

QUAD-CITIES BRITISH AUTO CLUB



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2018 Santa Test Run

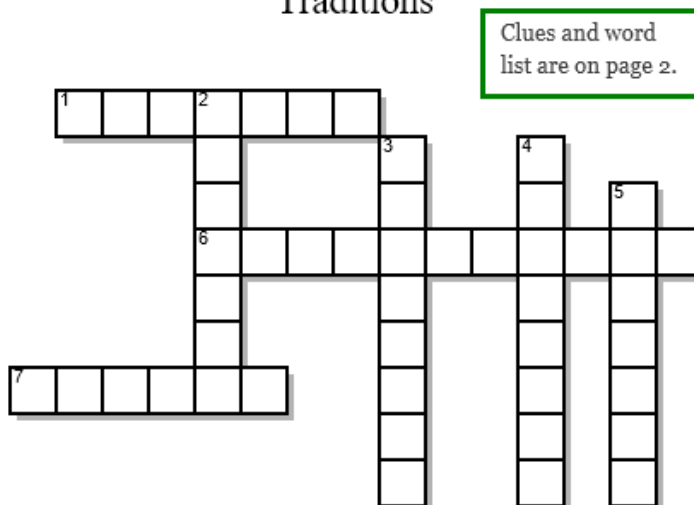
CHRISTMAS EDITION

THE QCBAC

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

2018 Christmas Puzzle

Traditions



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BRIT CAR QUESTION

You are probably familiar with Enzo Ferrari describing the 1961 Jaguar E-Type as “the most beautiful car ever made.” But there are cars that some describe at the other end of the spectrum. A 1960 British race car was called an “Ugly Duckling.”



The 1960 “Ugly Duckling”

The picture above shows an example of this “Ugly Duckling.” Your task is to come up with the name of the company and the name of the model. If you can name the company owners, even better.

(The answer appears at end of this newsletter)

QCBAC CHRISTMAS DINNER

The QCBAC Christmas will take place on 16 December at Montana Jacks, 5400 27th St, Moline, IL. Bring a wrapped \$5 gift for the traditional secret gift exchange.

RSVP to Linda Weber john.weber2@mchsi.com or Jerry Nesbitt jerry.nesbitt@att.net so the appropriate space can be reserved.

CHRISTMAS PUZZLE CLUES

ACROSS

- 1 Squash used for pie
- 6 Jolly old elf
- 7 Front door decoration

DOWN

- 2 Wrapped offering for kids young and old
- 3 Santa's source of horsepower
- 4 Projectile used for fun
- 5 Table decorations

CHRISTMAS PUZZLE WORD LIST

Candles, present, pumpkin, reindeer, snowball, St. Nicholas, wreath.

What do you call a Santa who spent all of his money working on his MG B?

Saint Nickel-less!

CHRISTMAS PICKLE TRADITION

THE CHRISTMAS PICKLE

Tradition

The Christmas pickle is a Christmas tradition for some people in the United States. A pickle or a decoration in the shape of a pickle is hidden on a Christmas tree, with the finder receiving either a reward or good fortune for the following year. Clearly, if it was a real pickle, finding it is good luck because NOT finding it could result in a strange smell by the time the Christmas tree was taken down after the New Year.

Origin

Some claim that the tradition comes from Germany; however, that does not seem to be the case. The first story of the pickle tradition origin begins in the 1880s when Woolworth stores started selling glass ornaments imported from Germany and some were in the shape of various fruit and vegetables including pickles. Around the same time, it was claimed that the Christmas Pickle was a very old German tradition and that the pickle was the last ornament hung on the Christmas tree and then the first child to find the pickle got an extra present. However, the claim that it's an old German tradition seems to be a myth. Not many people in Germany have even heard of the Christmas Pickle story.

Another story features a fighter in the American Civil War who was born in Bavaria (an area of what is now Germany). He was a prisoner, and starving, he begged a guard for one last pickle before he died. The guard took pity on him and gave a pickle to him. The pickle gave him the mental and physical strength to live on! [Must have been a very large pickle!]

