

QUAD-CITIES BRITISH AUTO CLUB



2018 Edition / Issue 11

3 November 2018

HAPPY THANKSGIVING!

NOTE: The British don't celebrate Thanksgiving. (After all, the Pilgrims hosted the first Thanksgiving dinner after their successful exit from England.) ☺



2018 Heartland British Autofest

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THE QCBAC

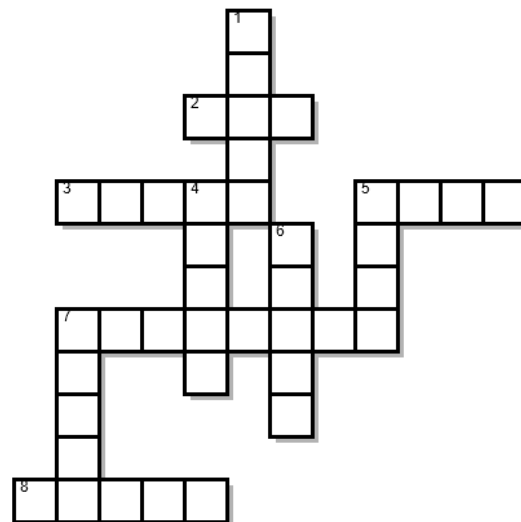
The Quad-Cities British Auto Club was formed to promote interest and usage of all British cars. The QCBAC website is at: <http://www.qcbac.com>.

CROSSWORD PUZZLE

I apologize if you have dealt with any of these problems. However, some car issues make distinctive sounds. See if you can match them. (The clues and words are on the next page)

Issues To Diagnose

Identify the sound your car might make



QCBAC CONTACTS

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CAR QUESTION:

What was old is new again.

**It's déjà vu all over again.
Yogi Berra**

We often view the push for electric cars and SUVs as a modern trend. However, car inventors have been tinkering with the concept of an electric car for many years.



The above electric vehicle was the first one made in the London area. I don't believe that it had a name (lets call it "Zapper"), but you can name the inventor who built it in 1884.

Yes, I said 1884!

The answer appears at the end of this newsletter.

UPCOMING QCBAC EVENTS

| | | |
|-----------------|------------------|------------|
| November Dinner | 11 November 2018 | 4:00 pm |
| T.G.I. Fridays | 1425 River Drive | Moline, IL |

OTHER AUTO CLUB EVENTS

| | | |
|---------------------|------------------|--------------------|
| Chrome and Coffee | 10 November 2018 | 9:00 am – 11:00 am |
| 2212 Ferry Road 101 | Naperville, IL | Free |
| Cars and Coffee | 24 November 2018 | 9:00 am - 11:00 am |
| 1329 Commerce Drive | Crete, IL | Free |

PUZZLE CLUES

ACROSS

- 2 This sound only occurs while the car is moving and varies with speed. Possibly from a bad differential or wheel bearing.
- 3 This sounds like 007 working the slide of his Beretta or Walther PPK automatic. It's typically repeated rhythmically and varies with engine speed. Probably a stuck hydraulic lifter or a solid lifter out of adjustment.
- 5 An annoying sound, like a trapped insect, can usually be traced to unfortunate positioning of interior trim parts.
- 7 A horrible, torturous sound, like a bad dentist would make while working with obsolete equipment. Might occur when the brakes are applied if the pads or shoes are worn out.
- 8 This sound is like knuckles on a wooden door, deep and hollow. It's a warning that something important and expensive is about to let go, possibly the piston rod.

DOWN

- 1 A heavy bumping sound, softer than a clang, usually indicates you should look at suspension bushings, including shock absorber or control arm mounts.
- 4 This sound sounds heavy and metallic. It might be caused by the gearbox or pinion bearing.
- 5 A sharp, startling sound, like a rifle shot, means you're dealing with the dreaded backfire.
- 6 This sounds like birds are nesting under your bonnet. It could be from a bad fan belt or idler.
- 7 This sound could indicate a suspension component needs lubrication. Hurry, it's going to break really soon.

