QUAD-CITIES BRITISH AUTO CLUB

2018 Edition / Issue 9

3 September 2018

2018 AUTO FEST

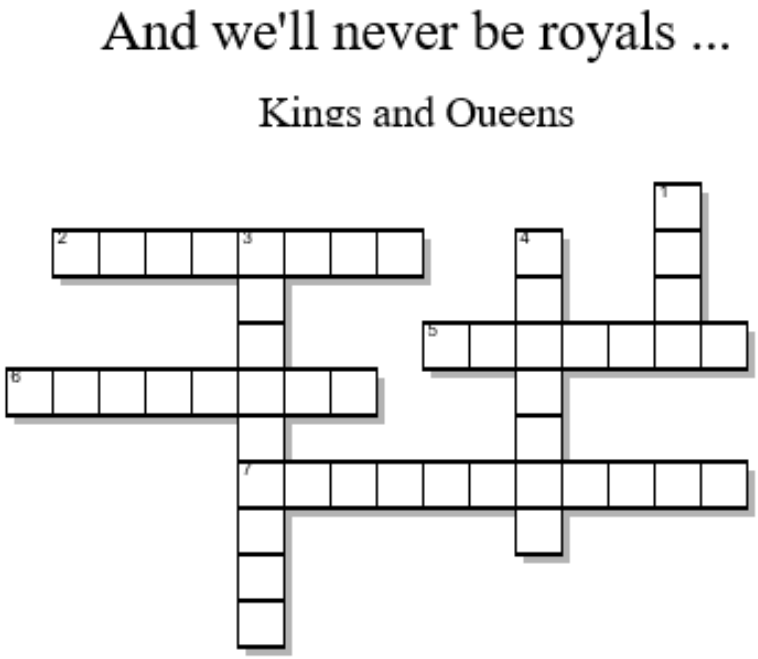
The 2018 QCBAC Heartland British Auto Fest turned out great. Over 50 cars from many different British makers participated in the event. Special thanks go out to Frank Becker for his leadership in the Auto Fest.

2018 Heartland British Autofest

THE QCBAC

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

CROSSWORD PUZZLE



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CAR QUESTION:

This year, a British manufacturer is celebrating 60 years of making one of its best known models. There have been multiple series and remodels within the model; however, that's a feat worth celebrating.

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

The answer appears at the end of this newsletter.

CLUB OFFICERS

At the 12 August QCBAC Dinner held at Los Agaves, Jerry Nesbitt volunteered to take on the responsibilities of club President for the current term. Also, at the dinner, Pegg Shepherd volunteered to serve as Vice President and Jim Shepherd added Publicity Chair to his Membership Chair duties. Thank you all for your generosity.

UPCOMING QCBAC EVENTS

September Dinner	16 September 2018	4:00 pm
Pagalo's Pizzeria	119 1st Avenue West,	Milan, IL

OTHER AUTO CLUB EVENTS

Trains, Planes & Autos	8 September 2018	7:00 am – 2:00 pm
Downtown	Geneseo, IL.	No fee

Meet @ HyVee Gas Station, 500 17th Ave Drive, Silvis, IL. Depart 7:00 am.

British Car Union	9 September 2018	9:00 am – 3:00 pm
1200 W Algonquin Rd	Palatine, IL	(Near Chicago)

2018 River to River (IA route)	14-16 Sep 2018	Retro Road Trip 2018

Note: Cruise the Ones on 14 Sep in Davenport ends at Old Cars Home

Edison Jr High School	22 Sep 2018	8:00 am – 1:30 pm
Jumers Casino	777 Jumers Dr	Rock Island, IL

Meet at the South West corner of Casino parking lot at 8:00 am

Cruise to Mt. Carroll	22 September 2018	4:00 pm – 9:00 pm
Downtown	Mt. Carroll, IL	

7th Annual Cruise In	29 Sep 2018	11:00 pm – 3:00 pm
Countryside Christian Church	3817 230th St. N.	Port Byron, IL

PUZZLE CLUES AND WORDS

ACROSS

2 Son of King George V who was king during WWII and had 2 daughters
5 Son of King Edward VII who was king during WWI and had 6 children
6 Granddaughter of George III who had 9 children
7 Daughter of King George VI who had 4 children

DOWN

1 Daughter of King James II who was queen during 1689 Bill of Rights
3 Grandson of King George II who had 15 children
4 Great Grandson of King James I who had 2 children

Puzzle Words: Anne, Elizabeth II, George I, George III, George V, George VI, Victoria

Daimler Company Limited

PART I – 1896 TO WWII

Gottlieb Daimler Railcar

British mechanical engineer, Frederick Richard Simms was impressed by the tiny railcars powered by Gottlieb Daimler's motors ferrying people around the Bremen Exhibition in 1889. Simms became friends with Daimler and introduced Daimler's motors to England in 1890 to power launches. In an agreement dated 18 February 1891, he obtained British and Empire rights for the Daimler patents.

