

# QUAD-CITIES BRITISH AUTO CLUB



2017 Edition / Issue 1

5 January 2017

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## HAPPY NEW YEARS!

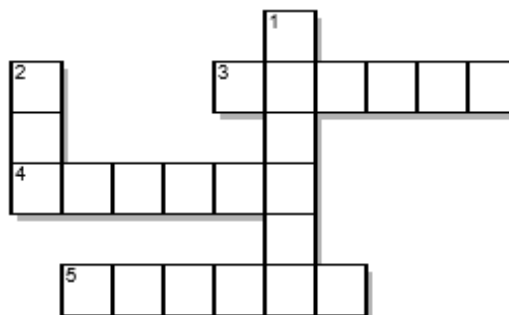
Here's wishing everyone a very pleasant, safe and healthy 2017.

## THE QCBAC

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

## QUEEN'S ENGLISH

### January Crossword



#### Word list:

fringe  
gadget  
mum  
muslin  
trilby

Clues	ACROSS	DOWN
	3 Fedora	1 Bangs
	5 Doohickey	2 Mom
	4 Cheesecloth	



2016 British Autofest – Le Claire, IA

## QCBAC CONTACTS

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## QUESTION:

The Jaguar C-X75 was a hybrid-electric, 2-seat, concept car produced by Jaguar which debuted at the 2010 Paris Motor Show. The C-X75 concept produces 778 horsepower through four YASA electric motors each of which drives one of the four wheels.



2010 Jaguar C-X75

Which engineering firm did Jaguar consult with to develop the C-X75's chassis and engine management systems?

(The answer appears at the end of this newsletter)

## FUTURE QCBAC EVENTS

January Dinner	15 January 2017	4:00 pm
Denny's Restaurant	2601 52 <sup>nd</sup> Avenue, Moline, IL	

## OTHER CAR CLUB EVENTS

GOF South 2017	21 – 23 April 2017
903 West Fort Island Trail, Crystal River, FL 34429	
Sponsor: Suncoast Classic MG Club (gofsouth.com)	

Cruisin' Frankfort	4 May 2017	5:00 pm - 8:00 pm
Downtown Frankfort	Oak and Kansas	Frankfort, IL

Moss Motorfest 2017	3 June 2017	8:00 am – 5:00 pm
25651 Simpson Road, Petersburg, VA		

## VFWA PRESIDENT COLETTE TRAVELS TO CONFERENCE

Commander-in-Chief Brian Duffy and National Auxiliary President Colette Bishop will represent their respective organizations as they travel to Illinois to attend the Mid-Winter Conference and State Voice of Democracy banquet in Springfield, February 9-12, 2017. Duffy was elected commander-in-chief of the Veterans of Foreign Wars on July 27, 2016, at the VFW's 117th National Convention in Charlotte, NC. Bishop was elected National President of the Veterans of Foreign Wars of the United States Auxiliary at its 103rd National Convention in Charlotte, NC. on July 27, 2016.



Colette Bishop

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I'm not gonna give the British Government the joy of keeping taxing me. They don't tax art. And all my cars are just a collection of art.

Jay Kay

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## CAR OF THE MONTH

### LOTUS CARS AND ENGINEERING



*1948 Lotus Mk I*

The company was formed as Lotus Engineering Ltd. by engineers Colin Chapman and Colin Dare, both graduates of University College, London. The four letters in the middle of the logo stand for the initials of company founder, Anthony Colin Bruce Chapman. When the logo was created, Colin Chapman's original partners Michael and Nigel Allen were led to believe that the letters stood for Colin Chapman and the Allen Brothers. The first factory was situated in Hornsey, North London.

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Team Lotus, which was split off from Lotus Engineering in 1954, was active and competitive in Formula One racing from 1958 to 1994. The Lotus Group of Companies was formed in 1959. This was made up of Lotus Cars Limited and Lotus Components Limited, which focused on road cars and customer competition car production, respectively.

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*1955 Lotus Mk IX*



*1957 Lotus 7 S1*

The company moved to a purpose-built factory at Cheshunt in 1959 and since 1966 the company has occupied a modern factory and road test facility at Hethel, near Wymondham. This site is the former RAF Hethel base and the test track uses sections of the old runway. In its early days, Lotus sold cars aimed at privateer racers and trialists. Its early road cars could be bought as kits, to save on purchase tax.

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The kit car era ended in the late 1960s and early 1970s, the Lotus Elan Plus Two being the first Lotus road car not to be offered in kit form, and the Lotus Eclat and Lotus Elite of the mid 1970s being offered only in factory built versions. After the elegant but delicate Lotus Elite of the 1950s, Lotus found critical and sales success in the 1960s with the Lotus Elan two-seater, later developed to two plus two form.



