

QUAD-CITIES BRITISH AUTO CLUB



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THE QCBAC

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

QUEEN'S ENGLISH

American to British
Crossword Puzzle

ACROSS

3 sandwich

4 hot

6 ground (beef)

7 flashlight

DOWN

1 trashcan

2 idiotic

3 idiot

5 cash register

Word List:

bofoon	mince
buttie	skip
barmy	till
mafted	torch



2016 Edgewood Baptist Church – Rock Island, IL
Photo source: Jerry Nesbitt

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ANSWER

Donald Healey worked with his eldest son Geoffrey to develop a low-cost, two-seat roadster using parts from the Austin car company. The resulting roadster was the Austin-Healey 100. In 1953 the joint venture created the British Motor Corporation to manufacture the Austin-Healey marque among other car makes such as Austin, Morris, MG, Riley, and Wolseley.



1935 Jensen-Ford

NEXT QUESTION

In 1934, the Jensen brothers started to design their own first production car which later evolved into the Jensen S-type and went into production in 1935. This car had a different “code name” when it was first being developed. What was the name of the car before it was re-titled the Jensen S-type?

FUTURE QCBAC EVENTS

October Dinner	16 October 2016	4:00 pm
Los Agaves Restaurant	3939 16 th Street, Moline, IL	

OTHER CAR CLUB EVENTS

Illinois Valley Toy Run	16 October 2016	9:00 am – 3:00 pm
Downtown Park	Princeton, IL.	
Twin City Cruize Toy Run	23 October 2016	9:00 am – 3:00 pm
Dyl’s Deli & Bar	Sterling, Illinois	



2016 Heartland Autofest - Le Claire, IA



2016 Heartland Autofest - Le Claire, IA

MARJORIE RHOADS

Regretfully, we must say goodbye to Marjorie Rhoads.

Marjorie of Fenton, IL, died Sunday, September 25, 2016 at Eagle Point Nursing and Rehabilitation Center in Clinton, IA. Marjorie was born June 2, 1915, in Aurora, IL to Edwin D. and Mary (Engelkens) Glazier. Then at the age of 3 she and her family moved to the family farm north of Fenton, where she spent her childhood. She was educated in the Bunker Hill Grade School in rural Morrison, IL and attended Morrison High School. On December 24, 1936 she married Kenneth W. Jensen in Wyoming, IL. After their marriage, they farmed in several areas in the Fenton and Morrison area. He died November 27, 1955. She later married Roger E. Rhoads on December 12, 1961 in Morrison, IL. Marjorie was employed at General Electric Co., Paddock Cleaners, and Volckmann Furniture in Morrison. Later she was employed with Deluxe and Potter's Cleaners in Dixon, IL. Marjorie was a life-long member of the Fenton United Methodist Church where she taught Sunday school. She, along with her husband Roger, enjoyed traveling from coast to coast and adding to her doll collection. She also enjoyed her flower garden and making quilts. Most of all she enjoyed spending time with her family, grandchildren, great grandchildren and great, great grandchildren.



24 May 2015 Birthday Celebration

ROGER'S THANK YOU

NOTE FOR NEWSLETTER:

I would like to thank those who showed up for my garage open house last month. Everyone had a goodtime, and the weather cooperated for a nice day. Looking around I saw bonnets open and discussions going on while the ladies found a shady place to talk. Wish we could have a few more. It was nice to meet a couple new members (for me) Bob and Ginny and Glenn Bennett and Glenn and Tonya Campbell. Always great to see the club grow.

Also thanks for the cards for Marjorie, the flowers from the club, and the members at visitation. I know you all will miss her along with me. She always liked getting together and said car club members were such nice people. Looking forward to seeing everyone soon.



Picture source: Roger Rhoads



Picture source: Roger Rhoads

CAR OF THE MONTH

JENSEN MOTOR COMPANY

In 1926 young Alan Jensen and his brother Richard Jensen built a new boat-tailed sporting body on one of the first Chummy baby Austins. After Alfred Herbert Wilde, chief engineer of Standard Motor Company, saw the car, he persuaded Alan Jensen to join New Avon Body Co, a Standard Motor associate. Alan Jensen then designed the first Standard Avon open two-seaters produced from 1929 to 1933. He went on to design two more cars for Avon then moved with his brother Richard to Austin dealers Edgbaston Garage Limited, Bournbrook. The Jensen brothers made handsome bodies for the new Wolseley Hornet and Hornet Special chassis. To the concern of the brothers their cars were widely advertised as The Patrick Special and so in 1931 the brothers left the Edgbaston Garage.

The Jensen brothers worked for lorry body maker W J Smith & Sons in Carters Green in West Bromwich again to build bodies for small sports cars including more Wolseley Hornet Specials. This was a quite separate development which Smith named on their account Jensen Motors. Smith produced an open 4-seater and a lowered 2-seater in May 1931 both to be known as Jensen Wolseley Hornets. They later expanded to build exclusive customized bodies for standard cars produced by several manufacturers of the day including Morris, Singer, Standard, as well as Wolseley.

