

QUAD-CITIES BRITISH AUTO CLUB



2019 Edition / Issue 1

1 January 2019

FIRST 2019 EDITION

Welcome to the first edition of the 2019 series QCBAC of newsletters. I would like to express my appreciation for all of the support that I received while putting out the newsletters for the past three years. Glen



2018 Heartland British Autofest
Le Claire, IA

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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>

The Quad-Cities British Auto Club will kick off the 2019 season with a dinner at Hollar's Bar & Grill located at 4050 - 27th Street, Moline, IL, on Sunday the 13th of January.

CHRISTMAS DINNER

We had about two dozen members attend the QCBAC Christmas dinner held at Montana Jacks in Moline on 16 December 2018. As usual, the highlight of the evening was the annual Christmas gift exchange. Chocolates, wine, and a tea/cannister set were the hottest items [Bummer, I was hoping to get away with the cannister set.] But everyone walked away with something and a great time was had by all QCBAC members.



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BRIT CAR QUESTION:

Pop quiz! We had some great cars at our 2018 Heartland British Autofest. I particularly liked the one shown below. Like many cars of the era, it was a combination of multiple manufacturers.



Name This Car

The chassis was built by one maker while the body and motor were supplied by others. Name the make and model of this 1957 classic.

????????????????????????????

The answer appears at the end of this newsletter.

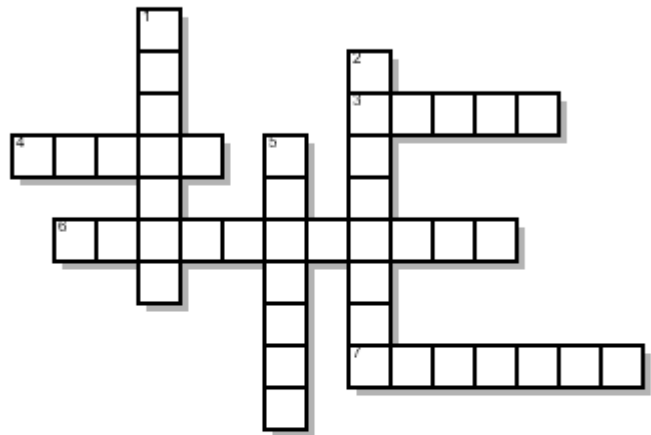
UPCOMING EVENTS

January Dinner	13 Jan 2019	4:00 pm
Hollar's Bar & Grill	4050 - 27th Street	Moline, IL

CROSSWORD PUZZLE

New Years Tradition

Identify The Country



ACROSS

- 3 Spend the night sleeping with deceased loved ones in the cemetery
- 4 Ring their bells 108 times in the Buddhist belief that this brings cleanliness
- 6 Intentionally drop ice cream on the floor on New Years
- 7 Shatter unused plates on the doors of loved ones on December 31

DOWN

- 1 Throw spare coins into the river for good luck
- 2 First person to cross the threshold brings a gift for good luck
- 5 Hit the walls with bread to rid the home of evil spirits

COUNTRIES

Chile, Denmark, Ireland, Japan, Romania, Scotland, Switzerland

HILLMAN MOTOR CAR COMPANY



Starley Sewing Machine

In 1857 Josiah Turner and James Starley formed the Coventry Sewing Machine Company and recruited skilled engineers from the London area to join them, one of whom was William Hillman.

If you remember from the March 2017 newsletter, the Land Rover company also started from this humble beginning http://qcbac.glenjust.com/NL14_8Mar17.pdf

In 1869 the firm changed its name to the Coventry Machinists Company and, like many other manufacturers in the area, embarked on producing velocipedes.

Velocipedes were any type of human-powered vehicle including monocytes, bicycles (with or without pedals), tricycles, quad-cycles, etc.



1869 CMC Velocipede



1885 Kangaroo

In 1870 Hillman and Starley patented a new bicycle called the "Ariel" and by 1885 Hillman was a partner of the bicycle manufacturer Hillman Herbert and Cooper, producing a bicycle called the Kangaroo.

The Kangaroo was promoted as a "safety" bicycle because it was designed to be easier to mount, dismount, and control while riding.

