

# QUAD-CITIES BRITISH AUTO CLUB



2017 Edition / Issue 2

5 February 2017

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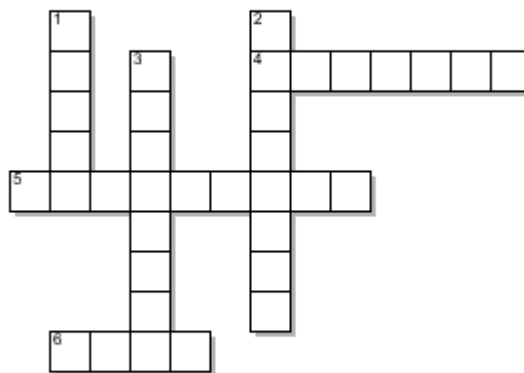
## THE QCBAC

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

### February Crossword

U.S. to British



ACROSS

- 4 Teleprompter
- 5 Comforter (quilt)
- 6 Electric cord or cable

DOWN

- 1 Toilet
- 2 Gofer (runner)
- 3 Eggplant

#### WORD LIST:

aubergine  
autocue  
eiderdown  
factotum  
flex  
khazi



2015 Autofest – Le Claire, IA

## QCBAC CONTACTS

President	Jerry Nesbitt	<a href="mailto:jerry.nesbitt@att.net">jerry.nesbitt@att.net</a>
Vice President	Larry Hipple	<a href="mailto:larryhipple4@gmail.com">larryhipple4@gmail.com</a>
Secretary	John Weber	<a href="mailto:john.weber2@mchsi.com">john.weber2@mchsi.com</a>
Treasurer	Dave Bishop	<a href="mailto:daveandcolette@gmail.com">daveandcolette@gmail.com</a>
Board member	Carl Jamison	<a href="mailto:cwjamison@mchsi.com">cwjamison@mchsi.com</a>
Board member	Gary Spohn	<a href="mailto:spohninc@msn.com">spohninc@msn.com</a>
Autofest Chair	Frank Becker	<a href="mailto:fbecker95@aol.com">fbecker95@aol.com</a>
Membership Chair	Pegg Shepherd	<a href="mailto:peggshepherd@gmail.com">peggshepherd@gmail.com</a>
Publicity Chair	Glen Just	<a href="mailto:glenjust@outlook.com">glenjust@outlook.com</a>

## BRIT CAR QUESTION:

Originally, only sixteen conversions of the Jaguar racing D-Type into the “street version” XKSS were made prior to the 1957 fire at the Browns Lane factory. One U. S. actor purchased an XKSS which almost resulted in him losing his driver’s license during the ten years that he owned it.



*1956 Jaguar XKSS  
(Driven by Jay Leno)*

Thus, he sold the XKSS in 1969 only to buy it back in 1977. Who was this actor and what was the nickname he gave the car?

(The answers appear at the end of this newsletter)

## CONGRATULATIONS TO FRANK BECKER

The club had a nice gathering of nine at the Moline Denny’s on 22 January. During the dinner, Frank Becker volunteered to fill the Autofest Chair position vacated by Jeff Brock. Let’s all help Frank make this the best Autofest yet.

## FUTURE QCBAC EVENTS

February Dinner	12 February 2017	4:00 pm
Machine Shed Restaurant	7250 Northwest Blvd, Davenport, IA	

## 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

Alpha Car Show	6 May 2017	9:00 am - 3:00 pm
Downtown Alpha	Alpha, Illinois	

British Boots and Bonnets	10 May 2017	To be arranged
Drive and Dine		

British Car Festival	2-4 June 2017	Fri – Sat – Sun
33 Classes	Champagne, Il	

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

## WELL WISHES FOR SUSIE CRANE

Robert Crane indicated that Susie required back surgery on January 20. Here’s hoping the surgery went well and Susie has a speedy recovery.

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Always go to other people's funerals, otherwise they won't go to yours.

Yogi Berra

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## CAR OF THE MONTH



### SWALLOW SIDECAR COMPANY



1922 Swallow Sidecar

The Swallow Sidecar Company was founded in 1922 by two motorcycle enthusiasts, William Lyons and William Walmsley. In 1934 Walmsley elected to sell-out and Lyons formed S.S. Cars Limited funding the replacement of Walmsley's investment by issuing shares to the public. The *SS Jaguar* name first appeared in September 1935 on a 2.5-litre saloon, sports models of which were the SS 90 and SS 100.