In 1934 Mr. Smith died and the brothers managed to buy a controlling shareholding in Smith & Sons. They later changed the name of W J Smith & Sons to Jensen Motors Limited. In 1934, they were commissioned by American film actor Clark Gable to design and build a car for him based on a Ford V-8 chassis. The resultant car won them much acclaim and stimulated huge interest in their work, including a deal with Ford to produce a run of Jensen-Fords with Jensen bodywork with a Ford chassis and engine. In 1934, they also started to design their first true production car which evolved into the Jensen S-type which went into production in 1935.



1938 Jensen S-type

COMMERCIAL VEHICLES



1930s JNSN Lorry

In the late 1930s Jensen diversified into the production of commercial vehicles under the **marque JNSN**, including the manufacture of a series of innovative lightweight trucks, built with unrestricted aluminum alloys, for Reynolds Tube and the prototype for the articulated *Jen-Tug* which went into production in the late 1940s. During World War II Jensen concentrated on the war effort and produced components for military vehicles including the turrets for tanks, and on the production of specialized ambulances and fire-engines.

After the war production of the *Jen-Tug* thrived and Jensen also produced a new range of *JNSN* lightweight diesel trucks and chassis which were used for a variety of vehicles including pantechnicons (large vans) and buses. A handful of Jensen buses and coaches were produced for independent operators into the 1950s, with Perkins diesel engines, David Brown gearboxes, and bodywork by a variety of bodybuilders of the time, which had the distinctive large JNSN **marque** cut into the sheet metal on the front of the bus, below the windscreen. In the 1950s Jensen were chosen by the British Motor Corporation (BMC) to build the bodies for the four-wheel-drive Austin Gypsy. In 1958 they built a small number of Tempo minibuses, a German original design, under license.

SPORTS CARS

Production of cars ceased during the war years, but by 1946 a new vehicle was offered, the Jensen PW (a luxury saloon). Few were produced since raw materials were carefully limited by the new government's central planning. Also in 1946 body designer Eric Neale joined Jensen Motors from Wolseley and his first project was the more modern coupe which followed in 1950, named the *Interceptor*, which was built until 1957.



1952 Jensen Interceptor



1959 Jensen 541R

In 1955, Jensen started production of Neale's masterpiece, the 541, which used the then-revolutionary material of fiberglass for its bodywork. The 541 was replaced by another Neale design, the CV8 in October 1962, which replaced the Austin-sourced straight-6 of the previous cars with a 6-litre American Chrysler V8. This large engine in such a lightweight car made the Jensen one of the fastest four-seaters of the time.

For its eventual replacement, the Interceptor, Jensen turned to the Italian coachbuilder, Carrozzeria Touring, for the body design, and to steel for the material. First displayed alongside the production CV-8 FF in October 1965^[6] and put into production in the second half of 1966 the body-shells themselves were built by Vignale of Italy and later by Jensen. The same 383 cu in (6.3 L) Chrysler wedge-head power plant was used in the earlier cars with the later cars moving to the 440 cu in (7.2 L) in engine. The Interceptor was offered in fastback, convertible and (rare) coupé versions. The fastback was by far the most popular with its large, curving wrap-around rear window that was hinged for access to the storage area, making the Jensen an early form of lift back.



1965 Jensen CV-8

THE FF — ALL WHEEL DRIVE AND ABS



1969 Jensen FF Mk II

Jensen Motors introduced the Jensen FF stand at the October 1964 Earls Court Motorshow. The FF was equipped with all-wheel drive and anti-lock braking system (ABS). The extra letters stood for *Ferguson Formula*, Ferguson Research being the inventor of the full-time all-wheel drive system adopted, the first on a production sports car. Also featured was the Dunlop Maxaret ABS in one of the first uses of ABS in a production car. At the following Show in October 1965, a production ready CV-8 FF was displayed, priced almost 50 per cent more than the standard car and three inches longer. However, it remained a prototype and instead the Interceptor-based Jensen FF entered production in 1966. The FF is apparently externally identical to the Interceptor, although it was four inches longer in the bonnet (all ahead of the windscreen) and it had a second row of air vents behind the front wheels. Just 320 FFs were constructed and production ceased in 1971.

AUSTIN AND OTHERS

Austin A40 Sports: As one in a series of collaborations between Austin and Jensen, the Austin A40 Sports originated when Austin's chairman Leonard Lord, upon seeing the Interceptor, requested that Jensen develop a body that could use the A40 mechanicals.

