QUAD-CITIES BRITISH AUTO CLUB

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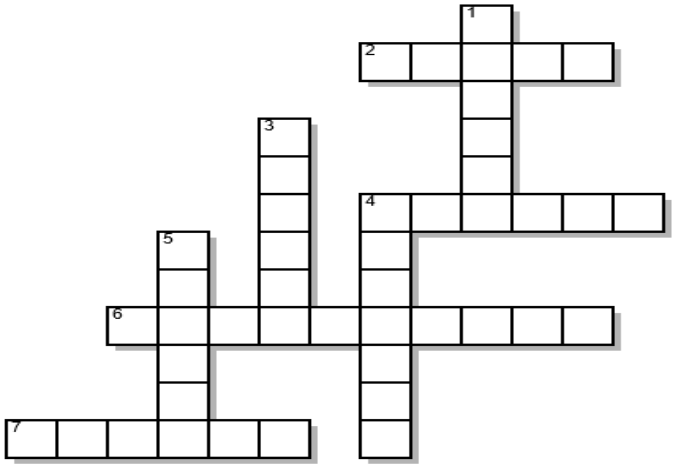
1960 MG A
Heartland Autofest
Le Claire, IA - 2017

THE QCBAC

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

American to British Puzzle

Clothing



Across
2 Dress
4 Plaid
6 Raincoat
7 Sweater

Down
1 Derby hat
3 Parka
4 Cuffs
5 Suspenders

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BRIT CAR QUESTION

The Perfect Storm:

The Lister car company began to design the Lister Storm race car in 1993. It used the largest V12 engine at that time for its power plant, a 7.0 L (427 cubic inch) producing 547 hp.

1993 Lister Storm

From which manufacturer did the Lister company get this V12 engine?

The answer is at the end of this newsletter.

QCBAC DINNER

A nice sized group of twenty QCBAC members met at Old Chicago in Bettendorf on 15 October for the monthly dinner. "The one thing that I know is that you win with good people," Don Shula. Our dinners are always winners.

FUTURE QCBAC EVENTS

Board Meeting	7 November 2017	5:30 pm
El Mariachi's	1317 15th Street	Moline, IL

Fourth Quarter meeting for Board Members and Car Show Chairman

November Dinner	12 November 2017	4:00 pm
Granite City	5270 Utica Ridge Road	Davenport, IA

Christmas Dinner:

The QCBAC Christmas will take place on 10 December at Montana Jacks, 5400 27th St, Moline, IL. RSVP to Linda Weber: john.weber2@mchsi.com by 30 November so the appropriate space can be reserved.

There is a time—nobody can predict when—when there will be no combustion engines [in cars]. That will take a long, long time, but it will happen.

Torsten Müller-Otvös, CEO, Rolls Royce (July 2017)

Puzzle words:	Anorak, Bowler, Braces, Frock, Jersey, Mackintosh, Tartan, Turnups.

Lister Cars

Brian Horace Lister was born on July 12 1926, one of two sons of Horace and Nell Lister. His father Horace had trained as an engineer at Brotherwood's, a torpedo manufacturer in Peterborough, and worked at the family engineering firm established by his own father, George after the First World War. Brian H. Lister started out working for his family's Cambridge-based engineering firm. A growing interest in motorsport led to him entering events at the wheel of a Morgan 4/4 in the late 1940s, but he was already planning to build his own car.

1947 Morgan 4/4

1951 Lister Asteroid

His first creation was based around a very early Tojeiro chassis that Lister fitted with an 1100cc JAP V-twin engine, plus independent transverse-leaf suspension front and rear. The lightweight car was known as The Asteroid, and proved very quick – especially in the hands of his driver Archie Scott Brown.

LISTER CARS

In 1954, Brian Lister brought out a series of sports cars that used a tubular ladder chassis, de Dion rear axle, and inboard drum brakes. They used an MG engine and stock gearbox. The cars debuted at the British Empire Trophy at Oulton Park in 1954 driven by former MG pilot Archie Scott Brown. Later, the cars used a Moore-tuned Bristol two-litre engine and knockoff wire wheels. In the sports car race supporting the 1954 British Grand Prix at Silverstone, Scott Brown won the two-litre class.

