its 5.0 L V12 engine mounted behind the driver. The engine was used as a stressed chassis member together with the five-speed manual ZF Transaxle driving the rear wheels. The front suspension wishbones were like those of the E-Type, however, the XJ13 used coil spring/damper units. There was only one example of this 1966 car ever made. Looks beautiful, but it is still not a sedan.

Time for a change-up. The XJ16 prototype designation was used as the development number for the 1967 Jaguar 420 sedan. Well, at least it was a sedan! However, the 420 (XJ16) was made from 1966 until 1968 which was when the XJ6 (Development number XJ4) was starting to be produced. Obviously, the numbers are not sequential.



1967 Jaguar 420 (XJ16)



1968 Jaguar E-Type Series II (XJ23)

Just when you thought it couldn't get any worse, Jaguar decided to use the XJ22 and XJ23 labels in developing the Series II E-Types. These were made until 1971 while Jaguar was still making the XJ6 (XJ4) sedan. Fortunately, the common convention is to use the production labels of E-Type (or XKE) for the Series I (1961-68), II (1968-71) or III (1971-75) cars.

JAGUAR XJ (LARGE EXECUTIVE SEDAN)

The XJ6 Large Executive (1968)

For the family and executives, Jaguar produced a line of large sedans called the XJ6 Series I (1968-73), Series II (1973-1979), and Series III (1979-92). Don't let the fact that Jaguar also used the XJ6 label for a development number earlier fool you! Of course, you might be aware that from 1972 to 1992 Jaguar also shoehorned their V12 engine into this model and ingeniously called it the XJ12. There was also a 2-door coupe, the XJC which was produced from 1975 to 1978. But that is not really a large sedan, is it?



1979 Jaguar XJ6 Series III (XJ40)



1975 Jaguar XJS (X27)

The 1975 - 1996 luxury grand tourer Jaguar XJS (X27) was meant as a replacement for the XKE. This was during the same time that Jaguar was also producing the Series 2 and 3 versions of the XJ6 (XJ40) and XJ12 (XJ81). Around 1995 Jaguar began “standardizing” the internal manufacturing numbers for the various model lines. The XJ6 was called the X300 and the XJ12 became the X301. In 1985 a supercharged six-cylinder version XJR6 (X306) was added and, in 1995, a long wheel base XJ (X330) was added also.

From 1997 to 2003 Jaguar produced the XJ8 sedan (Remember the use of “XJ8” earlier?). It had the internal number of X308. The XJ8 (X308) had only one engine available, Jaguar's AJ-V8, hence the logic of using the label XJ8. As a side note, the sports model XK8 (X100) was also introduced in 1997 (with the AJ-V8) and was made until 2006. Both cars used independent rear suspensions.



1997 Jaguar XJ8 (X308)

JAGUAR XJ (LARGE EXECUTIVE SEDAN)



2005 Jaguar XJ (X350)

Jaguar's third generation XJ (X350), 2003-2009, featured an all-aluminum body. The XJ offered a 2.7L V6 (diesel), 3.0L V6, 4.2L V8 and 4.2L V8 (supercharged). Thus, it was no longer called "XJ8." A six-speed automatic gearbox was fitted with lock-up on all gears and a larger spread of ratios. Air suspension was used all round which provided adaptive damping as well as self-leveling.

All North American XJ (X350) models came with a 300 hp (224 kW) naturally aspirated engine standard. A 400 hp (298 kW) supercharged 4.2 L V8 engine was optional. The valve-train had a dual overhead cam design with four valves per cylinder and variable valve timing. The top speed was limited electronically to 155 mph (249 km/h). [Bummer. Jenny wants to run free!]

The 2008 XJ (X358) was a minor facelift with a slightly altered front grille and front bumper assembly. A Jaguar emblem within the grille replaced the previous bonnet-mounted leaper. The front lights had minor changes while the revised door mirrors added side repeaters. The front wings featured side vents, and the side sills, rear bumper and tail lights were revised.



2008 Jaguar XJ (X358)



2009 Jaguar XJ (X351)

In July 2009, a new design was created for the XJ (X351). The front has clear links with the small executive car XF, the rear featured upright, swooping taillights (nick-named "cat's claws") and the roof had a standard full-length sunroof, that extended all the way back. The new XJ featured an all-LCD dashboard and console displays which were user configurable.

The 2009 XJ (X351) is offered with engines that range from a 2.0L I4 (gas) and 3.0L V6 (gas or diesel), to a 5.0L V8 (naturally aspirated or supercharged). As before, it is offered in standard or long wheel base versions. The XJ (X351) is still in production; however, rumors exist that it might be converted to an electric powered car in 2019.

