

# QUAD-CITIES BRITISH AUTO CLUB

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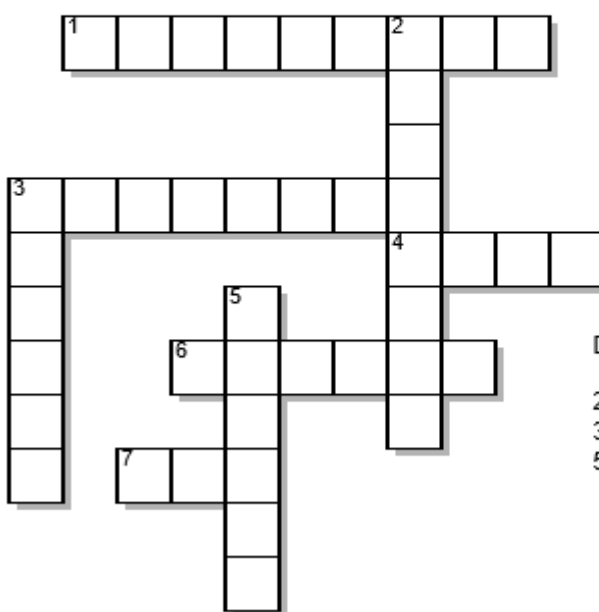
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## THE QCBAC

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

## British to US Puzzle

Clues that start with "S"



### ACROSS

- 1 Stroller
- 3 Slingshot
- 4 Streetcar
- 6 Scientist
- 7 Simpleton or hillbilly

### DOWN

- 2 Slaughterhouse
- 3 Satisfied
- 5 Sherbet



1967 Triumph TR4A  
Heartland Autofest  
Le Claire, IA - 2016

## QCBAC CONTACTS

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## BRIT CAR QUESTION

The TVR Motor Company was started in 1947 by Mr. Wilkerson from Blackpool shortly after he left school at the age of 14 to start an engineering apprenticeship.



2018 TVR Sports Car  
(envisioned)

He was joined by auto enthusiast Jack Pickard and together they formed TVR Engineering which later produced the TVR cars. Where did they get the name "TVR" from?

The answer is at the end of this newsletter.

## QCBAC DINNER

We had a cozy group of thirteen QCBAC members meet at the Los Agaves Restaurant on 13 August for the monthly dinner. Jerry indicated that their house is almost finished and the clean-up phase has begun. Go Jerry!

## FUTURE QCBAC EVENTS

|                      |                   |               |
|----------------------|-------------------|---------------|
| September Dinner     | 17 September 2017 | 4:00 pm       |
| Front Street Brewery | 208 E River Drive | Davenport, IA |

### *Our Premiere Event:*

The Heartland British Autofest that took place on 5 Aug in Le Claire, IA was a huge success. Congratulations to the winners and "thank you" to everyone involved, especially to Autofest Chair Frank Becker who volunteered to take over the massive project.

## OTHER CAR CLUB EVENTS

|                                                                                                      |                                                   |                                        |
|------------------------------------------------------------------------------------------------------|---------------------------------------------------|----------------------------------------|
| Planes, Trains & Autos<br>Downtown                                                                   | 9 September 2017<br>Geneseo, IL                   | 7:00 am – 2:00 pm<br>Free registration |
| British Car Union<br>1200 W Algonquin Rd                                                             | 10 September 2017<br>Palatine, IL                 | 9:00 am – 3:00 pm<br>(Near Chicago)    |
| 2017 River to River (IA route)<br>Note: Cruise the Ones on 14 Sep in Davenport ends at Old Cars Home | 15-17 Sep 2017                                    | Retro Road Trip 2017                   |
| Cruise to Mt. Carroll<br>Downtown                                                                    | 16 September 2017<br>Mt. Carroll, IL              | 4:00 pm – 9:00 pm                      |
| Rock Island Classic<br>Edgewood Church                                                               | 23 September 2017<br>2704 38 <sup>th</sup> Street | 1:00 pm – 4:00 pm<br>Rock Island, IL   |

It used to be that if your automobile broke, the teenager down the street with the wrench could fix it. Now you have to have sophisticated equipment that can deal with microchips. We're entering a world in which the complexity of the devices and the system of interconnecting devices is beyond our capability to easily understand.

**Howard Rheingold**

|               |                                                                  |
|---------------|------------------------------------------------------------------|
| Puzzle words: | Abattoir, Boffin, Catapult, Chuffed, Pushcar, Sorbet, Tram, Yob, |
|---------------|------------------------------------------------------------------|

# TVR Motor Company



## COMPANY BEGINNINGS

The founder of TVR, Trevor Wilkinson, was born 14 May 1923 in Blackpool of NW England. Wilkinson left school at 14 to start an engineering apprenticeship at a local garage and in 1946 purchased an old wheelwright workshop to start an engineering business that he named Trevcar Motors. In 1947, a local auto enthusiast Jack Pickard joined the company and soon Trevcar Motors was renamed to TVR Engineering. It continued to find general mechanical engineering work through the next few years.