Yet another story is linked to St. Nicholas. It's a medieval tale of two Spanish boys traveling home from a boarding school for the holidays. When they stopped at an inn for the night, the evil innkeeper, killed the boys and put them in a pickle barrel. [Must be the origin of the expression "Being in a pickle."] That evening, St. Nicholas stopped at the same inn, and found the boys in the barrel and miraculously bought them back to life! [I don't think I'll ever eat pickles again.]

So, although some believe that the custom originated in Germany, this explanation is doubtful. It is now thought to be an American tradition created in the late 19th century. Maybe an ornament salesman, with a lot of spare pickle ornaments to sell, invented the legend of the Christmas Pickle.



Lagonda (Aston Martin)



Strange as it may sound, the British company Lagonda was started by an American, Wilbur Gunn (1859–1920). Wilbur was a Scottish-American and former opera singer [Yes, I said opera singer.] who became a British national in 1891.

For a while, Wilbur worked as a speed boat and motorcycle engineer in Staines, England. He built motorcycles on a small scale in the garden of his house in Staines with reasonable success including a win on the 1905 London–Edinburgh trial. Then Wilbur formed the Lagonda company in Staines, Middlesex in 1906. He named the company after the Shawnee settlement "Lagonda" in modern-day Springfield, Ohio, the town of his birth.



Wilbur Gunn (1859-1920)



1907 Lagonda Three-Wheel

Wilbur never reached the fame he wanted as an opera singer, but his switch to engineering was a bit more lasting. After starting with low-cost three-wheel vehicles, Wilbur Gunn launched his first four-wheel car in 1907, the 20 hp, 6-cylinder Torpedo, which he used to win the Moscow–St. Petersburg trial of 1910. Sorry, I could not find a picture of the Torpedo. This success produced a healthy order for exports to Russia which continued until 1914.



LAGONDA MOTORS

In 1913, Lagonda introduced an advanced small car, the 11.1 with a four-cylinder 1099 cc engine, which by 1914 featured a panhard rod (track rod), a rivetted unibody body, and the first ever fly-off handbrake. The unibody construction used for the 11.1 was advanced for the time. After WWI the 11.1 continued with a 1400 cc engine and electric lighting as the 11.9 until 1923 and the 12 until 1926. None of these models have survived to today.



1913 Lagonda 11.1 HP



1925 Lagonda 14/60

In 1925 the 14/60 was offered with a twin-cam 1954-cc 4-cylinder engine and hemispherical combustion chambers. It was sold in three forms, a standard model, the 2 Litre Speed (1927–33) and the Continental (1932 only). The car was designed by Arthur Davidson who had come from Lea-Francis. A higher output engine came in 1927 with the 2-litre Speed Model which could be had supercharged in 1930.

In 1926 Lagonda introduced a six cylinder car called the 16/65 which was 2389cc (65 x 120mm) and with push rod operated overhead valves. It was designed by Davidson and Masters who were responsible for the 2 liter motor at the direct insistence of Brigadier General Metcalfe who was the Managing Director. However, it didn't prove very popular and after a year the engine was enlarged to 2692 cc (69x120mm). In 1928 a revised model, the 3 litre, was introduced, featuring a similar engine but bored out to 72mm, giving 2931cc.



1926 Lagonda 16/65

LAGONDA MOTORS



1932 Lagonda 16/80

In 1932, Lagonda released the 16/80 as a sports touring car replacing the company's 4-cylinder 2-litre model. The first part of its name referred to its horsepower rating of 16 and the second number in its name might have referred to the bhp. However, actual power output fell short of 80 bhp, so it may have referred to the car's claimed top speed of 80 mph. The car was the only Lagonda offered with a Crossley engine; however, each engine purchased was rebuilt by Lagonda according to their own specifications and fitted with twin HV3 type SU carburetors.

