

# QUAD-CITIES BRITISH AUTO CLUB



2018 Edition / Issue 10

1 October 2018

## QCBAC VISIBILITY

If you have a suggestion on how we can raise the visibility of the QCBAC within the Quad Cities, please contact Jim Shepherd at his email: [jimpeggshepherd@hotmail.com](mailto:jimpeggshepherd@hotmail.com)

Thank you.



2018 Heartland British Autofest

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## THE QCBAC

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

## WORD SEARCH PUZZLE

As we near the end of summer, I hope that you have been able to experience some of these items. (The words are on the next page)

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T B M B H G Z B R J P V H I U
P R N A O K O R Y O B A V J W
R D K K T Z S E T W M C E M G
J I L E D A R A P B I I A W W
P C M D O Q T K U D Y Y Z J U
Z K W B G O B R T K D V F A N
W B M E S Q G N T N G S L X Y
I A B A S E B A L L T X S Z E
V M L N R M N O I F Z M P Y M
C A R S H O W S Z L P I F X D
D X A M E F U B H G C X S K M
O Q X I C L R Y N N I H G D A
P I R T D A O R I Q F Q Q V R
I Q V X T G E C S X F A Y Y V
B K H S Y S O Q M Y B U K F K
    
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## CAR QUESTION:

What was old is new again.

Lately, former British manufacturers have been reviving classic models in electric powered versions.

In a recent news release, a British firm by the name of RBW, has revealed that it will build new electric versions of a classic British make.



To which model am I referring? The above picture should be a huge hint. You need to specify the make and model (listing all of the technical specification of the “new” model is not required!)

The answer appears at the end of this newsletter.

## UPCOMING QCBAC EVENTS

October Dinner	14 October 2018	4:00 pm
City Limits Grill	4514 9th Street	Rock Island

## OTHER AUTO CLUB EVENTS

Rock and Bowl Car Show	13 October 2018	10:00 am – 4:00 pm
Don Carter Lanes	4007 E State St.	Rockford, IL
Great Pumpkin Festival	14 October 2018	11:00 am – 3:00 pm
Downtown	Dewitt, IA	QC Cruisers
Illinois Valley Toy Run	21 October 2018	8:00 am – 3:00 pm
Downtown – S. Main	Princeton, IL	Lions Club

## PUZZLE WORDS

BAKED BEANS, BASEBALL, BRATS, CAR SHOWS, COLESLAW, FLAGS, HAMBURGERS, HOTDOGS, PARADE, PICNIC, POTATO SALAD, ROAD TRIP.

## HALLOWEEN FACTS

Halloween has its origins in pagan festivals held around the end of October in England, Wales, Scotland and Ireland. People believed that, at this time of year, the spirits of dead people could come 'alive' and walk among the living. They thought that it was important to dress up in costumes when venturing outside, to avoid being harmed by the spirits. This may be the origin of the Halloween costumes seen today.

Halloween used to be called All Hallows Eve, or the day before All Saints' Day, observed on November 1. Halloween is also known as Nut-crack Night, Thump-the-door Night or Apple and Candle Night. Some people call Halloween Bob Apple Night or Duck Apple Night from a traditional game played at this time of year and known as 'apple bobbing' or 'apple ducking'. Some people believe that apple bobbing is a reminder of the way women accused of witchcraft in the middle ages were tried. They were tied to a chair and repeatedly ducked into a river or pond. If a woman drowned, she was declared innocent. If she survived, she was declared a witch and burnt at the stake.

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*Daimler  
Company  
Limited*

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## PART II – WWII TO PRESENT

Daimler had been interested in the commercial vehicles from 1904 and a significant element of Daimler production was the bus chassis, specifically double-deckers coaches. In 1906 it produced a petrol-electric vehicle and on 23 May 1906 registered the Gearless Motor Omnibus Co. Limited. However, the bus was too heavy. Following the introduction of Daimler-Knight sleeve-valve engines and a refined Gearless gearbox, it re-emerged in 1910 as the KPL (Knight-Pieper-Lanchester) omnibus, an advanced integral petrol electric hybrid. But it failed to produce the KPL due to a patent infringement, setting bus design back twenty years.