1954 Lister-Bristol

1955-57 Lister-Bristol (BHL9)

In 1955, a handful of Lister-Bristols were built with a new body built by an ex-Bristol employee with the aid of a wind tunnel. However, it was less successful than the original Lister-Bristol of 1954. Lister moved up to a six-cylinder motor from a Formula 2 Maserati A6GCS, while customers continued to receive the Bristol motor. Lister also attempted single-seater racing with a multi-tube chassis powered by a Coventry-Climax motor and an MG gearbox, but the car was a failure.

For 1957, Lister redesigned the car around a 3.4 litre Jaguar D-type XK inline-six, with an aerodynamic aluminum body. It was tested by racing journalist John Bolster, performing a 0–100 mph (0–160 km/h) run in 11.2 seconds. Driver Archie Scott Brown won the 1957 British Empire Trophy in the new Lister-Jaguar.

1957 Lister with 3.4 liter Jaguar XK I6

1958 Lister Knobbly Prototype

Refined again in 1958, the Lister-Jaguar entered international competitions. Brown was killed that season when he crashed the Lister-Jaguar at Spa-Francorchamps. Lister also developed another single-seater car based on the Lister-Jaguar, for use in the unique Race of Two Worlds at Monza. Cars from this era are affectionately known as the "Lister Knobbly" cars, due to their curved bodywork.

For 1959, Lister hired aerodynamicist Frank Costin who produced entirely new bodywork built around a new Chevrolet Corvette powerplant. However, the front-engine layout of the new Lister-Chevrolet was quickly eclipsed by the rear-engine layout of the new Cooper sports car. By the end of 1959, Lister withdrew from competition, although production of sports cars continued for customers.

1959 Lister Chevrolet

1964 Lister Sunbeam Tiger

In 1963, Brian Lister was chosen by the Rootes Group to prepare the Sunbeam Tiger for the prototype category of the 24 Hours of Le Mans. The Ford V8-powered Tiger was developed while Lister constructed the chassis at the Jensen factory. Lister beefed up the suspension and brakes, added an aerodynamic fastback hardtop with a raked windscreen and a Kamm tail. The 260 cu in (4.3 L) Ford V8 engine was tuned by Carroll Shelby to give it 275 hp instead of the stock 160 hp.

The cars were designed with a top speed of 170 mph (270 km/h), but were developed too quickly and both suffered engine failures. Neither of the $45,000 cars finished the race. Rootes later received a refund for the engines. The two cars and one prototype mule still exist.

The Lister company returned in 1986 as Lister Cars Ltd. based in Leatherhead, Surrey, with engineer Laurence Pearce tuning approximately 90 Jaguar XJSs, improving their capable top speed to over 200 mph and with an asking price of over £100,000. This led the company to design a new sports racer, the Lister Storm in 1993 that would use the largest V12 engine fitted to a road car up to that time, a 7.0 L Jaguar unit.

1993 Lister Storm race car

2003 Lister Storm LMP

The Storm was later developed for motorsport in various guises, winning the FIA GT Championship in 2000. Lister later developed a bespoke Le Mans Prototype, the Storm LMP in 2003. The LMP used a Chevrolet made V8 and appeared sporadically with its best result being victory in the 2004 Vallelunga 6 Hours.

In 2012, Lawrence Whittaker and his father, Andrew, visited the Lister factory to source parts while restoring a Lister Knobbly. This visit resulted in negotiations for them to purchase the Lister Motor Company. In 2013, ownership of George Lister Engineering Limited of Cambridge, original intellectual property rights, the plans and drawings for all original Listers, as well as the property rights of Pearce's Lister Cars were bought by Andrew and Lawrence Whittaker, who also own car warranty company Warrantywise. The new company, along with its associated components, was rebranded as the Lister Motor Company Ltd. Ten months later, the Lister Motor Company announced the build and sale of the Lister Knobbly to mark 60 years since the first Lister Racing Car was built.

The new company started building of the original Lister designs in 2014 to celebrate the 60th Anniversary of The Lister Motor Company. The Lister Knobbly was driven by some of the most notable racing car drivers of the 50s including: Archie Scott Brown, Stirling Moss, Ivor Beaub, Bruce Halford and Innes Ireland amongst many others. Within a matter of weeks, half of the 60th Anniversary Lister race cars were sold out.