In 1949, TVR built its first original chassis. The Hotchkis-style rear suspension used the live axle from a Morris Eight, and the front suspension was of an independent trailing-arm design. The engine was a Ford 1172cc sidevalve from a 1936 van, tuned to 35hp. Even before the car was bodied, it was crashed by the man hired to create the bodywork, Les Dale. After repairs, the body was styled and built from aluminum, and painted British racing green. Later, TVR Number One was sold to Wilkinson's cousin for £325. It was later crashed and salvaged for parts.

TVR Number Two used the same chassis as the first car, using the rear axle, springs, dampers, brakes, and steering from the Morris Eight, as well as the same sidevalve Ford engine. The front suspension design was changed to use wishbone control arms and a single transverse leaf spring. Although a local auto enthusiast purchased the car for competition use, it was eventually registered for road use in 1952.



*TVR No. 2 after its body refresh.*

After the sale of the Number Two car, TVR began work on Number Three, which again used the same chassis and suspension design. Instead of the sidevalve Ford engine, it was fitted with the 1200cc 40hp OHV four-cylinder engine from an Austin A40. Driven by Wilkinson in a number of car club events (such as sprints and hillclimbs) in 1952 and 1953, the car was quick enough to earn several awards.

## Sports Saloon (1953–1955)

In the summer of 1953, Wilkinson and Pickard began working on the design of a new chassis, which was intended to accept the engine, gearbox, and other components from the Austin A40 (including the independent coil-spring front suspension and rear axle).

## TVR ENGINEERING



*TVR with RGS Body Shell*

Significantly, it did not incorporate an upper body frame, and the engineers intended to provide the car, called the “TVR Sports Saloon,” for sale as a kit with a fiberglass body. Approximately twenty of these chassis were built, although only three were purchased as a kit with the fiberglass bodyshell that Wilkinson had originally selected, the RGS Atalanta body manufactured by special builder Richard G. Shattock. The kit was first offered for sale in 1954 for £650.

It was with this car that TVR first produced a brochure to advertise a product: it quoted some figures, such as the car's 1400lb weight and 0-60 mph time of 13 seconds. It was also on the TVR Sports Saloon that the first incarnation of TVR's badge appeared, designed by a young art student and Wilkinson's friend, John Cookson.

TVR also sold kits with Microplas Mistral bodies, and at least two different styles from Rochdale Motor Panels & Engineering Ltd. The engines fitted were typically the Ford 1172cc sidevalve or Austin A40 1200cc OHV. There was at least one instance of a car being fitted with the 1489cc BMC B-Series engine and one built to accommodate a customer's 2½-liter Lea-Francis engine.



*1956 Mistral*

### The Jomar

In 1955, the company started development of new semi-spaceframe chassis with a central backbone. In contrast to the earlier chassis, the new design allowed for the seats to be mounted low (six inches from the ground) on either side of the backbone tunnel. The trailing arm suspension from the Volkswagen Beetle was used for both the front and rear suspension, setting the precedent of all-independent suspension for TVRs in the future.

## TVR ENGINEERING



*Jomar Mark II*

Later in that year, Ray Saidel, indicated that he would be interested in purchasing a TVR chassis fitted with a Coventry Climax FWA engine. TVR completed the chassis in May 1956 and it was mated to an aluminum body. This car was the first of several to be designated "Jomar\_Mk2" (the name being derived from Saidel's children, Joanna and Marc, and the fact that this generation of the car was the second after the first Dellow-chassis Jomar.)

### Open Sports and Coupe

In mid-1956, Wilkinson and Pickard created the first original TVR body style to be fitted on the Jomar-style chassis. Although never officially named, this car is usually referred to as the TVR Open Sports. Either three or four TVR Open Sports were built in total, although the true number is not known due to incomplete records.



*1956 TVR Open Sports*



*TVR Coupe*

To address the lack of daily-use practicality, the designers at TVR created a fixed-head notchback coupe body known as the TVR Coupe. As with previous models, it was offered with the choice of several engines, and when the Ford sidevalve was selected, the customer had the further option of fitting a Shorrock supercharger. One of the Coupes was used by the factory as a demonstrator model, and was driven by Mike Hawthorn.

## TVR ENGINEERING

### The Grantura

The next model produced by TVR was the Grantura Mark 1, which used a fastback-style body over the existing chassis design. Engine options included the Ford 100E sidevalve (normally aspirated or supercharged), the Ford 105E OHV unit, two different Coventry Climax units, or the MGA's BMC B-series.