### RENAMED TO JAGUAR

On 23 March 1945, the S. S. Cars shareholders in general meeting agreed to change the company's name to Jaguar Cars Limited. Said Chairman William Lyons *"Unlike S. S. the name Jaguar is distinctive and cannot be connected or confused with any similar foreign name."* Of course, the designation "SS" was not popular following WW II.



1935 2 1/2-liter SS 90



1940 SS Jaguar 3 1/2-liter coupé

Though five years of pent-up demand ensured plenty of buyers, production was hampered by shortage of materials, particularly steel, issued to manufacturers until the 1950s by a central planning authority under strict government control. Jaguar was dependent for their bodies on external suppliers such as the independent Pressed Steel Company that supplied bodies into the mergers of BMC, BMH and British Leyland.

## ESTABLISHMENT OF VALUE

Jaguar made its name by producing a series of successful eye-catching sports cars, the Jaguar XK120 (1948–54), Jaguar XK140 (1954–57), Jaguar XK150 (1957–61), and Jaguar E-Type (1961-75), all embodying Lyons' mantra of "value for money". The sports cars were successful in international motorsport, a path followed in the 1950s to prove the engineering integrity of the company's products.

The core of Bill Lyons' success following WWII was the twin-cam straight-six engine, conceived pre-war and realized at the Coventry plant. It had a hemispherical cross-flow cylinder head with valves inclined from the vertical; originally at 30 degrees (inlet) and 45 degrees (exhaust) and later standardized to 45 degrees for both inlet and exhaust.

As fuel octane ratings were relatively low from 1948 onwards, three piston configurations were offered: domed (high octane), flat (medium octane), and dished (low octane).

The main designer, William "Bill" Heynes, assisted by Walter "Wally" Hassan, developed the Twin OHC unit. The subsequent engine (in various versions) was the mainstay powerplant of Jaguar, used in the XK 120, Mk VII Saloon, Mk I and II Saloons and XK 140 and 150. It was also employed in the E Type, itself a development from the race winning and Le Mans conquering C and D Type Sports Racing cars refined as the short-lived XKSS, a road-legal D-Type. The XKSS was revived with the sale of the remaining cars in 2017.



*1948-54 Jaguar XK 120*



*1954-57 Jaguar XK140*



*1957-61 Jaguar XK150*



*1961-75 Jaguar E-Type*



*Jaguar XK engine (in an E-Type)*

Jaguar used the Twin OHC *XK Engine*, as it came to be known, in the Jaguar XJ6 saloon from 1969 through 1992, and employed in a J60 variant as the power plant in such diverse vehicles as the British Army's Combat Vehicle Reconnaissance (Tracked) family of vehicles, as well as the Fox armored reconnaissance vehicle, the Ferret Scout Car, and the Stonefield four-wheel-drive all-terrain lorry.



## RACING HERITAGE

Two of the proudest moments in Jaguar's long history in motor sport involved winning the Le Mans 24-hour race, firstly in 1951 and again in 1953. Later in the hands of the Scottish racing team Ecurie Ecosse two more wins were added in 1956 and 1957.

Despite such a performance orientation, it was always Lyons' intention to build the business by producing world-class sporting saloons in larger numbers than the sports car market could support.



*1951 Jaguar C-Type*



*1957 Jaguar D-Type*

## FINANCIAL GROWTH

Jaguar secured financial stability and a reputation for excellence with a series of elegantly styled luxury saloons that included the 3 litre and 3½ litre cars, the Mark VII, VIII, and IX, the compact Mark I and 2, and the XJ6 and XJ12.