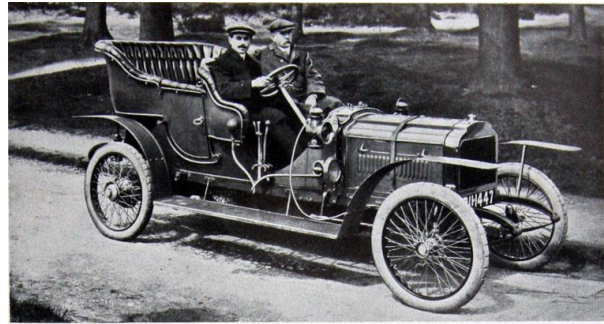
The new company was successful before the turn of the 20th century and Hillman became a millionaire.

HILLMAN MOTOR CARS COMPANY

In 1907, Hillman and Breton Coatalen founded the Hillman-Coatalen company and created the 24HP Hillman-Coatalen.

Later Breton Coatalen left Hillman for Singer and the company was re-registered as the Hillman Motor Car Company in 1910.

Hillman produced a succession of conventional models in tiny quantities, which included a 6.4-liter four-cylinder model and a 9.7-liter six.



Louis Coatalen at the wheel of the first Hillman car, which was produced in 1907.

*1907 Hillman-Coatalen
(driven by Louis Coatalen)*



The Hillman-Coatalen racer, 1908.

1908 Hillman-Coatalen Racer

A race version of the Hillman-Coatalen car was entered into the Tourist Trophy race.

Although the car was put out of the race by a crash, it had made a positive showing in the race. [Talk about open top race cars!]

The Hillman Motor Car Company developed a small following of buyer interested in their large sedans featuring a 9.76-liter I6 or 6.4-liter I4 engines. In 1913, a smaller car with a 9 hp 1357 cc side-valve four-cylinder engine was the first to sell in significant numbers. It was re-introduced after the WWI as the 11 hp, having grown to 1600 cc. The big seller was the 14 hp introduced in 1925, and the only model made until 1928.



1913 Hillman 9 HP

HILLMAN MOTOR CARS COMPANY



1930 Hillman 14

The Hillman company came under the control of the Rootes brothers, William and Reginald. As early as 1924 the Rootes Group became the largest truck and car distributor in the United Kingdom. Hillman, in turn, was acquired by Humber in 1928 with Hillman being used as the small car marque of Humber Limited from 1931. However, the Hillman marque did continue to sell some large cars until 1937.

The Hillman (Humber) Straight Eight was a 20 HP executive cars made by Hillman from 1929 to 1930. The car was scarcely into full production when sales were hit by the onset of the Great Depression.

It was described as "the complete lemon" as the I8 engine was subject to bearing failure. The name was changed to Vortic to try to sell off unwanted stock and the cars were sold until 1932; however, Hillman switched to their six-cylinder Wizard 65 and 75 motors.



1930 Hillman (Humber) Straight Eight



1932 Hillman Minx

The Hillman Minx was announced to the public in 1931. It was straightforward and conventional with a pressed-steel body on separate chassis and 30 bhp 1185 cc engine. It was upgraded with a four-speed gearbox in 1934 and a styling upgrade, most noticeably a slightly V-shaped grille. For 1935 the range was similar except that synchromesh was added to all forward gears and this Minx became the first mass-produced car with an all synchromesh gearbox. It was also sold under the Humber name.

HILLMAN MOTOR CARS COMPANY

After WWII, a more modern Minx complete with ponton styling (headlights integrated in the fenders, no running boards) came in three different body styles: 4-door sedan, a 2-door cabriolet, and a wagon. The Minx was part of the Rootes Group's "Audax" [Latin: bold, daring] platform, which also included the Singer Gazelle and Sunbeam Rapier. In Japan, the Minx was called the Isuzu PH-10 from 1953-1961. Minxes were sold in New Zealand under the Humber name from 1949-1967. In Iran, it was assembled and marketed as the Peykan.