The TVR factory sent the first Mk1 cars to Ray Saidel in the United States, where they would be offered for sale as the "Jomar Coupe" or the "Jomar Gran Turismo Coupe", depending on which engine had been fitted. The Jomar Mk2 (with fiberglass or aluminum bodywork and the Climax engine) was listed as "... *only 930 lbs.*" and "*Outhandles Everything.*"



TVR Grantura Mk 2

### Grantura Engineering

In October 1958, TVR's debt with the bank was nearing £10,000. At that point in the year, the factory had completed as few as ten cars, and orders from the United States had almost ceased due to the lack of sales success there. In February 1959, a sister company was formed under the name Grantura Engineering Ltd. to avoid incurring the UK's Purchase Tax on sales of the cars as the kit cars that were purchased from a different company than that which supplied the mechanical components.

With the order backlog having grown to around fifteen cars by the end of March, the board voted to replace Trevor Wilkinson with Henry Moulds as the new production manager. Wilkinson would remain involved with the company, although his influence had been diminished by the appointment of Moulds as the new manager.

### TVR Cars Ltd.

By the middle of 1960, the factory employed forty-three workers, the Grantura Mk1 production was ending (with a total of 100 cars produced), and the Mk2 body shell design was nearly ready. TVR had distributors selling cars in the UK, including David Buxton Ltd. in Derby and Bill Last in Woodbridge, Suffolk.

In January 1961, Keith Aitchison and Bryan Hopton bought a controlling share of TVR. Before the end of the year, Hopton had appointed himself as chairman and renamed the company TVR Cars Ltd. Between September 1961 and February 1962, the number of orders for cars doubled, and most of the stock of finished cars had been sold.

In January 1962, the company hired Ken Richardson as a competition manager, with the intent that he would lead TVR's attempts to enter international racing. In March, Hopton entered

## TVR ENGINEERING

three Grantura Mk2As in the 12 Hours of Sebring. Only one of them would actually finish the race and TVR directors began to doubt the new leadership when they saw Bryan Hopton's tendency to overextend the company's finances in motor racing, as well as on indulgences such as luxury transport and hotels.

Sebring was the last in a series of events that led to the departure of Trevor Wilkinson, whose resignation was accepted by the board of directors on 5 April 1962. After both Wilkinson and Pickard left TVR, they together set up a specialist fiberglass engineering business. After retirement, Wilkinson moved to Minorca, Spain, where he died on 6 June 2008 at the age of 85.

Despite of the lack of success at Sebring, the company continued to enter international motor racing events in 1962. The Tulip Rally resulted in one car finishing third in its class, but the Le Mans race resulted in the single car that started the race badly overheating and retiring during the third lap. TVR cars were driven to greater success by World War II flying ace Tommy Entwistle, who, in 1962 and 1964, finished as runner-up in the Freddie Dixon Challenge Trophy race series. Entwistle won the series in 1963, 1965, and 1966.



TVR Mk 3 Grantura

By late 1962, the company was again in dire financial trouble. The Mk3 Grantura had been introduced later than expected, two of the home market distributors had gone out of business (Research Garage and David Buxton Ltd.), the Canadian government had imposed a 10% duty on cars imported from the United Kingdom, and the company discontinued its relationship with Dick Monnich, the US importer, because of his failure to pay for his orders.

Factory workers were all laid off in October 1962, and TVR Cars Ltd. moved into receivership and much of its equipment, including body molds, moved into secure storage. Fortunately for the future of TVR, its associated company, Grantura Engineering Ltd., was still in business. Bernard Williams was able to convince the receivers of TVR Cars Ltd. to allow access to the body molds as well as some partially finished body shells, and several cars were completed in late 1963 and early in 1964.

Keith Aitchison again became involved with the company in spring 1963, and remained as marketing and sales director for the following two years. Many of the factory workers and some of the directors were persistent, remaining with the company in an attempt to return TVR to profitability. Early 1963 saw the creation of Grantura Plastics Ltd., a company that handled the fiberglass molding.

Also in 1963, a new shareholder, Richard Barnaby, initiated talks with Major Tony Rolt of Ferguson Developments over the possibility of creating a four-wheel drive V8-powered TVR.

## TVR ENGINEERING

Barnaby asked David Hives to create the chassis for such a car, which he did, although TVR did not have the funds available to commit to such a project in full. It was later revealed that Rolt had been discussing a similar project with Jensen Motors, which ultimately resulted in the Jensen FF.

### Griffith

American Dick Monnich visited Blackpool and informed the directors that one of his colleagues, Andrew Griffith, was a Ford dealer based on Long Island and had been experimenting with installing a Ford 289 engine in a Grantura Mk3 chassis. This car would ultimately become known as the Griffith Series 200.