### Large Sedan



*1954 Jaguar Mark VII*



*1957 Jaguar Mark VIII*



*1960 Jaguar Mark IX*

### Compact Sedan



*1957 Jaguar Mark 1*



*1963 Jaguar Mark 2*

### Sport Sedan



*1968 Jaguar XJ6 (series 1)*



*1973 Jaguar XJ12 (series 2)*

## MERGES AND NATIONALIZATION

Pressed Steel Company Limited made all Jaguar's bodies leaving the installation of the mechanicals to Jaguar. In mid-1965, British Motor Corporation (BMC), bought Pressed Steel and Lyons became concerned about the supplies of bodies. He therefore accepted BMC's offer to merge with Jaguar to form British Motor (Holdings) Limited. In due course BMC changed its name to British Motor Holdings at the end of 1966. BMH was pushed by the Government to merge with Leyland Motor Corporation Limited, manufacturer of Leyland bus and truck, Standard-Triumph and Rover vehicles. The result was British Leyland Motor Corporation, a new holding company which appeared in 1968 and was nationalized in 1975.

## RETURN TO INDEPENDENCE

Over the next few years it became clear that because of the low regard for many of the group's products, insufficient capital could be provided to develop and begin manufacture of new models, including Jaguars, particularly if Jaguar were to remain a part of the group. In July 1984, Jaguar was floated off as a separate company on the stock market – one of the Thatcher government's many privatizations – to create its own track record. Installed as chairman in 1980, Sir John Egan is credited for Jaguar's unprecedented prosperity immediately after privatization by laying off about a third of the company's 10,000-and improving Jaguar's quality.

## FORD MOTOR COMPANY ERA



*Jaguar S-Type*

Ford Motor Corporation made offers to Jaguar's US and UK shareholders to buy their shares in November 1989 and in 1999 it became part of Ford's new Premier Automotive Group along with Aston Martin, Volvo Cars and, from 2000, Land Rover. However, under Ford's ownership, Jaguar never made a profit.

Under Ford's ownership Jaguar expanded its range of products with the launch of the S-Type in 1999 and X-type in 2001. Since Land Rover's May 2000 purchase by Ford, it has been closely associated with Jaguar and operationally the two companies were effectively integrated under a common management structure within Ford's PAG.

## TATA OWNERSHIP

On 11 June 2007, Ford announced that it planned to sell Jaguar, along with Land Rover. On 26 March 2008, Ford announced that it had agreed to sell its Jaguar and Land Rover operations to Tata Motors of India. Included in the deal were the rights to three other British brands, Jaguar's own Daimler, as well as two dormant brands Lanchester and Rover. On 2 June 2008, the sale to Tata was completed at a cost of £1.7 billion. Tata continues to retain ownership of Jaguar to this date.

## HISTORIC JAGUAR CARS

The Jaguar company started production with the pre-war 1.5, 2.5 and 3.5-litre models, which used engines designed by the Standard Motor Company. These cars have become known unofficially as Mark IVs. The first post-war model was the 1948 Mark V available with either 2.5- or 3.5-litre engines, and it was more streamlined than pre-war models, but more importantly it had independent front suspension and hydraulic brakes.



*1948 Jaguar Mark V*



*1948 Jaguar XK120*

The big breakthrough was the launch in 1948 of the XK120 sports car, powered with the new XK twin overhead camshaft (DOHC) 3.5-litre hemi-head six-cylinder engine. The car had originally been intended as a short production model of about 200 vehicles but the XK120 experienced an exceptional reception as was the 1954 derivative XK140, and a much revised XK150.

Jaguar launched the E-Type in 1961. On its release, Enzo Ferrari, owner of the Ferrari automobile company called it "the most beautiful car ever made". The E-Type sprang on the scene with 150 mph and a sub-7 second 0–60 time, monocoque construction, disc brakes, rack and pinion steering, independent front and rear suspension, and unrivalled looks. Production continued until 1975.



*1963 Jaguar E-Type Convertible*

Along with sports cars, Jaguar maintained a strong place in the upscale saloon car market. Introducing the large Mark VII in 1951, a car especially conceived for the American market, and Jaguar was overwhelmed with orders. In 1955, the 2.4-Liter saloon, the 2.4 Mark 1, was the first monocoque (unitary) car from Jaguar. In 1957, the 3.4-litre version with disk brakes, wire wheels and other options was introduced, with a top speed of 120 mph (190 km/h). In 1959, an extensively revised version of the car with wider windows and 2.4, 3.4, and 3.8-litre engine options became the Mark 2, the most recognizable Jaguar model ever produced. The 3.8 Mark 2 was popular with British police forces for its small size and 125 mph performance.





*1963 Jaguar Mark X*

The Mark VIII of 1956 and Mark IX of 1958 were essentially updates of the Mark VII, but the Mark X of 1961 was a completely new design of large saloon with all round independent suspension and unitary construction.