The Simms motor launch business grew rapidly but became endangered when solicitor Alfred Hendriks was found to have been illegally taking money from the company. Hendriks severed his connections with Simms & Co. in February 1893. The Simms-Daimler related work was later moved into a new company, The Daimler Motor Syndicate Limited, which was formed on 26 May 1893.

On 7 June 1895, Simms told the board of the Daimler Motor Syndicate that he intended to form The Daimler Motor Company Limited to acquire the British rights to the Daimler patents and to manufacture Daimler engines and cars in England.

That month, he arranged for the syndicate to receive a ten percent (10%) commission on all British sales of Daimler-powered Panhard & Levassor cars.

1891 Panhard

1892 Daimler Motor Carriage

Simms procured a license to operate a 3½ hp Panhard & Levassor car that had been bought in France by The Honorable Evelyn Ellis.

The car was landed at Southampton and driven by Ellis to Micheldever near Winchester where Ellis met Simms and they drove together to Datchet. Ellis later drove it on to Malvern. This was the first long journey by motorcar in Britain. [Road trip!]

Simms later referred to the car as a "Daimler Motor Carriage".

In 1895, Simms announced plans to form The Daimler Motor Company Limited and to build a brand-new factory. Delivery of raw materials would be by light rail, and DMCL would employ 400 workmen making Daimler engines and motor carriages. Simms asked his friend Daimler to be consulting engineer to the new enterprise. A location at Eel Pie Island (8.9 acres) was purchased to be used to service Daimler motor launches.

Eel Pie Island near London

Bicyclette de Lawson

1879 : bicyclette à propulsion par transmission par chaîne et pédalier sous le cycliste

Investor Harry John Lawson (previous bicycle designer) had set out to use The British Motor Syndicate Limited to monopolize motor car production in Britain by taking over every patent possible. Thus, Lawson approached Simms in 1895 for the right to arrange the public flotation of the proposed new company and to acquire a large shareholding for his British Motor Syndicate (DMG). The sale of Daimler Motor Syndicate to Lawson's interests was completed by the end of November 1895.

DAIMLER COMPANY

On 14 January 1896 Lawson incorporated the Daimler Motor Company Limited. A prospectus was issued on 15 February. The subscription lists opened on 17 February and closed, oversubscribed, the next day. The Daimler Motor Company Limited bought the Daimler Motor Syndicate Limited from Lawson's British Motor Syndicate. [Are you confused yet?] Simms was appointed consulting engineer to the new business but was not on the board of directors. After some difficulties, they established Britain's first automobile factory and the Daimler Grafton Phaeton was built in 1897.

1897 Daimler Grafton Phaeton

1899 12 hp Daimler

The first Daimlers were fitted with a Panhard engine, followed by Daimler-engine cars. By mid-year they were producing three of their own cars a week plus producing Léon Bollée cars under license. Lawson claimed to have made 20 cars by July 1897 making the Daimler Britain's first motor car to go into serial production. The Daimlers had a twin-cylinder, 1526 cc engine, mounted at the front of the car, four-speed gearbox and chain drive to the rear wheels.

In July 1897 Simms resigned as Daimler's consulting engineer and the company sold their launch works at Eel Pie Island at a loss of seven hundred pounds ($900 USD). In October, Lawson resigned from Daimler's board and was replaced as chairman by Henry Sturmey, who was the first person to make the 570 mile journey from John O'Groats to Land's End in a motor car (his personal Daimler). In July 1898, Gottlieb Daimler resigned from the board of the Daimler Motor Company after never attending a board meeting.

Sturmey opposed the appointment of a proposed successor who, according to Sturmey, held no shares and knew nothing about the automobile business. A committee was brought in to investigate the activities of the board and the company. The committee summed up the management of the company as being inefficient and not energetic and suggested that the company be reorganized and run by a paid managing director. When Evelyn Ellis and another board member did not run for re-election, they were replaced by E. H. Bayley and Edward Jenkinson, with Bayley replacing Sturmey as chairman. Sturmey resigned in May 1899 after Bayley and Jenkinson had reorganized the company.

Persistent financial troubles caused Daimler to be reorganized again in 1904. The previous company was closed and a new company was formed to acquire the old one and pay its debts and phase-out costs. Under the chairmanship of Sir Edward Jenkinson, Daimler hired American electrical engineer Percy Martin as works manager and socialite Undecimus Stratton as the head of the London depot, and promoted Ernest Instone to general manager. Jenkinson was succeeded in 1906 by Edward Manville, a consulting electrical engineer.

Daimler was associated with royalty in 1898 when the Prince of Wales, later King Edward VII, was given a ride on a Daimler by John Douglas-Scott-Montagu. Scott-Montagu, as a member of parliament, also drove a Daimler into the yard of the Palace of Westminster, the first motorized vehicle to be driven there. In 1900, Daimler sold the Prince of Wales a mail phaeton and in 1902, upon buying another Daimler, King Edward VII awarded Daimler a royal warrant as suppliers of motor cars.