*1948 Daimler CVD6 Coach*



*Daimler DB18 Coupe*

The first post-war model was the Eighteen, a development of the pre-war Fifteen using the Scout Car's 2.5 L engine with a new high-compression cylinder head. Winston Churchill campaigned for the 1945 and 1950 general elections in the DB18 two-door drophead coupé he had ordered in 1939. The government ordered new limousines for the commanding officers of the occupying forces. New straight-eights were supplied to the former colonies for the planned royal tours.

## DAIMLER COMPANY

Production of large eight-seat limousines, the six-cylinder DE 27 and the eight-cylinder DE36, began in March 1946. These were among the first series-built cars with electrically operated windows. They were also the first Daimler cars since 1909 to use bevel gear final drive instead of Daimler's usual worm final drive, and the DE 36 was the last straight-eight automobile to be manufactured in Britain. The DE 27 chassis was also used in the Daimler Ambulance with bodies by Barker and Hooper.



*Daimler DC 27 Ambulance*



*1946 Rolls Royce Silver Wraith*

In June 1947 the purchase tax was doubled on cars costing more than one thousand pounds, home market sales were restricted to cars for "essential purposes" and petrol remained rationed making it difficult for large vehicles to survive. A DE 27 limousine given to HRH Princess Elizabeth by the Royal Air Force as a wedding present was traded for a Rolls-Royce when its transmission failed. Former Daimler customers, including British royals and the Aga Khan, switched to the Phantom IV, while the Emperor of Ethiopia and Greek royalty ordered the six-cylinder Silver Wraiths.

Sir Bernard Docker took the extra duty of Daimler's managing director in January 1953 when James Leek was unable to continue through illness. Car buyers were still waiting for the new (Churchill) government's easing of the 'temporary' purchase tax as promised in the lead up to the snap-election held during the 1951 Earl's Court motor show. Lady Docker told her husband to rethink his marketing policies. 3-litre Regency production was stopped and the Consort price was dropped from 4 February 1953 to the expected new tax-inclusive level.



*1952 Daimler Consort*



## DAIMLER COMPANY



*1955 DJ256 Conquest Century (Mark I)*

Stagnation of the British motor industry was eased by the reduction of purchase tax in 1953 and Daimler introduced the moderately sized Conquest in 1953. Daimler and Lanchester (there were no more BSA cars) struggled after the War, producing too many models with short runs and limited production, and frequently selling too few of each model. On the other hand, Jaguar seemed to know what the public wanted and expanded rapidly. Daimler produced heavy, large and small luxury cars while Jaguar produced cars at a low price designed for enthusiasts.

Sir Bernard Docker, managing director of BSA, had married Nora, Lady Collins in 1949. Nora was a wealthy daughter of a Birmingham car salesman who was interested in her husband's companies. She attempted to raise Daimler's profile by encouraging Sir Bernard to produce show cars. The first was the 1951 "Golden Daimler", an opulent touring limousine, in 1952, "Blue Clover", a two-door sportsman's coupe, in 1953 the "Silver Flash" based on the 3-litre Regency chassis, and in 1954 "Stardust" based on the DK400 chassis. Her Paris 1955 Grand Finale was a 2-door coupé she named "Golden Zebra".



*1955 Daimler Golden Zebra*



*1961 Daimler SP250*

Edward Turner became the head of the automotive division, which as well as Daimler and Carbodies (London Taxicab manufacturers), included Ariel, Triumph, and BSA motorcycles. Turner designed the lightweight hemi head Daimler 2.5 & 4.5 Litre V8 Engines. Under Sangster, Daimler's vehicles became a little less sedate and more performance oriented. The Majestic Major proved an agile high-speed cruiser on the new motorways. The last Daimler car produced under BSA ownership was the SP250 in 1959 which used a 2.5L V8.

## DAIMLER COMPANY

In the 1930s the Daimler CO bus chassis became the main model, followed by a similar, but heavier, CW 'austerity' model produced during World War II (100 with the Gardner 5LW engine (CWG5), the rest with the AEC 7.7-litre engine – CWA6) and in postwar years production worked through the Daimler CV to the long-running Daimler CR Fleetline, built from 1960 to 1980. Many British bus operators bought substantial numbers of the vehicles and there were also a number built for export. The standard London double-decker bus bought from 1970 to 1978 was the Daimler Fleetline.