1945 Hillman Minx



1948 Hillman Minx Mk VIII

The Minx went through a series of models given Phase numbers and the Phase VIII of 1955 saw the arrival of an overhead-valve engine 1390cc, the Mk 8. The later 1956 Two Tone version of this model, the Mark 8A, was called the "Gay Look" and led to the advertising slogan "As Gay as a Mardi Gras". A smaller car, the Husky with van like body and using the old side-valve engine, was also new for 1954. The floor pan of this model was later to form the basis for the Sunbeam Alpine.

A redesign came in 1963 with the Hillman Imp using a Coventry Climax all alloy, 875 cc rear engine and built in a brand new factory in Linwood, Scotland. The location was chosen under government influence to bring employment to a depressed area.

A fastback version, the Californian, and an estate re-using the Husky name were also made. A new car called the Hunter was introduced in 1966 with, in 1967, a smaller-engine as standard using the old Minx name.



1963 Hillman Imp

HILLMAN MOTOR CARS COMPANY



1970 Hillman Avenger

Chrysler assumed complete control of Rootes by 1967 and continued to produce the Hillman Hunter. The first new Hillman model whose development was financed by Chrysler was the Avenger of 1970.

The Avenger and Hunter ranges were rebadged as Chryslers until 1979, when Chrysler sold its European division to Peugeot.

Under Peugeot control of Hillman, the Hunter production was stopped and the Avenger was renamed as a Talbot until its sale was terminated in 1981.

Hillman's Ryton factory, which had assembled various Peugeot models for the European market, closed in 2007. The French company still owns the rights to the Hillman name.



1979 Talbot Horizon



2018 Heartland British Autofest – Le Claire, IA

All Makes: (12/28) Thinking of where to travel to this summer? How about taking a trip to the U.K. to see how your favorite [British model is assembled](#)? There's plenty of places in the UK, despite Brexit, where you can see Minis, Jaguars and Land Rovers produced in profusion, by booking yourself onto a guided tour. Not all cars are mass-produced, of course as Aston Martin, Bentley, Lotus and Morgan are among those allowing you to see car construction at a less frantic pace. Sadly, not every UK car plant grants the public access but many of the bigger factories allow you to view their works, including the Mini factory in Oxford. The British car factories never stop being mesmerizing, from the huge rolls of sheet steel at the start, to the moment when a car starts for the first time in its life. [Get your passport ready.]

Aston Martin: (12/5) Aston Martin is following Jaguar's lead with a reversible electric car conversion for classic models, and the first to receive the treatment is a [1970 DB6 MKII Volante](#). You'll remember that Jaguar rolled out an E-Type whose original powertrain was swapped for a battery and electric motor last year. It proved so popular that Jaguar in August confirmed production plans for the conversion, which like Aston Martin's setup is fully reversible. Using lessons learned from development of an electric option for the Rapide sedan due in 2019, the Aston Martin Works classic car department has developed a self-contained unit referred to as a "cassette" that sits on the original engine and gearbox mountings. No specifications or pricing have been announced but the E-Type EV rival comes with a 295-horsepower electric motor and 40-kilowatt-hour lithium-ion battery good for about 170 miles of range. (12/12) Aston Martin revealed the mighty [V-12 engine](#) that will power its Valkyrie hypercar due next year. The engine is being developed by Cosworth, a fellow British firm that has supplied a number of race-winning Formula 1 engines over the years, and it is destined to be the most powerful naturally aspirated mill ever fitted to a production car. Aston Martin has confirmed a peak output of 1,000 horsepower and 545 pound-feet of torque. Plus, the final output of the Valkyrie will be higher still as electrification expert Rimac is developing the car's hybrid system, more details of which will be released at a later date. The V-12 features a displacement of 6.5 liters and cylinders banked at 65 degrees, allowing it to be relatively low. The peak power arrives at 10,500 rpm and the peak torque at 7,000 rpm, and the engine will continue screaming to an 11,100 rpm redline. The sound it makes is reminiscent of an old-school F1 car.

