

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 223 | April 2013



www.jecsouthwales.co.uk



EDITORIAL

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Deadline for all articles, contributions and ad's for the next edition is May 6th.

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Annual subscriptions are £12 per annum, payable to the treasurer.

PUBLISHING

Design & Print by

Trendy Design Co

Web: www.trendy-designs.co.uk

email: hello@trendy-designs.co.uk

Tel: 0845 366 58 48

Disclaimer:

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FROM THE EDITOR

Hello!

Finally the wait is over and our first car show of the season has been and gone as you'll read about in the Coleford write up. I'm sure you'll enjoy some laughter at the many photographs that were taken and included in this month's magazine. Beware that the editor has found his camera and is now on the prowl at events together with Colin and John! We're also looking forward to JJ's 'Drive it Day' on the 21st April meeting at the Coed-Y-Mwstwr hotel between 9-10am and then off on JJ's secret route announced by Mr James on the day.



Colin has found at least five businesses that will take advertising space in our magazine including someone who attended the Coleford show. This advertising will not only support club funds but give us new contacts that will help us maintain our cars.

I'd like to thank Julian from SNG Barratt who attended last months meeting and gave an informative presentation as well as being on hand to answer questions. Having spoken to many members I know that this was very much enjoyed by all and thanks go to Harry and Colin for co-ordinating this.

We've already had quite a few pictures emailed through to us of member's cars both past and present and the website www.jecsouthwales.co.uk is being developed by Mike Manconi to include a gallery of member's cars as I mentioned last month. We'll be handing out Mike's business card tonight with his email address and I'd encourage everyone to send as many pictures as possible through to Mike or to Colin at colin.manconi@jecsouthwales.co.uk of cars past and present so we can build this gallery further.

If you have any other content that you'd like to see in the magazine or indeed any other ideas for the magazine please email me andy.webber@jecsouthwales.co.uk.

Until next month,

Andy Webber

and finally...

I'm hoping that if you don't manage to make it along to our club meetings at the BBC club, Llandaff that you're reading this and would like to know more – you'll be made to feel very welcome if you join us on the second Monday of every month. Further details of our meeting place are at the back of the magazine.

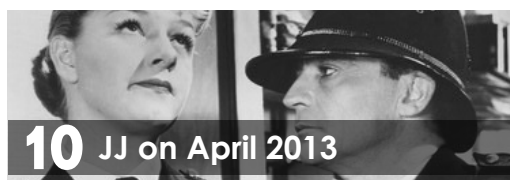


8 Coleford Carnival of Transport, 'thermals not included!'

Editorial	2
Regional News	5
Stoneleigh Spares Day	7
Coleford Show	8
JJ On April 2013	10
Advertisers Spotlight	12
Jaguar Expansion Plans	14
Members Profile	15
Humour & Anecdotes	16
D-Type Ride Along	18
Garage Services	20
Committee	21
Monthly Meeting	21
Forthcoming Events	22
The LYONHEART K	23



5 Regional News Report April 2013



10 JJ on April 2013



16 Humour & Anecdotes



18 Jaguar D-Type - Not the usual ride along



23 F-Type Not Retro enough? LYONHEART K

NEWS

This will be the last meeting before the **Pencoed show (12th MAY)** and as usual we will be having our Jaguar Stand on the showground. It would be helpful if you could let me know if you are attending as we need to know what size stand to mark out. We will be helping the SWCC on the Saturday before the show to mark out the field etc. Any members who can come along at about 9.00 to 9.30am to help for a few hours will be more than welcome. It is for a very good cause and each year a large amount of money is raised for charity. (You also get bacon rolls and coffee as a thank you.)



12 ADVERTISER SPOTLIGHT Hillsalive Luggage



7 International Spares Day Stoneleigh 2013

- Full & Part Restorations
- Panel Repairs & Spraying
- Lead Loading Repairs
- Engine & Gearbox Rebuilds
- Rewiring & Re-trimming
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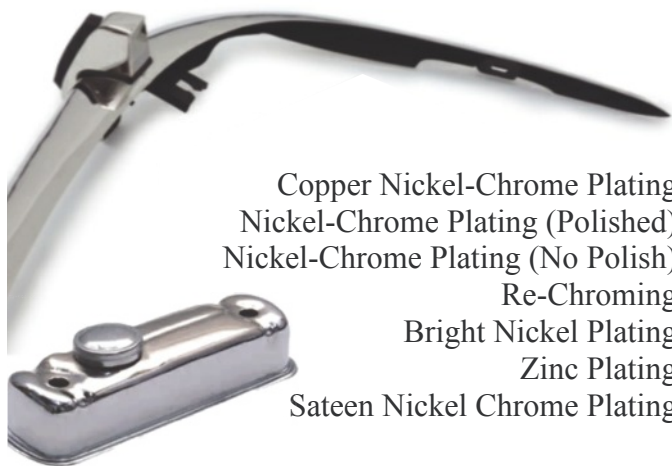
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JULIAN BARRATT VISIT

At our last meeting on Monday the 11th of March we were fortunate to have Julian Barratt of SNG Barratts attend to give a talk about his company. I was extremely pleased that over eighteen members turned up to listen to a very informative talk by Julian.

I'm sure that many members did not realise that the business had been started by Julian's father only because when restoring his own e-type he could not obtain the parts needed for it. He ended up having to buy scrapped e-types, which you could in those days, to get the parts he needed and then found that there was a market for the rest of the parts. From this the very successful business of SNG Barratts has developed with branches around the world.