*1968 Daimler Fleetline*



*1967 Daimler Limousine DR450*

In the late 1950s, the BSA group wished to dispose of its Daimler motoring interests as it had shrunk significantly. At the same time, Jaguar had been refused planning permission to build a new factory. Thus, in May 1960, Jaguar purchased the Daimler business from BSA. Jaguar stated publicly that it would continue production of the existing range of Daimler, that it would continue normal research and development for future Daimler products, and that it would expand Daimler markets in Britain and overseas.

Jaguar put a Daimler 4.5 L V8 in a Mark X and tested it at the Motor Industry Research Association (MIRA). The test car went up to 135 mph on MIRA's banked track, faster than the production Mark X. Jaguar discontinued the six-cylinder Majestic in 1962 and the SP250 in 1964. [So much for Jaguar's promise of continuing the current range of Daimler products.] Jaguar did continue to make the Majestic and the DR450.



*1961 Jaguar Mark X*



## DAIMLER COMPANY



*1968 Daimler V8-250,  
(Daimler V8 in a re-badged Jaguar)*

The most popular Daimler produced was the Daimler V8-250 which used the motor originally made for the SP250. It was a more luxurious Jaguar Mark 2 with the 2.5 L V8 engine, automatic transmission, different badges, and a grille with a fluted top. Despite the obvious Jaguar heritage, motor journalist S. C. H. Davis wrote of the car's "marked character" and claimed, "This is not a Jaguar with a Daimler radiator grille and name plate. It can stand on its own."

Despite the success of the V8-250, Daimler did not establish the brand loyalty of Jaguar which benefited from 60% of Jaguars sold in exchange for new Jaguars. To counter this, William Lyons of Jaguar tasked Daimler to produce a Daimler version of the new Jaguar 420. In 1966 the Daimler Sovereign, powered by a 4.2 L version of the straight-six XK engine was introduced.



*1969 Daimler Sovereign*

Although Jaguar had diversified by adding Daimler, Guy trucks and Coventry-Climax to their group they were dependent on Pressed Steel for bodies. Once BMC had taken control of Pressed Steel, Jaguar also was subject to takeover. Jaguar, along with Daimler, merged with British Motor Corporation (BMC) in 1966 and a few months later BMC was renamed British Motor Holdings (BMH). William Lyons was delighted by BMC/BMH owner Sir John Egan's accomplishments and by a new independence for Daimler.



*1968 Daimler DS420 Limousine*

## DAIMLER COMPANY



*1972 Daimler Sovereign 4.2 SI*

The Daimler Sovereign was the first series of vehicles that were badge-engineered Jaguars (XJ Series) but given a more luxurious and upmarket finish. For example, the Daimler Double-Six was a Jaguar XJ-12, the Daimler badge and fluted top to its grille and boot handle being the only outward differences from the Jaguar, with more luxurious interior fittings and extra standard equipment distinguishing it on the inside.

The Daimler name was dropped in Europe in the 1980s, while Jaguar adopted the Sovereign designation. This caused a great demand for imported Daimler parts as "conversion kits" to convert Jaguars into Daimlers. Recognizing this demand for Daimler cars, Jaguar Cars returned the Daimler brand to Europe at the end of 1985. Meanwhile, in the United States, Jaguar marketed the "Vanden Plas" with Daimler fluted grilles and license plate housings.



*Daimler Six Europe specification  
XJ40 produced 1986–1994*



*Daimler Double-Six (1972-1997)*

Jaguar needed immense amounts of capital to develop new models and build and equip new factories. This was beyond the ability of the BMH, now named the British Leyland Group. It was decided to market the Jaguar business and the bidder with the necessary capital proved to be Ford. In 1989, the Ford Motor Company paid £1.6 billion (\$2.1 billion USD) to buy Jaguar and with it the right to use the Daimler name.