(12/14) Aston Martin has hinted at returning to [inline-6 engines](#) since 2011, although official denials also persist. The latest rumors come from *Autocar*, which reported Friday that Aston Martin is developing its own inline-6, one potentially featuring hybrid technology, to eventually replace the current V-8 engine the company sources from Mercedes-AMG. Even Aston Martin CEO Andy Palmer revealed last September that the company planned a turbocharged V-6 with hybrid technology for the code-named 003 hypercar due in 2021. He said the engine would be related to the current 5.2-liter twin-turbocharged V-12 Aston Martin offers. Downsizing to a smaller engine is said to be seen as necessary for Aston Martin in order to meet stricter emissions regulations that will come into play should the automaker cross the 10,000-unit annual sales threshold. The last 6 cylinder car Aston Martin offered was the 3.2 liter DB7 which dropped the option in 1998.

Bentley (VW): (12/17) Bentley has enjoyed a year of international recognition for the new [Continental GT](#), arguably the world's pinnacle Grand Tourer, picking up an impressive number of accolades. Designed, engineered and handcrafted in Great Britain, the Continental GT received 19 awards from a wide range of publications in countries including China, Germany, Russia and its home market of the UK. Since its public unveiling just over a year ago, the third generation Continental GT has become a statement of Grand Touring excellence, combining supercar performance with limousine-like refinement and luxury. World-leading style experts, GQ magazine, picked the ultimate grand tourer for its 'Best Interior (And Possibly Exterior)' award. In naming it 'GT of the Year', BBC's Top Gear magazine praised the Continental GT's depth of engineering, with the publication describing it as "simply one of the most complete GT cars on the planet". In the inaugural News UK Motor Awards, including the Times and Sun titles, the Continental GT was named 'Luxury Car of the Year'. The Continental GT was also named 'Best Interior' and 'Best Exterior Premium Brand' in the prestigious German Design Awards, 'Grand Tourer of the Year' by Sohu Auto in China, and 'Best Grand Tourer for travelling in Europe' by Russian title, Prime Traveller.

Bloodhound Ltd: (12/7) [Bloodhound Programme Ltd](#), the company behind the Bloodhound SSC land speed record attempt, was disbanded Friday after it failed to secure new funds. The attempt had been on hold since October 15 when Bloodhound entered administration, a process similar to bankruptcy protection. To get off the ground, it needed to raise some \$33 million. Unfortunately, there is now no reprieve as the company's assets are being sold off to pay back creditors. That includes the SSC (Super Sonic Car) itself, which Andy Green told the BBC in an interview published Friday can be bought for about \$319,000. The British project has so far survived on a partnership and sponsorship model, with support from a variety of partners including Geely, Jaguar Land Rover, Rolls Royce, Rolex, and the British military, which provided a Rolls-Royce EJ200 jet engine for the rocket- and jet-powered SSC. The Rolls-Royce engine is normally found in a Eurofighter Typhoon fighter jet. The Bloodhound SSC was to use the jet engine to get up to around 300 mph. Beyond this speed, it was to use a cluster of bespoke hybrid rockets developed by defense firm Nammo. [Update: 12/17] The [BLOODHOUND](#) Team is delighted to announce the successful sale of the business and assets, which allow the Project to continue. They have been bought by Yorkshire-based entrepreneur, mechanical engineer, and Bloodhound enthusiast Ian Warhurst. Ian has a strong background in managing highly successful businesses in the automotive engineering sector and will bring considerable expertise to bear in taking the project forward.

Jaguar (TATA): (12/14) MotorTrend reviewers fell in love with the sporty style and sharp handling of [Jaguar's F-Pace](#) at their 2017 SUV of the Year competition. It just barely missed the top spot due to a stiff ride and polarizing interior. However, after a one year, 22,431 mile extended drive, they rave about the F-Pace's curb appeal, beautiful design and everyday usability. The flexibility of this two-row, midsize SUV is compelling. The F-Pace even served as an impromptu shelter when an associate editor forgot their tent on a camping trip. The 340-horsepower V-6 took a second to spin up, but once underway it was always ready to punch holes in traffic, with a satisfyingly hollow growl. The F-Pace never left them stranded and none of the major systems threw error codes or warning lights.