2014 Lister Knobbly

Brian H. Lister remained actively involved in Lister Engineering, taking it successfully into the field of packaging machine manufacturing. He also continued to pursue his interest in jazz, performing publicly as late as 1990. An unfailingly polite, drily humorous but essentially diffident man (despite his affection for colorful bow ties), Brian Lister viewed his professional association with Archie Scott Brown as both the highest point of his career and, because Brown was killed in 1958 when he crashed the Lister-Jaguar, the lowest. Brian Lister died in December 2014 aged 88.

2016 Lister Knobbly Stirling Moss

In June 2016 The Lister Motor Company announced the build and sale of the Lister Knobbly Stirling Moss. The car is built to the exact specification of the 1958 model, and is the only magnesium-bodied car in the world, and only the second car in history endorsed by legendary racing driver Sir Stirling Moss. 10 special edition lightweight Lister Knobbly cars were built and priced at £1 Million ($1.3 million USD) each.

Current Lister Offerings:

LISTER KNOBBLY ROAD CAR

£225,000 ($296,700 USD)

The Lister Motor Company offers the first ever dedicated road-going Lister Knobbly sports racer

Lister Knobbly Road Car

Lister Stirling Moss Edition

STIRLING MOSS EDITION

£1,000,000 ($1,317,000 USD)

An exact continuation of the super-lightweight Knobbly that led Stirling Moss to victory at Silverstone in 1958.

LISTER COSTIN

£295,000 ($389,000 USD)

Designed by Frank Costin, brother of Mike Costin of Cosworth fame, the Costin featured a sleek aluminum body.

Lister Costin

Custom Built Lister Chassis

ROLLING CHASSIS KITS

£195,000 ($257,000 USD)

The rolling chassis is custom built to your specification, and pre-assembled to ensure a perfect fit to help get you started.

All Makes: (10/27) Numerous European countries have rolled out target years in which they plan to ban the sale of new cars powered by internal-combustion engines. At the same time, many European cities have introduced car-free zones in highly congested or polluted areas, which has led to worries that collector-car owners would be left on the sidelines as more of these bans take effect. Now a new study from the European Commission has urged that collector cars be exempted from any emission and engine bans, and from car-free zones. The study, completed by consultants Isinnova and Price Waterhouse & Cooper (via Hemmings Motor News), looked at current and future bans over two years and concluded countries should exempt emergency, construction, diplomatic, and collector vehicles from the bans. In the European Union, laws define collector cars as models that are 30 years or older and no longer in production. Additionally, a collector car must be "historically preserved and maintained in its original state." For collector cars, the study cites the vehicles' low usage since they are usually not driven on a daily basis and concludes that collector-car owners would be unfairly penalized, especially if they reside in urban areas. The study's recommendations also protect businesses that service collector cars, because "no retrofitting possibilities exist." In general, the study cites collector cars' importance to history and the "preservation of motoring heritage." Thus far, North American collectors haven't faced these types of bans, though a bill will be introduced in the California Legislature in January that would ban the sale of new cars powered by an internal-combustion engine. (10/30) The United States Department of Energy has announced a new funding initiative to accelerate the development of what it calls "Extreme Fast Charging" (XFC) systems. In total, the DoE will award $15 million for the development of electric-car charging systems as well as batteries capable of very fast charging. For the XFC charging systems, the DOE seeks technology that would halve fast-charging times from current charging technology. Most important, the battery must achieve 500 ultra-fast-charging cycles with less than 20 percent reduction in energy capacity, using a 10-minute fast-charging protocol. Today, virtually all Combined Charging System (CCS) DC chargers in the U.S. operate at only 50 kilowatts, though in other countries they can transfer power at up to 100 kw. Porsche thinks its 350-kw system will let electric-car charging become as simple as stopping at a fuel station; the system targets a recharge of 80 percent of battery capacity in around 15 minutes.