*1967 Elan Plus Two*



*1979 Lotus Eclat*

Lotus was notable for its use of fiberglass bodies, backbone chassis, and twin cam engines, initially supplied by Coventry Climax but later replaced by Lotus-Ford units (Ford block, Lotus head and valve gear). Lotus worked with Ford on the Lotus Cortina, a successful sports saloon.

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Another Lotus of the late 60s and early 70s was the two seater Lotus Europa, initially intended only for the European market, which paired a backbone chassis and lightweight body with a mid-mounted Renault engine, later upgraded to the Lotus-Ford twin cam unit as used in the Elan.



*1967 Lotus Europa S2*





*Lotus Esprit V8, 1996*

The Lotus Seven, originating in the 1950s as a simple, lightweight open two seater continued in production into the early 70s. Lotus then sold the rights to produce the Seven to Caterham, which has continued to produce the car since then. By the mid-1970s, Lotus sought to move upmarket with the launch of the Elite and Eclat models, four seaters aimed at prosperous buyers, with features such as optional air conditioning and optional automatic transmissions.

The mid-engine line continued with the Lotus Esprit, which was to prove one of the company's longest lived and most iconic models. Lotus developed its own series of four cylinder DOHC engines, the Lotus 900 series, and later a V8, and turbocharged versions of the engines appeared in the Esprit. Variants of the 900-series engine were supplied for the Jensen Healey sports car and the Sunbeam Lotus "hot hatchback". In the 1980s, Lotus collaborated with Vauxhall Motors to produce the Lotus Carlton, the fastest roadgoing Vauxhall car.

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#### Financial troubles, death of Chapman

By 1980, Group Lotus was in serious financial trouble with production dropping from 1,200 units per year to 383. In early 1982, Chapman came to an agreement with Toyota which initially resulted in Lotus Engineering helping to develop the Mk2 Toyota Supra, also known as the Toyota Celica XX. Secondly it allowed Lotus to launch the new Lotus Excel to replace the aging Lotus Eclat. Using drivetrain and other components from Toyota enabled Lotus to sell the Excel for less than the outgoing Eclat.

Looking to re-enter the North American market, Chapman was approached by young law professor and investment banking consultant, Joe Bianco, who proposed a new and separate United States sales company for Lotus. The new American company, Lotus Performance Cars Inc. (LPCI), provided fresh capital to the Group Lotus in the United Kingdom. Former Ferrari North America general manager John Spiech was brought in to run LPCI, which imported the remarkable Giugiaro-designed Turbo Esprit for the first time. US sales began to quickly jump into triple digits annually. Chapman died of a heart attack on 16 December 1982 at the age of 54. At the time of his death, both Chapman and Lotus were linked with the DeLorean Motor Company scandal over the use of UK Government subsidies to produce the DeLorean DMC-12, for which Lotus had designed the chassis. Chasing large sums of money which had disappeared

from the DeLorean company, Lotus was besieged by Inland Revenue inspectors, who imposed an £84 million legal "protective assessment" on the company.

With Group Lotus near bankruptcy in 1983, through an introduction from his friend Mark Thatcher, English accountant and entrepreneur David Wickins, the founder of the world's largest vehicle remarketing business British Car Auctions, agreed to become the new company chairman. Taking a combined 29% BCA/personal stake in Group Lotus, Wickins negotiated with the Inland Revenue, and then brought in new investors: merchant bank Schroeder-Wagg (14%); Michael Ashcroft's Bermudian operating company Benor (14%); Sir Anthony Bamford of JCB (12%). Wickins oversaw a complete turnaround in the company's fortunes, which resulted in him being called "The savior of Lotus".

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### International ownership

Despite having employed designer Peter Stevens to revamp the range and design two new concept cars, by 1985 the British investors recognized that they lacked the required capital to invest in the required new model development to production, and sought to find a major motor manufacturing buyer. In January 1986, Wickins oversaw the majority sale of the Group Lotus companies and 100% of North American-based LPCI to General Motors, with engineer Bob Eaton a big Lotus car fan. After four months of controlling but co-owning Group Lotus with Toyota, the Japanese company sold out to GM. By October 1986, GM had acquired a 91% stake in Group Lotus for £22.7 million, which allowed them to legally force the company buyout. On 27 August 1993, GM sold the company, for £30 million, to A.C.B.N. Holdings S.A. of Luxembourg, a company controlled by Italian businessman Romano Artioli, who also owned Bugatti Automobili SpA. In 1996, a majority share in Lotus was sold to Proton, a Malaysian car company listed on the Kuala Lumpur Stock Exchange.

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### Current Operations

Presently organized as Group Lotus plc, the business is divided into Lotus Cars and Lotus Engineering. As well as sports car manufacture, the company also acts as an engineering consultancy, providing engineering development—particularly of suspension—for other car manufacturers. Lotus's powertrain department is responsible for the design and development of the 4-cylinder Ecotec engine found in many of GM's Vauxhall, Opel, Saab, Chevrolet and Saturn cars. The US Lotus Elise and Exige models used the 1.8L VVTI-14 from Toyota's late Celica GT-S and the Matrix XRS which is no longer available new.