PUZZLE WORDS

BANG, BUZZ, CHIRP, CLANK, CLICK, CLUNK,
GRINDING, GROAN, HUM, KNOCK.

Lotus Cortina



As you have read in previous newsletters, Ford once owned a number of British marques such as Jaguar, Aston Martin, Daimler, etc. Ford also entered into collaborations with other auto makers to produce specific models in the U.K. and in the U.S.

Although Ford did not own the Lotus car company; it did collaborate with Lotus on a number projects. Most of these projects involved supplying Ford motors for Lotus cars; however, Ford did work with Lotus in producing the (Ford) Lotus Cortina.



1963 Ford Consul Cortina (Mark 1)

The Ford Cortina, aimed at coaxing buyers away from the Morris Oxford Farina and Vauxhall Victor, was launched on 20 September 1962. The car was designed to be economical, cheap to run plus be easy and inexpensive to produce in Britain. The chief designer was Roy Brown Jr., the designer of the Edsel, who had been banished to Dagenham following the failure of that car. Instead of the front-wheel drive configuration used on the Ford Taunus P4, a traditional rear-wheel drive layout was used. First called the Ford Consul 225, the car was launched as the Consul Cortina until a modest facelift in 1964, after which it called the Cortina.

LOTUS CORTINA

The second version of the Ford Cortina was designed by Roy Haynes and launched in 1966. Although fractionally shorter than the original, extra width and curved side panels provided more interior space. Other improvements included a smaller turning circle, softer suspension, self-adjusting brakes and clutch, and an optional five bearing 1300 cc engine. The Cortina Mark 2 was produced until 1970.



1966 Ford Cortina GT Mark II

The Cortina was produced from 1962 to 1982 in five generations (Mark I through to Mark V). From 1970 onward, it was almost identical to the German-market Ford Taunus (being built on the same platform) which was originally a different car model. This was part of a Ford attempt to unify its European operations.

The origin of the Lotus Cortina actually began in 1961. Lotus founder Colin Chapman had been wishing to build his own engines for Lotus, mainly because the Coventry Climax unit was so expensive. Colin Chapman's commissioned Harry Mundy (designer of the Coventry Climax engine) to design a twin-cam version of the Ford Kent engine.



Lotus Twin-Cam 1557cc "Cosworth" Inline 4

In 1962 Ford released the 116E five bearing 1,499 cc engine and work centered on this. Keith Duckworth, from Cosworth, played an important part in tuning of the engine. The engine's first appearance was in 1962 at the Nürburgring in a Lotus 23 driven by Jim Clark. Almost as soon as the engine appeared in production cars (Lotus Elan), it was replaced with a larger capacity unit (82.55 mm bore to give 1,557 cc). This was in order to get the car closer to the 1.6 litre capacity class in motorsport.

As per FIA rules, Lotus 23 had trunk space to the right-rear of the driver, a windshield wiper, a horn, head and tail lights, rear center license plate light, a wire-operated emergency brake, and spare tire under the front body. The front suspension was a typical double wishbone with outboard coil/damper unit using Triumph rack and pinion steering and Girling disc brakes. The rear had a top link with lower wishbone, top and bottom radius arms combined with the outboard disc brakes and coil/damper unit.



1962 Lotus 23

LOTUS CORTINA



1963 Lotus Cortina

While the 1557cc engine was being developed, Walter Hayes (Ford) asked Colin Chapman to fit it into 1,000 Ford saloons for Group 2 homologation. The Type 28 or Lotus Cortina was soon launched. Ford supplied the 2-door bodyshells and Lotus did the mechanical and cosmetic changes. This included a close-ratio gearbox, revised rear suspension, and alloy door panels.

The early cars were very popular and earned some rave reviews; one magazine described the car as a tin-top version of a Lotus 7. It was 'THE car' for many enthusiasts who before had to settle for a Cortina GT (spring 1963) or a Mini-Cooper and it also amazed a lot of the public who were used to overweight 'sports cars' like the Austin-Healey 3000.