## DAIMLER COMPANY

In 1992, Daimler (Ford) stopped production of the DS420 Limousine, the only remaining model that was a little more than just a re-badged Jaguar. Always hand-made, the DS420 was the last car to use the Jaguar XK engine, along with other parts of the drive train and suspension. No direct replacement was produced Ford, although coachbuilders have adapted the Daimler version of the XJ6.



*1989 Daimler DS420 Limousine*



*1996 Daimler Six*

Daimler's centennial was celebrated in 1996 by the production of a special edition: 100 Double Six and 100 straight-six cars, each with special paint and other special finishes including electrically adjustable rear seats. The Daimler Double Six models used the Daimler/Jaguar V12 engine. Overall, Daimler sold 2792 straight six and 2337 double six cars from 1994 through 1997.

1997 saw the end of production of the Double Six. It was superseded by the introduction of a Jaguar made V8 engine and the new car was given the model name Mark II XJ. The engine was the only significant change from the previous XJ40. The replacement for the Double Six was the Super V8 with a supercharger to compensate for the loss of one-third of the previous engine's capacity.



*Daimler Super V8 (X308)*

## DAIMLER COMPANY



*Daimler Super Eight (AKA Jaguar Super V8)*

After a three-year break, a new Daimler, the Super Eight, was presented in July 2005. It had a new stressed aluminum monocoque, chassis-body with a 4.2 L V8 supercharged engine which produced 291 kW (396 PS; 390 bhp) and a torque rating of 533 Nm (393 lb-ft) at 3500 rpm. [If all of this sounds familiar, it's because this car was derived from the Jaguar XJ (X350) which was covered in an earlier newsletter.]

It was announced in 2008 that India's Tata Group had completed arrangements to purchase Jaguar (including Daimler) and Land Rover. Tata had plans to properly relaunch England's oldest car marque, Daimler, as a super-luxury marque to compete directly with Bentley and Rolls-Royce. However, the plans never materialized and an application to register the Daimler name as a trademark in the USA was rejected in 2009. The Daimler Motor Company Limited is still registered as active and accounts are filed each year though it is currently marked "non-trading". In 2009, Jaguar (Tata) lost the right to trademark the Daimler name in the United States.



*No, these are not Daimlers. They are Jaguars from the 2018 QCBAC Heartland British Auto Fest*

## BRITISH CAR NEWS

**Aston Martin:** (9/10) A prototype for the open-top version of Aston Martin's Vanquish-replacing DBS [Superleggera](#) has been spotted outside Aston Martin's AMR Performance Center at the Nürburgring. To be called a DBS Superleggera Volante, the car closely resembles the DB11 Volante on which it is based though its face is completely different, characterized by a much larger grille and lower vents. Under the hood is Aston Martin's 5.2-liter twin-turbocharged V-12. Peak output in DBS Superleggera spec registers at 715 horsepower and 664 pound-feet of torque. Other performance upgrades over the DB11 include track-tuned suspension and massive brakes with carbon-ceramic rotors. Downforce is also up, with the DBS Superleggera coupe turning in peak downforce of 397 pounds, the highest of any Aston Martin road car to date. (9/11) Aston Martin on Monday named [Penny Hughes](#) as chairman ahead of a planned initial public offering on the London Stock Exchange that was first announced in August. Hughes spent most of her career as president of Coca-Cola in the United Kingdom and Ireland and has experience at other major firms including Royal Bank of Scotland and Vodafone. In the plan to go public, the newly-incorporated company Aston Martin Lagonda Group will become the parent of Aston Martin, with current Aston Martin CEO Andy Palmer to serve as CEO of the group. (9/12) Aston Martin on Wednesday revealed the first specs for its [Rapide E electric](#) sport sedan due for delivery in late 2019. The Rapide E will feature a pair of electric motors at the rear axle delivering a combined output of more than 601 horsepower and 700 pound-feet of instantaneous torque. Crucially, the Rapide E 800-volt electrical system yields a range of around 200 miles and will be able to utilize ultra-fast charging providing an 80 percent charge in as little as 15 minutes. Its battery will have a 65-kilowatt-hour capacity and comprise more than 5,600 individual 18650 format lithium-ion cylindrical cells. The Rapide E's twin electric motors will drive through a limited-slip differential, which combined with revised spring and damper rates should ensure dynamic qualities on par with the V-12-powered Rapide. Performance estimates include a 0-60 mph time of under 4.0 seconds and a top speed of 155 mph. (9/25) Aston Martin's CEO Andy Palmer has confirmed that the ["003" hypercar](#) due in 2021 will be powered by a new turbocharged V-6 developed in-house. Palmer said the V-6 is related to Aston Martin's current V-12, a twin-turbocharged unit displacing 5.2-liters, and in the 003 will be paired with a KERS-style hybrid setup where recovered energy can be used to provide a performance boost.