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All Makes: (1/5) The state of California is following the lead of the Netherlands, Norway, France, the United Kingdom, India, and China by proposing legislation to ban gas powered cars. Democratic assembly member Phil Ting introduced a bill that, if passed, would ban the sale of vehicles powered by an internal combustion engine. The bill, known as the Clean Cars 2040 Act, proposes that all vehicles sold in the state from 2040 must be zero-emission vehicles, meaning plug-in hybrids would also be banned. There are some exceptions, though. The bill does not apply to commercial vehicles weighing more than 10,000 pounds. Some extended-range electric cars may also be excluded. (1/9) On the other side of the country, Virginia House Delegate David A. Reid [D-32nd] has proposed a bill that would give buyers of electric vehicles a state-tax rebate of 10 percent of the vehicle cost up to \$3,500. The bill also maps out a continuation of the tax credit until January 1, 2023, or until 20 percent or more vehicles registered in the state are electric vehicles.

Aston Martin: (1/4) *Auto Express* reported today that Aston Martin is considering an all-electric sports car to rival the forthcoming Roadster from Tesla. The electric sports car would advance Aston Martin's electrification and challenge Tesla's Roadster, which Tesla claims will be the quickest accelerating car in the world. The electric Aston Martin sports car likely won't come until later next decade. While Aston Martin is introducing a new car every year through 2022, it will heavily expand its electrification options. (1/5) Last year was a good one for British luxury and sports car maker Aston Martin. They announced that 2017 marked the highest number of cars delivered since 2008 with 5,117 vehicles sold. Retail sales also increased 58 percent year-over-year. Aston Martin pointed to the DB11 and special projects such as the Vanquish Zagato and Vantage GT8 as sales boosters during 2017. The brand is also expanding its manufacturing footprint. The DBX will be built in a new plant in St. Athan, Wales, that is due to be open in 2019, while a limited run of 25 DB4GT Continuation models are being built at the Newport Pagnell facility, which hasn't been used for manufacturing since 2007.

Bentley (VW): (1/5) Bentley recently confirmed to Automotive News that a plug-in hybrid Bentayga will debut in March at the 2018 Geneva International Motor Show. It will make the automaker the first among ultra-luxury marques with an electrified vehicle. A prototype for the Bentayga plug-in was spotted in public last fall with a powertrain based on the Porsche Panamera 4 E-Hybrid setup, which pairs a 2.9-liter twin-turbocharged V-6 with an electric motor and sends power to all four wheels via an 8-speed automatic. In the Porsche, the powertrain is good for 462 horsepower and 30 miles of electric range. Look for the Bentayga plug-in to go on sale in the second half of the year, as a 2019 model, with a price above the \$200k mark. (1/12) In lieu of a V12 or W12, Bentley revealed the Bentayga V8 ahead the 2018 North American International Auto Show in Detroit. It uses a 4.0-liter twin-turbocharged V-8 delivering 550 horsepower and 568 pound-feet of torque. The V8 engine is mated to an 8-speed automatic and hustles the big SUV to 60 mph in 4.4 seconds and to a top speed of 180 mph. Bentley also offers a Bentayga Diesel (also V-8-powered) outside the United States and this model has 429 hp and 664 lb-ft, which sees it hit 60 mph in 4.6 seconds and top out at 168 mph. Bentley offers the vehicle with a carbon-ceramic brake package complete with 10-piston calipers on the front axle. The discs alone are a massive 17.3 inches up front. (1/21) A plug-in versions of the Bentley Bentayga SUV is expected to debut in March at the Geneva Motor Show and can run solely on

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battery power and producing zero emissions for a couple miles. Total power in the Bentley is expected to hover around 415 horsepower from the combination of a 3.0-liter supercharged V-6 engine and an electric motor. The Continental GT coupe and convertible, Flying Spur, and Mulsanne sedans are expected to gain the plug-in option soon.