Chapman boosted power from 78 bhp in stock form to 105 bhp and in the hands of greats like Jim Clark, Graham Hill, Jack Sears and Jackie Ickx, the Lotus Cortina won the UK championship in 1963 and 1964, while Sir John Whitmore won the European Touring Car Championship in 1965. It became an icon of saloon car racing, and there are many images of drivers like Jim Clark getting white and green Cortinas sailing through a corner on three wheels.



Jim Clark's F1 Championship Race

The good news for Ford was that the Mark 1 Lotus Cortina had done more than they could have expected in competition. But the bad news was that the public linked its competition wins with Lotus and its bad points (unreliability) with Ford.

Yet, Ford still wanted to build a Mk2 Lotus and compete with it, but it was an inconvenient time for Lotus as they were in the middle of moving from Cheshunt to Hethel. The decision was made at Ford that to continue with its competition drive and make the car more cost effective they would make the car at Dagenham themselves, alongside the other (Ford) Cortinas.

LOTUS CORTINA



*1966 Ford Cortina Lotus Mark 2
AKA Ford Cortina Twin Cam*

Interior modifications were limited to a center console designed to accommodate the new gear lever position, different seats and the later style dashboard, featuring tachometer, speedometer, oil pressure, water temperature and fuel level gauges. A wood-rimmed steering wheel was fitted.



Lotus Cortina Mark 2 Interior



1967 Lotus Cortina Mark 2

In 1966, Team Lotus registered Mark 2 cars for the British Saloon Car Championship (Group 5 Special Touring Cars). With Lucas fuel injection and tuning by BRM, they produced 180 bhp. A revised wishbone geometry using coil springs with shock absorbers replaced the MacPherson struts. They scored 8 class wins, many driven by Jim Clark. In the European Touring Car Challenge, Sir John Whitmore scored another four wins.

The Mark 2 Cortina Lotus made the once optional, more powerful, 109 bhp engine as standard equipment. The gearbox ratios remained the same but the car now used the Mk2 GT remote-control gearchange and the final drive ratio changed to 3.77:1. The Mk2 was wider than the Mk1, however, the steel wheels had a different offset and tracking remained the same. The Mk2 had radial tires and a larger fuel tank. The spare wheel was now mounted in its wheel well, but the battery remained in the boot to aid weight distribution.

The rear suspension received vertical coil spring/dampers and two trailing arms with a A-bracket connected to the differential housing. Additional braces were put behind the rear seat and from the rear wheel arch down to chassis in the boot. The bracing meant that the spare wheel had to be moved from to the left side of the boot floor and the battery was relocated behind the right wheel arch. Both of these changes made big improvements to overall weight distribution.



CTC 14E before being restored

There were 3,306 Mark I and 4,093 Mark 2 Lotus Cortinas produced.

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All Makers: (10/18) We have been talking about large scale electric car manufacturing since the first electric cars were built in the 1830s. I can remember wishing back in 2008 that the British Lightning GT supercar would come to fruition and be sold in the USA. Right now, sedans and coupes are few (Tesla Models S and 3, BMW 3 Series, Karma Revero, Toyota Mirai); however, there are some all [electric SUVs](#) available now, or by next year, to meet that demand. These include the Tesla Model X, Kia Niro EV, Jaguar I-Pace, Audi E-Tron, Mercedes-Benz EQC, BMW IX3, VW I.D. Crozz, and Nissan Electric SUV. Most of these cost from under \$40,000 to over \$80,000 and some can travel to over 300 miles on a charge. That's more than enough to get the kids to practice. However, if you don't trust an all-electric battery vehicle (BEV), you could opt for a plug-in hybrid (PHEV) which is available from most manufacturers. The times be a-changing. (10/26) An ill-fated joyride has now made it more difficult for museums, collectors, and restorers to keep cars around after the European Court of Justice ruled last month that even immobilized and unused vehicles need insurance. In a 2006 case, after a Portuguese grandmother, took her car off the road and parked it in her yard due to her declining health, her son took the keys to the car, lost control of it, drove it off the road killing himself and two of his passengers. The [European Court of Justice](#) considered the expanded scope of the European Union's 2009 Motor Insurance Directive ruling that the use of motor vehicles – and thus the obligation to maintain insurance on motor vehicles – extends beyond public roads and onto private property. This implies that European motorsport would require insurance coverage but such cars are practically uninsurable. It also conceivably extends the requirement for insurance coverage to European car museums – many of which undoubtedly keep their vehicles registered and in working condition but do not insure them for use on the road – as well as restoration shops and private collectors who's in-process projects and parts cars behind their shed cycle in and out of operative condition on a regular basis. Without insurance, those vehicles will need to be deregistered and completely removed from operation. Although this only applies to European car owners, it could become a U.S. requirement easily. Stay vigilant.