Aston Martin: (10/9) Aston Martin doesn't have a production electric car just yet, but that will change in 2019 with the RapidE sedan. With the all-electric luxury sedan, Aston Martin CEO Andy Palmer hinted his brand could join Formula E following the RapidE's launch. If Aston Martin were to commit to Formula E, it would be the third major brand to pledge its support in recent years as Porsche and Mercedes-Benz both recently announced they will join Formula E for the 2019-2020 season. Aston Martin's RapidE was originally slated to launch in 2018, but former development partner, LeEco, walked away from the project due to financial woes. Instead, Williams Advanced Engineering signed on to engineer the RapidE's battery-electric powertrain. The sedan may boast 800 horsepower and a 200-mile range. The luxury sedan will likely cost $250,000 and the luxury brand will limit production to 155 units. (10/13) There's nothing like rolling through beautiful scenery with the sun and fresh air on your face. It's even better when you have a powerful engine in front you making all manner of exiting sounds, as is the case with the new DB11 Volante. Revealed on Friday, the DB11 Volante convertible is available to order now for delivery in the second quarter of 2018—just in time for summer.

The car is priced from $216,495 and launches with Aston Martin's recently introduced V-8. The engine should deliver around 503 horsepower and 513 pound-feet of torque. The sole transmission is an 8-speed automatic and drive is to the rear wheels only. The roof is available in black, red or silver and is an automated folding soft-top that consists of eight layers lined with acoustic and insulation materials to keep noise and the weather out. It takes no more than 16 seconds to open or close and can operate at speeds of up to 31 mph. (10/17) Aston Martin's redesigned Vanquish is tentatively slated for a reveal late next year or early 2019. The car sits much lower than the DB11 while its wheels are larger than DB11's 20-inch set. At the rear, quad-exhaust tips replace the DB11's dual-tip design. Under the carbon fiber skin is Aston Martin's latest bonded and extruded aluminum platform with modifications to suit the super GT's more performance-oriented positioning. Power will come from Aston Martin's 5.2-liter twin-turbocharged V-12. The engine should deliver more than 600 horsepower to compete with the Ferrari 812 Superfast, Mercedes-AMG S65 Coupe and Bentley Continental GT Speed. Aston Martin (10/23) The Aston Martin Vanquish Zagato Shooting Brake as it's known by its full name starts off in life as a Vanquish S before receiving Zagato's signature "double-bubble" roof. Every single body panel is made from carbon fiber, including the elongated roofline combined with a central glass section that widens from the rear to the front to nicely merge with the windshield. Despite the extended roof, it is still a two-seater grand tourer with only two doors to fully live up to its shooting brake shape. It features an electrically operated tailgate to make your life easier while maneuvering cargo in and out of the expansive rear compartment where you can put the car's matching luggage set. It's going to be a rare sight on the streets as only 99 units will ever be made, with a 580-horsepower naturally aspirated V12 engine, and adaptive dampers. The Shooting Brake, will enter production in 2018. (10/27) Daimler AG, the parent company of Mercedes, owns 5 percent of Aston Martin, and the company's performance arm provided its twin-turbocharged 4.0-liter V-8 for the DB11. Some would say that the AMG engine makes the DB11 a better car than Aston's own V-12. The engine produces the same 503 horsepower as you'll get in many AMG applications, but torque is a unique 498 pound-feet. The performance figures align with those of the V-12. The DB11 V-8 launches from 0-62 mph in 4 seconds flat, while the V-12 does it in 3.9 seconds. The V-12 has the advantage at higher speeds. It can reach 200 mph, while the V-8 tops out at 187 mph. But one of the V-8's advantages is that it goes easier on gas than the V-12's 15 mpg city/21 highway/17 combined ratings, though EPA figures aren't in yet. Another advantage is that the V-8 weighs 243 pounds less than the V-12. That shifts the balance of mass from 51 percent front/49 percent rear to 49/51. The DB11 is the first Aston Martin with electric assist power steering, and its quick 13:1 ratio teams with the stiff structure to make turn-in sharp and immediate. The 2018 Aston Martin DB11 costs $198,995, while the V-12 runs $216,495. Both cars carry the same level of equipment, so the engine alone accounts for the $17,500 price difference.