The new Exige has the same V6 as the Evora and is not available in US as a road legal vehicle.

Michael Kimberley, who had been a guiding light at Lotus in the 1970s, returned and took over as Acting chief executive officer of the Company and its Group from May 2006. He chaired the Executive Committee of Lotus Group International Limited ("LGIL") established in February 2006, with Syed Zainal Abidin (managing director of Proton Holdings Berhad) and Badrul Feisal (non-executive director of Proton Holdings Berhad). LGIL is the holding company of Lotus Group Plc. Kimberley retired as CEO on 17 July 2009, replaced on 1 October 2009 by the former Senior Vice-President for Commercial & Brand at Ferrari, Dany Bahar. Bahar intended to drive the brand up-market into the expanding global luxury goods sector, effectively away from the company's traditional light weight and pure driving experience simplicity. Bahar was suspended as CEO on 25 May 2012 on a temporary basis, while an investigation into his conduct was undertaken. Lotus announced on 7 June 2012 the termination of Bahar's employment, and the appointment of Aslam Farikullah as the new chief operating officer. The ambitious plans for several new models were subsequently cancelled.

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### Formula One and motorsport



*1961 Lotus 18 Formula One*

In its early days, the company encouraged its customers to race its cars, and it first entered Formula One through its sister company Team Lotus in 1958. A Lotus Formula One car driven by Stirling Moss won the marque's first Grand Prix in 1960 at Monaco. Moss drove a Lotus 18 entered by privateer Rob Walker. Major success came in 1963 with the Lotus 25, which, with Jim Clark driving, won Team Lotus its first F1 World Constructors Championship. Clark's untimely death (he crashed a Formula Two

Lotus 48 in April 1968 after his rear tire failed) was a severe blow to the team and to Formula One. He was the dominant driver in the dominant car and remains an inseparable part of Lotus's early years. That year's championship was won by Clark's teammate, Graham Hill.

Team Lotus is credited with making the mid-engine layout popular for IndyCars, developing the first monocoque Formula One chassis, and the integration of the engine and transaxle as chassis components. Team Lotus was also among the pioneers in Formula One in adding wings and shaping the undersurface of the car to create downforce, as well as the first to move radiators to the sides of the car to aid in aerodynamic performance, and inventing active suspension.



*1972 Lotus 72 Formula One*



*1980 Lotus 81B Formula One*

Even after Chapman's death, until the late 1980s, Team Lotus continued to be a major player in Formula One. Ayrton Senna drove for the team from 1985 to 1987, winning twice in each year and achieving 17 pole positions. By the company's last Formula One race in 1994, the cars were no longer competitive. Team Lotus constructed cars won a total of 79 Grand Prix races. During his lifetime, Chapman saw Lotus beat Ferrari as the first Marque to achieve 50 Grand Prix victories, despite Ferrari having won their first nine years sooner.

Team Lotus established Classic Team Lotus in 1992, as the Works historic motorsport activity. Classic Team Lotus continues to maintain Lotus F1 cars and run them in the FIA Historic Formula One Championship and it preserves the Team Lotus archive and Works Collection of cars, under the management of Colin Chapman's son, Clive.

Team Lotus's participation in Formula One ended at the end of the 1994 season. Former racing driver David Hunt purchased the name 'Team Lotus' and licensed it to the Formula One Team Pacific Racing, which was rebranded Pacific Team Lotus. The Pacific Team folded at the end of the 1995 season.

Group Lotus is currently involved in several other categories of motorsport. It sponsors the KV team in the IndyCar Series, and used to sponsor the ART team in the GP2 and GP3 Series in 2011 & 2012. In 2011, Lotus also returned to the 24 Hours of Le Mans with a semi-works effort run by Jetalliance Racing, which fielded two Lotus Evoras.



### Current Lotus models:

Lotus Elise: The Elise was launched in 1996 and weighed 725 kg (1,598 lb). The current range of Elise's starts at 866 kg (1,909 lb). The Elise has spawned several racing variants, including a limited series called the 340R, which has an open-body design echoing the old Seven. The Elise was introduced into the US, with a Toyota engine, to pass strict US emissions laws. The supercharged Lotus Elise S (which replaced the SC model) and limited edition Jim Clark Type 25 Elise editions add a new performance dimension to the Elise range. 0–60 mph acceleration is in 4.3 seconds and 0–100 km/h in 4.6 seconds.



*Lotus Elise*



*Lotus Exige S*

Lotus Exige S: Currently the only Exige that is on sale is the Exige S with a supercharged engine providing 345 bhp (the same as in the Evora S) from supercharged 3.5-litre V6. It is essentially a coupé version of the Lotus Elise, a mid-engine roadster in production since 1996.