TVR Griffith 400

In October 1963, Dick Monnich, Jack Griffith, and Griffith's race mechanic George Clark finished the prototype Griffith. The acceleration of the car exceeded expectations, although the brakes and chassis had been left unmodified and were woefully inadequate. In a short period of time, David Hives at the Hoo Hill TVR factory built a second prototype that was better developed and better finished, as well as three engine-less cars destined for Griffith's business in New York. In March 1964, David Hives went to Long Island to assist Bob Cumberford in building a pattern and plug for the Griffith 600 series, and he also helped set up the production line with George Clark. The Griffith factory established in Syosset, Long Island began manufacturing the cars from engine-less cars imported from the Hoo Hill TVR factory.

During a 1964 dock strike, David Hives was called back to the TVR factory in England and put in charge of building the Griffith 400 Series. After six Months of working on the 400 series, Hives handed the car over to Chris Laurence to finish off development work so that he could concentrate on the upcoming Trident project.

The 1964 dock strike in the US severely damaged Jack Griffith's ability to import cars. Griffith was then unable to meet his financial obligation to Ford, which stopped supplying drivetrain components. Ties with TVR were also then severed, and the already-struggling TVR was no longer able to continue. In September 1964, a director meeting was held at TVR, and it was announced that the company would be stopping production and closing the factory at Hoo Hill. TVR went into liquidation in November of that year.

## TVR ENGINEERING

### Trident



TVR Trident Roadster

Prior to its closing in 1965, TVR produced four prototypes of a car named the Trident. The Trident was powered by the same Ford V8 found in the Griffith, and the body was hand-built of aluminum and steel by Carrozzeria Fissore in Italy. The styling was the work of Trevor Fiore who designed the shape for the Lea Francis Francesa (a roadster that never reached production).

When TVR collapsed in 1965, the third and fourth Tridents were under construction at the time, and they were put into storage. In the wake of the company's liquidation, TVR dealer Bill Last acquired the rights to the Trident by some means not viewed as legitimate by later TVR management. In 1966, Bill Last established Trident Cars, Ltd. and started building the car under the model name "Clipper".

### Lilley TVR

In late 1965, Arthur Lilley and his son Martin Lilley purchased the assets of TVR to mitigate their personal losses of £2000 worth of TVR shares. TVR Engineering Ltd. was then formed on 30 November 1965, with Arthur as chairman. Arthur offered David Hives the position of General Manager and Senior Designs and Development Engineer, which David accepted. After two years of this arrangement, Hives asked Arthur Lilley to appoint his son Martin as managing director while Hives went to America to talk to Gerry Sagerman about the importation of TVRs. This ultimately resulted in Sagerman establishing TVR Cars of America.

TVR unfortunately had no outstanding orders to fulfill, and significant outstanding debt to suppliers. Additionally, members of previous work force had apparently stolen parts and damaged machinery out of spite when they were laid off.

In the final days of 1965 and into early 1966, the new workforce gained confidence in the Lilley management. The factory began to ramp up production of the Mk3 1800S. During the period, some partially finished cars were delivered as kits to Martin's Barnet Motor Co. car dealer business, where they were finished.



1966 TVR 1800S

## TVR ENGINEERING



*Tina Marshall with Tina car*

TVR tasked Carrozzeria Fissore to build the coachwork for the steel-bodied prototype TVR Tina (named after Gerry Marshall's daughter). David Hives was heavily involved with the Tina project, and went to Italy with Arthur Lilley to inspect the car. After the 1966 Turin Motor Show, Hives was dismissed by Martin Lilley and was then hired by Bernard Williams and Bill Last to assist in the building of the Trident Clipper.

In January 1967, after production of the Griffith had been discontinued, TVR unveiled the Tuscan V8, initially in short-wheelbase and then long-wheelbase configurations. It was first displayed at the Racing Car Show at Olympia, in London. The Tuscan did not provide the economic boost to TVR that the Lilleys had hoped, and it was only built in low volume.



*1967 TVR Tuscan V8*

### Vixen

The TVR Vixen Series 1 was unveiled at the British motor show in October 1967. It proved popular, and generated many new orders for cars. With the launch of the Vixen, TVR transitioned back to making their own fiberglass bodies, rather than depending on Grantura Plastics to build them. The Vixen S2 was the first car to yield a profit for TVR.



*TVR Vixen Series I*

Despite the sales success of the Vixen, the company still recorded an overall loss for 1967, and financial advisors began to recommend to Arthur Lilley that the company be shut down. Martin Lilley resolved to improve TVR's financial fortunes with increased production in 1968.