The independent rear suspension from the Mark X was incorporated in the 1963 S-Type, which closely resembled the Mark 2, and in 1967 the Mark 2 name was dropped when the small saloon became the 240/340 range.

The 420 of 1966, also sold as the Daimler Sovereign, put a new front onto the S-type, although both cars continued in parallel until the S-Type was dropped in 1968. The Mark X became the 420G in 1966.

Confused yet?



*1963 Jaguar S-Type*



*1968 Jaguar XJ6 series I*

Of the more recent saloons, the most significant is the XJ (1968–2009). Series I ran from 1968 to 1972. In 1972, the 12-cylinder engine was introduced in the XJ, while simultaneously being offered in the E Type. Minor changes were made, first in 1973 (to Series II), 1979 (Series III), and a complete redesign for 1986/1987 (XJ40). Further modifications were made in 1995 (X300) and in 1997 with V8-power (X308)

A major advance in 2003 was obtained with an industry-first aluminum monocoque-chassis (X350). This design continued (with a minor facelift in 2008) until the XJ model ceased production in 2009. The XJ model was reintroduced in 2010 as a complete redesign (X351). (Sorry, I had to put my car in here!)



*2005 Jaguar XJ8L (350)*





*1992 Jaguar XJ220*

1992 saw the introduction of the mid-engine, twin-turbo XJ220, powered by a 542 bhp (404 kW; 550 PS) V6 engine (although original designs called for a V12). The XJ220 was confirmed the fastest production car in the world at the time after Martin Brundle recorded a speed of 217 mph (349 km/h) on the Nardo track in Italy.

## MOTORSPORT

Jaguar has had major success in sports car racing, such as in the Le Mans 24 Hours. Victories came in 1951 and 1953 with the C-Type, then in 1955, 1956 and 1957 with the D-Type. In 1982, a successful relationship with Tom Walkinshaw's TWR team commenced with the XJ-S competing in the European Touring Car Championship, which it won in 1984. In 1985, the TWR XJ-S won the Bathurst 1000 race.



*TWR Jaguar XJ-S*



*Silk Cut 1987 Jaguar XJR-9 (Group C)*

In the mid-1980s TWR started designing and preparing Jaguar V12-engined Group C cars for World Sports Prototype Championship races. The team started winning regularly from 1987, and won Le Mans in 1988 and 1990 with the XJR series sports cars. The Jaguar XJR-14 was the last of the XJRs to win, taking the 1991 World Sportscar Championship.

In the 1999, Ford decided that Jaguar would be the corporation's Formula One entry. Ford bought out the Milton Keynes-based Stewart Grand Prix team and rebranded it as Jaguar Racing for the 2000 season. At the end of 2004, with costs mounting and Ford's profits dwindling, the F1 team was seen as an unneeded expense and was sold to Red Bull energy drink company and it became Red Bull Racing.



*Formula One 2002 Jaguar R3*

On 15 December 2015, Jaguar announced that it would return to motorsport by partaking in the third season of Formula E (electric powered cars).

## REVIVAL

After Jaguar's withdrawal from competition in 1956, several completed or partly completed D-types remained unsold at the Browns Lane factory. To recoup some of the investment made in building these unused cars, and to capitalize on America's desire for high-performance European sports cars, Sir William Lyons decided to convert a number to road-going specification.



*1956 Jaguar XKSS (Driven by Jay Leno)*

Unfortunately, on the evening of 12 February 1957, a fire broke out at the Browns Lane plant destroying nine of the twenty-five cars that had already been completed or were semi-completed. Most of the surviving 16 XKSSs were sold in the USA.

In March 2016, Jaguar announced that it would be completing the original 25 car order from 1957 by building, from scratch, the remaining nine cars destroyed by the plant fire. By the end of 2016, all cars had been sold with a selling price of approximately 1.3 million dollars each.

## CURRENT CAR MODELS



**F-Type**

The F-Type convertible was launched at the 2012 Paris Motor Show billed as a successor to the legendary E-Type returning Jaguar to the 2-seat sports car. It was developed following the positive reaction to Jaguar's C-X16 concept car at the 2011 Frankfurt Auto Show. Offered with three engine choices; two variants of the AJ126 V6 petrol engine and the AJ133 V8 petrol engine. A coupe version was introduced for the 2015 model year.