Bentley (VW): (10/2) As part of Bentley's redesigning its Continental range, the Flying Spur sedan remake is likely due some time in 2019, as a 2020 model. The headlights feature a larger inner and a smaller outer light, which is the opposite of the current design. Along the sides, the upper and lower character lines take on new shapes. At the rear, the license plate cutout moves from the trunk to the bumper and the taillights are taller and don't wrap around the sides as they do on the current model. Like the Continental GT, the Flying Spur will benefit from some

Porsche engineering. It is based on Volkswagen Group's MSB platform, which is dedicated to large, rear- and all-wheel-drive cars with front engines. The platform was developed by Porsche and made its debut on the 2017 Panamera. MSB uses more high-strength steel and aluminum to realize weight savings and improved rigidity. The engine for the Flying Spur will likely be the current 500-hp twin-turbo 4.0-liter V-8. Bentley has also said all of its cars will be offered as plug-in hybrids. The only choice for the transmission will be an 8-speed automatic with a possible option for all-wheel drive. (10/20) Bentley Motors announced the appointment of Adrian Hallmark as its new Chairman and Chief Executive Officer, starting on 1st February 2018. Hallmark, 55, joins Bentley from Jaguar Land Rover, where he held the role of Global Strategy Director. He brings more than 18 years of automotive board level experience from the US, Europe and Asia with Porsche, Volkswagen, SAAB and Bentley Motors.

Caterham: (10/16) Caterham Cars is a British manufacturer of specialist lightweight sports cars located in Caterham, Surrey with headquarters in Crawley, Sussex The current model, the Caterham 7 (or Seven), originally launched in 1973, is a direct evolution of the Series 3 Lotus Seven designed by Colin Chapman. With more than two months to go until the end of 2017, Caterham has already overtaken its record haul of over 600 orders set in 2016. It's the second year in a row that the iconic British sports car brand has reported its best sales year, a record that had previously not been beaten since 1996. Unlike many automotive greats, the Seven has remained the distinguishable sports car which engineering legend, Colin Chapman, created six decades ago. Caterham kicked off the celebrations at last year's Goodwood Revival with the launch of a swinging sixties model, the Caterham Seven Sprint. The limited edition Seven was a retro throwback with an array of stylish yet nostalgic design cues including a wooden-rimmed steering wheel and flared front wings. With just sixty Sprints destined for the UK and Europe, the car rapidly sold out in seven days.

Jaguar (TATA): (10/6) DO NOT ATTEMPT THIS AT HOME! Jaguar is bringing a wagon called the XF Sportbrake to the U.S. Graham Bell grabbed a tow strap affixed to the rear of the Jag wagon to set a new top speed record for an individual being towed on skis. Guinness World Records was present to verify the attempt. Bell accomplished his goal by screaming along with an average top speed of 117.48 mph (189 kph). The XF Sportbrake puts out 380 horsepower and can run up to a limited top speed of 155 mph, so Bell has room to break his own record. (10/15) Jaguar introduced its first long wheelbase sedan in years with the XF-based XFL introduced in 2016. Now Jaguar has spawned its second long-wheelbase sedan in the form of the XEL, based on the XE small sedan. Like the XFL, the XEL will be offered exclusively in China where it's common among the wealthy class to have a professional driver on hand and the extra length is designed to benefit those in the rear. The only available is a 2.0-liter turbocharged inline-4 paired with an 8-speed automatic. Buyers will be able to choose from 200- or 250-horsepower outputs. (10/19) Although sports cars don't often make good business sense, that doesn't mean there isn't a desire within Jaguar to develop a new XK. Speaking with Autocar, the company's design boss, Ian Callum, said he was drawing up the design for a new XK but conceded nothing had been approved yet. Any new XK, he said, would need to be a proper grand tourer with 2+2 seating to separate it from the 2-seat F-Type. It would also need more storage space to fit its grand touring role. If any new XK is given the

green light, production isn't likely to start until 2021, which is about two years after a redesigned F-Type is expected to arrive. The cars would naturally share a platform, with the most likely option being an updated version of the current F-Type's underpinnings. (10/24) Jaguar was out testing its limited-edition XE SV Project 8 at the Nürburgring in apparent preparation to challenge the outright Nürburgring record for 4-door cars. When it comes to production 4-door cars, the current record is the 7:32 set by the Alfa Romeo Giulia Quadrifoglio in 2016. The $192,000 XE SV Project 8 is built by hand by Jaguar Land Rover's SVO division with Jaguar's familiar 5.0-liter supercharged V-8, tuned here to deliver 592 horsepower and 516 pound-feet of torque. This is the most powerful Jaguar road car to date with a 0-60 mph time of 3.3 seconds and a top speed of 200 mph.