A new small car, the Rapier came along in 1934 with 1104 cc engine and pre-selector gearbox designed to make shifting easier. This lasted until 1935 but more were made until 1938 by a separate company, D. Napier & Son of Hammersmith, London. At the other extreme was the near 100 mph (160 km/h) 4.5-litre M45 with Meadows-supplied 6-cylinder 4467 cc engine. A sporting version, the M45R Rapide, achieved a controversial Le Mans victory in 1935.



1935 Lagonda Rapier



1938 Lagonda LG45

Due to financial woes, the company was bought by Alan P. Good, who outbid Rolls-Royce. Good also persuaded W. O. Bentley to leave Rolls-Royce and join Lagonda as designer along with many of his racing department staff. The 4.5-litre range now became the LG45 with lower but heavier bodies and also available in LG45R Rapide form. The LG45 came in three versions known as Sanction 1, 2 and 3 each with more Bentley touches to the engine. In 1938 the LG6 with independent front torsion bar suspension and hydraulic brakes arrived.

LAGONDA MOTORS

W.O. Bentley and his staff got to work on a new engine that was to become his masterpiece, the V12. The 4480 cc engine delivered 180 bhp and could rev to 5000 rpm. The car was exhibited at the 1939 New York Motor Show: Advertising claimed, "The highest price car in the show this year is tagged \$8,900. It is a Lagonda, known as the 'Rapide' model, imported from England. The power plant is a twelve-cylinder V engine developing 200 horsepower."



1939 Lagonda Rapide



Flamethrower mounted to armored vehicle

Richard Watney was managing director of Lagonda at the start of the Second World War. He was a production expert, who during the war organized and controlled one of the largest British gun production plants (Lagonda), and also plants which produced 50,000 25 lb. shells a day. Watney also developed and produced the "Crocodile" and "Wasp" flame-throwing equipment for armored vehicles. Watney had finished second at Le Mans in 1930 driving a Bentley. He returned to Rootes in 1946 and was killed in a car accident in Melbourne in 1949.

In 1947 the company was taken over by David Brown and moved in with Aston Martin, which DB had also bought, in Feltham, Middlesex. The old Staines works at Egham Hythe passed to Petters Limited, in which A.P. Good had acquired the controlling interest. Production restarted with the last prototypes from W. O. Bentley, the 1948 2.6-Liter with new chassis featuring fully independent suspension. Its new 2580 cc twin overhead cam straight 6 became the basis for the Aston Martin engines of the 1950s. The engine grew to 3 liters in 1953 and continued until 1958.



1948 Lagonda 2.6 Liter Drop Head Coupe

LAGONDA MOTORS



1961 Lagonda Rapide

For a while, the Lagonda name was lost in the jungle of other David Brown holdings; however, in 1961 the Rapide name was resurrected as a four-door saloon. It was based on the contemporary Aston Martin DB4, with an aluminum body by Carrozzeria Touring of Milan and a 3995 cc engine capable of taking the car to 125 mph. By this time, Aston Martin-Lagonda had moved to Newport Pagnell in Buckinghamshire. The Rapide was produced until 1965. Then the Lagonda name went silent again.

In 1969 the Lagonda name was resurrected on a four-door prototype of the new Aston Martin DBS model. The prototype was retained by the factory until 1972 and used by Sir David Brown as his personal car. The car's 5-litre V8 engine was replaced by an early 5.3-litre quad carb version. Between 1974 and 1976, seven Lagonda four-door saloons were produced based on the 1969 prototype. The production models adopted a single-headlight treatment with a Lagonda "horseshoe" grille in place of the twin-headlamp treatment of the prototype.



1969 Lagonda DBS Prototype



1974 Aston Martin Lagonda

Between 1974 and 1976, seven Lagonda four-door saloons were produced based on the 1969 prototype. The production models adopted a single-headlight treatment with a Lagonda "horseshoe" grille in place of the twin-headlamp treatment of the prototype. Unfortunately, the ongoing Middle East 'oil crisis' and other economic woes meant that there was little need for a 160-mph luxury saloon. By June 1976 only seven had been made with an eighth sanctioned for a later date.