I think the e-mail sent by Julian the next day summed up the evening.

"Colin, Many thanks for having me to talk down in Cardiff last night. I genuinely really enjoyed the evening and you have a cracking bunch of folk down there who really seemed to get on board with the evening so please pass on my thanks for them making me so welcome! Also, the whiskey was overly generous and much appreciated..."

If there is anyone who wishes to follow up on any of the items we discussed last night, feel free to pass on my direct details and I will try to help them out where I can or give them as much info as I have...

Look forward to seeing you at Stoneleigh.

*Best Regards
Julian"*

INTERNATIONAL JAGUAR SPARES DAY STONELEIGH

I had been asked to attend to help on the club stand selling tickets for the charity car. The weather forecast was very changeable and I could not get a clear picture of what the road conditions were like. The consensus seemed to be that it was going to snow in the Stoneleigh area and so I "chickened out" and used the Range Rover instead of the XKR to go up. This is the first time in over 30 years that I have not arrived at Stoneleigh in a Jaguar. It was the right move because it snowed all day. I think there were more...

FULL REPORT ON PAGE 7

MAGAZINE ADVERTISERS

This month we have three new companies advertising in our magazine, please do support them as they help support our magazine by advertising with us.

HILLSALIVE LUGGAGE SOLUTIONS

Rob and Heather Hill make a wide variety of fitted luggage to suit most classic and modern cars. They even make a case to fit in the boot of a 220! (Anyone who has seen the size of the boot will know why I am so surprised).

DG SERVICES

This is a local business concentrating on panel repairs, spraying and restoration of classic and modern cars and is run by its owner Dave Gough. I employed Dave as a sprayer in my garage at Castleton over 30 years ago, so you can see that he has been in the business for a long time and has wealth of knowledge in his industry. Andy Webber is just having some work done on one of his Jaguars and Dave will be stripping my Jensen to bare metal and re-spraying it.

BRYNOL CHROME ELECTRO PLATING

This is a local business in Pyle which specialise in chrome and electro plating. Some of our members have already had work done by this company.

DRIVE IT DAY 21st APRIL

Our next outing is organised by John James who has spent a lot of time plotting a very interesting route and an excellent restaurant for lunch. We will be meeting at the Coed y Mwstwr Hotel at Coychurch just outside Bridgend between 9 am and 10am and will leave at 10am prompt. This was a very good event last year and if you ring John even at this late date he may be able to fit you in for lunch.

DETAILS OF OUR ESHOT

We sent out our "E-Shot" again last month to 139 of our members in our region that we have a current e-mail address for. Up to this present time it was opened by 93 of our members and forwarded on numerous times.

SWCCC ANNUAL CLASSIC CAR SHOW PENCOED

This will be the last meeting before the Pencoed show (**12th MAY**) and as usual we will be having our Jaguar Stand on the showground. It would be helpful if you could let me know if you are attending as we need to know what size stand to mark out. We will be helping the SWCC on the Saturday before the show to mark out the field etc. Any members who can come along at about 9.00 to 9.30am to help for a few hours will be more than welcome. It is for a very good cause and each year a large amount of money is raised for charity. (You also get bacon rolls and coffee as a thank you.)

SOUTHERN DAY AT LITTLECOTE 1st SEPTEMBER

Littlecote House is a Warner Hotel situated just off Junction 14 of the M4. Dave and Ruth, Andy and Heather, Jan and myself have all booked to stay on the Friday, Saturday and Sunday nights. The JEC code you need to book is PHC-JAGUAR, but please be aware the hotel is likely to fill up quickly. Paul and some other members are going to come on the Sunday for the day.

***TRACK DAY* at** **Goodwood**

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INTERNATIONAL SPARES DAY STONELEIGH MARCH 24th

I had been asked to attend to help on the club stand selling tickets for the charity car. The weather forecast was very changeable and I could not get a clear picture of what the road conditions were like. The consensus seemed to be that it was going to snow in the Stoneleigh area and so I "chickened out" and used the Range Rover instead of the XKR to go up. This is the first time in over 30 years that I have not arrived at Stoneleigh in a Jaguar. It was the right move because it snowed all day. I think there were more Range Rovers, Land Rovers and four wheel drive vehicles there than Jaguars.

Stoneleigh is always cold especially inside the buildings. This year was no exception. SNG Barratts had taken a whole isle and set out a very good display, where you entered via a green SNG Barratt canopy. The top of the canopy was white with snow. It was blowing in through the vents in the apex of the roof and as you walked down the aisles inside the building it was snowing.

Tony Ridge was late arriving with the new XK charity car as he lives at the

bottom of a hill and the heavy snow-had made it very difficult for him to get out. Jaguars with their wide tyres are not the best vehicles on snow. We then had to clean 6 inches of frozen snow off the car and chamois it down ready to put it on display. Luckily the display area for the charity car had been moved into the foyer area, next to the restaurant, the benefit being that there are a few heaters on the wall in this area so it was not as cold as the auto jumble areas.

Harry was there as usual, I don't think he has missed spares day in many a year and we met up at lunch time in the restaurant for a coffee and to warm up.

Turnout on the day was down, both from the traders and the general public, but it was busier than many had expected. Organiser, John Salway, closed the show a little earlier than normal at 3.00 pm as business had tailed off by then. On the charity car stand we sold 670 tickets at £1 each. Not as good as previous years but quite acceptable considering the conditions.