Royal car, 6 hp 2-cylinders 1527 cc fitted with a "mail phaeton" body

In 1908, Daimler was awarded a "Royal Appointment as suppliers of motor cars to the Court of Spain" by King Alfonso XIII and a Royal Warrant as "Motor Car Manufacturer to the Court of Prussia" by Kaiser Wilhelm II. Stratton also sold Daimlers to the Sultan of Johor. In 1911 he spent some weekends at Sandringham tutoring the new Prince of Wales on the workings and driving of an automobile. Every British monarch from Edward VII to Elizabeth II has been driven in Daimler limousines. However, in 1950, after a persistent transmission failure on the King's car, Rolls-Royce was commissioned to provide official state cars and as Daimlers retired they were not replaced by Daimlers. Her Majesty's own car for personal use is a 2008 Daimler Super Eight but she is also seen to drive herself in other cars.

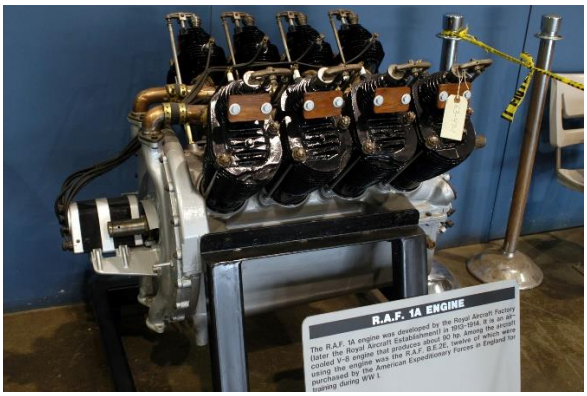
1905 Daimler Fluted Radiator Grill

Since 1904, the fluted top surface to the radiator grille has been Daimler's distinguishing feature. However, the most important technological improvement was perhaps the sleeve-valve engines Daimler created in 1907 from modification to the design rights purchased from Charles Knight's "Silent Knight" engine. Daimler's sleeve valve engines idle silently but they left a slight haze of oil smoke trailing behind them. These engines consumed oil at a rate of up to an Imperial gallon (1.2 US gal.) every 450 miles. [Yipes!]

Under an agreement dated 22 September 1910 the shareholders of The Daimler Motor Company Limited "merged their holdings with those of the Birmingham Small Arms Company (BSA) group of companies." This "merger" is viewed by some as a buyout of Daimler by BSA. At the time of the merger, Daimler had a payroll of 4,116 workmen and 418 staff. However, the merger was not a great success in terms of production efficiency and by 1913 Daimler had a workforce of 5,000 workers (including BSA workers) producing only 1,000 vehicles a year.

By 1914 Daimlers were used by royal families including those of Great Britain, Germany, Russia, Sweden, Japan, Spain, and Greece. The Bombay agent supplied Indian princes; the Japanese agent, Okura, handled sales in Manchuria and Korea. Daimler also made engines and chassis for commercial vehicles, with the Metropolitan Electric Tramways ordering 350 double-decker buses in 1912 and engines being sold to the London General Omnibus Company (LGOC).

1910 Daimler 57 hp limousine, official state car for King George V



RAF 1A Engine used in WWI

During World War I, the military took the normal production Daimler cars, lorries, buses and ambulances together with a scout army vehicle and engines used in ambulances, trucks, and double-decker buses. Special products included aero-engines and complete aircraft, tank and tractor engines and munitions. Daimler later built the RAF 1 and other aircraft engines alongside other manufacturers.

Having its own body shop, Daimler had the woodworking ability to build complete aircraft. By the end of 1914, they had built 100 units of the Royal Aircraft Factory B.E.2c. These were followed by the BE12 and RE8. Daimler purchased an open field beside their Radford factory and made it available to the Government, who turned it into the main RAF testing ground for aircraft built in the Coventry district.

Royal Aircraft BE12 1

British Mark IV with Daimler 105 hp engine

Daimler farm tractor engines were developed into artillery tractors and later used for the first British tanks ever built. The British Mark IV tank had an extended tail designed to improve its trench-crossing ability. It was powered by a Daimler 105 hp engine. One major difficulty for the tanks was the fine oil haze that betrayed their position. The early tanks weighed up to 28 tons. They were all Daimler powered.