**Bentley (VW):** (9/24) [Bentley's](#) crossover range will add a V-8 variant to the W12 version, which arrives this fall, is powered by a twin-turbocharged 4.0-liter engine good for 550 hp and 568 pound-feet of torque. The V-8 model, starting at about \$165,000, is considerably less expensive than the W12 model. Following the V-8 is the Bentayga Hybrid, a plug-in hybrid variant that debuted at the Geneva auto show this year and is set to go on sale in 2019. The Bentayga Hybrid, the brand's first electrified vehicle, uses Porsche's V-6 plug-in hybrid technology. The powertrain combines a 3.0-liter V-6 engine with an electric motor that gives the crossover an all-electric range of 31 miles. The Continental GT, arriving in mid-2019, is a redesigned third-generation Continental GT that will ride on VW Group's MSB platform, which also underpins the Porsche Panamera. Power comes from a 6.0-liter turbocharged W12 that reaches 626 hp and 664 pound-feet of torque. A convertible is likely to debut in 2019. Previous reports point to a Continental GT plug-in hybrid getting a VW supplied V-6 engine, as well as electric motors, battery systems, plug-in hybrid controllers and wiring systems. A Continental GT V-8 variant would be the next to follow.

**Dendrobium (DAL):** (9/17) The new British electric hypercar maker [Dendrobium Automotive Limited](#) (DAL) recently made its UK public debut with a unique, all-electric Dendrobium. The D-1 is being developed in the UK with the support and expertise of the celebrated Formula 1 company Williams Advance Engineering. The D-1's merging of aluminum, carbon fiber and glass creates a look distinct from all other supercars or hypercars in the world. At just 1,750kgs with an all-electric 1,800 bhp powerplant, the D-1 gives the feel of a supercar with impressive linear performance.



## BRITISH CAR NEWS

**Jaguar (TATA):** (9/14) From the beginning, Jaguar's goal for the [XE SV Project 8](#) was to conquer the Nurburgring. Specifically, it wanted the lap the Green Hell quicker than any sedan had done before. Last fall, Jaguar accomplished that mission, beating the Alfa Romeo Giulia Quadrifoglio's record by more than 11 seconds. Nearly a year later, the Project 8 set another lap record, this time at Laguna Seca. Jaguar announced today that the Project 8 lapped the legendary California race track in 1:37.54. That makes it almost a second quicker than the Cadillac CTS-V and two seconds quicker than the Giulia Quadrifoglio. The Project 8 was one of 300 limited edition units with a tuned version of the XJR575's 5.0-liter supercharged V-8 good for 592 hp and 516 lb-ft of torque. Engineers then added all-wheel drive, aero-optimized carbon-fiber bodywork, a massive wing, bigger brakes, and a fully adjustable suspension. With a price that starts just under \$200,000 at current exchange rates, the Jaguar XE SV Project 8 certainly isn't cheap. But as Randy just proved, if you want the quickest street-legal sedan money can buy, the Project 8 is the car to buy.

**Land Rover (TATA):** (9/11) Land Rover is working on a mid-cycle update for its [Discovery Sport](#), the current generation of which was introduced for 2016, however, this won't be your typical facelift-style update as there will be substantial updates to the small SUV's underpinnings, exterior and cabin. It's part of Land Rover's plan to offer electrified power in all models by 2020. Land Rover is developing an updated version of the current Discovery Sport's D8 platform (also referred to as LR-MS). The updated platform, which will offer more space and capacity for electrified powertrains, will also feature in a redesigned Range Rover Evoque due about the same time. The designers have adopted a more streamlined look for the exterior. The front and rear facias along with the headlights all wear new designs as well. The debut of the updated Discovery Sport should occur early 2019 as a 2020 model.