Jaguar (TATA): (1/12) The American company Voyage is looking to be among the first to develop safe and reliable self-driving systems to power fleets of potentially lucrative self-driving taxis. Voyage, formed by ex-engineers of Apple and Alphabet, received \$3 million in funding from Jaguar Land Rover. This brings the company's funding to date to about \$20 million. Voyage has already deployed its self-driving cars in large retirement villages and is licensed to test them on Californian roads in 2018. The company is refining its technology and service with feedback from residents of the retirement villages, located in San Jose, California and Orlando, Florida. Jaguar Land Rover is also developing its own self-driving technology. The British automaker last November started testing self-driving cars with Level 4 capability on public roads in the United Kingdom. Level 4 means the vehicles can operate on their own but only in select conditions. [Isn't this a contradiction? A Jaguar that you don't drive! Where's the fun in that?] (1/21) Bernie Ecclestone tried to auction a 1956 Jaguar D-Type this month in Scottsdale, Arizona. Unfortunately, it never reached its reserve despite a final bid coming in at \$8.8 million. The car's first private owner was Peter Blond, a talented amateur racer who raced the D-Type across European circuits. Blond campaigned the car in 12 races with its most notable finish being its top-ten placing in the Goodwood Trophy and victory at the Snetterton National Race. With a racing pedigree and rarity (just 24 other D-Types were delivered in the United Kingdom) the auction company estimated the car would fetch around \$12.5 million but that is less than the \$21.8 million paid for a different D-Type a few years ago. (1/22) According to *Autocar*, Jaguar will turn the XJ into an electric sedan rivaling the Tesla Model S. *Autocar* reported that an electric XJ will be revealed to mark the 50th anniversary of the XJ in late 2018 with sales to follow in 2019. *Autocar* reports that the flagship sedan will become more of a hatchback than a traditional sedan, similar to the current model's coupe-like design.

Land Rover (TATA): (1/10) Land Rover had a reputation for being one of the most capable vehicles off the road. Unfortunately, it was phased out at the start of 2016 due to safety and emissions regulations. Now a successor is coming at the end of 2018 to coincide with Land Rover's 70th anniversary celebrations. A prototype has been seen testing the new Defender's mechanicals within the makeshift body of a Range Rover Sport. The test mule reveals that the new Defender will be considerably shorter in length than the Range Rover Sport. Various body styles are planned including 3- and 5-door versions as well as a pickup. The models use a lightweight aluminum platform related to Land Rover's PLA unibody structure underpinning their SUVs. The new Defender should still feature a live rear axle and low-range transfer case with two differential locks for superior performance when going off-road. Powertrains meanwhile could include a 2.0-liter turbocharged inline-4, a 3.0-liter supercharged V-6, and possibly some plug-in hybrid configuration. An electric Defender might also be launched at some point. (1/10) Also coinciding with the 70th anniversary, Land Rover is restoring the vehicle that started it all – one of the three pre-production Land Rovers shown at the 1948 Amsterdam Motor Show launch. This vehicle defined the shape that would become instantly recognizable

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as a Land Rover. For years the whereabouts of this launch Land Rover was a mystery. The demonstration vehicle from the Amsterdam show was last on the road in the 1960s, after which it spent 20 years in a Welsh field before being bought as a restoration project; it then lay languishing unfinished in a garden. Following its surprise discovery just a few miles outside of Solihull, UK – where the car was first built – the experts at Jaguar Land Rover Classic spent months researching in company archives to unravel its ownership history and confirm its provenance. The team behind the yearlong restoration project is the Land Rover Series I Reborn program which meticulously restores Series I Land Rovers for their owners. (1/23) Land Rover will introduce a two-door Range Rover. Lead designer Gerry McGovern indicated that SVO, Jaguar Land Rover's performance division, was working on a low-volume Range Rover SV Coupe. Land Rover promises the Range Rover SV Coupe will be a full-sized luxury SUV that features a "seductive body design" with a "dramatic two-door silhouette." Inside, the SV Coupe looks a lot like you'd imagine an ultra-luxurious Range Rover would look. Aside from the lack of a middle seat in the back, the most notable design element is the wood and aluminum-trimmed console that divides cabin. Pricing hasn't been announced but considering that fewer than 1,000 of them will be hand built by SVO, you can assume it will be expensive.

Lister: (1/10) The 1951 Tojeiro-JAP car which put Brian Lister, Scott Brown and legendary engine tuner Don Moore on the track to countless racing successes is for sale. First registered in 1952 and intended for race, hill climbs and sprint use, the Tojeiro-JAP was notable as the first car to bear a Brian Horace Lister chassis number and the second Tojeiro ever made. The 'Asteroid' had an aluminum body, with cycle wings and a fabric-covered tail. In 1952 and 1953 the small Asteroid driven by Scot Brown lapped every other car in his class, frequently winning the 1100-1500 category. A historically significant motorcar, chassis BHL 1 is for sale with an interesting history file including a copy of its first buff logbook and the MSA Historic Technical Passport. If you are interested in owning a special car with a wealth of history and happen to have an extra £100,000 (\$136,330 USD) laying around, contact info@listercars.com. (1/16) Dick Barton was one of the original Lister Engineers back in the 1950's and was critical in the Lister Motor Company's recreation of the Knobbly's. Sadly, Dick Barton has passed away. Part of a very tight-knit and successful racing team, Barton became a very close friend and right-hand man of Brian Lister over the years and together they went on to produce some of the finest British sports racing cars of the 1950s.