Article by Colin Manconi



Report by Andy Webber

It wasn't raining when we met in Monmouth at 08.30 and no rain was forecast, which on paper sounds like a good start to any car show. However, as I followed Keith's white XK140 into the Monmouth car park it was snowing!! We were met by the gang all mulling around in gloves and many layers of clothing - a big hats off to Mike and his son Nick who were in the open topped D-Type and had passed both Colin's on the way up and some speed!!

As the snow fell we left Monmouth and motored towards Coleford in convey at a leisurely pace enjoying the twisting road up and over the mountain. At this point we had chef Paul in his red e-type (nothing like a change!), Colin Manconi in the Mk 2, Colin Masterson in the Challenger, Neville in his blue Mk 2, Mike and Nick in the D-type, and Keith Ryall in his XK140. We also had Dave and Ruth in the XK8 with the top down making its first run of the year after Dave taxed it on Saturday. Ruth was apprehensive with the roof down but Dave being 'old school' assured her that even though the snow was fall-

ing the heaters would do the job.....

Arriving at Coleford we were guided to the left leaving us further away from the main area but alongside



the Daimler club that had a strong following and opposite tractors, trucks and buses.

We immediately started off towards Kaplans Cafe for breakfast just as Jon-Paul joined us with his e-type. Although Kaplans was very busy we managed to find some tables splitting us between upstairs and downstairs. As I was ridiculed for having chips with my full English last year I refrained and went for fried bread as the healthy alternative - yum! The cafe provided some warmth as it was freezing outside and we had another cup of tea whilst we pondered staying in there all day. At this point JJ and Bob joined us, JJ had bought his new X300 sovereign due to the better heating system over the XK140 and Bob in his new XK8 complete with heated seats.

After breakfast it was time to wrap up warm and have a look around. James Blackwell (JEC) had bought the new JEC raffle car (XK 4.2 Ltr convertible) and was busy cleaning it and selling tickets. Colin relieved him so he could grab a much needed cup of tea. The square had many nice motors including a V12 XJS that was very tidy, and also a smart car display complimented by rock and roll music to dance to. I am informed that JJ did have a dance but sadly no photos! An older Mercedes 220 convertible in dark blue looked superb and attracted a lot of attention.

Coleford Carnival Of Transport

Scott had arrived with a friend and I joined him to have a look around the Ferraris, Minis, Austin Healey's and Triumph's parked at the top car park. Scott had resisted the temptation to bring his new Honda S2000 after selling his XJ8, and bought along his XK8.

I was frozen at this point and retreated to the heated seats of my car to thaw out and get some tea. I was joined by Colin Masterson who paid the £3 entry fee to enjoy the heated seats with engine running to give us some hot air - many would say that it's not necessary to have the engine running to provide hot air with me involved!

Next stop was The Angel Hotel in the square where we enjoyed a pint and the warmth, whilst listening to Neville's stories.....the one about Gavin and Stacey and the repercussions to him months later is well worth asking him about! Nev has managed to sell his XJS to a Bournemouth buyer and his XJ6 to someone in Slovenia. The Slovenian gentleman rang about the XJ6 but then said he'd have the XJS as well when Nev explained he had two jags currently on sale on the internet!

Myself, Bob and JJ's grandson Aaron then followed JJ on a very long walk to a garage that was apparently 'just round the corner' in pursuit of an X300 for Colin McLaren that was for sale. When we eventually got to the garage after a good 20min walk it turned out that the car was sold last Saturday! Attempts to get JJ to buy the Bentley in the showroom to take us back to the car show weren't met so we hiked back via a craft fair!

As the time neared 3.30pm Ruth broke out the usual superb chocolate cake as we were wondering when we'd be allowed to leave. The barrier went up just as the MGs arrived ready to depart. We said our good-byes starting the cars, and enjoying the heaters to drive out of Coleford very happy that the snow hadn't stopped us enjoying the day.



JOHN JAMES

not POLITICALLY CORRECT SINCE THE 50'S

WHY THE USA IS IN SO MUCH TROUBLE

A DC 'airport ticket agent' offers some examples of why the US is in so much trouble!

1. I had a New Hampshire Congresswoman (Carol Shea-Porter) ask for an aisle seat so that her hair wouldn't get messed up by being near the window. (On an airplane!)

2. I got a call from a Kansas Congressman's (Moore) staffer (Howard Bauleke), who wanted to go to Cape Town. I started to explain the length of the flight and the passport information, and then he interrupted me with, "I'm not trying to make you look stupid, but Cape Town is in Massachusetts .."

Without trying to make him look stupid, I calmly explained, "Cape Cod is in Massachusetts , Cape Town is in South Africa .."

His response -- click..



3. A senior Vermont Congressman (Bernie Sanders) called, furious about a Florida package we did. I asked what was wrong with the vacation in Orlando . He said he was expecting an ocean-view room. I tried to ex-

plain that's not possible, since Orlando is in the middle of the state.

He replied, 'Don't lie to me!, I looked on the map, and Florida is a very THIN state!!' (OMG)



4. I got a call from a lawmaker's wife (Landra Reid) who asked, "Is it possible to see England from Canada ?"

I said, "No."

She said, "But they look so close on the map" (OMG, again!)

5. An aide for a cabinet member (Janet Napolitano) once called and asked if he could rent a car in Dallas .. I pulled up the reservation and noticed he had only a 1-hour layover in Dallas ... When I asked him why he wanted to rent a car, he said, "I heard Dallas was a big airport, and we will need a car to drive between gates to save time." (Aghhhh)

6. An Illinois Congresswoman (Jan Schakowsky) called last week. She needed to know how it was possible that her flight from Detroit left at 8:30 a.m., and got to Chicago at 8:33 a.m.