**Lister:** (9/6) In the race to produce SUVs, another supercar company is throwing its hat in the ring. With 670 bhp on tap, an estimated 0-60 mph acceleration time of just 3.5 seconds, and a 200 mph top speed, the [Lister Motor Company's](#) new LFP is set to become the fastest SUV in the world, beating the performance of recently-launched SUVs from other well-known prestige car brands, with monster killer performance, faster than most supercars, never mind SUVs. Set for full release in the coming weeks, Lister's new LFP, which is a re-tweaked Jaguar F-Pace, will follow the overwhelming success of the devilish LFT-666 coupe, launched earlier this year, and already becoming the fastest-selling model in the all-British specialist sports car maker's 65-years of continuous history, with first customer deliveries due to commence in October.

**Lotus (Geely):** (9/13) Former Jaguar-Land Rover executive Phil Popham has joined British sports car maker [Lotus](#). Lotus company announced Thursday that Phil Popham will join the company as Senior Vice President of Commercial Operations for Group Lotus and CEO of Lotus Sports Cars. Popham will be based in the company's Hethel, England, headquarters and oversee day-to-day operations and strategy. Before his appointment, Popham was CEO of yacht company Sunseeker International. The new CEO will apply his affinity for luxury brands directly to Lotus. The brand's Chinese ownership has big plans to transform Lotus into a world-challenging premium brand and shift focus away from only building lightweight track weapons.

**McLaren:** (9/25) McLaren applies everything learned from the last car to build the next one. But that means the cheaper 720S actually lapped the Mazda Raceway Laguna Seca faster than the more expensive P1. Now McLaren has come out with the [McLaren 600LT](#). The LT refers to the automaker's Longtail series which is longer nose-to-tail but also offers minimized weight, optimized aerodynamics, more power, track-focused dynamics, increased driver engagement, and a lower-volume production run. Although a low-volume production, the 600LT isn't limited to a specific number of units, as the build number will be based on customer demand and assembly line capacity. Power is at a strong 592 hp and torque is at 457 lb-ft.

## BRITISH CAR NEWS

The splitter, sills, diffuser, and rear wing are all made from carbon fiber and produce 220 pounds of downforce at 155 mph. 60 mph can be reached in 2.8 seconds and the quarter mile in 10.4. (9/25) The 2019 [McLaren 600LT Spider](#) was on the California Air Resources Board list of certified vehicles for sale in California. CARB certification for the 600LT Spider is a step toward sale, although it's not necessarily a confirmation; however, this is the first quasi-confirmation of such a model's existence. McLaren was likely to produce a droptop version of the 600LT because the British automaker loves churning out convertible versions of its coupes.

**MG (SAIC):** (9/20) The [new MG3](#) has arrived with a 7-year manufacturer's warranty, spacious interior, and plenty of technology all from only £9,495. In addition, all New MG3 versions benefit from LED daytime running lights, Bluetooth telephone connection, radio with USB, with Excite and Exclusive enhanced by the addition of an 8" color touchscreen and Apple CarPlay™, reversing sensors, and remote audio controls on the steering wheel. (9/20) Joining New MG3 in our growing model range are the [MG GS](#) and our compact SUV, the MG ZS. With 8" color touchscreen, Apple CarPlay, Satellite Navigation, Bluetooth integration, 3 steering modes, and reversing camera and sensors, there are so many reasons to love the MG ZS.