The resulting body-on-frame A40 Sports – which debuted at the 1949 London Motor Show – had been designed by Eric Neale, an ex-Wolseley stylist who had joined Jensen in 1946. During production, the A40 Sports' aluminum bodies were built by Jensen and transported to Austin's Longbridge plant for final assembly. The A40 Sports had been intended as more of a sporty touring car and not a sports car per se, and over 4000 examples were manufactured from 1951–1953.



Austin A40 Sports, ca 1951

Austin-Healey 100: Although Jensen's design for a new Austin-based sports-car was rejected by the British Motor Corporation (BMC) in 1952 in favor of a design provided by Donald Healey, Jensen did win the BMC contract to build the bodies for the resultant Austin-Healey 100 and the rest of the "big Healey" cars. At the end of 1960 Austin-Healey cars occupied about 350 of the 850 men in Jensen's factory.

Volvo P1800: In 1960 Jensen won a contract from Volvo to assemble and finish the bodies for their P1800 coupé. Pressed Steel manufactured the body-shells at their Linwood plant in Scotland and shipped them to Jensen in West Bromwich to be finished, painted and trimmed and made ready for distribution. The first batch for evaluation came off the production line in May 1961. The engine and gearbox were from Sweden, the back axle from USA and the electrical system from Germany, otherwise the car was all British. By March 1962 1,100 men were busy in Jensen's West Bromwich works making Austin-Healey bodies and Volvo and Jensen cars. By 1963 the contract was ended early due to quality concerns and P1800 production was moved to Gothenburg, Sweden.

Sunbeam Tiger: In the early 1960s Jensen were also involved in the development and production of the Sunbeam Tiger.

JENSEN-HEALEY

In September 1967 Jensen announced they had been hit by the US car safety regulations which were going to come into force the following January. They expected there would have to be many redundancies resulting from the drop in demand for the Austin-Healey 3000 and Sunbeam Tiger though both had been modified to meet the regulations. At the end of the year they advised their shareholders that Austin-Healey and Sunbeam Tiger contracts had now ended.

The Norwegian-American West Coast car distributor Kjell Qvale became the majority shareholder in 1970 and brought in Donald Healey who was appointed chairman in April 1970 and they brought in a new chief executive in May. They were able to announce the new Jensen-Healey in March 1972. By the end of May of the next year, 3,356 of the new cars had been manufactured but the factory's performance disappointed the owner and sales volume was mediocre.



Jensen-Healey Mark II 5-speed

In October 1974 Kjell Qvale appointed himself chief executive as well as chairman. Production was cut back from 25 to 12 a week to match sales. A Jensen GT was announced in July 1975, a Jensen-Healey with a coupé/estate body then the business's future came under threat which meant redundancy for 700 workers – two thirds of its workforce.

A receiver was appointed by the Bank of America in September. The empty premises were auctioned off in mid-August 1976. Jensen Special Products (JSP) and Jensen Parts & Service Limited (JP&S) were created to pick up the pieces of Jensen Motors. JSP was created as a specialist engineering and design business from Jensen's development department. JP&S was created to provide parts and service to the existing Jensen customer base. JP&S then turned into a company called International Motors, who gained the UK franchise for Subaru and Maserati, as well as Hyundai from 1982. Both JSP and JP&S were bought by a holding company, Britcar Holdings. In 1982 JP&S, with the rights to use the Jensen brand names, was sold to Ian Orford who put the Interceptor back into production as the Mk IV.

Jensen Parts and Service was renamed Jensen Cars Limited and an average 11 cars were made every month during the 1980s always in small numbers before the company was sold to Unicorn Holdings of Stockport and a Mk V Interceptor was proposed but never materialized although a few more Mk IVs were built.

REVIVAL HOPES

After a £10 million investment, including Liverpool City Council and the Department of Trade and Industry, a two-seater convertible, the Jensen S-V8 was launched at the 1998 British International Motor Show, with an initial production run of 300 deposit paid vehicles planned at a selling price of £40,000 each, but by October 1999 it was confirmed that 110 orders had been placed.

The new Liverpool factory in Speke commenced production in August 2001 but troubles with manufacture meant production ceased with only 20 ever leaving the factory and another 18 cars left partially completed. The company went into administration in July 2002. The Jensen name and partially completed cars were later sold to SV Automotive of Carterton, Oxfordshire, in 2003 who decided to complete the build of 12 of the cars, retaining the others for spare parts, and finally selling them for £38,070.

In April 2010 Jensen International Automotive (JIA) was founded. This new company will buy old Jensen Interceptors, and sell them as new ones after a complete restoration, with new engine and interior trim.

In September 2011 CPP, a specialist sports car manufacturer announced they were planning to make a new Jensen, expected to go on sale to the public sometime in 2014. The new Interceptor will be based around an all-aluminum chassis and will feature alloy panels, "echoing the four-seat grand tourer layout of the much-loved original", according to the official press release.