I explained that Michigan was an hour ahead of Illinois , but she couldn't understand the concept of time zones. Finally, I told her the plane went fast and she bought that.

Don't forget The South Wales Classic Car Show at Pencoed College on Sunday 12th May. If you are able to once again help set out the field on the Saturday morning before at about 9.30am it will be much appreciated, may I thank you in anticipation.

7. A New York lawmaker, (Jerrold Nader) called and asked, "Do airlines put your physical description on your bag so they know whose luggage belongs to whom?" I said, 'No, why do you ask?'

He replied, "Well, when I checked in with the airline, they put a tag on my luggage that said (FAT), and I'm overweight. I think that's very rude!"

After putting him on hold for a minute, while I looked into it. (I was dying laughing). I came back and explained the city code for Fresno , Ca. is (FAT

- Fresno Air Terminal), and the airline was just putting a destination tag on his luggage..



8. A Senator John Kerry aide (Lindsay Ross) called to inquire about a trip package to Hawaii . After going over all the cost info, she asked, "Would it be cheaper to fly to California and then take the train to Hawaii ?"

9. I just got off the phone with a freshman Congressman, Bobby Bright from Ala. who asked, "How do I know which plane to get on?"

I asked him what exactly he meant, to which he replied, "I was told my flight number is 823, but none of these planes have numbers on them."

JJ ON MARCH 2013

Hello all, with the start of the Classic Car Show season there is just a little more to report on this month, the first show that we have attended on Easter Monday was of course at the town of Coleford, where the vehicles are parked up throughout the streets of the town, a nice change from being parked in a field. I have always enjoyed the Coleford show with its carnival type atmosphere but it always seems to be very cold there even on a sunny day and this year it was particularly cold with the cold windy weather we have been experiencing. I think we were all very pleased to be told that we could leave at 3.30pm instead of the official 4 pm. I had filled the XK up with petrol the day before ready for the trip, but on my return from the petrol station I was so cold that it did not take me more than a moment to decide on going along in the X300 and was I glad I did; I must be getting old!! I bumped into Mike and Nick Jones wandering around the town and they were saying that they were freezing, they had travelled up in the D Type, even less protection than the XK, it was no surprise on returning to the cars later to see that they had left for home, very wise. It was also nice to see Bob Lush's new addition to his Jaguar fleet, a XK8 convertible, nice car and I particularly liked the colour.

JULIAN BARRATT

For those of you that attended the March meeting with Julian Barratt of SNG Barratt as our guest speaker I'm sure you will agree that it was a very

interesting evening, if you get chance to visit their premises at one of their open day's you will not be disappointed. Quite a few of us went along last year whilst we were up at Weston Park for JEC weekend.



OH, WHAT HAS HE DONE!

I can't believe that Harry Kuehling has sold his beloved MK 2; the car has gone to Italy to the same chap that bought Harry's E-Type. I never ever thought that I would see Harry



without a Jaguar in his life. If all his hair falls out and he looks ill, it will be a severe case of withdrawal symptoms called Jaguaritus! Very serious.

He still has a Daimler V8 which is in the process of being refurbished. Ah well, I expect we will still talk to you Harry.

CAR ON A POSTCARD!

I received an e-mail last week from a lady who is an artist from Oxford whom I met last year at the Malvern show, she asked me if I would mind her taking pictures of my XK which she hoped would be included in a series of paintings of Classic Cars and then in turn would be produced into a series of greetings cards and postcards due to be published shortly. There are some interesting cars in the range and I await the results with interest.

If you are interested in having a look at the website it is as follows:-

www.jannelahorne.co.uk/watercolour.html

ANNUAL DRIVE IT DAY

I'm pleased to say that the numbers are looking good for the annual Drive It Day run, and if there is someone who wishes to be included I am sure I could contact the lunch venue and include a couple more people. If anyone is interested please give me a ring on 01656 656424.

LOTTERY WIN

There are currently a couple of numbers of particular interest to myself (or Janet) they are JJ2 at £85k, JJ3 at £75K and by comparison to those quite high

prices JJ21 at a reasonable £17.5K. All I need to do now is to win this weeks lottery and get a few more cars to put them on!

COUPLE CURES AGE-OLD LUGGAGE HEADACHE FOR SPORTS CAR ENTHUSIASTS

Touring in a sports car is a joy – but packing and unpacking is often a frustrating ordeal, however that could all be about to change, thanks to lifelong automotive fans Rob and Heather Hill and their innovative and practical bespoke luggage system for classic and modern sports cars.

The Warwickshire couple designed and manufactured their own luggage, engineered to fit perfectly into the rear of their classic Morgan 4/4 two-seater, after becoming exasperated with the time it took to cram an assortment of small soft bags and plastic carriers into the boot.

Their solution caught the eye of other car owners at events around the country and orders began to flow in, leading to the formation of Hillsalve Solutions – their company which now provides bespoke luggage for more than 110 different models of sports car.

Rob said: "As every classic car enthusiast will know, it's not just the issue of making the best use of every available inch of the restricted luggage space in these beautiful cars – it's the wretched experience of numerous trips outside to where the car is parked – sometimes in the rain and cold, forcing small bags into the back of the car".

"It often felt like trying to do a crazy jigsaw puzzle."

Rob, a chartered mechanical engineer, decided to solve the problem by designing and making two bespoke, fully-stiffened bags, which ensured their belongings always arrived in great condition.