Lotus Evora: Launched 22 July 2008 the Evora is a 2+2 sports car with a mid-mounted, transverse 3.5-litre V6 engine. A facelifted and more powerful Evora 400 model was unveiled at the 2015 Geneva Motor Show.



*Lotus Evora*

### Lotus Engineering

Lotus Engineering Limited is an offshoot of Lotus Cars, which provides engineering consultancy to third party companies primarily in the automotive industry. As well as Hethel in the United Kingdom Lotus has engineering centers in Ann Arbor, USA, Kuala Lumpur, Malaysia and Shanghai, China. In 2000, Lotus Engineering, Inc. was established with an office in Ann Arbor, Michigan.

## Engineering demonstrators

- Lotus Eco Elise incorporates solar panels into a roof made from hemp and employs natural materials in the body and interior of the car.
- Lotus Exige 265E Bio-fuel
- Lotus Exige 270E Tri-fuel
- Lotus Evora 414E Hybrid. Shown at the 2010 Geneva Motor show
- Lotus Concept City Car. Shown at the 2010 Paris motor show.
- Lotus APX aluminum concept vehicle utilizing Versatile Vehicle Architecture (VVA).

## Projects Undertaken by Lotus Engineering

DeLorean DMC 12  
with Lotus designed Chassis



Sinclair C5



Dodge EV



- Lotus Talbot Sunbeam—Talbot's hot hatch rally car of the early '80s
- DeLorean DMC-12. Changes to the original concept led to considerable schedule pressures. The car was deemed to require almost complete re-engineering, which was turned over to engineer Colin Chapman, founder of Lotus. Lotus replaced most of the unproven material and manufacturing techniques with those then employed by Lotus in the Lotus Esprit
- Vauxhall Lotus Carlton (also Opel Lotus Omega, internal name Lotus Type 104) – At the time (early 1990s) this was the fastest saloon car available, with a top speed of over 175 mph (280 km/h)
- The 1991 Dodge Spirit R/T with a version of the 2.2 L K-car engine with a 16-valve DOHC head designed by Lotus with over 220 hp (160 kW)
- Vauxhall VX220 (Opel Speedster outside of the UK) – Lotus produced and based upon the same aluminum chassis design as the Lotus Elise. Production of these models ended in 2005
- Lotus styled and assisted with the engineering of the Tesla Roadster, an electric sports car based on the Elise, as well as licensing some technologies to Tesla Motors and constructing the Roadster at their plant in Hethel.
- The Aston Martin DB9 chassis was developed with the help of Lotus Engineering
- Lotus was responsible for most of the design, development, and testing, of the LT5 DOHC V8 power plant for the Chevrolet Corvette C4 ZR-1
- Lotus designed, developed and tested the GM Ecotec engine and its variants
- Lotus was responsible for various aspects of the Sinclair C5 electric tricycle
- Lotus was responsible for the suspension calibration of the Toyota MR2 Mk. I, the Toyota Supra Mk. II and Mk. III, the Isuzu Piazza, the Isuzu Impulse as well as newer Proton models
- Lotus Engineered PROTON Satria GTi model

- Lotus was responsible for the development of the Campro engine together with Proton, as well as its variable valve timing system, the Cam Profile Switching (CPS). Currently available in the 1.6-litre and 1.3-litre variants, the Campro engine now powers most of Proton's newer models
- Lotus has worked on the suspension of the Mahindra Scorpio to make it more stable at high speeds
- Lotus produced the revised chassis of the Isuzu Piazza
- Lotus has worked on the suspension and handling of the Volvo 480
- The Dodge EV concept electric vehicle from Chrysler is based on a Lotus Europa S
- Lotus has worked on the suspension and handling of the Nissan GT-R
- Lotus rebuilt, modified, and tuned a Lada Riva on Top Gear season 1, episode 8, 1 of 1 ever made
- 2006 Volkswagen GX3, Lotus develop chassis for VW
- 2009 Kia Soul gets Lotus tuned suspension (UK only)
- 2010: Limo-Green project with Jaguar Cars. Lotus provided the Range Extender engine for a prototype XJ series-hybrid car. The car returned 58 mpg (imperial) running off the range extender alone
- 2010 Jaguar CX-75, Lotus partners with Jaguar for developing chassis system and engine management. Powering the car is a supercharged 1.6 turbo petrol engine with 500bhp and a 175 bhp electric motor, power output of 313bhp/litre (compared to Bugatti Veyron of 125bhp/litre).
- The 2015 Hyundai Genesis, Lotus has worked on handling and steering.
- 2015 Spyker B6 Venator is powered by a Lotus-built engine originating from a Toyota-sourced block.
- GM-built Baojun 730 Is a Chinese Minivan with Lotus-tuned suspension.