(12/14) [In case you didn't get what you wanted for Christmas...] Jaguar has announced a range of all-new [pet products](#) for finicky Fidos. The accessories were designed specifically for the E-Pace, F-Pace, and I-Pace crossovers and the XF Sportbrake wagon. The options include a spill-resistant water bowl, a foldable carrier, and a rear-access ramp that can help ease access for big, old hounds that weigh up to 187 pounds. There's also a quilted luggage compartment liner and a portable shower. They're available in four packages that range from \$338 for a rear-seat protection liner up to \$1,302 for the whole shebang. Got a messy mutt and don't drive an SUV or wagon? You're in luck; Jaguar's rear-seat protector will work in the XE and XF sedans (and likely any other automaker's vehicles, for that matter). After all, you wouldn't want Fido messing up your beautiful Jaguar.

(12/21) Jaguar is making some updates to the [2020 XE](#) due in showrooms in the second half of next year. The small sport sedan has been on sale worldwide since 2015 and thus these updates should constitute a mid-cycle facelift for the car. It isn't clear what Jaguar has planned for this update but the prototypes look to feature revised lights and new facias at both ends. There should also be some tweaks to the cabin, possibly with the inclusion of the I-Pace's Touch Pro Duo infotainment system. In terms of powertrains, there could be a hybrid option, likely a mild hybrid setup, as part of Jaguar Land Rover's plan to electrify the full lineup by 2020.

Land Rover (TATA): (12/7) Land Rover is working on a redesign for its iconic [Defender](#), the original version of which bowed out of production in 2016 after three decades of production. The redesigned Defender starts sales in 2020, meaning we'll likely see it arrive as a 2021 model, and once again the nameplate will offer buyers multiple body styles to choose from. A prototype for a five-door model was spotted earlier in the week and recently a prototype for a three-door model was spotted. Open-top and pickup versions of both models are also expected. The SUV is based on a new platform known as the Modular Longitudinal Architecture (MLA), which will be shared with next-generation versions of the Range Rover, Range Rover Sport and Discovery. This means fully independent suspension front and rear, with the new rear design in clear view in the spy shots. A low-range transfer case and multiple differential locks should still be present for superior performance when going off-road. Powertrains should include a 2.0-liter turbocharged inline-4 as the base option and the same engine working with an electric motor in plug-in hybrid form. Similar setups of the Range Rover and Range Rover Sport delivers 398 horsepower and 472 pound-feet of torque. A turbocharged 6-cylinder is also likely, as is an electric option.

(12/12) An 87-year-old woman received the reunion of a lifetime when she got to spend time in an original Land Rover that she worked with 70 years ago. [Dorothy Peters](#) told her story to Land Rover, which in turn granted her time with the car she kept pictures of for decades to come. According to the woman, she and her mother went to the Land Rover factory as she looked for employment opportunities in July of 1946. She was 15 when the automaker hired her as part of the service department at the Lode Lane factory working alongside the first series Land Rovers to be built at the site. Peters attended a recent festival Land Rover put on at its Solihull plant in the United Kingdom to celebrate its 70th anniversary this year, and she brought along old photographs of herself at the plant, which also showed a specific Land Rover. As it turned out, Land Rover production number 16 is currently owned by Mike Bishop, Land Rover Classic's Reborn Engineering Specialist and heritage expert, and he surprised Peters with the exact car she spent time with decades ago. (12/27) Land Rover confirmed its [Defender](#) nameplate will return to these shores after more than twenty years. LR is working on its first redesign for the Defender since the original debuted in 1983, with the new generation due out sometime in 2019. Prototypes for both three- and five-door body styles have already been spotted testing in the United Kingdom and starting next month some of the testers will hit roads in North America. [Yeah!] Naturally, they will be tested off the road, too. Land Rover is keen to make the new Defender its most off-road capable vehicle yet. As for pricing, Land Rover is likely to position the new Defender somewhere between the \$53,085 Discovery and \$67,745 Range Rover Sport.