On the 25 February 2015, Autocar published a report stating that the Jensen name is officially being revived with two models expected by 2016. The first model, shown in clay on the same article, shows a vehicle called the Jensen GT. This model will be built in bespoke numbers and cost around £350,000. Also in 2016, Jensen is expected to launch the successor to the famous Jensen Interceptor, called the Interceptor 2. These revival announcements are completely different to the ones announced by CPP in 2011 and are "officially sanctioned" by the company leading the project, "The Jensen Group", who have said they have established complete ownership over the Jensen marque. The interim Jensen GT will be produced under an agreement between the Jensen Group and Jensen International Automotive, a small British company that builds modified Interceptor R models.



2016 Clay Rendering of Jensen GT

Jensen GT will be produced under an agreement between the Jensen Group and Jensen International Automotive, a small British company that builds modified Interceptor R models.



2014 Artist Rendering of Jensen



2016 Heartland Autofest - Le Claire, IA

BRITISH AUTO NEWS

Aston Martin: (9/1) Aston Martin today opened its first brand experience boutique in the heart of London's Mayfair district. Located in one of the capital's most sought-after streets 'Aston Martin at No. 8 Dover Street' is an intersection of the company's products, experiences and brand collaborations. No. 8 Dover Street will also be a destination for design master classes, art exhibitions, dinner series and other exclusive events. Products from partners including Hackett London, Marma London, Quintessence Yachts, Emilia Burano, Silver Cross and FPM are available at No. 8 Dover Street. Aston Martin at No. 8 Dover Street is open seven days a week from 10 am until 6 pm from Monday to Friday and from 11 am to 5 pm on Saturdays and Sundays.

(9/12) Aston Martin with some help from Red Bull Racing plans to launch a new car in 2018 that will likely end up as the quickest production car in history. Code-named the AM-RB 001, the car will feature carbon fiber construction, a V-12-based hybrid powertrain and an aerodynamic body designed by none other than renowned Formula One designer Adrian Newey. It's little wonder the car is already being hailed as a modern version of the Gordon Murray-designed McLaren F1. It's also little wonder that the price tag is rumored to be an astronomical £2.5 million (approximately \$3.31 million). Even with the steep price tag, Aston Martin already has 450 well-heeled individuals lined up to buy the car, the automaker's communications boss Simon Sproule confirmed to Motoring.

(9/14) Aston Martin's new plant in St Athan, Wales will be up and running in 2020. The automaker will initially use the plant to build an SUV and later add production of two sedans, possibly wearing Lagonda badges. While the new plant won't be ready for a few years, Aston Martin is already recruiting staff. Over 40 people have begun work across the business where they are being fully trained at Aston Martin's existing plant in Gaydon, England. The SUV to be built in St Athan was previewed in 2015 by the DBX concept car. It will be a sleek, sporty design with plug-in hybrid and electric powertrains on offer. It is expected to be Aston Martin's most popular model, with early estimates of 3,000 units annually. The two sedans to join the SUV in St Athan are expected to include a roomier, more conventional model to replace the Rapide as well as a high-end sedan to take on the Bentley Mulsanne and Rolls-Royce Phantom.

(9/28) The first customer examples of the new DB11 grand tourer rolled off the production line at the automaker's plant in Gaydon, United Kingdom. On hand was CEO Andy Palmer who has promised to personally inspect the first 1,000 examples to ensure they're all up to scratch. The first cars off the line are all U.K. models that will be delivered to their owners in October. The United States should receive its first examples late in 2016. It's the first model to ride on a completely new platform and its V-12 powertrain is also a completely new unit, developed in-house at Aston Martin. Soon, the car will be joined by production of the DB11 Volante convertible. The DB11, which is priced from \$211,995 and has already racked up over 3,000 orders, is also the first in a line of seven new models to be launched over the next seven years, in line with the company's Second Century plan. The others will include sports cars, sedans, an SUV and even a supercar.

Bentley (VW): (9/7) Bentley's Flying Spur is now a tad faster thanks to a new W12 S range-topper. In fact, the model is the first four-door Bentley with a top speed in excess of 200 mph. The Flying Spur W12 S features the familiar twin-turbocharged 6.0-liter W-12 engine but with the output dialed up to 626 horsepower and 605 pound-feet of torque. That's up on the standard Flying Spur W12's 616 hp and 590 lb-ft. The extra power means the big sedan will hit 60 mph in just 4.2 seconds and keep accelerating until it tops out at 202 mph. When it comes to stopping, carbon-ceramic brakes are available in either black or red calipers and an 8-speed automatic and rear-biased all-wheel drive remain standard.