Lotus (Geely): (1/11) Launched in Lotus' 70th year and ahead of its anniversary celebrations, the new Evora GT410 Sport is available in both 2 seat and 2+2 configurations with manual and automatic transmissions. This new GT-class coupe generates up to 96kg of downforce (50% more than the Evora Sport 410) making it the new benchmark when compared to similarly priced rivals. The Evora GT410 Sport is powered by a specially calibrated and tuned Lotus supercharged, 3.5-litre 6-cylinder engine with integrated water-to-air charge cooler, producing 410 hp at 7000 rpm and 420 Nm of torque from 3500 rpm. It powers the GT410 Sport from 0-60 mph in just 3.9 seconds (automatic) and the manual version in 4.0 seconds. (1/24) Lotus CEO Jean-Marc Gales likely will take it a tad slower on the A11 near his company's Norwich headquarters in England. The executive was caught going 102 mph in a 70 mph zone while driving a new Lotus car. Gales persuaded the magistrate to forego additional points on his

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license so he could continue to test new Lotus cars himself. The executive reportedly had eight points on his license before the latest ticket. A typical ruling would have added six more points to his license and a driving suspension of at least six months, according to the Telegraph. Gales got off with just a 30-day driving ban. [Glen: Even that will be painful.]

McLaren: (1/5) McLaren delivered 3,340 cars in 2017 setting a new record for 2017 following record deliveries in 2015 and 2016. Models from the Sports Series range accounted for about two thirds of the total. The 570S and 570GT were mostly snapped up by new McLaren buyers in the United States. Although only sold for six months so far, the 720S almost equaled the prior year sales total for the entire Super Series range. In recognition to the US sales, McLaren opened the North American Regional Distribution Center in Mechanicsburg, Pennsylvania last November. To handle the workload at the company's headquarters in Woking, United Kingdom, McLaren is moving production of the carbon fiber tubs to a new site in Yorkshire this year. (1/8) Tom Hartley Jr has a McLaren P1 GTR for sale and this is one of the ultra-rare versions that's legal for the street. Typically, the P1 GTR is restricted to track use only, but a company called Lanzante Motorsport created this road-legal version. Allegedly, only 30 road-legal versions exist, and this one is waiting for a new owner. The P1 GTR has 986 horsepower under the hood thanks to a combination of the 3.8-liter twin-turbocharged V-8 engine and an electric motor that was developed in-house at McLaren. Showing just 852 miles on its odometer, this P1 GTR offers a rare chance to own a piece of racing history that you can drive around the Quad Cities. There's no price listed on the seller's website, but you probably need at least \$4.5 million to take it home. Plus, you'll need to go to England to pick it up. (1/17) The use of a carbon fiber monocoque is something that has been a part of the McLaren way since 1981. Back then, the racing team developed the first Formula 1 car to utilize the light-yet-strong material in its chassis construction. Ever since, carbon fiber has played a major role in all cars produced by the British automaker. The latest manufacturing facility is located in the Sheffield region of England and will be called upon to provide the carbon fiber tubs employed in all of the McLaren Sport, Super, and Ultimate Series cars.

MG (SAIC): (1/10) The sports cars from Morris Garages were founding members of postwar American sports car racing. The M.G. Car Company celebrates its 90th birthday in 2018, though the cars wearing MG's famous octagon badge have been around even longer. The earliest MGs were re-bodied Morris models with styling and performance enhancements. By 1928, the Oxford Company had become large and prosperous enough to warrant an identity separate from the original Morris Garages and the M.G. Car Company Limited was established that March. The MG TC, the car that started it all in America, is a postwar version of the prewar TA and TB Midgets. Its classic stance and style betray its pre-war lineage and engineering roots. The 23rd annual "Amelia" will celebrate marque-founder Cecil Kimber's original MGs that grew from the success of Morris automobiles before World War II. Tickets for the 23rd annual Amelia Island Concours d'Elegance on March 9-11, 2018 at the Ritz-Carlton, Amelia Island are available now. (1/26) A PA model MG to be displayed at the Concours d'Elegance began life as a factory-prepared race car, driven in the 1935 24 Hours of Le Mans by Margaret Allen and Coleen Eaton. Later sold to American racer Miles Collier, chassis number 1667 would become a familiar sight in Automobile Racing Club of America (ARCA) competition. Chassis 1667 was purchased by Miles

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Collier, who specified that the engine be bored from 57 mm to 60 mm per cylinder yielding the same 939-cc displacement as the later PB model before being equipped with a Marshall supercharger and MG NE differential. MG is practically the founding marque of American sports car racing. Their precepts of light weight construction and compactness that set the course of modern sports car design began with prewar MGs. Now part of The Revs Institute collection, the unique aero-bodied MG will be displayed as part of the Prewar MGs class at the 2018 Amelia Island Concours d'Elegance, taking place from March 9-11.