Lister: (12/21) The 1958 Lister-Jaguar, known as the "Knobbly" for its curved bodywork, was a fine sports racer, competitive enough to deliver an SCCA National Championship for Team Cunningham driver Walt Hansgen. Aeronautical engineer Frank Costin believed he could make a good car even better, and the result was the less-knobbly 1959 Lister Jaguar. Chassis BHL123, a Costin-bodied [1959 Lister-Jaguar](#) raced by Stirling Moss and Ivor Bueb at Sebring in 1959 and driven to a second championship in as many years by Hansgen, is set to cross the auction stage in Arizona next January, part of Bonhams' annual Scottsdale sale. In January 2010, the Costin-bodied Lister crossed the block in Scottsdale, selling for a fee-inclusive \$1 million, then a record for a Lister. Since then, it has appeared regularly at vintage events on both sides of the Atlantic, and, in 2015, was displayed in the Postwar Racing class at the Pebble Beach Concours d'Elegance. Lister produced just 11 Costin-bodied cars for the 1959 season, and of these, just

BRITISH CAR NEWS

two were Jaguar-powered. Given its provenance as a championship-winning Cunningham team car driven by Moss, Bueb, Hansgen, and Cunningham himself, Bonhams predicts a selling price between \$2.0 and \$2.6 million when the 1959 Lister Jaguar crosses the block on January 17, 2019. (12/21) [News flash!] Lister just sent me a notice that they have a brand new [Lister](#) for sale due to a cancelation. They committed to producing only 99 Lister LFT-666 models and version number 001 is now ready to drive away. This car has an extremely high specification finished in Santorini Black with Lister Racing Yellow Accents. It has full Extended Bridge of Weir Black Nappa Leather interior pack with yellow stitching including a Leather Roof lining. It sports the 666 bhp engine upgrade and is capable of 0-60 in 3.2 seconds and a 208 mph top speed. The exterior has the full Carbon Fiber body kit and upgraded 21" Lister Forged Light Alloy Wheels, complimented by Yellow Lister Brake Calipers. It also has the fully switchable custom exhaust and Carbon Fiber Rear Splitter, Extended Rear Wheels Arches and Rear Lip Spoiler. For only £158,390 (\$200,495 USD) you can hardly pass on this!

Lotus (Geely): (12/6) Since Zhejiang Geely Holding Group's acquisition of a controlling stake in Lotus just over a year ago, there's been very little detail in the way of an updated product roadmap for the British performance marque. Now *Autocar* has reported that an [electric hypercar](#) will be launched to restore Lotus' image as a genuine alternative to Porsche and Ferrari. Fellow Geely brand Polestar is already developing high-performance EV tech, which Lotus could leverage to position itself as a technology leader among exotic brands. Most rivals don't plan to have electric sports cars on offer until the middle of the next decade. According to *Autocar*'s Friday report, Lotus' electric hypercar, code-named Omega, will be extremely limited and come with a multi-million dollar price tag. An output of more than 1,000 horsepower is the target for the concept car coming next year with the production model to follow early next decade.

McLaren: (12/10) [McLaren's 720S Spider](#) convertible option to its supercar will join the original coupe and Track Package options in showrooms in March 2019, priced from \$315,000. The 720S Spider features a retractable hardtop roof like its 650S Spider predecessor. The roof is a one-piece carbon fiber unit that can be lowered or raised in just 11 seconds at speeds of up to 31 mph. Buyers can choose to have an electrochromic glass panel fitted to provide a sense of openness even when the roof is raised. There have been numerous changes implemented to accommodate the retractable hardtop roof, though the weight of

the car has only been increased some 108 pounds over the 720S coupe, coming in at a dry figure of 2,937 pounds. Among the changes are new underfloor aerodynamics to work with the new rear bodywork and full-width active rear spoiler of the 720S Spider. Naturally, the 720S Spider features an open-top version of the Monocage II carbon fiber tub found in the 720S coupe. The new upper structure has been engineered to sit as close as possible to the engine's intercoolers and intake plenum. This maximizes luggage space and results in two cubic feet of storage available under the tonneau cover with the roof raised. The engine is still a 4.0-liter twin-turbocharged V-8 delivering 710 horsepower and 568 pound-feet of torque. Mid-mounted and mated to a 7-speed dual-clutch transmission, the engine will rocket the 720S Spider to 60 mph in 2.8 seconds, past 124 mph in 7.9 seconds, and on to a top speed of 212 mph. [Zoom, zoom]