## BRITISH AUTO NEWS

**Aston Martin:** (12/1) Aston Martin has appointed Maximilian Szwaj as its new Vice President and Chief Technical Officer. In this executive role, Max will be responsible for Aston Martin's global engineering operations and will report directly to President and Chief Executive Officer Dr Andy Palmer. Max Szwaj, joins Aston Martin from Maserati and Ferrari where he served as Head of Innovation and Body Engineering. He has spent more than 25 years in the automotive industry and held management positions at BMW and Porsche as well as his most recent position at Maserati and Ferrari. (12/6) More details have emerged on the new hypercar being developed by Aston Martin in partnership with the Red Bull Racing Formula One team. The latest details come from Aston Martin design boss Marek Reichman who spoke recently with Motoring. He revealed that the new car, code-named the AM-RB 001 and due for delivery in late 2018, won't feature a single piece of steel in its construction, such is the focus on saving weight. He said the car will be constructed almost entirely from carbon fiber and titanium. The engine will be a naturally-aspirated V-12 with a displacement somewhere between 6.0 and 7.0 liters and ability to rev to 9,500 rpm. In his interview with Motoring, Reichman also provided a few details on the oft-rumored hybrid component of the powertrain. He described the system as a capacitor-based KERS that can provide an 80-horsepower boost during high-load situations. Top speed, Reichman said, will be upwards of 250 mph and the car will produce over 4,000 pounds of downforce and over 4 g of cornering force. (12/12) A surge in the popularity of classic cars has seen the building of continuation models become quite a lucrative business for automakers. Prime examples are the six Lightweight E-Types built by Jaguar in the past couple of years, and the nine XKSS cars that the company is about to start building. Now Aston Martin has announced it will build 25 new examples of one of its most iconic models, the DB4 GT. The cars, to be known as the DB4 GT Continuation, will be special "lightweight" examples, of which just eight originals were built out of the total run of 75 DB4 GTs. Deliveries of the DB4 GT Continuation will commence in the third quarter of 2017. The expected price tag for one is £1.5 million (approximately \$1.88 million). The cars will be for track use only, the automaker has confirmed. (12/14) Aston Martin has started construction on the new plant that will be used for production of an SUV based on the DBX concept car unveiled at the 2015 Geneva auto show. The site of the plant is a decommissioned aircraft hangar previously used by the United Kingdom's Ministry of Defense, located in St Athan, Wales. Aston Martin has already started hiring staff for the plant. The staff, of

which there will be around 750 once the plant is fully operational, will be responsible for the SUV as well as two sedans also in the pipeline. (12/15) Aston Martin's DB11 grand tourer is just hitting the market, though only in coupe form. Lovers of open-air driving can look forward to a convertible version, which Aston Martin calls a Volante, coming in the spring of 2018. We were given an early look at a DB11 Volante prototype in the fall. Now we've spotted it undergoing cold-weather testing in the northern parts of Sweden. Aston Martin is sticking with a soft-top roof. This option tends to take up less room when folded compared to a retractable hard-top, thus allowing the designers to preserve the slinky silhouette of the coupe. Soft-tops also tend to be lighter. The standard powertrain will be Aston Martin's twin-turbocharged 5.2-liter V-12, good for 600 horsepower and 516 pound-feet of torque. However, by the time the car is on sale the DB11 might be offering an entry-level V-8 option. Look for a debut of the DB11 Volante in late 2017 or early the following year. Pricing should start slightly higher than the coupe's \$211,995 sticker.

**Bentley (VW):** (11/29) The Bentley SUV, the Bentayga, starts at \$229,000 for the privilege of ownership. Such money may seem like lunacy, but the big Bentley isn't alone: There's a Range Rover for nearly that much; Porsche, Rolls-Royce, and others aren't far behind. Furthermore, no two Bentleys should ever be alike with what's possible here. There are 115 available factory exterior colors. 10 wheel combinations. 24 swatches to choose from when selecting the hides. 2 stitch combinations. 7 wood veneers. And that doesn't include the \$170,000 Mulliner Torbillon clock. The body side is the single largest piece of aluminum stamping in the car business. Hand crafting one of these behemoths takes 130 hours—up to 6 times longer than a normal car. Bentley's all-new twin-turbocharged W-12 engine powers the Bentayga. It makes 600 horsepower and 663 pound-feet of torque and hustles the beast up to 60 mph in 4 seconds flat. The Bentayga lacks body roll to the point of absurdity, but the heaving and diving vertical motions of fast acceleration and hard braking would be enough to turn any iron stomach. The Bentayga's ability to tow 7,500 pounds may not be used all that often, and neither will the ability to pull 1.1 g in a corner on top of tires wider than your torso.

**Jaguar / Land Rover (TATA):** (11/27) Dr. Ralf Speth, CEO of Jaguar Land Rover finally has something of substance to say about the long-awaited Defender replacement. "It's sensational."