(9/21) Bentley, one year on from the emergence of the emissions cheating practices of its Volkswagen Group parent, is launching its first diesel in its almost 100-year history. The first is the new Bentley Bentayga Diesel, which adopts the advanced diesel engine that debuted earlier in 2016 in the related Audi SQ7 TDI. The engine is a turbocharged 4.0-liter V-8 that features two conventional exhaust-driven compressors (turbochargers) as well as an electrically-driven one. The engine delivers 429 horsepower and 664 pound-feet of torque, which is enough to rocket the big SUV from 0-60 mph in just 4.6 seconds. The top speed is 168 mph. That isn't too far off the pace of the 600-hp Bentayga W12 but the Bentayga Diesel also has the lowest carbon emissions of any Bentley, measuring 210 grams per kilometer. It also has an impressive range of approximately 621 miles on a single tank. Deliveries of the Bentayga Diesel will commence in early 2017. Unfortunately, the United States isn't on the list of countries it's bound for. Don't be too sad, though. A plug-in hybrid is due in 2017 and we'll see it in local showrooms.

Elemental: (9/30) When London Computational Solutions (LCS) first heard from Elemental, they asked for a Computational Fluid Dynamics (CFD) analysis of their current car with a view to understanding its aerodynamics better, so they could refine its aerodynamic balance. After a detailed debrief from the vehicle dynamicist and trackside aerodynamics consultant, establishing that the LCS CFD results matched the behavior of the car on track, Elemental explained they felt they would like to move the aerodynamic balance rearwards by about 5%. Bear in mind the Elemental RP1 already has more than twice the downforce of any of its' competitors, but this is how you stay ahead. But, then came further instructions from Elemental, no appendages were permitted (no wings sticking out!) and their packaging of the 320 bhp 2.0 litre turbo and 6 speed sequential gearbox must be respected. LCS then redesigned the rear half of the floor to surpass Elementals' targets delivering 15% more downforce and a greater than 5% shift in aerodynamic balance rearward and met the Elemental deadline. This will give the RP1 more than 400 kg of downforce at 150 mph!

Jaguar / Land Rover (TATA): (9/5) Land Rover debuted the Discovery on September 28 at the 2016 Paris auto show and it's due to hit showrooms in mid-2017 as a 2018 model. The Discovery replaces the aging LR4 which was introduced for 2010 but largely based on the previous LR3 launched as far back as 2005. The Discovery is the second model in Land Rover's leisure-oriented range, which already includes the Discovery Sport. With the smaller Discovery Sport going after the Audi Q5 and Volvo XC60, the Discovery will target Audi and Volvo's respective Q7 and XC90, plus their rivals. Land Rover will no doubt tout some off-road

credentials as a standout feature. It rides on Land Rover's aluminum platform found in the Range Rover and Range Rover Sport SUVs. Expect a 6-cylinder engine to be the base option—possibly a new inline-6 based on Jaguar Land Rover's Ingenium design. In other markets, it's likely a 2.0-liter inline-4 will serve as the base option and there should be a hybrid offered too. An 8-speed automatic transmission is expected to be standard across the range. Pricing information is also yet to be revealed but expect the starting figure to match the LR4's low-\$50k sticker.

(9/8) Jaguar is committed to electrifying its lineup but its first electric car isn't a production model. Rather, it's a race car for the third season (2016/2017) of the Formula E Championship which gets underway in Hong Kong on October 9. The new race car is called the Jaguar I-Type 1, and it will be fielded by Jaguar's own Formula E team Panasonic Jaguar Racing. The I-Type 1 is now in final testing ahead of its first race in Hong Kong. The race marks Jaguar's official return to international motorsport following the demise of its unsuccessful Formula One team in 2004. Jaguar sees participation in Formula E as a means of accelerating development of a production electric car, with the automaker's road car engineers working closely with engineers from Jaguar Racing. Jaguar is thought to be already at work on its first electric car, a new SUV sharing a platform with the F-Pace. Jaguar has even trademarked the name EV-Type.

(9/8) Within hours of Jaguar unveiling its I-Type 1 Formula E race car, a test mule for the automaker's first production electric car has been spotted. The test mule is based on the F-Pace SUV but on closer inspection you'll notice the grille opening at the front is a different shape and there are no longer air vents at either side of the front bumper. The wheelbase has also been stretched. The new SUV, which may end being called a J-Pace, is thought to be one of two electric cars Jaguar is planning for the coming years. The other is a sedan. The SUV will take on Tesla Motors' Model X as well as Audi's upcoming Q6 e-tron.

(9/13) The Jaguar XJ220 is a supercar that often gets unfairly left out of the conversation of all-time greatest cars. This is because the XJ220 arrived at a time when the Porsche 959 and Ferrari F40 had already captured the hearts and minds of auto-loving folks around the globe and McLaren was about to drop its F1. Still, it's a car that was king of the production car overall speed title. There's a shop in the United Kingdom that actually produces parts for the XJ220 should one of the cars require something. It's called Don Law Racing and recently it teamed up with Bridgestone to develop a new tire for the remaining Jaguar XJ220s that exist on the planet. This falls in line with the 25th anniversary of the car in 2017. If you're planning on hitting that 217 mile per hour top speed in your XJ220, perhaps you should wait until your new tires are ready. You might even grab another mph or two with that new rubber.