The XE is the first compact executive Jaguar since the 2009 model year X-Type and will be the first of several Jaguar models to be built using Jaguar's new modular aluminum architecture. The use of Jaguar's own platform allows the XE to feature either rear-wheel drive or all-wheel drive configurations, and it is the first car in its segment with an aluminum monocoque structure.



**Jaguar XE**

The Jaguar XF is a mid-size executive car introduced in 2008 to replace the S-Type. Engines available in the XF are 2.2-litre I4 and 3.0-litre V6 diesel engines, or 3.0 litre V6 and 5.0-litre V8 petrol engines. The 5.0 Litre engine is available in supercharged form in the XFR. From 2011, the 2.2-litre diesel engine from the Land Rover Freelander was added to the range as part of a facelift.



**Jaguar XF**

The Jaguar XJ is a full-size luxury saloon. The model has been in production since 1968 with the first generation being the last Jaguar car to have creative input by the company's founder, Sir William Lyons. Beneath the shell lay a highly-advanced aluminum construction that put the XJ very near the top of its class. Engines available in the XJ are 3.0 litre V6 and 5.0-litre V8 petrol engines.



**Jaguar XJ**

In January 2015 Jaguar announced the Jaguar F-Pace, due for a 2015 debut prior to going on sale in 2016. It incorporates many cues from the C-X17 concept as the first-ever Jaguar crossover. An all-electric version of the F-Pace, designated the I-Pace, is set for production in 2018.



**Jaguar F-Pace**



## BRITISH AUTO NEWS

**Avatar:** (1/13) British sports car startup Avatar burst on the scene a year ago with the unveiling of a lightweight Lotus Elise rival called the Roadster. At the 2017 Autosport International in the United Kingdom, Avatar showed off the production version and confirmed the car would be available later this year priced from £39,990 (approximately \$48,630). Among the changes to the car is new suspension geometry, new steering rack ratios and improved ergonomics in the cabin. A 6-speed manual is standard but a 7-speed, paddle-shifted sequential transmission is offered. Customers have two powertrains to choose from, including the 350-horsepower turbocharged 2.3-liter inline-4 borrowed from the Ford Motor Company Focus RS. The other option is a 250-hp turbocharged 2.0-liter inline-4 sourced from the Focus ST. Unfortunately, availability in the United States is not expected.

**AC Cars:** (1/3) MacG Racing, the UK's only distributor of the current AC Cobra brand, will be launching the first right-hand-drive MK VI at The Performance Car Show this month. Hand built in Germany, this is the first chance for petrol heads to see this version of the AC Cobra. AC Cars is one of the UK's oldest car manufacturers and was first established in 1901 when John Weller set up a garage in London to realize a passion for building cars. It was in 1903 that Weller, with the backing of wealthy businessman John Portwine, helped bring the concept to reality as Weller debuted two versions of his 'Autocar' at the British Motor Show that year. Fast-forward 101 years and the latest iteration of the venerable AC Cobra, will be one of the stars of the Performance Car Show. The Mk VI's engine is a 6.2-litre, 434bhp V8, enabling the stunning car to go from 0-62mph in just 3.7 seconds and reaching a top speed of 173mph.

**Aston Martin:** (1/27) Aston Martin provided the first look at the Vanquish S Volante, the convertible version of the Vanquish S coupe that debuted in November at the 2016 Los Angeles auto show. Power comes from a 5.9-liter V-12, tuned here to deliver 580 horsepower and paired with an 8-speed automated manual transmission. Vanquish S coupes will sprint to 62 mph in 3.5 seconds and top out at 201 mph. No figures for the convertible have been released but they should be similar. Like all Vanquish models, the S variants feature an internal structure made from a mix of aluminum and carbon fiber. The body panels are also made from carbon fiber while the door structures are cast magnesium. Both cars are due in showrooms in April and pricing for the coupe has been confirmed to start at \$294,950. A price tag for the convertible is yet to be announced.