The new Defender's development has so far taken place in almost complete secrecy. There has been so little information coming from Solihull that many wondered if the company had anything substantial in the works. Now, Speth has finally come forward and thrown out a few morsels of information. First, the vehicle's development has reached a stage where prototype vehicles are being tested. Coming into 2016, JLR was having trouble reconciling competing concerns of the Defender's replacement – the need for it to live up to its thoroughbred off-road heritage, comply with current environmental and safety regulations, and still generate profits for the company. To be compatible with Land Rover's designs, the new Defender will need to employ the same lightweight aluminum chassis construction as used on the rest of the current Land Rover fleet. Fuel economy numbers will be helped by the lightweight chassis and surely the vehicles will employ Land Rovers new, more efficient engines, and a diesel engine variant will certainly be welcomed on these shores. As with Defenders of the past, there is likely to be a few Special Vehicle Options available. McGovern also says that an SVR version would eventually be available, along with a luxury SVAutobiography to go with the SVA Range Rover offerings, and an SVX Model, drawing on the popularity of the hard-core off-road SVX versions created for the original Defender line. (12/8) The UK's leading manufacturer of premium luxury vehicles has announced further global sales growth for November 2016, following a successful month in China and last week's announcement that its Chinese plant is increasing capacity by over 50%. Jaguar Land Rover today reported its best November retail sales of 47,588 vehicles, up 2% compared to November 2015. The year-on-year growth in retail volumes was driven by strong sales of the new Jaguar XF (with the addition of the long wheel base XFL in China) and F-PACE as well as continuing solid sales of the Land Rover Discovery Sport and Range Rover Sport – offset partially by the run-out of Land Rover Discovery in advance of the all-new model in 2017. Jaguar Land Rover delivered solid retail sales growth for November year on year across two of its largest three markets, with China (up 42%) and North America (up 20%) offset by sales in Europe (down 13%), the UK (down 6%) and in other overseas markets, which include Russia and Brazil (down 25%). Jaguar Land Rover sold 527,937 vehicles in the first 11 months of 2016, 21% up on the same period in the prior year. (12/8) Land Rover's engineers have created a cozy cabin that can be transported for a much-needed festive getaway – it fits inside a Land Rover Discovery Sport compact SUV. The cleverly designed cabin has space for two adults to sleep snugly in North Pole temperatures as low as -20°C. It folds down to fit in the rear of Land Rover's top-selling Discovery Sport and Land Rover

engineers carefully used every bit of the Discovery Sport's 1,698-litre rear load space to carry the wooden cabin's components. Even the glove box, cup holders and door bins were filled with nuts, bolts and festive decorations. (12/13) The Jaguar Classic Challenge returns in 2017 with two brand new events confirmed in the five-race series for pre-1966 Jaguars. Run in partnership with the Historic Sports Car Club (HSCC), the Jaguar Classic Challenge for 2017 will continue to compete according to the FIA's Appendix K technical regulations for cars competing in international historic racing competitions. The regulations pay consideration to a car's period specification and are in keeping with the true spirit of historic motor racing. Drivers participating in this year's Jaguar Classic Challenge will now also qualify to enter many other international historic races that run this set of rules. The full list of races for 2017 is as follows:  
28-30 April: Donington Historic Festival, 1-2 July: Brands Hatch Super Prix (GP Circuit), 28-30 July: Silverstone Classic, 26-28 August: Oulton Park Gold Cup, and 15-17 September: Spa Six Hours.

**Lotus:** (11/26) The next-generation Lotus Elise will arrive in 2020, Jean-Marc Gales, company CEO, has confirmed. Talking to Autocar, Gales confirmed that Lotus has begun work on its next-generation sports car range. The news comes on the heels of the company's first profit, which took place in August, and is the first time the company has been in the black since 2000. The new Elise is due on the market in 2020 and will be slightly larger than today's car. Under the skin, the next-generation Elise will use a new version of the company's now signature bonded and extruded aluminum chassis. (12/20) A truly incredible collection of Formula 1 heritage is set to go on display for the first time at Autosport International in January. Classic Team Lotus have confirmed all seven remaining Lotus type 49 racing cars will be present at Europe's foremost motorsport show between 12-15 January. The late Colin Chapman and Maurice Philippe designed the Lotus 49 with a Ford Cosworth DFV (Double Four Valve) engine at its heart. The show at the NEC in January 2017 marks 50 years since this pioneering F1 car first raced – and won – with the legendary Jim Clark behind the wheel at the Dutch Grand Prix in Zandvoort. The type 49, in combination with the DFV engine, realized one of the greatest leaps in F1 performance to date. According to the Pomeroy Index, the type 49 still represents the greatest ever step in Grand Prix performance. In 1967 the Lotus increased the previous year's speed by 7.7 per cent – a feat yet to be surpassed.