Suddenly, life on the road became infinitely more enjoyable. As long as their belongings could be packed in the bags, they could go straight in the car.

Since 2006, when Rob designed their first set of luggage, their product range has grown substantially. Whilst a small number of cars are not currently catered for, products can be designed and manufactured to suit any make and model – as long as Rob can source a car to measure and prototype.

The luggage is manufactured in the UK, from high quality, abrasion-resistant polyester with brushed nylon linings. A full range of colours is available.

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Hillsalive

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If it fits into the bags then it fits into the car



If it fits into the bags, it fits into the car.

As you know packing for a trip in your Jaguar is no easy affair. Fortunately the good people of Hillsalive have created an easier solution. A bespoke luggage system tailored to fit your Jaguar perfectly and maximise the available space. Stiff sides protect your contents whilst the durable material is complemented by a rugged full width handle-strap that enables you to easily load, remove and carry your cases. When it comes to a journey in any Jaguar, Hillsalive cases are the obvious choice.

For more information call 07932 315 942 or email heather@hillsalive.co.uk

JAGUAR LAND ROVER TO CREATE 800 NEW JOBS

Jaguar Land Rover has announced the creation of 800 production jobs at its plant in Solihull.

The West Midlands plant already employs 6,000 people producing the Range Rover Discovery and Defender models.

The news came as the firm announced record sales of almost 358,000 cars in 2012, up 30% from the year before.

The car-maker, which is owned by Tata of India, said vehicle sales in China rose 70% to 71,940, overtaking the UK to become its biggest market. Sales in the UK rose 19% to 68,333 and in the US by 11% to 55,675. The company said it was active in 177 countries in the year.

The company's new Range Rover Evoque model came top, with over 100,000 sales in its first year. Sales of its Jaguar models rose just 6%.

The government welcomed news of the jobs in Solihull. Last week Japanese carmaker Honda said it would cut 800 jobs at its Swindon production plant.

Chinese consumers

The Chinese market - where sales of Jaguar Land Rover's vehicles have risen 80% in the past year - has been rising in importance to the company. JLR plans to increase its dealership network in China by a further 30% in the coming year, according to John Edwards, JLR's global brand director, despite the "intense competition" in that market.

"I think what the Chinese consumers are after are true British brands with real integrity," he told BBC Radio 4's Today programme, "and that's where we have a real opportunity." Jaguar Land Rover sealed a joint venture to make cars with Chinese company Chery Automobile in November.

In December, the firm also said it was

considering building cars in Saudi Arabia.

If that goes ahead, it would be the company's second overseas manufacturing plant, after it agreed to build a plant in Shanghai.

Production at the Chinese factory, expected to open in the middle of this decade, would be for the Chinese market only.

'Strength to strength'

Jaguar Land Rover has taken on 8,000 people in the last two years, and now employs 25,000 people around the world.



The firm also plans to build a new engine factory in Wolverhampton.

The latest jobs are being created to deal with the increased demand from China, as well as from the Far East, Russia and the US.

Business Secretary Vince Cable said the new jobs were a "welcome boost" for the UK automotive industry. "The company's investment of £2bn this year and 8,000 new jobs over the last two years shows how JLR goes from strength to strength," he said.

"With support from the government's regional growth fund, it's a clear demonstration of where the government working in partnership with the private sector can make a real difference to the UK economy."

More than 200 of the 800 new UK jobs

to be created are supported by the government's regional growth fund. They will be taken on one-year contracts to start with and will be converted to full-time workers should market conditions remain strong.

Unite's assistant general secretary Tony Burke said the new jobs were to be welcomed.

"Although the contracts are for one year, we hope that we can convert them into well paid, permanent jobs in the future. The Evoque is a very successful export leader so there is no reason why that can't happen in the future.

"The workforce at Solihull are highly skilled and have made a massive contribution to the success of the company here in the UK."

Article Courtesy of BBC News online

JAGUAR WORLD MAG

I'm not sure how many members subscribe to the monthly Jaguar World magazine but a quick chat at Coleford indicated not many so I thought I'd regularly summarise any of their news stories that maybe of interest. If any of the below article snippets are of interest please let me know and I can photocopy the full article for you or you can see them online. I'll also try and remember to bring the magazine to each meeting.

A fantastic article comparing a 1999 4.0ltr V8 XKR with a 2000 6.0ltr V12 Aston Martin DB7.

The story behind the 1967 Jaguar Bertone Pirana Coupe first shown at the 1967 Earls Court Motor show. This is a fascinating story of how a group of journalists led by John Astey of the Daily Telegraph used their knowledge and great connections in the motoring world to produce their dream car in six months! This one off car was eventually sold in 1968 for \$16,000 and had a vague history until 2010 when it turned up on eBay!

A great comparison of the coupe celebration and convertible XJS models as well as the history of the XJS. The XJS remains my favourite jag and hopefully one day I'll drive one!



MEMBERS PROFILE

Every month I'll be profiling a member of the club and interviewing them to get more details about what got them into cars and in particular Jaguars. We'll be looking at member's car history as well as their favourite car related memories.

To begin this series I thought I'd start with myself although I have a very limited car history compared to many other members so I guess other profiles will be much longer!

By Andy Webber

MEMBER: Andy Webber

WHY JAGUARS?