Arc Vehicle: (10/18) The British electric motorbike company, [Arc Vehicle](#) has teased a motorcycle sensory experience just weeks ahead of the scheduled global unveiling of its new bike. The world's first fully-electric café racer with Human Machine Interface (HMI) – something that is set to change motorcycling forever. The bike designated Vector boasts an innovative heads-up display helmet and a tactile riding suit making up the most involving motorcycle experience on the market today.

Aston Martin: (10/3) The talk of [Aston Martin](#) going public by way of an initial public offering (IPO) dates back as far as the brand's 2008 sale by Ford to a consortium led by Prodrive founder David Richards, but the company finally pulled the trigger with its shares listing on the London Stock Exchange at a price of \$24.60 under the ticker symbol AML. Only 25 percent of the company was floated, with a total 57 million shares being listed. The opening price, which was in the middle of the range Aston Martin detailed in its prospectus, valued the company at \$5.6 billion. So, if you are feeling lucky, you can restructure your retirement portfolio. (10/12) The German touring car series known as [DTM](#) announced that Aston Martin will field race cars based on the Vantage sports car perhaps as early as the 2019 season. DTM cars currently run 4.0-liter V-8 engines but will switch to 2.0-liter turbocharged inline-4s next season as part of a harmonization of rules with Japan's Super GT. Team R-Motorsport and HWA will establish a joint venture responsible for the development, building and running of the Aston Martin DTM racers. (10/18) The Aston Martin Valkyrie will be built around a carbon fiber structure with mesmerizing design elements to maximize downforce. For example, the hypercar features air channels in the front wheel wells and massive venturi tunnels run the length of the car to produce most of the downforce. The carbon fiber moldings will be processed by [TenCate Advanced Composites](#), a company Aston Martin has already worked closely with. All of the materials will be sourced from TenCate's European "Center for Excellence" in Langley Mill, United Kingdom. Powering the mass of carbon fiber and other materials will be a naturally aspirated 6.5-liter V-12 engine and a KERS-style hybrid system pushing the total output to 1,130

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horsepower. If everything goes as planned, the first production cars should reach their owners in early 2019. (10/24) In last month's newsletter, I mentioned that Aston Martin was coming out with a [convertible](#) version of its DBS Superleggera coupe. Recently the drop top version has been seen testing in Germany. The drop-top should pack the same 5.2-liter twin-turbo V-12 engine as the DBS Superleggera coupe. This engine, paired to an eight-speed automatic transmission, makes 715 hp and 664 lb-ft of torque, propelling it from zero to 62 in roughly 3.4 seconds. Unfortunately, the convertible will likely cost more than the \$308,000 price of the coupe.

Bentley (VW): (9/24) The all-new Bentley Continental GT has won Gold in two key categories of the prestigious [German Design Awards](#). The luxury Grand Tourer was named winner by a jury of independent experts in the categories for best 'Exterior Premium Brand' and best 'Interior'. Designed, engineered and handcrafted in Great Britain, the third generation Continental GT blends the highest level of attention to detail and artistry with refinement and performance, displaying the very essence of the Bentley brand. The all-new Continental GT profile is longer and lower than its predecessor, due in part to the positioning of the front wheels 135mm further forward. This allows the bonnet to be extended and the nose to be lowered, while the key signature lines of the original model still dominate. Inside, the exquisitely styled dashboard is sculpted by long-flowing wings and includes the innovative and industry-first Bentley Rotating Display. Pillow knurling replaces mechanical knurling in some areas, for a softer, more refined feel to the switches and controls.