(9/13) Jaguar Land Rover is leading the development of an innovative 8-speed transmission that can combine dual-clutch, hybrid and low-range elements all in the one unit. The development is being handled by a five-member research group called Transmission Supply Chain Excellence for Next-Generation Dual-Clutch Technologies, abbreviated to Transcend, and is partly funded by British taxpayers. The transmission is also said to be light, more compact and more efficient

than conventional 8-speed transmissions. Jaguar Land Rover claims weight savings of around 44 pounds and as much as 10 percent improvements in fuel economy.

(9/13) There's a new print magazine now available for classic Jaguar fans title, appropriately enough, Classic Jaguar. The first issue focuses on Jaguars of basically XJ40 and before. According to the magazine's editors, "Classic Jaguar aims to be the definitive celebration of this most iconic of British motoring marques. It will chart the historic journey of a car maker that started life in 1922 as the Swallow Sidecar Company in Blackpool. With a new factory at Coventry and glamorous new models, Jaguar was flying from the 1950s onwards as it exported cars like the MkVII saloon and XK120 around the world and achieved huge motorsport success at Le Mans. Classic Jaguar magazine aims to relive these golden moments, looking back in time at this magical era for Jaguar, profiling the people, the places and, crucially, the cars that made the company what it is today. With its focus on the traditional, classic models of the past, Classic Jaguar will be the perfect complement to the comprehensive coverage readers can also enjoy in Jaguar World magazine." The magazine's first issue profiles a Jaguar shop or restorer and this will be a regular feature of the quarterly publication.

(9/13) Jaguar Land Rover has started construction of its new manufacturing facility in Slovakia. The new 300,000m² factory will be at the forefront of aluminum manufacturing and engineering expertise in Slovakia. It will manufacture a range of all-new aluminum Jaguar Land Rover vehicles, supporting the company's on-going commitment to deliver high-tech lightweight cars to its customers. The factory will strengthen Jaguar's international manufacturing capabilities as well as complement their existing facilities in the UK, China, India and Brazil. The £1 billion plant will have an annual capacity of 150,000 vehicles and the first cars are expected to come off the production line in late 2018.

(9/20) Jaguar has started testing prototypes for a high-performance F-Pace SUV. Spotted at the Nürburgring, the prototypes mostly resemble the existing F-Pace S but are wearing new, much more aggressive front bumpers. The stock F-Pace S bumper and exhaust tips remain at the rear though these may change as development continues. Handling the development is Jaguar Land Rover Special Vehicle Operations. The team will no doubt be relying on lessons learned from the Land Rover Range Rover Sport SVR program in tuning this high-performance F-Pace. It's still early days in the development program so we're not expecting this high-performance F-Pace to reach the market until sometime in 2018. It should arrive as a 2019 model.

(9/22) It may have missed out on a Formula One race but New York City will get to host back-to-back rounds of the Formula E Championship. Organizers of the electric car racing series confirmed on Wednesday that the final two rounds of the 2016/2017 season will take place in Red Hook, Brooklyn. The rounds are scheduled for July 29 and 30, 2017. A 1.21-mile circuit has been drawn up running near the Brooklyn Cruise Terminal, though it still needs to be approved by the FIA. New York now joins a list that includes, among others, Berlin, Hong Kong, Mexico City, Monaco, Montreal and Paris, proving just how vibrant and attractive this series has become, despite only entering its third season. It's also managed to attract many of the major automakers, with Jaguar joining the likes of DS, Faraday Future, Mahindra, NextEV, Renault and

Venturi in the 2016/2017 season, which kicks off in Hong Kong on October 9. Audi is confirmed to join the 2017/2018 season and BMW has hinted that it may also join at some point.

Lotus: (9/21) Marking the anniversary of its landmark lap times when testing at the Nürburgring Nordschleife, two new videos of the Lotus 3-Eleven in full flight have been released, allowing enthusiasts to experience the car's visceral, white-knuckle ride around the "Green Hell" for themselves. Offering never-seen-before views, the 60 second videos provide a car's eye view of the fascinating track, as it's piloted by Nordschleife expert and professional racer Marc Basseng, during its Nürburgring testing and development program.