Land Rover (TATA): (10/3) Under the hood of the 2018 Range Rover Sport SVR will be the familiar 5.0-liter supercharged V-8 with an upgrade to 575 horsepower and 516 pound-feet of torque. It means the SUV will now sprint from 0-60 mph in just 4.3 seconds and top out at 176 mph. The hood is made from composite materials, including carbon fiber, to help shed weight. The front bumper has also been fitted with enlarged openings to aid air flow to the front brakes. The starting price for all this goodness is $114,595, including destination. (10/3) Arriving in showrooms next summer, the Range Rover Sport P400e will kick off the transformation of Jaguar Land Rover's lineup into a fully electrified one by 2020. The powertrain 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 8-speed automatic transmission that is then connected to the Range Rover Sport's standard 4-wheel-drive system. Land Rover quotes a 0-60 mph time of 6.3 seconds and top speed of 137 mph. A 13.1-kilowatt-hour capacity battery means owners can also expect about 30 miles of pure electric range, with lower performance since the electric motor is rated at 114 hp. The charging port can be found at the front of the vehicle, although the battery is stored at the rear for optimal weight distribution. (10/10) The 2018 Range Rover includes tweaks to the styling, a new interface and, coming in 2019, a plug-in hybrid option. The new model adds a new grille pattern, new LED headlights with a squarer design for the daytime running lights, and a cleaner, more elegant front bumper. A 12.0-inch digital instrument cluster replaces the previous model year's analog unit and the center stack has also received two 10-inch touchscreen displays serving as the main controller. There is also a 4G Wi-Fi hotspot for up to eight devices, plenty of storage cubbies, and reclining seats with 25 massage programs. Powertrains mostly carry over from the previous year. The only exception is the 5.0-liter supercharged V-8 of the flagship Range Rover SVAutobiography Dynamic, which now sports a 557-horsepower rating, up from 550 hp previously. That's enough to deliver 0-60 mph acceleration in 5.1 seconds. The vehicle also benefits from a unique chassis setting that lowers the ride height for more spirited driving. (10/11) Unveiled to the world in March at the 2017 Geneva Motor Show, the 2018 Range Rover Velar slots between the Evoque and the Range Rover. Underpinning the first-ever Velar is a lightweight and stiff aluminum-intensive body structure, together with double-wishbone front suspension and a multi-link setup at the rear. The wheelbase stretches 113.15 inches and inside is up to 34.4 cubic feet of storage. The body structure is shared with the Jaguar F-Pace, and some of the proportions, too. But the Velar has a look that's certainly distinct, one with pretty details like hidden door handles and, if you like, a blacked-out roof. The Velar is still a Land Rover and includes hill descent (Hill Descent

Control) and crawl (All Terrain Progress Control) functions as well as Land Rover's brilliant off-road driving modes selector (Terrain Response 2). The vehicle is also equipped with an 8-speed automatic and all-wheel drive as standard. Air suspension and an active locking rear differential are available. Base Velars will be powered by a 247-horsepower 2.0-liter turbocharged inline-4. Further up the model hierarchy will be a 180-hp 2.0-liter turbocharged inline-4 diesel and for those wanting real speed there will be a 380-hp 3.0-liter supercharged V-6 option. The Velar goes on sale later this year, priced from $50,895, including destination. Load it up and you'll be cutting a check for over $70,000 — enough to step into the Range Rover Sport.