LAGONDA MOTORS

During 1993–94, nine Lagonda 4-door saloons and seven shooting brakes (badged on the rear door or tailgate as Les Vacances) were made based on a stretched Aston Martin Virage. These are the only factory-built shooting brakes (5 doors, 7 passengers) in Aston Martin's history; six were bought by a foreign royal family. They could be ordered with the 5.3-litre V8 (310 HP) or the 6.3-litre V8 (500 HP) engine. Again, in 1995 the Lagonda name went silent.



1994 Aston Martin Lagonda Shooting Brake



2009 Aston Martin Lagonda SUV

In 2008, Aston Martin reported that it would relaunch its Lagonda brand to expand into new markets such as luxury sedans and celebrate Lagonda's centennial anniversary in 2009. The Lagonda brand would allow Aston Martin to develop cars with a different character than their sports cars. At the 2009 Geneva Motor Show, Aston Martin unveiled a 4WD, 4-seat SUV to commemorate the 100th anniversary of the first Lagonda car. It includes a 6.0 L, V12 engine and 22-inch wheels.

The Rapide name was revived in 2010 as the Aston Martin Rapide saloon. The Rapide is a 4-door, 4-seater, high-performance sports saloon based on the Aston Martin DB9 and underpinned by the VH Generation III platform. It uses a 5.9 L V12 routed through an 8-speed automatic. The factory initially planned to build 2,000 cars per year, but production was relocated to England in 2012 after disappointing sales.



2010 Aston Martin Rapide



2014 Lagonda Taraf

Aston Martin confirmed the revival of the Lagonda brand on 9 March 2011 and in 2014 revealed a large, low-bodied saloon version, the Taraf. The £1 million (\$1.28 million USD) car is powered by a Twin Turbo V12 producing 540 HP and 465 lb-ft of torque. The Taraf is limited to only 200 production units and is being sold in the UK and US markets, despite initial plans to be offered only in the Middle East. The name "Taraf" means ultimate luxury in Arabic. Only 120 cars have been built.

BRITISH AUTO NEWS

All Makes: (11/1) London is a congested city that takes emissions and noise violations rather seriously. Now it is even more restrictive as certain roads are set to become available only to [low-emission vehicles](#). Moor Lane, which runs through the heart of London, is the first such roadway to be declared low-emission only. Only automobiles tagged as ultra-low emission vehicles (ULEV) will be allowed to drive down Moor Lane. Currently, this is just a trial and the city hasn't worked out all the rules. For example, it has not been determined if the road will remain ULEV-only all week long or just Monday to Friday? Those rules are still being plotted but it could be soon when no more 575 hp Jaguars will be cruising down that road. Of course, it might be a problem for any performance car owners residing on the street, but that is likely to be a really small group.

Aston Martin: (11/3) Aston Martin looks for any excuse to create a special edition vehicle. The latest edition pays homage to an iconic bit of motorsport history; the DBR1 race car. To celebrate that amazing machine, Aston Martin has created the [DBS 59](#), based on the latest DBS Superleggera. The number 59 is in reference to the year 1959. That's when the DBR1 finished first and second overall at the 24 Hours of Le Mans. This special DBS also wears a color scheme derived from the livery of the vintage racing machine, and its production is based on the Le Mans race itself. Just 24 examples are to be produced, with one built for every hour of the race. On the outside the skin is painted in the extremely appropriate shade called Aston Martin Racing Green. There's a dash of carbon fiber as well on the roof, roof strake, and hood louvers. The heart of the beast is a 715-horsepower twin-turbo 5.2-liter V-12 running through an eight-speed automatic transmission. That should be good enough to reach 112 mph. Inside, the cabin is swathed in Obsidian Black and Chestnut Tan leather fitted with bronze details throughout the car. The price tag for this special run car is around \$308,000 USD. (11/5) Aston Martin has revealed the latest design for its [Valkyrie](#) as the Formula 1-inspired hypercar takes shape ahead of next year's launch. The car now sports side indicator lamps on each of the front fenders and the front splitter and side skirts have been tweaked with more complex shapes. The shape of the roof scoop has also been changed and the Valkyrie air channels at the top of the front fenders have been enlarged. The latest shots show the car in a two-tone finish; however, there is no indication that the new paint job makes the car go any faster.