Video One: <https://youtu.be/p8lwxdjm90M>

Video Two: <https://youtu.be/TdDz8VP6nZQ>

(9/26) Ownership of Lotus could soon change hands if the sale of its unprofitable parent company Proton goes ahead. A controlling stake in Proton was bought by DRB-Hicom in 2012 for approximately \$410 million but the Malaysian conglomerate has struggled to turn the automaker around and recently reached out to more than a dozen firms about the potential sale of a stake. PSA Group, the maker of Citroën, DS and Peugeot cars, has confirmed to Reuters that it has responded to DRB. People familiar with the matter also told Reuters that Renault and Suzuki have responded to DRB as well. The people also said that DRB is open to considering a sale of Lotus. Lotus is in the midst of its own turnaround and within the year could turn in its first profit in its 65-year history, according to CEO Jean-Marc Gales.

McLaren: (9/12) The drive by McLaren GT Factory Driver Rob Bell to the flag headlined a clean sweep in the GT3 and GT4 classes for McLaren GT customer team Black Bull Ecurie Ecosse in the 2016 British GT Championship season finale at Donington Park. The result marked the first win of the season for the 650S GT3 in the championship and the second for the 570S GT4, concluding a highly successful developmental season for the newest model. The second consecutive victory for Haggerty and Mitchell saw the pair claim second in the British GT4 Drivers championship – Silver and third overall in the British GT4 Drivers championship.

(9/13) There's a new McLaren P1 roaming around Southern California, and its owner has taken to calling it the P1 MK Edition. When you buy a car like that, you can pretty much call it whatever you want. When you're dealing with McLaren's MSO (McLaren Special Operations), you can also get the exterior finish done in the manner of your choosing. What did owner Manny Khoshbin go with? He's decided to have his P1 done in a color-changing finish that's quite eye catching. The car was spotted at the Lamborghini of Newport Beach supercar show, which runs on the first Saturday of every month. This is where a crowd of onlookers caught sight of the unique paint work. The craziest part is how it's all done, however, as it seems this is a finish overlay on the naked carbon-fiber bodywork.

(9/21) Apple has approached McLaren Technology Group over a potential sale of part or all of the company, the Financial Times reported on Wednesday. The deal could be worth as much as £1.5 billion (approximately \$1.94 billion), people familiar with the matter told the British

publication. Both firms declined to comment directly to the Financial Times and The New York Times; McLaren Automotive, the road car business of McLaren Technology Group, said it has not been in investment talks with Apple. McLaren Technology Group is a consortium of high-tech businesses that includes the famous McLaren Formula One racing team and a stake in the aforementioned McLaren Automotive, which is responsible for modern machines such as the P1 hypercar and 650S and 675LT supercars. The company doesn't release financial results but in 2014 it recorded pre-tax losses of \$29.3 million.

(9/23) The McLaren 570S Coupé has been named Motor Trend's Best Driver's Car for 2016, beating 12 competitors during vigorous testing over the leading US media brand's Best Driver's Car Week. This is the 10th major award that the car has received, and from titles across the world. Motor Trend's esteemed staff of editors and writers each had a chance to test the 570S and Editor-in-Chief Ed Loh commented: "The McLaren 570S stands out in this year's crowd of high-horsepower overachievers because it provides a preternatural connection between driver and machine. With massive thrust in a lightweight, mid-engine chassis that can be guided by the fingertips, the 570S is immensely addictive—and the perfect homage to McLaren's Grand Prix pedigree."

MG (SAIC): (9/16) It's back to the future as the latest MG dealership opens in the brand's historic birthplace. Lodge Hill Garage in Abingdon is just a stone's throw away from the site of the original MG factory where cars were built from 1929 to 1980. Now the latest MG3 and MG GS models are proudly displayed in the showroom of the UK's latest MG dealership. The Abingdon dealership joins one of the fastest growing brands in Britain and new MGs in the Oxford and Abingdon area have created a wave of interest. Matthew Cheyne, MG's Head of Sales and Marketing, said: "It's always great to welcome new dealers to our brand, but even more so to now have a dealer representing us in the very birthplace of MG." While the UK car industry has increased by an average of 2.8 percent so far this year, MG's growth is more than five times that level, with official figures showing the brand is up more than 15 percent year to date.

(9/19) Staff from MG's Technical Centre, SMTC, which is based at the company's Longbridge site in Birmingham, recently hosted a vehicle showcase event to profile the team's engineering expertise and show off their 'pet projects', all in aid of charity and having a good time! From classic cars and hot rods to a variety of motorbikes, the Vehicles of Interest Day saw a number of projects displayed – each lovingly customized and restored by staff at the SMTC in their spare time. Throughout the event, a collection was taken for Macmillan Cancer Support, a charity close to the hearts of many staff members at the SMTC. As an integral part of SAIC Motor Corporation Limited – the parent company of MG Motor – SMTC is responsible for key phases of the engineering, research, design and development programs for all new MG products worldwide.

Mini (BMW): (8/31) MINI Challenge will join the British GT Championship for the first time next year, cementing its place as one of Europe's fastest-growing single-make racing championship.