Lotus (Geely): (10/20) Lotus will be producing 30 examples of the Elise Cup 260, the rare and race-bred car, which could be one of the most capable cars it has ever produced. Not only the lightest ever Elise Cup, it's also the heaviest at speed – with the car's design and aero configuration generating up to 180 kg of downforce at 151 mph. Key to this exceptionally high level of downforce are the new louvered front wheel-arch vents, lightweight carbon fiber front splitter and wide high mounted rear wing. With a race chassis developed by Lotus Motorsport, two way adjustable Nitron dampers, a polycarbonate backlight glass and hand-trimmed interior with bespoke detailing, the Elise Cup 260 will earn its reputation as the ultimate Elise. With 250 hp from the supercharged engine, designed to make the most of the Elise's exceptionally stiff extruded and bonded aluminum chassis, it endows the Elise Cup 260 phenomenal straight-line speed, agile handling and, with the significant downforce available and the wider, road-legal motorsport tires, harder and faster cornering. These elements combine to deliver a lap of the Hethel track in just 1 minute 32 seconds, 2.5 seconds faster than the Elise Cup 250. It can sprint from 0 – 60 in 3.8 seconds. (10/29) Lotus is developing an SUV for introduction early next decade as evidenced by patent drawings uncovered by Chinese website PC Auto. Previously describing plans for an SUV, Lotus CEO Jean-Marc Gales said the brand would "reinvent the category" rather than simply join it. "We'd do an SUV that is very light, very fast on the track and has outstanding handling," he explained. The vehicle will probably not arrive for another four or five years, at the earliest because Lotus will work on renewing its aging sports car lineup prior to the SUV's arrival.

McLaren: (10/19) McLaren's new car, code-named the P15, is a separate model from the upcoming F1 successor, itself code-named the BP23. Whereas the BP23 is all about grand touring, the P15 will be McLaren's most track-oriented road car to date. McLaren claims that it will be their fastest, eclipsing the speed of even the P1 hypercar. The company describes the P15 as the purest expression yet of its form follows function philosophy while daily usability will be sacrificed in favor of track performance. A spokeswoman for McLaren said that it would be road legal in the States. The P15 will be the next arrival in McLaren's Track22 business plan which calls for 15 new cars or derivatives to be introduced by 2022. Half of these will be hybrids, with the first of the gasoline-electric models expected to be the BP23 arriving in 2019.

MG (SAIC): (10/16) MG Motor UK achieved a second place in the first ever Servicing Satisfaction Survey in *What Car?* Magazine. MG received praise for its outstanding customer service just behind the first place finisher Honda. The survey asked 8,300 UK motorists to rate

their most recent dealer experience based on the politeness of staff, quality of work and value for money. In the overall results, MG Motor UK came second by just 0.3 percent, with the manufacturer being praised for its attention to detail, honesty, and value.

Mini (BMW): (10/13) At the Frankfurt International Motor Show, two new MINI concept vehicles took the stage to express different, but equally thrilling, forms of power. With its forward-looking yet quintessentially MINI design, the MINI Electric Concept is an exclusive glimpse into the electrifying MINI innovations on the horizon. The MNI Electric is the most spacious and versatile MINI ever, with the most advanced technology to date. A world-class, TwinPower Turbo engine is paired with the instant boost of an electric motor to deliver 221 hp, 284 ft lbs, eALL4 all-wheel drive and the range to venture well beyond the everyday. Its counterpart, the MINI John Cooper Works GP Concept pushes the envelope of extreme performance and aerodynamic design. The MINI JCW is the high-performance MINI with enhanced tuning, upgraded parts and up to a 228-horsepower turbo engine. (10/15) The majority of Minis are produced at a plant in Oxford, United Kingdom, with the remainder sourced from a plant in the Netherlands. The Oxford plant last year celebrated the completion of the three millionth modern Mini, production of which started in 2001. Starting in 2019, the plant will also be churning out electric cars, the first of which will be based on the Hardtop. However, Mini's BMW Group parent is allegedly in talks with Chinese automaker Great Wall Motor over a deal to start Mini production in China, for local sale as well as export. The BMW Group already produces BMW models in China with local automaker Brilliance, though the cars are sold in the Chinese market only. Other car makers with plants in China producing cars for U.S. sales include Volvo, General Motors, and in the near future, Ford.

Morgan: (10/10) The second season of Morgan motorsport has come to a close as the 2017 AR Motorsport Morgan Challenge ended with the final round of the year at Snetterton. The 2017 season is the second year of Morgan's partnership with the University of Wolverhampton that began in 2016. The on-going collaboration has seen the two companies combine resources both on and off the race track as it allows University of Wolverhampton students the opportunity to gain industry experience within the Morgan Motor Company, as well as utilize their knowledge and learning as part of student race team, UWR. The 2017 season has seen a team of 9 students support Morgan race drivers Tony Hirst and Craig Hamilton-Smith, in two Morgan race cars.