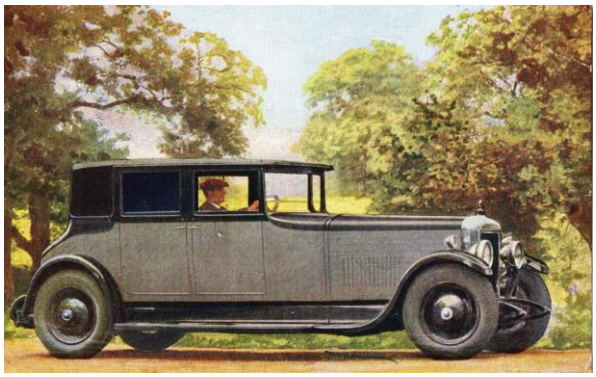
After WWI, the Daimler subsidiary Daimler Hire extended its luxury travel services to include charter aircraft through a new enterprise, Daimler Air Hire. Services included scheduled services London-Paris as well as "Taxi Planes" to "anywhere in Europe". In 1922 under the name of Daimler Airway services extended to scheduled flights London to Berlin and places between. Frank Searle, managing director of Daimler Hire and its subsidiaries moved with his deputy Humphery Wood into the new national carrier Imperial Airways at its formation on 1 April 1924. Searle and Wood and their Daimler Airway machines formed the core of Imperial Airways operations.

In 1930, the Daimler Hire Limited was sold to the Thomas Tilling Group and, in January 1931, Daimler purchased of The Lanchester Motor Company Limited. The new Lanchester 15/18 model introduced in 1931 was fitted with Daimler's fluid flywheel transmission. Although they produced separate ranges of cars with the Daimler badge appearing mainly on the larger models, by the mid-1930s the two were increasingly sharing components leading to the 1936 Lanchester 18/Daimler Light 20 differing in little except trim and grille.

1932 Lanchester 15/18

In May 1936 Laurence Pomeroy was fired as managing director of Daimler. Daimler was not paying dividends and the 1936 BSA shareholders' meetings were stormy. Attempted solutions had included the Lanchester acquisition and the introduction of smaller cars, the lower-priced 10 hp Lanchester and its matching but six-cylinder stable-mate the Daimler Fifteen (later DB17 and DB18) introduced in the early thirties. This particular product line as the Lanchester Fourteen and Daimler Conquest was to run through to almost the very end.

Edward H. W. Cooke attempted a revival and from 1937 introduced saloons with a freshness of design new to Daimler. The new products had successes in competitions and rallies. His policy was proved sound but another war, post-war austerity and yet more boardroom battles, this time in public, seemed to put an end to Daimler's once-proud business.



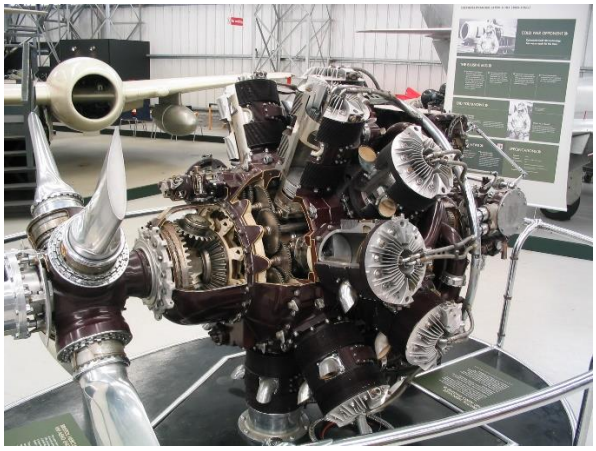
1932 Light Double Six, V12 engine optional self-changing gearbox

By October 1930, when Daimler introduced the fluid flywheel on their new Light Double-Six for an extra £50 ($64 USD), it was used with the self-changing gearbox developed by W. G. Wilson. In this gearbox, the driver pre-chose the next gear and the gearbox would do the shifting. Martin and the Daimler Company patented their refinements to Sinclair's system in 1930.

By November 1933 the combination of fluid flywheel and Wilson pre-selector gearbox was used in all Daimler vehicles, ranging from their 10 hp passenger cars to double-deck omnibuses. According to Daimler, "more than 11,000 vehicles" were using the transmission by that time. Daimler would continue to develop and use these transmissions until 1956, when Borg-Warner fully automatic units were offered initially as an alternative but later as standard.

During World War II, Daimler returned to military production. A four-wheel-drive scout car, known to the Army as the Dingo with a 2.5-litre engine and a larger Daimler Armored Car powered by a 4.1-litre engine and armed with a 2-pounder gun were produced. These military vehicles incorporated various innovative features including disc brakes on all four wheels. The Dingo had four wheel steering on some models.

WWII Daimler Scout (Dingo)



Bristol Hercules Aero-engine

Instead of building complete aircraft as they had in World War I, Daimler built aircraft components, including 50,800 Bristol radial aero-engines—Mercury, Hercules and Pegasus—with full sets of parts for 9,500 more of these engines, propeller shafts for Rolls-Royce aero-engines, and 14,356 gun-turrets for bombers including their Browning machine guns. In all, Daimler produced more than 10 million aircraft parts during the war. All this production is Daimler's alone excluding BSA's other involvements.