The news marks the biggest step yet for the popular championship and follows a recent agreement between MINI Challenge and MINI UK which will see the brand provide increased support through the 2017 race season. Alongside technical and parts support, MINI UK will also provide promotional support through funding a MINI UK guest car and mainstream television coverage. The MINI Challenge's JCW category, which runs of the latest version of MINI's powerful John Cooper Works Hatch, will hold a mixture of double and triple-header rounds during SRO-run race weekends, which are headlined by British GT and the BRDC Formula 3 Championship.

(9/21) Mini's extra versatile Clubman was redesigned for the 2016 model year. For 2017 it spawns its high-performance John Cooper Works model. The car is a hot hatch that packs a turbo four, all-wheel drive and track-tuned suspension. In other words, it's anathema to the boring buzz boxes you normally find in the compact segment. The John Cooper Works Clubman features the same turbocharged 2.0-liter inline-4 fitted to the JCW-tuned Hardtop, but here the engine drives all four wheels instead of just the front pair. This required a little extra poke so now the engine is delivering 228 horsepower and 258 pound-feet of torque, compared to 228 hp and 236 lb-ft in the JCW Hardtop.

(9/26) From the sporty Cooper S to the powerful new John Cooper Works edition, there's a MINI Clubman to match every motoring sensibility. And, now that the MINI Cooper Clubman is available with ALL4 all-wheel drive, the incomparable combination of versatility, impeccable Clubman style, and rugged ALL4 capability has never been more attainable. It's the most spacious and sophisticated MINI ever built, and even the harshest of seasons won't dampen its style.

Morgan: (9/30) Both born in 1909 in England, Selfridges and Morgan were two iconic British brands waiting for the perfect opportunity to collaborate. With Morgan about to launch their first zero-emission, all-electric car, the EV3, and Selfridges motoring ahead with its drive to put sustainability at the core of its business, the opportunity has finally arrived. To make this collaboration truly unique, Selfridges and Morgan are creating a limited edition of the EV3, called UK 1909 Edition, blending Morgan's legendary engineering know-how and iconic design with Selfridges' famous flair for fashion. The result is a car that is a collector's item as desirable and beautiful as a piece of art and as practical, comfortable and fast as a 21st century car with carbon neutral credentials should be. A triumph of style and function that honors Morgan's celebrated craftsmanship, the UK 1909 Edition will only ever be made in a limited edition run of 19 – a number that is a nod to the year during which both Selfridges and Morgan were founded.

Rolls Royce (BMW): (9/14) A luxury Rolls-Royce formerly owned by the late Kenny Baker was offered for sale at Classic Car Auctions' (CCA) September Sale on 24th September at the Warwickshire Exhibition Centre. As one of the most recognizable and popular actors of the Star Wars franchise for his role as robot sidekick R2-D2, Kenny Baker appeared in six of the blockbuster films. Kenny purchased his 1982 Rolls-Royce Corniche FHC on 6th June 2002 and used it as his daily driver for four years. Standing at 3ft 8in tall, one of the smallest actors in showbiz, the luxury coupé was specially adapted to allow Kenny to drive it, with two-foot-long

blocks of wood fixed to the pedals, as well as a sturdy pile of cushions placed on the driver's seat.

All British Cars: (9/30) After more than two years and more than a dozen cars have been added to the National Historic Vehicle Register, a Michigan congressman last week introduced a bill that would establish the register under the Department of the Interior. Michigan Senator Gary Peters introduced S.3381, the National Historic Vehicle Register Act, on the Senate floor. Mark Gessler, president of the HVA, said that Peters's bill will simply improve the status of the existing register. "This will pull the register out from underneath the Historic American Engineering Record to be its own separate record in the Library of Congress," Gessler said. "Being under the HAER hasn't been hugely problematic, but this effectively elevates automobiles from hobby to heritage."

As Gessler pointed out, the likelihood of Congress passing the National Historic Vehicle Register Act during what's left of this legislative session "is slim to none," but it will likely be reintroduced next year and the bill is "more a statement of Senator Peters's dedication to automotive heritage." Peters, an avid motorcyclist, also has the backing of the American Motorcyclists Association for this bill.

The register, currently funded by the Historic Vehicle Association, does not stipulate what owners of the included vehicles may or may not do with them. Instead, it documents the vehicles according to Department of Interior standards similar to those for the National Register of Historic Places. Those records are then added to a specific section of the Library of Congress within the existing Historic American Engineering Record. For a car to qualify for the register, it must meet one of four criteria: association with important American historic events, association with important American historic figures, its design or construction value, and its informational value.

Fourteen vehicles have been added to the register since early 2014, and the Federation Internationale des Vehicules Anciens has begun consideration of a similar register for European vehicles. Gessler said the bill's failure would have no impact on HVA's plans to continue the register. After Peters introduced the bill, the Senate referred it to the Committee on Energy and Natural Resources. No further action on the bill has been scheduled.

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