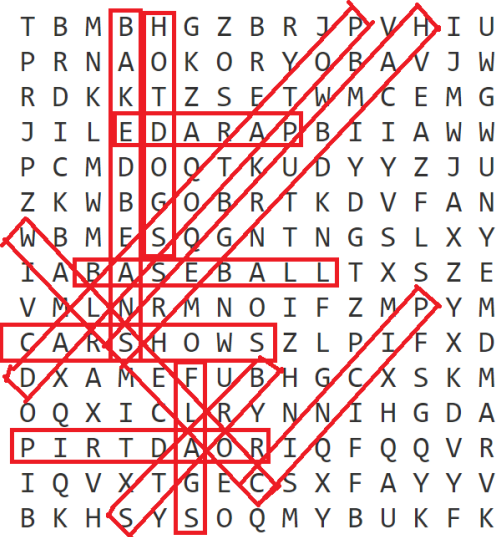
**Mini (BMW):** (9/18) A [BMW plant in Oxfordshire](#) that makes Mini cars will shut down for at least a month after Britain leaves the EU because of the risk of being unable to import crucial components. Britain's car industry, which leans heavily on Europe for imported parts and exported vehicles, has warned increasingly of the dangers of an exit without adequate trade arrangements. Jaguar Land Rover boss Ralf Speth last week said Brexit would cost Britain's largest carmaker "tens of thousands" of jobs in the event of a "bad" deal. On Tuesday BMW said its Mini site, which employs 4,500 workers, would shut down for four weeks to allow the installation of new equipment to assemble its electric Mini, and the renovation of its paint shop. [Note from Glen: The European automakers typically shut down plants during the summer for retooling. This announcement by BMW simply moves their shutdown to April to coincide with the likely turmoil stemming from Brexit as automakers re-establish supply channels across Europe.]

**RBW:** (9/22) A British firm by the name of [RBW](#) is the latest to embrace classic car electrification with its electric MG Roadster offering. These MGs are not built by the Chinese automaker SAIC and they aren't old MGs converted into electric cars. Instead, RBW is partnering with the British Motor Heritage to build brand new MG Roadster body shells with a purely electric powerplant. Details on the electric powertrain are slim, but the batteries and other running gear will come from Zytec, a subsidiary of Continental. Zytec most notably provides components for Le Mans racers and Formula E. From the looks of the Roadster, the car retains its popular original design (MG sold 520,000 of them) but adds RBW badging, LED trimmed headlights, modern gear selector, and an updated gauge cluster, perhaps fully digital. RBW plans to build just 18 roadsters in 2019 available as left or right-hand drive and each will cost \$130,800, including applicable taxes.

**Rolls Royce (BMW):** (9/24) A collection of [Rolls-Royce Cullinans](#) has departed the Home of Rolls-Royce in Goodwood, West Sussex to attend the luxury event of the year. Bound for the vast and challenging terrain of Wyoming in the United States, Cullinan will be appraised by 200 of the world's top journalists and social influencers during its Global Press Drive in the luxury surroundings of Jackson Hole, Wyoming. As the world's first super-luxury SUV, Cullinan is also the first "three-box" SUV in the world whose contemporary and functional design will ensure its iconic status among other SUV designs. The fleet of Cullinans will show a wider breadth of configurations to the world's media for the first time. A palette of modern exterior paint colors, leather and wood combinations.

## BRITISH CAR NEWS

**TVR:** (9/6) TVR is in the process of a rebirth in Wales, but it remains forbidden fruit for us here in the States. There is a way, however, to live out your TVR dreams and that's with a new kit car from a separate company called [GreX Automotive](#). GreX Automotive is reviving the Sagaris sports car as the Sagaris GT. Originally offered by TVR back in 2005, the Sagaris was a wild thrill ride devoid of most modern safety features. It had no traction control, ABS, or even front airbags. TVR believed that if a driver were going to go off the track, it was going to be truly spectacular. The new kit also lacks those safety features. With the GreX kit, buyers can build the Sagaris GT as time and budget allow. It comes in 14 stages, and the first four must be purchased together. After that, customers can buy the additional stages when ready. Those interested in purchasing the entire lot at once will be on the hook for around \$58,070. And yes, U.S. buyers can get in on the act. Don't worry if the panels don't fully align; that's just part of the full old-school TVR experience.



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<http://qcbac.glenjust.com>

### ANSWER TO CAR QUESTION:

[RBW](#) is the latest car company to jump on the electrification bandwagon with its electric MG Roadster offering. These aren't old MGs converted into electric cars, these are brand new cars. RBW has partnered with the British Motor Heritage to build new body shells and recreate the MG Roadster as a purely electric vehicle. Details on the electric powertrain are slim, but the batteries and other running gear will come from ZYTEK, a subsidiary of Continental and provider of components for Le Mans racers and Formula E.