Bentley (VW): (11/26) Bentley has introduced a convertible version of their [Continental GT](#) allowing you to enjoy some grand touring with the wind in your hair. [I remember when I used to have hair.] Bentley claims the top can be raised or lowered in 19 seconds at speeds of up to 30 mph. With the top up, Bentley says the 2019 Continental GT convertible is three decibels quieter than its predecessor and just as quiet as the previous-generation hardtop version. If your neck tends to be cold when cruising topless, the convertible also comes with a neck warmer that's both warmer and quieter than before. Under the hood, Bentley uses the same 6.0-liter W-12 found in the coupe, making 626 hp and 664 lb-ft of torque. With an eight-speed dual-clutch sending power to all four wheels, there's enough power to launch the Continental GT convertible from 0-60 mph in 3.7 seconds by Bentley's estimates. Bentley has yet to announce an on-sale date, but when it begins taking orders, the Continental GT convertible will cost \$236,100 not including destination.

BRITISH AUTO NEWS

Jaguar (TATA): (11/4) As my dad got older, he had trouble keeping his cars moving at a constant speed. Of course, this was before the common use of cruise control but the constant changing of speed made long drives nauseating for us kids in the back seat. [Future Jaguar and Land Rover](#) vehicles will help passengers avoid motion sickness as the brands announced on Wednesday that new research has helped engineers understand how to keep nausea at bay while traveling. The brands' motion-sickness research has helped create an algorithm to gauge the condition of passengers in the car. Biometric sensors record physiological signals, which a system analyzes alongside motion and dynamics data. JLR said the system is so precise that the car will know when a passenger is feeling sick before the human body warns a person. In 15,000 miles of motion-sickness data testing, JLR found its system reduced motion sickness by up to 60 percent.

(11/5) What do you do when you really want to race cars but don't have a huge bank account? Contact the [Series Elite](#) program to snatch up a set of keys for the Jaguar XE SV Project 8. Twenty drivers aged 50 and above will have the opportunity to race the XE SV Project 8 and after the series the cars (hopefully still in one piece) can be made street legal. Recall, the Jaguar XE SV Project 8 boasts a 592-horsepower 5.0-liter supercharged V-8 engine under the hood which uses an eight-speed automatic transmission to send the power to all four wheels. Mashing the right pedal will cause the sedan to sprint from 0-60 mph in 3.3 seconds. Series organizers don't expect professional drivers to show up ready to race and will provide "all the relevant training, testing and race experience needed to compete in the new series." The cars will also be prepared and stored at a central facility. OK, the series is not free. Organizers didn't mention the cost of entry, but just the car alone will set a buyer back \$192,000.

Land Rover (TATA): (11/1) After being dropped in 2016, the [Land Rover Defender](#) is being revived for 2020. Land Rover wants its redesigned Defender to appeal to a much wider audience and plans to introduce five new variants to attract new customers including closed and open three-door versions; a five-door version with third-row seats; and two- and four-door pickup versions. The British publication *CAR* suggests that a Defender Sport and Defender EV will be added to the mix. The Defender Sport will be more road-oriented than other Defender variants, and the Defender EV will merge an electrified powertrain and off-road capability. The "new" Defender will be the first model based on a modular platform being developed at Jaguar Land Rover for its bigger vehicles.

McLaren: (11/3) The McLaren Senna is a wild, track-focused hyper car. But there's always more that can be accomplished and the automaker is inching forward with its new [McLaren Senna GTR](#). This one flavor is track only. The McLaren Senna GTR produces 814 horsepower and 590 pound-feet of torque thanks to its revised 4.0-liter twin-turbocharged V-8 engine. It's complemented by active aerodynamics generate 2,205 pounds of downforce. Basically, this is one of the top track-only machines money can buy, except you can't buy this one. All 75 examples are already sold. McLaren capped production and set the price tag at \$1.4 million. You weren't really serious about buying one, were you?