Around this time, in early 1968, the prospect of putting the TVR Tina into production became infeasible due to the significant expense of building a steel-bodied car. The project was cancelled, with only two Tina prototype cars made.

## TVR ENGINEERING

### New Models

Between 1969 and 1971, TVR released several new models. The Tuscan V6, equipped with the 3.0L Ford Essex V6, was intended to fill the performance gap between the four-cylinder Vixens and the V8 models. The long wheelbase widebody Tuscan V8 was built to address the cramped interior dimensions of the car, but was not commercially successful and only a very small number were produced. The Vixen S3 incorporated several minor updates to the Vixen S2, which had continued to be successful. The new 2500 model was fitted with the Triumph 2.5L inline-six engine.



*1971 TVR 1300*

Working together in 1971, Martin Lilley and Mike Bigland created yet another new model, the TVR 1300. This used the 1.3L engine from the Triumph Spitfire and was intended to offer an inexpensive model option that was also cheaper to purchase and insure.

At the British International Motor Show in 1970, TVR hired model Helen Jones to pose nude on the TVR stand, and the resulting commotion immediately generated more publicity for the company. This advertising technique was used again at the 1971 show, when Helen Jones was accompanied by a second model, Susan Shaw. Amid the chaos of the public response, the Society of Motor Manufacturers and Traders (SMMT) threatened to ban TVR from the show.

The threat by the SMMT, of course, drew even more attention to the brand. The 1971 show also marked the appearance of the M Series prototype bodywork and the prototype SM estate car. The M series was designed to replace the outgoing Vixen-based cars.



*TVR M Series*

On the evening of 3 January 1975, a fire broke out in the TVR factory, likely caused by faulty wiring in a 3000M factory demonstrator car. Several complete and nearly complete cars were destroyed, as well as many components in the company's stores. The factory walls were sandblasted to remove the coating of soot, but the sand damaged many pieces of equipment

## TVR ENGINEERING

that were not moved out first. Despite the lack of heat and electricity in the building, some limited amount of car construction began again.

### Tasmin



*TVR Tasmin 280i*

The Tasmin was released in 1980 and it received a number of positive reviews from motoring journalists who praised its chassis and handling. However, sales were very lackluster due to the car's controversial wedge styling and comparatively high price. The car's low sales coincided with the early 1980s recession in the UK, and TVR was again on the brink of financial collapse.

### Wheeler TVR

In the 1980s, under the ownership of Peter Wheeler, TVR moved away from naturally aspirated and turbocharged V6s back to large V8s, namely the Rover V8. Over time, capacity grew from 3.5 to 5 liters. In 1988, TVR sourced an Australian 5.0 liter Holden V8 and installed it in the TVR White Elephant, a prototype car built for Wheeler by John Ravenscroft.



*TVR White Elephant powered by Holden V8*



*TVR Griffith V8*

The White Elephant was the only TVR powered by the Holden V8 and it was later superseded by the Rover V8 powered Griffith prototype. In the 1990s, TVR Power modified a number of Rover V8s, but subsequently an in-house engine design was developed. The AJP8 engine, a lightweight alloy V8, was developed by engineering consultant Al Melling along with John Ravenscroft and Peter Wheeler (hence the AJP initials).

## TVR ENGINEERING

The new AJP8 engine was originally destined for the Griffith and Chimaera models, but eventually became available in the Cerbera and the Tuscan racecar.

With the TVR S Series, Wheeler started by re-introducing the traditional design elements from the M-series. This became a great success for the company, and he followed up by introducing a number of new and bold body designs including the Chimaera, Griffith, Cerbera, Tuscan, Tamora, T350, Typhon and Sagaris.



*1992–2003 TVR Chimaera*



*1996–2003 TVR Cerbera*



*2002–2006 TVR Tamora*



*2002–2006 TVR T350*

The TVR Typhon was the fastest production TVR ever built (The TVR Cerbera Speed 12 was never put into production). Only three were ever built and all three are currently in England.

It was Peter Wheeler's attempt to see TVRs race at Le Mans. It was built using modern composites, was more rigid than previous TVR and was the fastest and most expensive production car in TVR's history.



*2002–2004 TVR Typhon*

## TVR ENGINEERING

Wheeler subsequently directed the design of a straight-six derivative of the AJP8 that would be cheaper to produce and maintain than the eight. The engine became known as the TVR Speed Six engine, and, with the exception of the Cerbera (which could be specified with the AJP8) powered all late model TVRs.

### Smolensky TVR

In July 2004, Nikolay Smolensky bought the company from Wheeler, for a rumored £15 million. Despite his Russian nationality, Smolensky said he intended TVR to remain a British company.

In April 2006, TVR laid staff and announced plans to move to updated facilities in the Squires Gate district of Blackpool, citing impending expiry of the lease of the current factory in late 2006, where property owner Peter Wheeler was said to be planning to build a housing estate.