Jaguar (TATA): (10/5) If you are planning to expand your British car garage, here's a deal for you. Currently for sale is a [Jaguar XJ-S](#) coupe built to compete in Trans-Am in 1978, powered by a 580-horsepower V12 engine connected to a dogleg manual gearbox. The reigning 1977 Trans-Am champion Bob Tullius wanted to drive something with a British nameplate for the 1978 season, so he had Jaguar build a brand-new XJ-S body shell with stock suspension. He then added a 525-horsepower carbureted version of Jaguar's single overhead-cam V12 engine, modified the suspension, and tweaked to engine to 580 hp. By round eight of the 1978 championship at Road America, he had secured the driver's title. It would just take two more races to secure the manufacturer's title for Jaguar. This XJ-S is the first of just two built and underwent a restoration a few years back. You can find it on Classic Driver with an asking price of \$190,151 at current exchange rates. (10/11) Jaguar might have been hiding the truth when describing their [XE SV Project 8](#) muscle car. Jaguar claimed that the supercharged V8 in the Project 8 delivered 592 hp. However, in recent dyno testing, the Project 8 cranked out 620 hp at the crank, which translates to 485 hp at the wheels. Perhaps that is why the outrageous four door sedan set a Nürburgring record when it lapped the lengthy circuit in just 7:21.23. All of the power is dished out to all four wheels and can propel the Project 8 from 0-60 mph in just 3.3 seconds and on to a top speed of 200 mph. Jaguar's SVO division is only selling 300 examples of its super sedan with a price tag starting at \$192,000. (10/11) In previous newsletters, I reported on two possible changes for Jaguar. First, that they might drop the V8 option on their cars. Second, that the current F-Type sports car might be replaced with a mid-engine version. However, the latest news is that a 4.4-liter twin-turbo [BMW V-8](#) engine could be used next F-Type. The BMW V-8 has been tuned to provide between 456 hp and 600 hp various BMW configurations. Furthermore, the next F-Type model will reportedly move to a 2+2 configuration to compete with the Porsche 911. As for moving to a mid-engine layout, those plans don't refer to a F-Type replacement, but a completely different sports car from Jaguar. (10/12) We have all seen the trend of automakers switching to electric powerplants. Now Jaguar management is considering a radical plan to turn Jaguar into a [premium electric car](#) brand to rival Tesla. This is similar to the strategy Geely is undertaking for its Polestar performance brand, Aston Martin Lagonda, and Pininfarina. According to *Autocar*, Jaguar management could see the lineup transition to a fully electric one within the next five to seven years. If the plan goes ahead, the next EV after the I-Pace would be a redesigned XJ due in about two years. Later, the slow-selling XE and XF, as well as the F-Pace, would be replaced by a new electric crossover, and the E-Pace would be replaced by a redesigned I-Pace. A redesigned F-Type is due out in the coming years, along with a new J-Pace mid-size SUV, and under the plan these too would be replaced by electric successors toward the end of the next decade. (10/15) The Jaguar I-