After that war, Daimler produced the Ferret armored car, a military reconnaissance vehicle based on the innovative 4.1-liter-engined armored car they had developed and built during the war, which has been used by over 36 countries. The first Daimler limousines to be delivered after the war went to embassies and consulates in Europe and to the Lieutenant-Governors of Jersey and Guernsey. These were Straight-Eights built largely from pre-war stock.

Post War Daimler Ferret

DAIMLER COMPANY

1952 Daimler 18

The first post-war model was the Eighteen, a development of the pre-war Fifteen using the Scout Car's 2.5 L engine with a new high-compression cylinder head. Because of ongoing restrictions on steel, many of the Eighteen's body panels were made from aluminum. The first post-war Lanchester, the Ten, looked like an enlarged Ford Prefect and its body was made in the same factory, Briggs Motor Bodies on the Ford site at Dagenham.

PART 2 TO FOLLOW NEXT MONTH.

One of 5 of Worthington's Daimler beer bottle lorries used for promotional purposes during the 1920s
[Gives new meaning to drink and drive.]

All Makes: (8/5) As the U.K. government decides how to roll out E10 ethanol-blended fuel in the country, it also appears willing to protect the interests of the owners of the hundreds of thousands of classic cars still on the road by setting aside a certain amount of less-expensive fuel containing lower amounts of ethanol – for a few more years, at least. While the government permitted the sale of E10 back in 2013, gas stations across the country have only sold E5 since then. However, in April the government increased the blending requirement to at least 7.25 percent – prompted, reportedly, by overproduction of ethanol across Europe. The majority of the U.K..'s gasoline-powered vehicles are newer and thus already compatible with E10, however, about 1.8 million vehicles – not including motorcycles – are incompatible with E10 due to their age and, according to the Department for Transportation (DFT), "There is a small risk that E5 fuel could disappear if fuel suppliers chose to introduce E10, forcing owners of incompatible vehicles to pay more for super grade fuel, convert their engines, or risk damage to their vehicle." In response, the DFT has proposed classifying inexpensive E5 as a "protection grade" of fuel at least through 2020 with smaller filling stations exempt from the requirement to sell E5. After 2020, the DFT would reassess the need for the protection grade and decide whether and how long to extend such status. (8/14) In today's age, classic cars are increasingly being treated as investment pieces and not just weekend getaway cruisers. One company has made a business out of the idea and aims to democratize classic car investments, and next up on the docket is a 1993 Jaguar XJ220. Rally Rd. is a smartphone app and website that lets users invest and buy shares in classic cars and watch them [hopefully] appreciate in value. Rally Rd. securitizes classic cars through SEC-regulated offerings, marks a price, and then offers "shares" of the car at a set price. Once a car is fully funded, it's closed. After a period of time, a trading period opens for users to buy or sell their shares. The XJ220 is next on Rally Rd.'s docket and the company will sell shares at an initial offering of $99 per share. The XJ220 is valued at $495,000, per the Rally Rd. application. The company has only opened one trading period since its launch, but shareowners have already seen returns. On August 9, trading opened for a 1969 Ford Mustang Boss 302 with shares going for $59.20 apiece, a return of 3 percent from when the car was first offered at $57.50 initially.

Aston Martin: (8/1) The 2019 Aston Martin DBS Superleggera boasts a 5.2 L V-12 with 715 horsepower and 664 pound-feet of torque yielding 0-62 mph times of 3.4 seconds and a top speed of 211 mph. It uses twin turbos and active exhaust system that stay quiet in GT drive mode, but Sport and Sport Plus modes switches the exhaust to obnoxious. The rear-mounted ZF 8-speed automatic is mated to a mechanical limited-slip differential, a carbon-fiber prop shaft, and electronic torque vectoring. The new DBS Superleggera is 160 pounds less than the structurally similar Aston DB11 with a weight split front to rear, at 51:49. Like the DB11, the DBS has a bonded aluminum body, a double-wishbone front and a multi-link rear suspension. It rides only 0.2 inches lower than the DB11, but the DBS benefits more from adaptive dampers in its best-life GT drive mode. Pricing has been confirmed to start at $304,995. (8/13) Aston Martin is more likely to race the successor to its Valkyrie and not the Valkyrie itself in the so-called Hypercar class (a name is yet to be selected) that will replace LMP1 as the premier class of the World Endurance Championship, and thus the 24 Hours of Le Mans as well. The Valkyrie successor will be at a similar level to hypercars like the Ferrari LaFerrari and McLaren P1 so not technically a direct replacement to the Valkyrie, which is why Aston Martin refers to the car as the "son" or "brother" of Valkyrie. It will still be a limited-edition model with a seven-figure price tag, however. And just like the Valkyrie it will be developed in partnership with the Red Bull Racing Formula 1 team. (8/20) If you missed out on bidding on the 1965 Aston Martin DB5 driven by Pierce Brosnan, here's another chance at a classic AM. Aston Martin announced that 25 new DB5s will be built to the same specifications as the car featured in "Goldfinger." Working closely with EON Productions, the production company behind the James Bond movie franchise, as well as Oscar-winning special effects honcho Chris Corbould, who has been involved with 14 of the movies, Aston Martin will ensure the cars are as authentic as possible. The cars will include functioning gadgets such as revolving number plates, switch-loaded center console and more. To further maintain authenticity, the cars will be built in the DB5's historic home of Newport Pagnell, which today serves as the Aston Martin Works heritage center, and of course they will only come in one particular shade: Silver Birch. The price is set at $3.5 million but there's a catch. Aston Martin notes that the cars in the form they will