In October 2006, Smolensky announced that body production and final assembly for TVR would move to Turin with only engine production remaining in the UK. In protest, a large number of TVR owners paraded through central London on 26 November 2006. Dubbed "London Thunder," it was also an attempt at the official world record for the biggest one-marque convoy on record.

By December 2006, Smolensky had split TVR into a number of different companies with the brand and intellectual property rights being transferred to a Smolensky company. TVR Motors held the license to the brands and intellectual property in the UK, TVR Power, which handled the parts and spares business, had been sold to a management buyout; and Blackpool Automotive held the factory and manufacturing assets.

On 11 July 2007, TVR announced the relaunching of the Sagaris as the Sagaris 2, at its new center near Wesham in Lancashire, though this did not happen and the company took no action for another two years.

### Current TVR

On 6 June 2013, it was reported that Nikolay Smolensky had sold his entire ownership of TVR to TVR Automotive Ltd, a UK company led by Les Edgar & John Chasey.



*Artist rendition of new TVR car*

On 3 June 2015, TVR announced that a new car had been underway for more than a year with partners Gordon Murray and Cosworth that would be launched in 2017 followed by additional models as part of a 10-year plan. The new car would be front engine, rear wheel drive, with a normally aspirated Ford Coyote 5.0L V8 tuned by Cosworth and mated to a manual transmission.

## BRITISH AUTO NEWS

**Aston Martin:** (8/2) The redesigned Vantage is due out later this year and test models give a good indication of what's coming. Prototypes suggest the sleek and sexy design has clear influences from Aston Martin's DB10 sports car developed for the James Bond movie "Spectre." The redesigned Vantage will utilize a shortened version of the DB11's bonded and extruded aluminum platform and feature Mercedes-AMG's 4.0-liter twin-turbocharged V-8. The transmission options for the car will include both manual and automatic units. Additional versions of the car will include a convertible, hardcore AMR offering, and GT race cars. A Vantage GTE racer will serve as the basis of Aston Martin's continued World Endurance Championship and 24 Hours of Le Mans efforts. (8/2) Aston Martin has appointed for the second time in recent history a former Ferrari staffer for a senior engineering role. The British firm named Joerg Ross as its new powertrain boss. Ross' last position was head of advanced powertrain development at Maserati, and prior he held senior roles at Ferrari's Formula 1 team, Ford and German engineering firm IAV. The new role for Ross will be developing next-generation engines, transmissions and electrification technology. He will be based at Aston Martin's headquarters in Gaydon, United Kingdom and report to Szwaj. (8/14) The market for SUVs and crossovers continues and Aston Martin previewed an electric SUV concept, dubbed the DBX, at the 2015 Geneva motor show. The DBX Concept was an all-electric powertrain, but the latest report states Aston Martin will first offer gasoline engines before diving into an electric powertrain for its SUV. The engines should be a 5.2-liter twin-turbo V-12 (503 hp) and a 4.0-liter twin-turbo V-8 (600 hp) when the SUV launches. Following the production DBX's launch, Aston Martin is then expected to offer either a plug-in hybrid or all-electric variant of the SUV. However, even the first units will arrive with the DBX Concept's cameras in place of traditional side mirrors and relay their images to screens positioned inside the vehicle. (8/15) Aston Martin's Vanquish Zagato family is about to expand with two new members, and one of them is a Shooting Brake [station wagon]. The Shooting Brake with two doors and a tall rear hatch joins a roofless Speedster in the expanded Vanquish Zagato family. Existing members include the original coupe, plus a convertible. A total of 99 Vanquish Zagato Shooting Brakes will be built, plus 28 of the Vanquish Zagato Speedsters. Aston Martin says the Vanquish Zagatos are built to the same specification as the Vanquish S. That means a 5.9-liter V-12 under the hood. The engine is mated to an 8-speed automated manual transmission and delivers a peak 580 horsepower, all of which is routed to the rear wheels only. The Vanquish Zagatos should accelerate to 60 mph in around 3.5 seconds and top out at 201 mph. (8/21) During Monterey Car Week, a 1956 Aston Martin DBR1 Roadster has become the most expensive British car in the world with a sale price of \$22.6 million. Only five of these cars were ever made to compete in the World Sportscar Championship endurance series. In fact, this is chassis number 01 and it also happens to be the same car that won the Nürburgring 1,000 Kilometer race in 1959. Built under David Brown, the initials behind so many of Aston Martin's "DB" series of cars, it would go down in history as one of the most important Aston Martins ever built.