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PACE all-electric SUV has been named as [Sunday Times Car of the Year](#) at the inaugural News UK motoring awards. The I-PACE was also named Green Car of the Year, securing its fifth major award since its worldwide reveal in March. With a 292-mile range (WLTP), five seats, zero emissions, the I-PACE is both a practical and exhilarating SUV, packed full of the latest innovations. The I-PACE will be able to achieve a 0-80 percent battery charge in 85-minutes using DC charging (50kW) and offer a range of up to 292 miles on a single charge. (10/22) My Jaguar XJ8L, "Jenny," is extremely quiet while idling at the stop light. However, the new breed of electric cars is virtually silent in operation, and that can make it dangerous for pedestrians who are blind or simply not paying attention. Numerous governments around the world will mandate electric cars make some form of noise under a certain speed. Jaguar has released a YouTube video detailing how it developed its [Audible Vehicle Alert System \(AVAS\)](#) for the I-Pace electric SUV. The brand is rather proud that its system is ready before regulations go into effect in the United Kingdom and has the UK's Guide Dogs Charity seal of approval. Its digital whirring tone is not unlike what a futuristic hovercraft or a landing UFO might sound like. (10/31) As the first luxury electric car to truly challenge Tesla, the Jaguar I-Pace earns a spot as a nominee for Motor Authority's [Best Car To Buy](#) 2019 award. Jaguar's first battery-electric vehicle, the I-Pace, uses a 90-kwh battery to feed twin electric motors (one per axle) to generate a total of 394 horsepower and 512 pound-feet of torque. This setup can rocket the I-Pace 0-60 mph in 4.5 seconds. The EPA-rated range of 234 miles is likely to fall right in line with the German competitors when they arrive.

Land Rover (TATA): (10/9) Land Rover is building a one-off Defender for famed London department store [Selfridges](#). The truck will serve as centerpiece of the currently under-construction men's wear department scheduled for an October 29 reveal. To get the Defender into the store, the truck was stripped down to its chassis so Land Rover Classic team members could shove it through a first-floor window. Now it's being reassembled ahead of the grand reopening of this section of the store. This particular Defender started out as a 110 pickup before the Land Rover Classic team converted it into a 110 Soft Top convertible. The truck will feature Bronze Green paint with half-height doors and a fold down front windshield. Gorgeous wood slats for the bed floor will round out the exterior style. The upgrades under the skin include a 400-horsepower V-8 engine with 400 lb-ft of torque linked to a ZF 8-speed gearbox. Not bad for a Defender that does not go anywhere. At least for now. (10/13) A Range Rover Sport has completed the first ever self-driving lap of one of the UK's most challenging road layouts. A prototype [self-driving Range Rover Sport handled the complex Coventry Ring Road](#), successfully changing lanes, merging with traffic and exiting junctions at the speed limit of 40mph. The trial is part of the £20 million government-funded project, UK Autodrive, which ends this month after a three-year program. Jaguar Land Rover engineers have completed significant self-driving technology testing on closed tracks before heading onto public roads in Milton Keynes and Coventry. Coupled with the UK Autodrive research, the vehicle can now autonomously handle roundabouts, traffic lights, pedestrians, cyclists and other vehicles on complicated roads. It can also park itself. (10/20) Hemmings Motors has listed a [1988 Land Rover Defender 110 Tithonus](#) for sale. This LHD truck began life in the UK and was reborn as a military truck fitted for Radio (FFR) although the radio has been removed as part of the decommissioning in order to sell it to the public. The truck was built for British Radio Officers only and went into duty in Germany, thus the reason why it was fitted with a left-hand drive (LHD) steering wheel. The truck has a green exterior and black interior. The Tithonus Project was started by the Ministry of Defense in the UK as a cost saving measure in 2007-2008. They handpicked 1985-88 110 models for an "extensive factory rebuild" coined the "Tithonus Project". Each was taken down to a nut and bare-metal respray and meticulously reassembled with British Military heavy duty axles/wheels and ultra-dependable diesel engines. Asking price for the truck is \$29,780 OBO This is a safe investment, as this is a super rare Defender 110 model with low miles. The vehicle is located in Rhinebeck, NY.

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Lotus (Geely): (10/1) Lotus announced that the latest injection of much-needed funding will include plans transforming the [Hethel headquarters](#) into a customer experience center, heritage center and museum. The site, which was once a WWII airbase, will place the customer experience center along the pit lane of the company's test track and will house all Lotus cars as customers order their particular vehicle. The heritage center and museum will actually incorporate the original site's main office and executive suites, including Lotus founder Colin Chapman's personal office. Additionally, the space will include a new restaurant to play host to numerous activities. Finally, Lotus will renovate the current clubhouse, located in the control tower dating back to the WWII airbase, and develop a rooftop terrace and modern facilities for future track-based activities.