BRITISH AUTO NEWS

Mini (BMW): (11/20) Mini announced that its [John Cooper Works GP concept](#) from 2017 will enter series production in 2020. The JCW GP concept took the form of a fully-caged track car with a supercar-worthy splitter and rear wing, fender flares large enough to hide livestock in them, and a Galactic Empire like paint scheme. It took inspiration from both the 2012 Mini JCW GP and 2006 Mini Cooper S JCW GP kit, both of which were limited to 2,000 examples built. Presumably, then, the 2020 JCW will too be limited to 2,000 units. The 2012 model was a front-wheel-drive shoebox with 211 horsepower and 207 pound-feet of torque, which are more than respectable in an approximately 2,723-pound car. It is not yet known whether the 2020 JCW GP will retain the FWD layout of its predecessor or adopt an all-wheel-drive system similar to that used on the Countryman.

Morgan: (11/15) The [Morgan Motor Company](#) and UWRacing students were delighted to be involved in the Mission Motorsport Race of Remembrance at Anglesey Circuit on 11th & 12th of November 2018. Running the race for the fifth consecutive year, the Race of Remembrance is a 12 hour endurance event run by the Mission Motorsport charity that aims to help injured servicemen through motorsport. Morgan were competing with 3 Plus 4 Clubsports in an endurance race with a twist, the race has a mid-point break for a remembrance service in the pit lane where all drivers, teams and spectators gather. This year, the service was held on the 100th anniversary of the end of WW1. The Morgan team finished 22nd overall, out of 45 starting cars, and completed 312 laps. In the team event, Morgan were 7th overall and 2nd in class. All 3 Clubsports performed perfectly over the 12 hours in challenging conditions.

TVR: (11/24) Hemmings Motors posted an ad for a [1972 TVR 2500](#), Number 45 of 96 transition cars with aesthetic Vixen body on later "M" chassis. The ad states no crazing, no rust with head redone and compression at 120-130 (dry/wet) on all six cylinders. The car boasts new exhaust, re-bushed suspension and new pinion seal. It also has new upholstery and headliner, new tires and battery. The car is ready to drive home from South Carolina for \$32,000.



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

(And this joke is a regift from last year.)

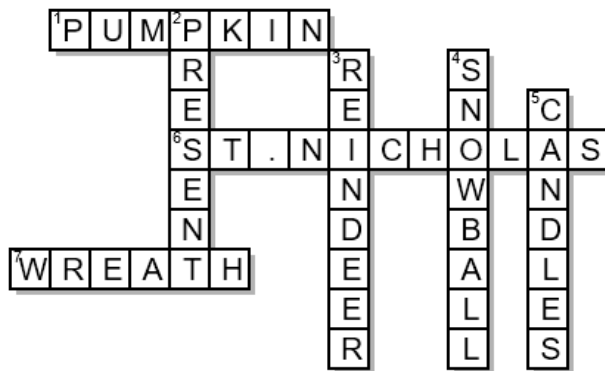


**"Despite sports cars not being a great growth area,
there will be a future for the F-Type."**

Jaguar designer Ian Callum, speaking with Autocar

2018 Christmas Puzzle

Traditions



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ANSWER TO THE QUESTION:

Marcos Sportscars was founded in 1959 by Jem Marsh and Frank Costin. Their first race car was the Marcos GT Xylon which was designed by Costin to compete in 750 Motor Club events. Its very low weight was achieved by its unique wooden chassis. It also incorporated gull wing doors and a high cockpit to accommodate tall drivers. The strange style earned it the nickname of "the Ugly Duckling." In 2014, one of the Xylons sold at auction for £41,975 (\$53,814 USD).



1960 Marcos GT Xylon