**McLaren:** (11/29) McLaren Automotive has announced the first details of its new Track Pack which will be offered as an option exclusively for the multi-award-winning McLaren 570S. The Track Pack, available to order immediately, is designed to deliver enhanced levels of driver engagement for owners who enjoy occasional track day activity without compromising the car's all-round usability and includes a discretely extended rear wing to generate additional downforce. This delivers the most rewarding cabin environment for the driver to exploit the car's capabilities to the full – including its acceleration from 0-124mph in 9.4 seconds and 204mph top speed. Further weight reductions include the Stealth-finish super-lightweight alloy wheels. The option is priced at £16,500. (12/5) A McLaren F1 ended up in a roadside ditch on Saturday near Queenstown, New Zealand when its driver lost control. The car, a 1994 example estimated to be worth more than \$10 million, was the highlight of a cruise held in honor of New Zealander Bruce McLaren, the founder of the McLaren Formula One team. The driver, a 63-year-old Australian who is the owner of the car, lost control on a dangerous stretch of road. The automaker confirmed that the car sustained only minor damage. With just 106 examples of the F1 ever made, including road and race versions, any crash involving one of the cars is significant. (12/6) McLaren is here to make sure you don't have to spend too much money fixing your supercars. How? McLaren is going to let buyers extend their warranty plans up to 12 years. The McLaren warranty is of the extended variety and is a nice jump over the standard warranty offered with the car. Right out of the gate, you're given a three-year warranty with unlimited mileage. Previously, that could be pushed to a seven-year warranty, and now you can back it out to a full 12 years. (12/9) Factory Driver Alvaro Parente secured P2 on the grid for customer team K-PAX Racing ahead of this weekend's Motul Sepang 12 Hours, continuing his strong season with the US-based team. After progressing through the qualifying sessions to the Top 15 shootout, the Portuguese driver set a blistering lap time of 2m 02.764s driving its #9 McLaren 650S GT3 – just 0.130s off pole. (12/12) McLaren is working on a replacement for its 650S supercar, the mainstay of its mid-range Super Series family. Prototypes for the car, code-named P14, have been spied for almost a year and McLaren design boss Frank Stephenson has also been dropping a few hints, including stating that it will feature a more radical look than even the P1. Now Autogespot has managed to dig up a few crucial details. The usually accurate Dutch website reports that the P14 will be called the 720S and make its debut next March at the 2017 Geneva auto show. In McLaren tradition, the "720"

in the name signifies that the car is packing 720 horsepower, in metric figures. For the United States the figure equates to 710 hp.

**MG (SAIC):** (12/16) MG Motor UK's family-friendly SUV, the MG GS, has been announced as the company's fastest-ever selling vehicle. Launched at The London Motor Show in May 2016, the model has already surpassed 500 unit sales in just 176 days. Reaching the milestone faster than any other of the manufacturer's vehicles, even its stylish supermini, the MG3; success of the MG GS demonstrates market demand for a fun, family-friendly SUV – available at a sensible price. Sales of the GS reflect MG's continued success in the UK, with the brand recently announced as the country's sixth fastest-growing automotive business, reporting 4,035 year-to-date vehicle registrations – already 956 units more than 2015. Whether it's a weekend family adventure, the daily commute to work or a trip to the shops, the MG GS makes family fun affordable.

**Mini (BMW):** (12/6) MINI USA announced pricing today on its all-new 2017 MINI Countryman, the best equipped MINI ever, with a Manufacturer's Suggested Retail Price (MSRP) of \$26,100 for the Cooper variant and \$28,100 for the Cooper ALL4 variant. The Cooper S variant will start at \$29,100 and the Cooper S ALL4 variant at \$31,100. All prices exclude the \$850 Destination & Handling fee. Pricing for the first ever MINI plug-in hybrid model, the Cooper S E Countryman ALL4, will be announced in 2017 closer to market launch in the U.S.

The MINI Countryman has been completely redesigned and reengineered from the ground up, yet still is instantly identifiable as a MINI. Now incorporating BMW Group engine technology and vehicle architecture, the all-new MINI Countryman offers an all-turbocharged engine lineup with outstanding acceleration and the famous go-kart driving dynamics – especially when experienced with the added traction that comes from the latest generation of ALL4 all-wheel drive. At the same time, this new architecture delivers excellent ride quality and enables the most spacious MINI interior ever. (12/15) Beginning in 2012, a MINI brought home the title from the grueling Dakar Rally for four consecutive years. A second-place finish in 2016 broke our streak, but not our will. On January 2nd, the MINI X-Raid team returns to Dakar as the challenger. And to dominate the inhospitable terrain, they're bringing an entirely new rally car: the MINI John Cooper Works Rally, a muscle-bound modification of the new MINI Countryman. However, Bryce Menzie's long-jump world record in August in the USA resulted in an injury. The

team and Bryce jointly opted for a 'health-first' approach and so, Bryce won't contest any races until he is 100 percent fit. His MINI John Cooper Works Rally will be raced by Argentinean Orlando Terranova and his German navigator Andreas Schulz! Terranova already achieved a 5th place for Team X-raid at the Dakar 2013 and 2014 and drives for the first time next to Andreas Schulz, who won the legendary Rally Dakar twice (2001, 2003). New to the team are the two Brazilians Sylvio de Barros and Rafael Caponi – they will race in a MINI ALL4 Racing.