Mini (BMW): (12/19) Mini launched an updated version of its Hardtop earlier in the year and now the covers come off the car's [John Cooper Works](#) performance variant. Both the updated JCW Hardtop and Convertible have been revealed. The key update is a gasoline particulate filter, which is integrated into the sports exhaust system which reportedly has no negative affect on performance. Specifications for the United States are yet to be announced but in other markets the JCW-spec 2.0-liter turbocharged inline-4 delivers an unchanged 228 horsepower and 236 pound-feet of torque. Buyers can still choose from either a 6-speed manual or 8-speed automatic, and in the JCW Hardtop you're looking at 0-60 mph acceleration in the low 6.0 seconds with either transmission. The JCW Convertible is about 0.3 seconds off the pace of its hatch sibling. On the outside, the only change is the Union Jack graphic of the taillights, while for the interior includes piano black trim with LED back-lit accents, a wireless charging pad, a Mini logo puddle lamp, and several new digital services for the infotainment system.

Morgan: (12/19) Morgan has built its final cars powered by a V-8 engine, but rather than mourn the event the company has chosen to celebrate it provide a tease of what comes next. A video follows Morgan Chief Test Driver Keith Dalley on his [final V-8 test](#) drive. The video ends with a look at some notable Morgan V-8s launched over the years, before closing with a tease of the engine note of Morgan's next flagship. The new car is referred to as the "wide-body Morgan," and that is likely fitted with a turbocharged 6-cylinder.

BRITISH CAR NEWS

There are rumors the chassis is borrowed from Aston Martin's second-generation Vanquish. [Hmmm. That sounds interesting.] The two cars that mark the end of Morgan's 50-year span of V-8 cars are an Aero 8 and a Plus 8, which Morgan said it will keep for its heritage collection.

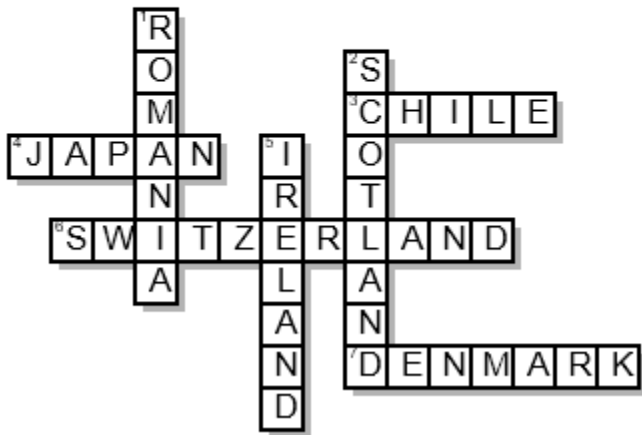
Rolls Royce (BMW): (12/12) The [Rolls-Royce Cullinan](#) was named 'Prestigious Luxury SUV of the Year' at the 2018 Arab Wheels Awards ceremony. The world's first super-luxury SUV and the pinnacle of Rolls-Royce's 'Effortless, Everywhere' driving and lifestyle ethos, Cullinan is an uncompromised, thoroughly luxurious all-terrain vehicle that is completely unlike anything the world has ever seen. Cullinan was the outright winner in its category, impressing the judges with its innovative technology, unparalleled luxury and incredible, industry-leading power and performance. [I still have a problem with the idea of taking a Rolls Royce cross country.]



2018 Heartland British Autofest – Le Claire, IA

New Years Tradition

Identify The Country



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ANSWER TO THE QUESTION:

The MG Magnette was a car produced by MG between 1953 and 1968. It was manufactured in two build series, the ZA and ZB (1953 – 1958) and the Mark III and Mark IV (1959 – 1968). Both series used a modified Wolseley body. The BMC B series motor was an I-4 created by the Austin Motor Company. The car that was shown at our Autofest was a 1957 ZB version.



*1957 MG Magnette ZB
Shown by Ed and Julie Polonus*