McLaren: (10/2) I mentioned in an earlier newsletter that McLaren was thinking about offering a drop-top version of the 720S coupe. The [McLaren 720S Spider](#), the open-top version of the giant-killing 720S coupe, has been somewhat outed ahead of schedule as the drawings depict what the car will look like. It's no surprise the 720S Spider looks like a 720S coupe without a roof. When McLaren was asked about the 720S Spider, a spokesperson confirmed the company plans to launch such a model. Expect the same twin-turbo 4.0-liter V-8 engine from the coupe to power the convertible with 710 horsepower and 568 pound-feet of torque. The 0-62 mph time should be around 2.8 second time with a top speed of 212 mph. (10/14) McLaren gave a tempting look of its upcoming successor to the legendary F1. Called the Speedtail, it is making the rounds under the [code name BP23](#) and it will be McLaren's fastest, most powerful road car to date. McLaren claims it will have 1035 hp using a hybrid system of the McLaren 4.0-liter twin-turbocharged V-8 with an electric drive system permitting it to reach 250 mph.. The Speedtail will mimic the F1's center seating position with a passenger seat located either side of the driver and is sold as a “hyper-GT.” Since the center driver position prohibits side air bags and the Speedtail uses rearview cameras, it is not road drivable in the U.S. (10/21) The virtual hypercar known as the McLaren [Ultimate Vision Gran Turismo](#) is entering production. Code-named the BC03, this is a special commission by a loyal McLaren customer to be built by McLaren Special Operations. The BC03 is expected to be an extremely light track-focused model with likely a 4.0-liter twin-turbocharged V-8 supplemented with an electric motor at each of the front wheels. The result was a combined output of 1,135 horsepower and 940 pound-feet of torque. The weight of the car was said to be only 2,204 pounds.

MG (SAIC): (10/4) [MG Motor UK](#) continues to be the fastest growing car manufacturer in the UK after achieving its most successful Q3 ever. Boosted by the launch of New MG3, the latest iteration of its successful B-segment hatchback, MG sold over 2,400 cars in Q3, beating last year's volume by almost 82%. September's sales results, taken from the latest Society of Motor Manufacturers & Traders (SMMT) market report, show that MG topped 1,000 registrations in a single month for only the third time ever, reaching an impressive 1,010 sales in the plate-change month. This represents a 20% volume growth in a challenging market which fell by over 20% versus 2017. (10/19) [The Covenant Car Company](#) (TCCCI), official distributor of Chevrolet and Volvo cars in the Philippines, announced that it is now the exclusive importer of the MG (Morris Garages) brand of vehicles as well. With the addition of MG to its lineup, TCCCI announced that it will be introducing six new MG models in 2019, along with the establishment of 16 independent MG Dealer Partners across the country. In the meantime, MG marks its reentry to the local automotive market with the introduction of three brand new passenger vehicles: the MG RX5 compact SUV, MG ZS crossover SUV, and the MG6 fastback sedan. While the dealer network is being established, aftersales service for MG vehicles will be handled by MG-Philippines accredited service outlets. Beginning January 2019, MG will launch a ‘Mobile Garage’ service caravan where MG car owners can have preventive maintenance services done at their own garage or other designated locations.

BRITISH CAR NEWS

Morgan: (10/9) In 2019, the [Morgan Motor Company](#) turns 110 years old. To celebrate, Morgan has created a special version of each of their four models called 110 Anniversary models. The Plus 4, 4/4, Roadster, and 3 Wheeler will be given unique badging and a few upgraded parts for added performance and style. The Plus 4 and Roadster, for example, each are fitted with a revised front valence, leather bonnet straps, and a rear-exit sports exhaust. For the 3 Wheeler, customers can pair any solid exterior color with a set of black roll hoops, black exhaust head shields, and a body color-matched engine cowl. Like the other 110 Anniversary models, the interior includes quilted leather stitching, storage pockets, and a special mohair tonneau cover. All of the items listed are offered at no additional cost. The Plus 4 starts at around \$58,000, the Roadster is about \$72,000, and the 3 Wheeler is nearly \$52,000.