Rolls Royce (BMW): (10/13) The 2018 Phantom is only the eighth car to carry Rolls-Royce's flagship nameplate in 92 years. More critically, though, it's the second Phantom to have been designed and developed under the control of BMW and it must prove BMW truly understands what it takes to keep Rolls-Royce at the very pinnacle of automotive luxury. The Phantom VIII is underpinned by an all-new, highly flexible aluminum space-frame structure yet body rigidity is up 30 percent compared to the previous Phantom. The new twin-turbo V-12 under the Phantom's massive hood is a 6.75-liter V-12 that makes 563 hp at 5,000 rpm and 664 lb-ft of torque at just 1,900 rpm. The 5,644-pound Phantom accelerates to 60 mph in 5.1 seconds enroute to a top speed of 155 mph. (10/23) [Glen: In case you were wondering what to get me for Christmas, here's a hint.] Rolls-Royce scored the top spot on the Neiman Marcus 91st edition of the Christmas catalog. Actually, Neiman Marcus will offer two bespoke Rolls-

Royce Dawns through the catalog as a "Yours & Mine" set, which buyers may further specify for even greater luxury. The company worked directly with Rolls-Royce to commission the two Dawns, titled the "Lago di Como Dawn" and "Saint-Tropez Dawn." A normal Rolls-Royce Dawn starts well over $300,000 in any specification, though it's unclear what Neiman Marcus will ask for its banner holiday gifts.

TVR: (10/3) TVR announced that after a successful launch at the Goodwood Revival last month, the new TVR Griffith will be on display at the NEC Classic Motor Show in Birmingham on 10-12th November 2017. Supported by the TVR Car Club, the latest bearer of the famous Griffith name will be on display on stand 450 in Prestige Hall 1, alongside examples of its namesake Griffiths from the 1960's and 1990's. While the 500 Launch Edition cars are now all accounted for, orders for the Griffith Model Year 01 can now be placed as production will run straight into these after the first 500.

2017 Heartland British Autofest – Le Claire, Iowa

Triumph TR7 Coupe 1977 for sale

I purchased the car in the early 80's and drove it as my primary transportation for about 5 years. It has been kept in a garage since 89. In the 90's my husband rebuilt much of the car wiring, brake lines, and pressure lines. He drove it for pleasure in the summer months. It hasn't been driven for many years because my husband became ill. Currently non-running but it was running fine when he stopped driving it about 10 years ago. Current mileage is 100,090. It has red/burgundy exterior with red plaid seats and a black interior. Manual 5 speed transmission. Air Conditioning. 4 cylinder engine. VIN ACW16204UF






It would make a great winter project to get ready for the summer car shows. Make an offer!!

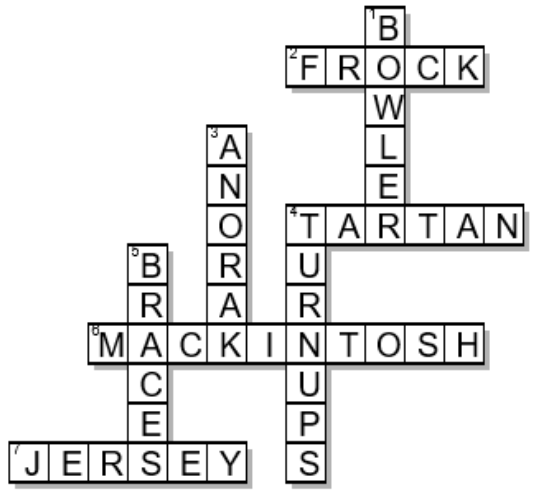
Susan Marker: robcim@msn.com

Larger images: http://www.glenjust.com/tr7/

British Car Answer: The 1993 Lister Storm used a V12 from the Jaguar XJR Sportscar. Later, Lister also produced the Storm GTS (1995), the Storm GTL (1997), and the Storm GT (1999) which won the FIA GT Championship in 2000. Lister also made a bespoke Le Mans Prototype, the Lister Storm LMP (2003) which found victory in the 2004 Vallelunga 6 Hours race and was later converted into a hybrid vehicle.

American to British Puzzle

Clothing



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