be delivered won't be street legal. (8/20) Aston Martin stunned the world when it first unveiled DB4 in 1958 and now, on its 60th anniversary, AM placed an exclusive display at the Concours of Elegance, hosted at Hampton Court Palace. Assembled by the Aston Martin Owners Club, the line-up included a DB4 prototype, an example of DB4 Series 1, 2, 3, 4 and 5 plus an original DB4 GT, DB4 GT Zagato and DB4 Bertone Jet. The newly launched DB4 GT Continuation will also form part of the display. DB4 was the first in the Aston Martin trilogy that included DB5 and DB6, a series of three magnificent cars that secured the brand's position in the hall of automotive fame. The DB4 GT Zagato is regarded by many as one of the most beautiful cars of all time. Each DB4 GT rolling chassis was sent over to the Zagato factory in Milan where it received a lightweight body designed by Ercole Spada, creating the distinctive design. (8/21) On Tuesday, Cosworth announced the Aston Martin Valkyrie 6.5 L V12 will make a whopping 1,130 horsepower—the most of any naturally aspirated engine for use in a road car. Previously, Adrian Newey, Red Bull Racing's star aerodynamicist, said the decision to choose a massive V-12 engine over a smaller-displacement V-6 came after factoring weight and other elements into the equation. The V-12 is inherently better balanced and provided structural mounting benefits. Each example of the Valkyrie fetches $2.6 million and Aston Martin plans to build 175 examples of the supercar. Unfortunately, every example is already spoken for.

Bentley (VW): (8/2) Next year marks Bentley's 100th year of operation and the brand revealed its first celebration plan. To mark the milestone date, Bentley will release a limited edition book covering a century of operations and the brand's future. Fans and owners who are interested in the history will find plenty. The book details Bentley's 1920s Le Mans victories and iconic models of the 20th century, and it also highlights the individuals who helped bring the company and its cars to life. How much content will be included? The book weighs just over 66 pounds, and pages will measure over 1.5 feet long to ensure the included images are portrayed with the finest detail. Some sections of the book will feature special fold-out sections with photos stretching 6.5 feet long. Bentley nor the publisher provided pricing for the book, but it will arrive in three editions; Mulliner and Centenary editions will feature the largest print format while a Crewe edition will be printed in a more compact size. The milestone books will arrive in 2019 and those looking to reserve a copy will have to contact Opus Publishing.

Jaguar (TATA): (8/2) Jaguar Land Rover, as part of an investor presentation this week, stated that it will invest £13.5 billion (about $18 billion) in electrification over the next three years. That is in addition to the £10.7 billion (around $14 billion) they have already spent on the same thing. The investment will allow the automaker to offer three variants of all its future models by 2025 -- one with a gas engine, one with an electric powertrain and one that mixes the first two (probably plug-in hybrids). But while it can do that, JLR also said that it will only offer the battery-electric variants of cars if the demand is there. The automaker will use some of that investment money to retool all six of its UK manufacturing platforms for this push into electrification. Jaguar's already seen a groundswell of demand for its first EV, the I-Pace which means the demand is there. (8/3) The Jaguar E-Type is arguably one of the most gorgeous cars to ever built, but the final-generation Series 3 is often overlooked for earlier examples. However, a new E-Type Series 3 "restomod" may change that perception. E-Type UK, a British firm specializing in E-Type restorations, completely reworked a 1974 E-Type Series 3 and turned it into a beauty. The firm added a set of stainless steel bumpers, without the godawful rubber extensions, front and rear. E-Type UK also added extended louvers to the hood, opened up a channel for additional airflow, and installed a set of one-off 16-inch Turino wheels to provide a little more flash. The changes go more than skin deep. Notably, the standard 5.3-liter V-12 engine now displaces 6.1 liters and makes 288 horsepower at the rear wheels. To achieve the performance gains, the firm created a bespoke fuel injection system with Jenvy throttle bodies, an Emerald ECU, and a custom wiring harness. The car's newfound power exits through a custom stainless steel exhaust system. It's all driven through a new 5-speed manual transmission with ratios chosen to specifically complement the upgraded engine. LED lighting is used generously throughout the interior and exterior. The E-Type's exterior lights are now full LEDs complete with daytime running lights. The mirrors are now electrically adjustable, and a modern surround-sound audio system with iPod and Bluetooth connectivity brings the cabin up to date. (8/7) There is something about the growl of a V8.