**Bentley (VW):** (7/30) Bentley Motorsport has finished in second place in the largest GT3 race in the world, the 24 Hours of Spa, with its #8 Continental GT3. In the final hour of the race,

## BRITISH AUTO NEWS

the Bentley team emerged from the pits just 10 seconds behind the #25 Audi that soon became race leader. Despite pushing hard to the end, the #8 car could not close the gap and the team celebrated second place in one of the toughest motorsport events in the world after 546 laps and more than 3,800 km of flat-out racing.

**Jaguar / Land Rover (TATA):** (7/31) More than 40 XJ220 Jaguars came together at the Silverstone Classic Saturday (29 July), in a record-breaking reunion to mark the 25th birthday of what was once the fastest production car in the world. The dramatically styled, mid-engine, two-seater supercar was introduced in 1992, with its top speed of 212.3mph making it Jaguar's quickest road-going car – an accolade it still holds to this day. Just 271 XJ220s were manufactured in tandem with Jaguar's competition partner Tom Walkinshaw Racing between 1992 and 1994 – each priced at an eye-watering £470,000 – and such is their rarity that no more than a handful have ever been seen together. Indeed, all four of the competition specification XJ220Cs in existence were on show at Silverstone, including the #52 team car, which had come all the way from Japan just to be part of the anniversary celebrations. (8/2) Panasonic Jaguar Racing brought their debut season in FIA Formula E to a close today in Montréal with both Jaguar I-TYPEs racing hard but ultimately failing to gather additional points finishing in P12 and P14. The British team now switches focus to the 2017/18 FIA Formula E season four, which begins in Hong Kong on December 2. (8/3) The Jaguar I-PACE Concept has been named Most Significant Concept Vehicle of 2017 at the 16th North American Concept Vehicle Awards. As well as achieving the highest overall score to take away the top honor, Jaguar's all-electric performance SUV also won the Production Preview Concept of the Year category. Praised for its beautiful and futuristic design, the I-PACE Concept was described by judge Ashly Knapp as a 'landmark in automotive technology'. One of the most visually arresting concepts ever produced by Jaguar, the all-electric performance SUV takes full advantage of the packaging freedom offered by electrification. Jaguar's first electric vehicle, the Jaguar I-PACE, will be on the road in the second half of 2018. (8/9) One of the all-time great Jaguar cars is the XK120. Over 12,000 examples were built between 1948 and 1954. With the 3.4-liter straight-six engine under the hood, an XK120 could reach a top speed of nearly 125 miles per hour. They were offered as roadsters, drophead coupes, and fixed-head coupes as well. A top-secret restoration project culminated in the reveal of a special 1954 XK120 SE. It is a one-of-one example with a body by Pininfarina. Over the course of the last two years, Classic Motor Cars of the UK taken to restoring it to its former glory. The plan all along has been to reveal the car after its 6,725-hour restoration at Pebble Beach.

**Lotus:** (8/10) Marking a major milestone in the history of Lotus Group International Limited (LGIL), the company finishes the financial year 2016/17 on plan. Lotus closed the year with positive "earnings before interest, taxes, depreciation and amortization" (EBITDA) of £2.0m, a major achievement compared to 2015/16 where a £16.3m EBITDA loss was recorded. There has also been a significant improvement in Profit Before Tax, from a £41.2m loss in FY15/16 to a £11.2m loss overall in FY16/17. Looking ahead, it allows Lotus to concentrate on the next stage of the business' development, and a return to full year Profit Before Tax for FY17/18.

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Key to this turnaround has been the successful introduction of a completely revised product portfolio, with new benchmark sports cars within the Evora, Exige and Elise model ranges together with the new Lotus 3-Eleven.

**McLaren:** (8/9) It happens fairly often: an automaker produces a high-performance car, and shouts its power figures to the world. It is all a bit of a game, though; because there's a chance the maker is really underrating that figure. This seems to be the case for McLaren and its new 720S. The numbers in its name point to its metric horsepower rating. Translated to 'MURICAN horsepower, the figure is 710 horsepower, calculated at the crank. This is the output figure posted for the 4.0-liter twin-turbocharged V-8 engine found in the rear of the 720S. However, when one of McLaren's 720S cars was placed on a DynoJet, figures of 694, 696, and 699 were produced. Those figures are at the rear wheels so the actual engine horsepower could be as much as 780 horsepower, possibly even higher. (8/20) An inside source says that McLaren is embracing electric powertrains by developing an all-electric supercar that will arrive after the marque's F1 successor, the codenamed BP23. Part of McLaren's development process has stemmed from experience with the P1, itself a plug-in hybrid. Additionally, McLaren has supplied powertrains for Formula E cars. Both of these factors have had tremendous sway in the production electric supercar. Ahead of the electric supercar, McLaren will introduce hybrid variants to its Super and Sports series cars as the current cars round out the end of their life cycles, per the source.