Rolls Royce (BMW): (10/1) A Rolls-Royce once owned by late boxing legend Muhammad Ali will hit the auction block at Bonhams' Zoute Sale in Belgium early next month. The 1970 Rolls-Royce [Silver Shadow Mulliner Park Ward](#) convertible was bought by the champ, at the time still known by his birth name of Cassius Clay, in New Jersey for nearly \$16,000. Ali bought the car the same year he regained his boxing license. The license was suspended and his titles stripped in 1966 after he refused to enter the armed services during the Vietnam War, citing religious objections. The car is estimated to be worth between €40,000 and €60,000 (\$46,000 and \$70,000). (10/1) With all of the shootings within the Quad Cities, it is comforting to know that the [German company Klassen](#) will convert the Rolls-Royce Cullinan luxury SUV into bullet-proof Cullinan limo. The conversion SUV has a wheelbase of 170 inches with an overall length of nearly 21 feet. Powering the ultra-luxurious limo is Rolls-Royce's 6.75-liter twin-turbocharged V-12, which makes a healthy 563 horsepower and 627 pound-feet of torque. The Rolls-Royce Cullinan limo boasts a standard level seven ballistic protection; however, buyers can upgrade to level nine at an additional cost. The standard Cullinan SUV starts at \$325,000 before any Rolls-Royce personalization features or options, but the first Cullinan stretch limo is already for sale with a \$2.08 million price tag. It would be a lot cheaper to move. (10/6) The [Rolls-Royce Cullinan](#) is their first SUV aimed at Range Rovers and Bentaygas owners. With a starting price of \$325,000 the Cullinan is the most expensive SUV offered by a mainstream manufacturer. The dash wears leather stamped with the texture of a pricey piece of luggage and the entire cabin's wrapped in wood trim cut from a single roll of veneer. The first four-wheel-drive Rolls-Royce wagon weighs 6,069-pound and is powered by a twin-turbocharged 6.8-liter V-12 with 563 horsepower and 627 pound-feet of torque. It takes 5.0 seconds to scoot from zero to 60 mph with a 155-mph top speed. There's an "Off-Road" button on the console that can toggle through six traction modes (snow, wet grass, sand, rough trails, mud, and gravel) and it can wade through about 21 inches of water, but intense rock-crawling just isn't the Cullinan's game. There's no Sport mode to dial in a firmer ride, and instead, the Cullinan cruises along, almost oblivious to the conditions of the world beneath it. (10/15) The Rolls-Royce Cullinan marked the first time the British luxury marque expanded its horizons to the SUV segment. As recently as last year, CEO Torsten Müller-Ötvös said Rolls-Royce didn't need a hybrid as hybrids are merely "interim steps" and they are not a part of the company's strategy. But now sources list a [hybrid variant](#) and the potential power bump as two near-term offerings for the SUV. Parent company BMW Group also said electrified Rolls-Royce models are part of a broader strategy in the future, which appears to further undercut Müller-Ötvös' previous sentiment. Aside from the Cullinan, Rolls-Royce may have a second SUV in the pipeline that would slot beneath the Cullinan, but don't think of it as the "entry-level" SUV from the brand.

Speak in French when you can't think of the English for a thing.

LEWIS CARROLL, "Alice Through the Looking Glass"

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Issues To Diagnose

Identify the sound your car might make



ANSWER TO CAR QUESTION:

English inventor Thomas Parker, who was responsible for innovations such as electrifying the London Underground, overhead tramways in Liverpool and Birmingham, and the smokeless fuel coalite, built the first production electric car in London in 1884, using his own specially designed high-capacity rechargeable batteries. Parker's long-held interest in the construction of more fuel-efficient vehicles led him to experiment with electric vehicles. He also may have been concerned about the malign effects smoke and pollution were having in London. [Cough, cough.]



Electric Car built by Thomas Parker