And while Jaguar Land Rover's (JLR) V-8-powered lineup may not be especially fuel-efficient, at wide-open throttle behind the wheel of an F-Type SVR or Range Rover Sport SVR, nobody cares. The invigorating exhaust note simply drowns out any negative feelings. But in a few years, a V-8 may not even be an option on the most expensive Jaguar Land Rover products. JLR plans to completely revamp its lineup between now and 2024 which reportedly includes an overhaul to its engine offerings. A new inline-six and inline-three are in the works, with electric turbochargers coming standard across the board. But JLR reportedly isn't working on a new V-8. It appears that JLR will eventually kill off the eight-cylinder option. Let's hope not.

(8/14) Press D for drive, squeeze the accelerator pedal, and the broad-shouldered Jag—all race-face wings and spoilers, hunkered down on 22-inch wheels—simply oozes forward and whirs quietly out onto the track. It's eyes wide for a split-second at the first hairpin when the brakes are squeezed and nothing much happens. But this is a racing car, with racing car brakes, and that there's little need for delicacy. A mighty shove on the bottom-hinged pedal slows the big Jag; however, the apex was missed by a mile. It might take a couple of applications before the nuances are learned of tip-in and feel, but once learned, the pedal will confidently halt this beast. Now, you might be thinking that this is the Jaguar XE Project 8. No, this is the I-Pace eTrophy ready for the 2019 FIA Formula E Championships. The eTrophy features a stripped-out interior and carbon-fiber hood and front fenders and weighs about 500 pounds less than a roadgoing I-Pace. The suspension is fully adjustable for spring and roll-bar rates and the standard brakes have been replaced with AP Racing units with steel rotors and larger calipers. The e-motors at the front and rear axles are stock with 394 hp and 512 lb-ft of torque, and the 90-kW-hr battery pack is also straight from the production car. The powertrain control electronics, however, are entirely new. Developed by the engineering division of the Williams F1 team. This is a racing eSUV. (8/19) Jaguar Land Rover Classic will add to its two Works Centers, one in Coventry, England and the other in Essen-Kettwig, Germany, with a third in Savannah, Georgia. The facility will engage in the sales, service, and restoration of Jaguar and Land Rover vehicles out of production for at least ten years. The Coventry site is where Jaguar builds its continuation cars there, like the D-Type and XKSS, while Land Rover uses it to build the Defender Works V8. Shoppers can also buy vintage models off the showroom floor, a variation of the Certified Pre-Owned program called Works Legends, that come with a 12-month warranty. The U.S. center can provide those services to the world's largest classic car market. The automaker will invest from $10 to $15 million and predicts more than $45 million in revenue. [Build one in the Quad-Cities!]

(8/23) Jaguar announced that the electric E-Type Zero it showed as a concept a year ago will enter production. The cars won't be built from scratch but conversions of existing E-Types, with the work to be carried out by Jaguar Land Rover Classic [JLRC]. JLRC is accepting orders and expects deliveries to start in mid-2020. Pricing and final specifications are yet to be confirmed but the concept provides an indication of what to expect. It packs a 40-kilowatt-hour lithium-ion battery and 295-horsepower electric motor in the tight confines of the E-Type's sexy silhouette. A single-speed reduction gear and new driveshaft sends power to a carry-over differential and final drive. Using an electric powertrain with similar weight and dimensions to the gas engine and transmission means the car's structure, including suspension and brakes and driving characteristics, has not changed. And the whole conversion process is reversible. In addition to the powertrain, the dashboard has been updated with digital instrumentation. LEDs have also been swapped into the headlight housing of the iconic Series 1 E-Type. [Update] JLRC has suggested that the E-Types used in the conversion could either be ones they have restored themselves or ones supplied by their owners.

Land Rover (TATA): (8/9) Land Rover Range Rover fans can now ease their guilt of driving big SUVs around town thanks to the addition of a plug-in hybrid option, badged P400e, for both the Range Rover and smaller Range Rover Sport for the 2019 model year. The 2019 Range Rover Sport P400e starts at $79,295, and the 2019 Range Rover P400e at $96,145. That places them close to the entry point for each model line; the 2019 Range Rover Sport starts at $67,745, and the 2019 Range Rover at $89,855. The powertrain is common to both and consists of a 2.0-liter turbocharged inline-4 and an electric motor which deliver a combined 398 horsepower and 472 pound-feet of torque. The electric motor is integrated with an eight-speed automatic transmission, which is then connected to the Range Rover's standard four-wheel-drive system. (8/15) Jaguar Land Rover is counting on a new modular platform and new model lines to boost sales and profits in the coming years. The new platform, referred to as the Modular Longitudinal Architecture (MLA), will make its debut in a redesigned Land Rover Defender due around 2020 and will eventually underpin most models at Jaguar Land Rover by the mid-2020s. There will also be some new model lines, launched between 2021 and 2024 possibly positioned below the Discovery Sport and Range Rover Evoque.