**MG (SAIC):** (8/4) The most recent new car registration stats from the SMMT show a decline in passenger car registrations in July, but MG Motor UK is continuing to outperform the market. The Longbridge-based business not only registered a total of 305 new cars across July (an increase of more than 4% year-to-date compared to 2016), but an additional five new dealerships joined the network. These impressive results are complemented by MG's growing dealer network, with five new outlets across the UK recently going live. (8/9) MG Motor UK has entered in the top 25 in the UK Car Dealer Power Survey, the annual round-up of the top performing automotive manufacturers as ranked by their own dealer network. Outperforming significantly larger and more established brands, such as Jaguar and MINI, MG Motor UK scored particularly well in terms of new car supply, warranties, bonus structure and dealer requirements. The debut ranking in the survey is further affirmation that MG is now one of the UK's fastest-growing car brands.

**Mini (BMW):** (8/14) Last fall, BMW's CEO confirmed that an all-electric Mini would return to the British maker's lineup; now, it's rumored to debut in concept form next month at the Frankfurt auto show. It is expected to preview both design elements and technical aspects that will differentiate the electric Two-Door Hardtop hatchback from regular Mini Cooper versions. The Mini E's debut may be possible with the arrival of Samsung 125-Ah "low-height pack" battery cells, scheduled to come to market only in 2019. Those cells could give the electric Mini Cooper a rated electric range of 200 miles or more in a smaller pack than is possible today. The move might do wonders for the brand's reliability as last year Consumer

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Reports saw Mini tumble four spots in the publication's annual reliability study, from 10th to 14th.

**Rolls Royce (BMW):** (8/17) The new Rolls-Royce Motor Cars Phantom made its North American debut on August 18 at 'The Quail, a Motorsports Gathering.' Rolls-Royce chose the world's most prestigious and celebrated showcase of luxury motoring, the 2017 Pebble Beach Concours d'Elegance during Monterey Car Week, to make its grand entrance in North America. In addition to highlighting the New Phantom, Rolls-Royce Motor Cars featured a curated collection of specially bespoke motor cars, designed especially for Pebble Beach. An all-new 6.75 litre twin-turbo V12 engine is the silently beating heart of New Phantom, providing a perfectly tuned level of power and performance. Engineers have also discreetly applied Satellite Aided Transmission, rear-wheel steering and a myriad of behind the scenes technology to provide an effortless experience. The New Phantom is the most technologically advanced Rolls-Royce ever.

**TVR:** (8/25) TVR is accepting reservations for its new sports car. The new TVR (Griffith?) features a 5.0 litre V8 powerplant with custom clutch, flywheel and ECU. In addition, a dry-sump and other enhancements by Cosworth together with a 6-Speed manual gearbox from Tremec are designed to deliver a class leading 400 bhp per ton power-to-weight ratio. The structure of the car utilizes the unique iStream process, which in addition to being extremely lightweight delivers exceptional torsional rigidity and passive safety capabilities. The vehicle's carbon fiber composite construction boasts a rigidity of almost 20,000 Nm per degree and is also designed to direct impact force to the tires for increased safety. The new car also features airbags, ABS and ESP. The Launch Edition will be produced as a limited run of 500 cars available for around £90,000 (\$115,208 USD).



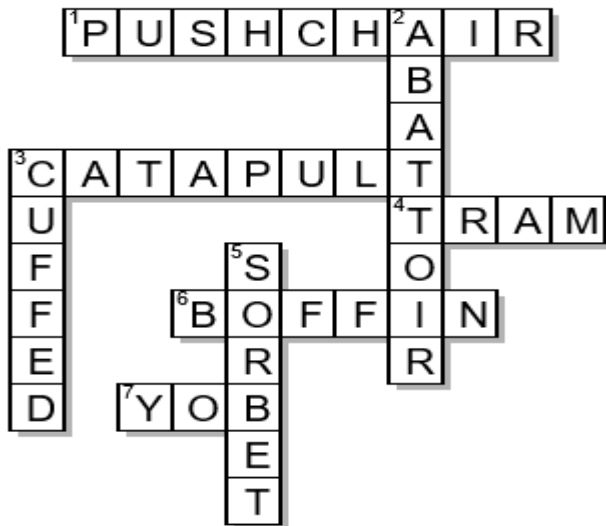
*1960 Austin-Healey Sprite – Mike Tyler  
2017 Heartland British Autofest*

## ANSWERS AND MORE

**British Car Answer:** The TVR Motor Company was first named Trevcar Motors after the owner Trevor Wilkerson. Then, the company was renamed to TVR Engineering by simply dropping some of the letters from name Trevor.

### British to US Puzzle

Clues that start with "S"



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*2017 Heartland British Autofest – Le Claire, IA*