My earliest car memory was standing on my great uncles knees and 'driving' his black XJS (with red leather) around a car park in Swansea. I recently spoke to my great uncle who explained that it was a 5.3 litre V12 and that it was his company car at the time choosing it over a Rolls! He went on to have it race prepared but used it only a couple of times on the track. From that day on I've always had a soft spot for Jaguars and in particular the XJS.

CURRENT CARS?

I bought my first Jaguar on June 29th 2011 and picked the 2005 Model XKR up from Chiltern of Bovington close to Hemel Hempstead. I went down to London on Megabus and came back in an XKR! I'll never forget the first time I really put my foot down coming out of Leigh Delamare services on the M4.....the fastest car I'd previously had was a 2.0 litre Toyota MR2 so you can imagine how quick it felt and how happy I was!

I've recently bought an XJ6, the last of the 3.2 litre straight six's from 1997

and it really is as described by many motoring journalists – an armchair on wheels! I love driving the car; it really is the easiest and most relaxing car to drive.

DREAM CAR?

I love the shape of the Ferrari 355 but for me the car that I'd like most would be an e-type roadster. Not only does the car look simply stunning but it really is the most iconic British car ever!

BEST CAR YOU'VE OWNED?

It's my XKR closely followed by my XJ6.

FAVOURITE CAR MEMORY?

Attending the Monaco Grand Prix and hearing a Formula 1 car for the first time as well as seeing Eddie Irvine

FAVOURITE CAR SHOW AND WHY?

I'll never forget going to Beaulieu for the JEC Southern day just 6 weeks after I bought the XKR even entering it into the pride and joy competition. However, Silverstone Classic and the JEC national day in Telford last year were both superb. I've booked for the Goodwood Festival of Speed this

year and am expecting great things from all the rave reviews of previous years!



If you would like to take part in the 'Members Profile' column, please email: editor@jecsouthwales.co.uk

humour

Members jokes & anecdotes

VENTRILOQUIST AND THE WELSHMAN

A Ventriloquist visiting Wales walks into a small village and sees a local sitting on his porch patting his dog.

He figures he'll have a little fun, so he says to the Welshman.

"Hiya, mind if I talk to your dog?"

Villager: "The dog doesn't talk, you stupid Englishman".



Ventriloquist: "Hello dog, how's it going mate?"

Dog: "Yeah, doing all right."

Welshman: (look of extreme shock.)

Ventriloquist: "Is this villager your owner." (Pointing at the villager.)

Dog: "Yep."

Ventriloquist: "How does he treat you?"

Dog: "Yeah, real good. He walks me twice a day, feeds me great food and takes me to the lake once a week to play".

Welshman: (look of utter disbelief).

Ventriloquist: "Mind if I talk to your horse".

Welshman: "Uh, the horse doesn't talk either... I think".

Ventriloquist: "Hey horse, how's it going?"

Horse: "Cool".

Welshman: (absolutely dumbfounded.)

Ventriloquist: "I's this your owner"? (Pointing at the villager)

Horse: "Yep."

Ventriloquist: "How does he treat you?"

Horse: "Pretty good, thanks for asking. He rides me regularly, brushes me down often and keeps me in the shed to protect me from the elements."

Welshman: (total look of amazement).

Ventriloquist: "Mind if I talk to your sheep?"

Welshman: "The sheep's a Bloody liar....."

LUCKY DRIVER

A police officer pulls over a driver and informs him that he has just won \$5,000 in a safety competition, all because he is wearing his seat belt.

"What are you going to do with the prize money?" the officer asks.

The man responds, "I guess I'll go to driving school and get my license."

His wife says, "Officer, don't listen to him. He's a smart aleck when he's drunk."

The guy in the back seat pops up out from under the blanket and says, "I knew we wouldn't get far in this stolen car."

Just then a knock comes from the trunk and a voice calls out, "Are we over the border yet?"

PADDY & MURPHY

Paddy and Murphy are walking down the street. Murphy falls in a hole and hurts himself.

He calls out "**Paddy, call me an ambulance**".

Paddy starts jumping up and down clapping his hands and yelling, "**Murphy's an ambulance Murphy's an ambulance**".

COP CHASE

After an intense high speed chase, an officer finally gets the lawbreaker to pull over.

"You know," says the cop, "I was originally pulling you over to tell you your taillight is out. Why the hell did you take off like that?"



"Last week my wife ran off with a cop," the man said, "and I was afraid you were trying to give her back."

TRUCK DRIVER & THE BIKERS

A truck driver stopped at a roadside diner for lunch and ordered a cheeseburger, coffee and a slice of apple pie. As he was about to eat, three bikers walked in.

One grabbed the trucker's cheeseburger and took a huge bite from it. The second one drank the trucker's coffee, and the third wolfed down his apple pie. The truck driver didn't say a word as he paid the waitress and left.

As the waitress walked up, one of the motorcyclists growled, "He ain't much of a man, is he?"

"He's not much of a driver, either," the waitress replied. "He just backed his 18-wheeler over three motorcycles."

PADDY IN THE PUB

Into a Belfast pub comes Paddy Murphy, looking like he'd just been run over by a train.

His arm is in a sling, his nose is broken, his face is cut and bruised and he's walking with a limp "What happened to you?" asks Sean, the bartender.

"Jamie O'Conner and me had a fight," says Paddy.

"That little guy, O'Conner," says Sean, "He couldn't do that to you, he must have had something in his hand."

"That he did," says Paddy, "a shovel is what he had, and a terrible lickin' he gave me with it."

"Well," says Sean, "you should have defended yourself, didn't you have something in your hand?"