**Bentley (VW):** (1/4) Bentley has released a teaser video for what the automaker bills as its most extreme model ever. The car is based on the Continental GT and feature a rear wing made from carbon fiber, a pair of new hood vents, and brake calipers in red. Incidentally, the rear wing looks very much like the unit used on the limited-edition Continental GT3-R launched in 2014. (1/5) The new Bentley Continental Supersports is the fastest, most powerful Bentley ever produced, and according to the automaker, there isn't a four-seat car faster than it. Performance claims include 0-60 mph acceleration in 3.4 seconds and a top speed of 209 mph while surrounding the driver in unrivaled luxury. The cars boast Bentley's familiar twin-turbocharged 6.0-liter W-12 but with output dialed to 700 horsepower and 750 lb-ft of torque.

(1/13) At the 2014 Beijing auto show, Bentley presented a plug-in hybrid system. The technology will first appear in the Bentayga, most likely in 2018. It will then make its way into the next-generation Continental GT and eventually the rest of Bentley's lineup. The information was confirmed by current CEO Wolfgang Dürheimer at the 2017 Automotive News World Congress held in Detroit. "You will understand if I don't reveal our entire future product plan here today, but I can say that we are eager to introduce plug-in hybrid technology across all model lines in the next few years," Dürheimer said.

**Jaguar / Land Rover (TATA):** (1/9) The Jaguar F-PACE has been named Best Large Crossover in the UK Car of the Year Awards 2017. It will now feature in the final shortlist for the overall UK Car of the Year Award which will be announced in February. The judges praised Jaguar's first SUV, and its best-selling vehicle ever, for its 'show-stopping' looks, agile handling, and best-in-class residual values. The F-PACE's Aluminum Lightweight Architecture creates a light, stiff body structure, allowing for great performance and emissions across the range. (1/10) Jaguar's F-Type has undergone a mid-cycle update. Jaguar updated the F-Type with full LED headlights and new, model-specific bumpers. The interior was also tweaked with the addition of lightweight slimline seats that help shed around 17 pounds from the curb weight, as well as new chrome and aluminum accents. Jaguar has also altered the lineup. The base option remains the F-Type equipped with a 340-horsepower supercharged 3.0-liter V-6. Above that is the F-Type R-Dynamic V6, still boasting a supercharged 3.0-liter V-6. It replaces the F-Type S in the current lineup and matches that car's 380-hp output. It also has 20-in wheels. Further up is a new special edition model called the F-Type 400 Sport, which will be available for one model year only. It also boasts Jaguar's familiar supercharged 3.0-liter V-6 but sees its output boosted to 400 hp. The bump in power is complemented by uprated brakes, custom 20-in wheels. Further up still are the F-Type R and F-Type SVR models. These maintain their supercharged 5.0-liter V-8s and respective 550- and 575-hp outputs. (1/15) A total 45,973 of Jaguar's F-Pace were sold in only its first year on the market equating to approximately 30 percent of Jaguar's sales. Jaguar's next SUV will sit below the F-Pace, suggesting that it will be called an E-Pace. The E-Pace will be a compact model targeting the Audi Q3, BMW X1 and Mercedes-Benz GLA. The platform is the latest version of Jaguar Land Rover's LR-MS platform, which made its debut in the 2016 Land Rover Discovery Sport. A debut should take place in late 2017 or early 2018 with sales beginning with a 2019 model. (1/19) Land Rover has issued a recall for 797 of its 2017 model-year Discovery Sport and 2016-17 model-year Range Rover Evoque SUVs fitted with the 2.0-litre turbo-diesel engine and automatic transmission, over concerns a wiring fault could cause several issues including loss of electric steering, engine cut-out, or even a fire. Owners will be notified by mail. (1/22) Jaguar's new wagon will be called an XF Sportbrake, just like its predecessor unveiled in 2012. Unlike its predecessor, this new one will be sold in the United States, as confirmed by Jaguar Land Rover North America CEO Joe Eberhardt in late 2016. The original XF Sportbrake is one of the most beautiful wagons ever built, so it's understandable Jaguar would want to launch a successor. (1/26) At the Bonhams sale in Scottsdale, AZ, an original 1963 Jaguar Lightweight E-Type sold for an impressive \$7,370,000. The price makes it the most expensive E-Type ever sold. The car, bearing chassis number S850667, is one of the 12 original Lightweight E-Types and logged less than 4,000 miles, and it's never been disassembled or rebuilt in any significant manner. It is the winner of the 1963 Australian GT Championship,

thanks to the efforts of Australian racer Bob Jane. (1/26) Jaguar Land Rover has been named the largest automotive manufacturer in Britain, accounting for more than 30% of all domestic car production last year. The news follows today's announcement from the Society of Motor Manufacturers and Traders (SMMT) that UK car manufacturers set a record in 2016, producing 1,727,471 vehicles. The latest figures further demonstrate the dramatic transformation undergone by Jaguar Land Rover, which has increased production from its British plants by more than 240% since 2009, when total annual production stood at 158,000 units.