**Morgan:** (12/8) The Morgan Motor Company, in partnership with fellow British brand Taylor Morris Eyewear, are excited to announce the first official Morgan sunglasses. Their challenge was to design a unique shape that combines current trends within the eyewear industry and celebrates the unique features of Morgan's most iconic model. Working closely throughout the design process, the two companies are proud to introduce a unique design, named "The HFS", available in several different colorways. The overall shape is based on traditional 1930's racing goggles. Durable and tough, these goggles were worn by racing drivers the world over as they pioneered motorsport. The main inspiration piece for the frames was the Morgan 3-Wheeler. Influenced by the forward mounted engine positioning and perforated tail pipes, the designers have been able to draw direct comparisons between the frames and the 3-Wheeler, incorporating the main elements into the overall finished glasses.

**Rolls Royce (BMW):** (12/1) Rolls-Royce is set to enter the SUV game in 2018 with a new model code-named Project Cullinan. It was in early 2015 that Rolls-Royce first announced it's launching an SUV. Only, the automaker doesn't want you to think of the vehicle as something well-heeled soccer moms will be clamoring for. Instead, Rolls-Royce describes Project Cullinan as an "all-terrain, high-sided vehicle." That's certainly what these teaser shots of a prototype suggest. The design looks very much like Rolls-Royce's existing models but with an extended roofline and a much taller ride height. Test mules have been running around for over a year but now Rolls-Royce is transitioning to the prototype stage. The vehicles will be sent to numerous locations around the world in a challenging testing program to ensure that the end product is "effortless" in all conditions. Key among the developments will be a new all-wheel-drive system. Underpinning the vehicle is Rolls-Royce's new aluminum spaceframe architecture, which will also underpin a redesigned, eighth-generation Phantom. The lightweight structure will eventually make its way into next-generation versions of the Ghost, Wraith and

Dawn. The idea of an off-road capable Rolls-Royce is likely still an oddity to some, but even a brand as traditional as the British maker of ultra-luxury vehicles cannot sit back and ignore the booming demand for SUVs in key markets like China, the Middle East and the United States. As mentioned above, Project Cullinan is due in 2018. That will be a pivotal year for Rolls-Royce as it's also when the redesigned Phantom is due. Rolls-Royce is yet to confirm which will arrive first, though it's likely to be the Phantom as development of the flagship sedan is at a more advanced stage.

**TVR:** (12/17) Do you own a TVR? Is it a clean and generally unmodified example as the factory would have supplied? If the answer is yes, then TVR wants you to make contact as they will be arranging a professional photoshoot to bolster the TVR graphic archives for some exciting future projects and your car could be the star! Multiple photos will be taken of each vehicle involved, together with the recording of additional details, including possibly some video and this material will form a key part of a future presentation. More details will follow but if you wish to be considered to take part, please contact TVR at [heritage@tvr.co.uk](mailto:heritage@tvr.co.uk) marking the subject field with "Heritage Photoshoot" followed by your TVR variant (for example, "Heritage Photoshoot – Sagaris" or "Heritage Photoshoot – Cerbera") and please also include a color image of your car within the email. (A JPEG of at least 640 x 480 resolution is preferred.). They wish to cover all variants of TVR, so please don't be shy. Once they have a large enough field of applicants they will provide and request more details by return email.

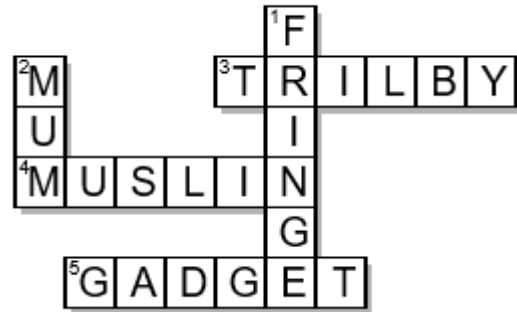
**All Makes:** (12/9) Car thieves want your wheels, and they will find a way to take them away from you. It seems there's a new means for the baddies to pinch your ride if it's one that's equipped with push-button start. According to a report by *Automotive News*, it's a "mystery device" and it works rather simply. The device can grab a signal from a key fob, and relay that signal to the vehicle. This allows the thief to gain access to the car, and in several cases, it will allow the thief to turn the car on and drive it away. Working with the National Insurance Crime Bureau, testers tried the device on 35 vehicles on a CarMax lot. During that testing, the team could get inside 19 vehicles and start up and drive away 18 of them. You won't know your car's been hit until you go outside and see that it's gone.



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**ANSWER:**

**It was the Lotus Engineering group that partnered with Jaguar to produce the CX-75 chassis system and engine management systems.**



2016 Heartland British Autofest – Le Claire, IA