Lister: (8/1) Lister revealed their 666 bhp prototype based on the Jaguar F-Type earlier this year and immediately took in a record number of advanced orders. Since then, they have been busy refining and developing the F-Type even further, making the 666 bhp 5.0 L V8 model the fastest, most powerful and luxurious Lister ever built. Updates to the original prototype launch car include exclusive all-new Lister designed carbon fiber body panels, helping to create a lighter and more aerodynamic vehicle. Other Lister replacement parts include new front bumper, front splitter, rear diffuser, rear lip spoiler, rear extended wheel arches, a new grille design and new lightweight alloy wheels fitted with Michelin tires. The Lister LFT-666 offers 0-60 acceleration in 3.2 secs with a maximum speed of 208mph. Now if you already purchased your Jaguar F-Type, or you cannot afford the £139,850 ($180,950 USD) starting price for the Lister LFT-666, Lister will also offer wheel and body enhancements for standard Jaguar F-Type models worldwide, with kits starting from just £9,750 ($12,606) for the Lister badge, bumper and wheel upgrade.

Lotus (Geely): (8/9) China's Zhejiang Geely Holding Group is prepared to invest the necessary funds to make Lotus into a world-beating luxury and sports car brand. If Geely has its way, Lotus will be England's Porsche. And the Chinese automaker could dump as much as $2 billion into the brand to begin the process. According to a Bloomberg report published Thursday, Geely is considering the massive investment amount to add new Lotus facilities in the United Kingdom. [Yeah!] In phase one of the investment, the Lotus plant in Hethel would expand and hire 200 more engineers. Then Geely would construct a second plant in U.K, most likely in the West Midlands region. A new design and innovation center would join the plant, perhaps in Coventry. Two new sports cars are in the pipeline for 2020, per former Lotus CEO Jean-Marc Gales, and the brand will then launch an SUV one or two years later. After the first SUV, Lotus won't stop there as Lotus has plans for more than one SUV. And one of the sports cars planned may just end up being a supercar akin to the Esprit. It would serve as the brand's flagship.

MG (SAIC): (8/17) MG Motor UK, the UK's fastest growing car manufacturer, is delighted to introduce New MG3; the latest addition to the iconic British brand's rapidly evolving product range. Replacing the brand's current MG3, the new model is a hatchback crossover designed to take on the likes of the Ford Fiesta and Kia Rio. The current MG3 sold over 10,000 units in its four years on sale. There are three different versions offered in the New MG3 line-up; the entry grade 'Explore', mid-grade 'Excite' and the 'Exclusive' at the pinnacle of the range. All versions come with Bluetooth as standard, while 'Excite' and 'Exclusive' versions boast an 8" color touchscreen with Apple CarPlay™, DAB radio and steering wheel audio controls. The 'Exclusive' version adds a reversing camera with dynamic guidelines.

Rolls Royce (BMW): (8/15) Rolls-Royce unveiled the first of a limited run of Silver Ghost Collection cars based on the 2019 Rolls-Royce Ghost. The run celebrates an historic long-distance endurance record set 111 years ago by the first vehicle to be referred to as the Silver Ghost. This was a nickname that came about due to the car's aluminum silver paint hue and silver plating; the actual name was the much more mundane 40/50 H.P. The Silver Ghost Collection cars feature numerous nods to the 40/50 H.P. that completed a 14,371-mile run in 1907 to showcase Rolls-Royce's reliability and quietness, a run that earned it the reputation of the "Best Car in the World" by automotive reviewers of the day. Rolls-Royce will brand a mere 35 cars as part of the Silver Ghost Collection, all of which fittingly display a sterling-silver Spirit of Ecstasy hood ornament surrounded by a black-gold-plated collar. The collar is made of hammered copper, another nod to the original Silver Ghost which featured a copper-laden engine bay. (8/23) For Rolls-Royce, the Pebble Beach community is the perfect place to show their new Cullinan SUV to the U.S. Unveiled in the United Kingdom in May, the Cullinan is Rolls-Royce's answer to a question asked by those with means seeking a way to stay fancy and enjoy the countryside. It's perfectly boxy and brash, yet still somehow dignified. Part of that is owed to the behemoth stance of thing while the rest of the credit can be given to that mighty twin-turbocharged V-12 lurking just below and behind the Spirit of Ecstasy hood ornament.

And we'll never be royals ...

Kings and Queens

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ANSWER TO CAR QUESTION:

Aston Martin first made the DB4 in 1958 and this year celebrates its 60th anniversary. The DB4, DB5, and DB6 are still some of the most sought after cars in the world. According to NADA, a 1958 DB4 could be valued as much as $835,400 (in Chicago).

1963 Aston Martin DB4