**Jensen:** (12/27) Historic British carmaker Jensen is enjoying a second life these days. Its flagship model—and best seller—was the big, V-8-powered Interceptor that was built between 1966 and 1976 and just over 6,000 were made. Now, the newfound classics are popular with American owners. Jay Leno examined a privately-owned example from a Massachusetts collector named Mark Halliday who drove the Interceptor from Massachusetts to California, disproving the long-held myth that British cars aren't reliable (Maybe). Leno astutely pointed out that the Interceptor is like a "Dodge Coronet that went to college." It's American muscle in a British package with an Italian body. The Interceptor's piece de resistance, of course, was the Jensen FF's four-wheel-drive system, which was one of the first in a production car of its time.

**Lotus:** (1/12) The Lotus Exige is no longer offered here as a road car but you can still purchase versions designed for track. The latest in a long line of Exige-based track cars is the Exige Race 380. The car is based on the Exige Sport 380 road car unveiled in November. Lotus hasn't confirmed the car's availability in the United States just yet, but we hope it makes it over as it would make one heck of a track toy. Power comes from the familiar Toyota-sourced 3.5-liter V-6, which has been supercharged to the tune of 375 horsepower and 302 pound-feet of torque. The mid-mounted engine is mated to a 6-speed sequential transmission and drive is to the rear wheels only, via a limited-slip differential. Lotus claims 0-60 mph acceleration of just 3.2 seconds.

**McLaren:** (1/4) McLaren has confirmed the debut of its 650S replacement at the 2017 Geneva auto show and to get us excited has revealed the car's carbon fiber monocoque structure, dubbed the Monocage II [Glen: Catchy name]. The adoption of the Monocage II by the 650S replacement suggests new levels of stiffness, rigidity and weight savings for the Super Series family, in which the car will sit. For example, McLaren boasts that the Monocage II contributes to a dry weight of just 2,828 pounds for the new car—lower than the closest competitor and 40 pounds lighter than a 650S. The new car, code-named the P14, is the first of 15 cars outlined in McLaren's Track22 business plan announced at the 2016 Geneva auto show. It has already been spotted in prototype form and is believed to be called a 720S, indicating it will have 720 metric horsepower, or 710 regular hp. That output is thought to be coming from a new twin-turbocharged 4.0-liter V-8. (1/5) During 2016, McLaren managed to double the number of cars it sold in the previous year, with the tally coming in at 3,286 cars. That compares with 1,654 cars in 2015, which was a record year. In its first full year of production, the Sports Series family accounted for 2,031 sales, the majority of which were the pricier 570S and 570GT models. The Super Series also continued its success story, racking up 1,255 sales. Once again, North America continued to be the biggest market with sales of 1,139 cars, a 106 percent increase over 2015.



(1/18) McLaren is revealing more information on its 650S successor leading up to the car's debut at the Geneva Motor Show. According to McLaren, the new supercar achieves double the aerodynamic efficiency as its predecessor. Extending the full length of the car's rear end, the rear wing moves upward and adjusts its angle to optimize aerodynamic efficiency when needed. At its most extreme angle, the wing acts as an airbrake, which can be deployed in less than half a second. Further improving aerodynamics, McLaren redesigned the doors and put in two strategic air ducts. One draws in air from the top of the door to the High Temperature Radiators to cool the engine, while the other lifts air out of the front wheel arch for improved downforce. (1/27) The 65S replacement, the 720S (P14) has an aggressive design with deep sculpting on the sides and triangular openings for the headlights. Referred to internally as P14, and known to be the 720S in production form, the new supercar will replace the 650S in the McLaren lineup. Power will come from a significantly upgraded version of the twin-turbo 3.8-liter V-8 producing 720 metric horsepower, which translates to 710 horsepower here in the United States.