That I did," said Paddy. "Mrs. O'Conner's dress, and a thing of beauty it was, but useless in a fight."

DRUNK DRIVER

An Irishman who had a little too much to drink is driving home from the city one night and, of course, his car is weaving violently all over the road. A cop pulls him over.

"So," says the cop to the driver, where have you been?"



"Why, I've been to the pub of course," he slurs.

"Well," says the cop, "it looks like you've had quite a few to drink this evening."

"I did all right," the drunk says with a smile.

"Did you know," says the cop, standing straight and folding his arms across his chest, "that a few intersections back, your wife fell out of your car?"

"Oh, thank heavens," sighs the drunk. "For a minute there, I thought I'd gone deaf."

WHAT A WAY TO GO

Brenda O'Malley is home making dinner, as usual, when Tim Finnegan arrives at her door.

"Brenda, may I come in?" he asks. "I've somethin' to tell ya."

"Of course you can come in, you're always welcome, Tim". But where's my husband?"

"That's what I'm here to be telling ya, Brenda. There was an accident down at the Guinness brewery..."

"Oh, God no!" cries Brenda. "Please don't tell me."

"I must, Brenda. Your husband Shamus is dead and gone. I'm sorry."

Finally, she looked up at Tim. "How did it happen, Tim?"

"It was terrible, Brenda. He fell into a vat of Guinness Stout and drowned."



"Oh my dear Jesus! But you must tell me truth, Tim. Did he at least go quickly?"

"Well, Brenda... no. In fact, he got out three times to pee."

DRUNK IN A CHURCH

A drunk staggers into a Catholic Church, enters a confessional booth, sits down, but says nothing.

The Priest coughs a few times to get his attention but the drunk continues to sit there.

Finally, the Priest pounds three times on the wall.

The drunk mumbles, "ain't no use knockin, there's no paper on this side either!"

LAST REQUESTS

Mary Clancy goes up to Father O'Grady after his Sunday morning service, and she's in tears.

He says, "So what's bothering you, Mary my dear?"

She says, "Oh, Father, I've got terrible news. My husband passed away last night."



The priest says, "Oh, Mary, that's terrible. Tell me, Mary, did he have any last requests?"

She says, "That he did, Father."

The priest says, "What did he ask, Mary?"

She says, He said, 'Please Mary, put down that damn gun...'

THE GIGOLO'S DIARY

Monday
Choosy
Wendy
Thursday
Heidi
Saturday
Cindy



THE OBITUARY

A woman goes to the local paper's office to see that the obituary for her recently deceased husband is published. The obit editor informs her that there is a charge of 50 pence per word.

She pauses, reflects, and then she says, "Well then, let it read: 'Euan Davis died'."

Amused at the woman's thrift, the editor tells her that there is a seven-word minimum for all obituaries.

She thinks it over and in a few seconds says, "In that case, let it read, - 'Euan Davis died, golf clubs for sale'

Submitted by Colin Manconi



Article by Alex Robbins
Full Article available on www.pistonheads.com

"Hmm." That's the noise I make as I contemplate how on earth a man of my not-inconsiderable width is going to fit himself into the passenger seat I'm shortly to occupy. I've sat in many passenger seats in my time, but this one... well, it's not exactly going to be straightforward to get into.

The reason? Said cubby is the passenger compartment of 393RW. Or, for those of you who aren't blessed with an encyclopaedic knowledge of classic racing Jaguars, the penultimate long-nose D-Type. Currently the pride and joy of Jaguar's heritage fleet, 393RW is the very car that was driven to victory by Duncan Hamilton and Ivor Bueb in the 1956 Reims 12-hour race. It's also the car that Bueb and Mike Hawthorn raced in the 1956 Le Mans 24h, finishing sixth after a persistent fuel injection issue. And in the 1957 Sebring 12h, Hawthorn and Bueb again paired up to bring this D-Type home in third place. Quite some heritage, then.

And today, yours truly, a mug of a motoring journo is squeezing himself into the passenger seat. The process is hampered by the bulkhead, so close as to force my knees almost upright and apart, a vertical pad at the edge of the seat base supporting

them there. A five-point harness then clamps me in place. But eventually I'm in, at which point my driver slips into the other seat: Andy Wallace, no less – four-time Le Mans winner, former production car speed record holder, and one of the UK's most prolific sports car racers. This, then, is shaping up to be a pretty special day.

Our destination is a coffee stop somewhere in rural northern France, and we're currently in Jabbeke, Belgium, Andy having just attempted to max out an F-Type on a two-mile stretch of closed road. It's no surprise, then, that he's raring to go. "Are you ready?" I'm asked. I've never been more so.

It becomes rapidly clear that shooting the breeze with my driver is going to be impossible. By the time we hit 40mph, the combination of noise and wind buffeting are already sufficient to prohibit comfortable conversation. I'm on navigation duty, and my directions come as a series of snatched shouts, hand signals, and occasional shoulder shrugs (sorry, Andy). But this is just the start: ahead lie two hours of motorways, including the A26, which many European travellers will know as 'that monotonous bit you've got to get done before you can get anywhere else'. This is

not, ostensibly, the car for the job. But nothing could matter less. Two hours to savour this experience is barely enough.

We hit the first stretch of motorway, and Andy opens the D-Type up properly for the first time. It's 57 years old, this car, and yet there's a faintly unbelievable sledgehammer wallop of torque. The acceleration is visceral and unrelenting; the noise apocalyptic – a buzz-saw exhaust note overlaid with the chesty moan of the early Lucas fuel injection system guzzling vast quantities of fuel and air, and rapid-fire Gatling gun pops on the over-run. Mr Wallace is making progress, and, rather than heard, each gear change is felt through the chassis with the hefty thunk of big bits of metal meeting other big bits of metal. I've never been in anything like this before.