Morgan: (1/9) Morgan Motor Company will celebrate its most iconic Plus 8 with a 50th Anniversary Special Edition. The family-owned, bespoke sports car manufacturer will produce 50 of the special edition models, each to be sold through their existing dealership network. The Plus 8 50th anniversary edition will be a true V8-powered thoroughbred tribute to Morgan's most celebrated 4-wheeled model. Morgan's crowning vehicle for fifty years, the Morgan Plus 8 continues to pioneer new technology within the classic Morgan bloodline. Deriving its name from the famed eight-cylinder engines it has adopted throughout its 50 years, the Plus 8 consistently offers the greatest power to weight ratio of any Morgan. This very special car will be the star of the show on the Morgan stand when it makes its public debut at the 2018 Geneva Motor Show next March alongside the race-inspired Aero GT.

Rolls Royce (BMW): (1/24) A panel of highly-esteemed judges from *What Car?* magazine has once again declared the Rolls-Royce Ghost the best super-luxury car in the world in its most prestigious class: luxury cars over £100,000. In awarding Ghost Extended Wheelbase, the *What Car?* honor, judges celebrated the motor car's peerless duality, which combines vibrant driving dynamics with a near-silent and truly cocooning passenger suite. This honor, and true measure of success in the automotive world, is reflected with sustained customer demand. It also follows numerous plaudits for Rolls-Royce in recent months as New Phantom retains the title of "Best Car in the World", continuing to earn praise from the world's most prestigious and discerning critics, including statements that Phantom "Is the pinnacle, the epitome, of motoring luxury" (Autocar), "An all-new version of the finest car in the world" (The Independent), "Has changed what a car can be" (GQ) as well receiving 'Best Luxury Car' at the UK Car of the Year Awards and *Top Gear* Magazine's 'Luxury Car of the Year'.



2017 Heartland British Autofest – Le Claire, Iowa

POSSUM ATTACK

Submitted by Dave and Colette Bishop:

Jaguar versus Possum: During the November 15th, 2017 British Boots & Bonnets Club Meeting the following awards were given.

Burnt Piston Award- Peggy Kitzmiller nominated Leon Kitzmiller for hitting a possum with his Jaguar and destroying the brakes on the evening of the November 8th Dine in Winnebago. Sandy Hamaker seconded the motion. Motion passed.

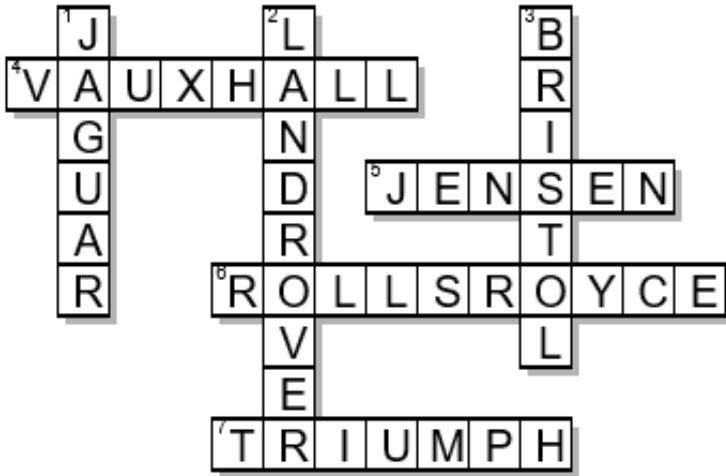
Good Wrench Award - Delores Moon nominated Leon Kitzmiller for driving well and surviving the possum attack. Sandy Hamaker seconded the motion. Motion passed. Leon Kitzmiller received 5 free raffle tickets.



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British Firsts

Manufacturers



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ANSWER TO THE QUESTION:

The XJ designation originally stood for “experimental jaguar” for cars under development. Later, Jaguar switched to an “X” codename system to identify the style and sequence for each vehicle. My XJ8L is an X350 series while the F-Pace SUV is an X761.



2018 Jaguar F-Pace (X761)