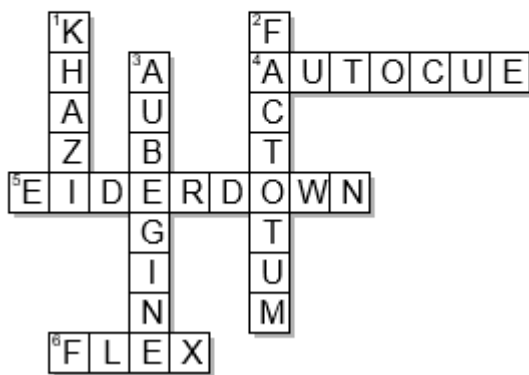
**MG (SAIC):** (1/6) MG Motor UK has been named as one of the fastest-growing automotive brands in the UK. Figures released earlier this week by the Society of Motor Manufacturers and Traders (SMMT) reveal that the company registered 4,192 vehicles in 2016 – 1,040 more than last year. Sales have grown by 33% year-on-year, with MG's family-friendly SUV – the MG GS – a key driver of this success. MG's continued growth reflects a wider trend for the UK motor industry, with car registrations growing by 2.3% year-on-year in 2016. (1/18) The MGB remains Britain's favorite classic sports car and it is almost as at home in modern traffic as it was in that of the '60s/'70s. However, it can nevertheless be updated to advantage and British Motor Heritage (BMH) is now stocking the superb Vitesse Global 5-speed manual gearbox conversion for the model. Based on the renowned transmission of the Mazda MX5 MK3, the replacement gearbox comes fully assembled and complete with clutch friction plate, slave cylinder, braided clutch pipe, speedometer cable, prop shaft and fixing kit. No modifications are required to the body and fitting. The driving experience is immediately enhanced by the shorter-throw gear lever and the total suitability of the ratios. Details are available at [www.bmh-ltd.com](http://www.bmh-ltd.com).

**Mini (BMW):** (1/18) A new generation of the Mini Countryman has just gone on sale and will soon be joined by a high-performance John Cooper Works model. Revealed ahead of a world debut in April at the 2017 Shanghai auto show, the latest John Cooper Works Countryman follows a familiar formula with its turbocharged inline-4, high-flow exhaust, sport-tuned suspension and all-wheel drive. Power comes from the same turbocharged 2.0-liter inline-4 found in JCW-tuned versions of the Hardtop and Clubman, rated at 228 horsepower and 258 pound-feet of torque. It can be mated to a 6-speed manual or 8-speed automatic, with either transmission helping deliver 0-60 mph acceleration in 6.2 seconds and a top speed of 145 mph.

**Rolls Royce (BMW):** (1/12) The judges at the What Car? Awards have once again declared the Rolls Royce Ghost the best super-luxury car in the world, completing a hat-trick of victories for Ghost family motor cars in its most prestigious category, luxury cars over £100,000. In awarding Ghost Extended Wheelbase the What Car?, judges praised the car for its perfect marriage of driving dynamics and supremacy as the consummate entrepreneurs' limousine. This honor follows success in the UK Car of the Year Awards for Dawn and adds to the numerous global accolades Ghost has enjoyed since its first introduction in 2009 followed by the launch of Ghost Series II.

## February Crossword

U.S. to British



QCBAC Newsletter:

2703 W 71<sup>st</sup> Street

Davenport, IA 52806

Newsletters Archives:

<http://newsletters.glenjust.com>

Picture archives:

<http://qcbac.glenjust.com>

### ANSWER:

Steve McQueen was the actor who purchased the same XKSS twice. He first bought the XKSS in 1958 for \$5000 when it had white exterior and red interior. McQueen had the exterior painted British Racing Green and changed the interior to black. He drove fast and ran from the cops without second thoughts. The sheriff of the LAPD introduced a lottery for his men: Whoever could finally nab the "SOB" would win a steak dinner at Lawry's Restaurant. However, not a single LA cop won. Other law enforcement officers did catch McQueen resulting in him nearly losing his license (at least twice), so, reluctantly, he sold the Jaguar XKSS in 1969. He regretted selling it and in 1977, bought it back paying twice as much as he had 20 years earlier. McQueen called it the "Green Rat".