That's a fact that becomes clearer with each passing mile as I realise I'm slowly but surely being covered in a film of hydrocarbons. Each time Andy lifts off, visible clouds of fuel vapour spew from the D's enormous bonnet vents. One of which I'm sitting just behind. Pretty soon, my nostrils are infused with the stuff, and all I can smell is a heady combination of petrol, oil and leather.

Jaguar D-Type: not the usual ride along

The view is just fabulous, too. The windscreen distorts things readily, making any car we're following look as though it's been sat on. But the road ahead's framed by the rise and fall of the wheel arches and bonnet bulge; spectacularly beautiful, even from this vantage point. I'm dimly aware that my left knee is gradually going numb, pressed as it is against the coachwork and bashing repeatedly against it with every bump and shimmy, but it's nothing compared to the pure thrill of flying past anodyne modern hatchbacks in a bona fide Le Mans legend.

And flying, indeed, we are. Andy's only measurement of speed is a set of ancient Dymo labels stuck to the rev counter to give a vague approximation; it later transpires that the 70mph he's been faithfully sticking to is closer to 90mph when registered on the speedo of the Discovery support car behind. Oops. And yet the D-Type is loping along at half-chat. This is, after all, a car capable of 170mph-plus top speeds, a statistic exposed barely believable as I peer at the exposed wiring and rivets between my crooked knees.

Then, something happens that no-

body's really thought of yet. A peage appears over the horizon. It rapidly dawns on me that it'll be my responsibility to grab the ticket. Ah. Andy pulls up as close as he dares and I strain everything to reach, pulling muscles I never knew I had and frantically clawing at the little white slip with my fingertips, but it's no use. I fumble at the harness buckle, eventually releasing it, and stretch over the top of the D-Type's window to claim my prize. Then we're away, Andy opening the D up with a bark they can probably hear in Avignon while I attempt to re-truss myself without elbowing him in the face.

Darkness has already started to fall, our schedule running way behind by now, and pretty soon I find myself in the faintly surreal situation of thundering across northern France in a D-Type by night. The lights are – as you'd expect – not great, and interior illumination is non-existent, save a weak glow across a small portion of the rev counter. Fortunately, the need for navigation has lapsed, as we're only 20 miles or so from our coffee stop, at which point I'll be shifting into the more comfortable surroundings of an F-Type. But what surprises me is the realisation that,



surroundings of an F-Type. But what surprises me is the realisation that, given the chance, I'd gladly carry on to Reims – our final destination – in the D-Type. Every moment spent in it is a visceral, undiluted thrill, so far removed from anything the modern world can offer. And when I do finally extricate myself from my cubby, I'm left with a warm glow; not just the feeling of blood returning to extremities it had forgotten for the last couple of hours, but a new-found affection for this irrepressible old cat, all noise, teeth and muscle, that's allowed me the privilege of riding on its back for the tiniest fraction of its remarkable life.



GARAGE SERVICES

There are a number of garages in this area that specialise in Jaguar and Daimler work and I list below the ones that I know about. This is not intended to be a recommendation and you will have to make up your own mind as to which garage you entrust the work to. If you know of any others, please let me know in order that they may be listed.

Stratstone of Cardiff

Formally Paramount, Stratstone is the local main Jaguar agent. They are able to provide a full range of services as well as sales of new and used cars. Members of the Jaguar Heritage parts scheme.

Address: Pentwyn House, Avenue Park, Pentwyn, Cardiff, CF23 8HE
Telephone: 0800 378491
Web site: www.stratstone.com

Alliance Cars, Cardiff (Incorporating Cardiff Jag & Performance Ltd)

Jaguar specialist based near the BUPA hospital In Pentwyn Cardiff.

Address: 3 & 4, Wharfedale Road, Pentwyn, Cardiff
Telephone: 029 2054 0800
Web site: www.alliancecarscardiff.com

Andrew Wilson Motors

Andrew originally worked for Howells Garages, who were the Jaguar main agents before Paramount, before setting up his own garage business.

Address: Radian Garage, Cardiff Road, Dinas Powys, South Glamorgan, CF64 4JX
Telephone: 02920513120
Web site:

Classic & Performance Automotive Engineering

A specialist garage set up by Mike & Nick Jones.

Address: Unit E2, West Point Industrial Estate, Penarth Road, Cardiff. CF11 8JQ
Telephone: 02920 350177 (Out of hours 07894 108572)
Web site: www.nickjonesracing.net/page18.htm

Nantgarw Garage

Based at Nantgarw on the southern edge of the Treforest Industrial Estate. They provide various garage services as well as sell used cars.

Address: Nantgarw Garage, Cardiff Road, Nantgarw, CF15 7SR
Telephone: 01443 844447
Web site: www.nantgarwgarage.com

Gimber Motors/Glamorgan Classic Cars

Based on Station Approach, Penarth and run by Andrew Douglas, they provide various services from routine servicing to full mechanical and body restoration.

Address: Station Approach, Penarth, CF64 3EE
Telephone: 02920 708005
Web site: www.carrepairspenarth.co.uk

Mistamatic Ltd

Independent Jaguar specialist based in Swansea, providing servicing, repairs, MOTs and diagnostics for all Jaguar cars.

Address: Unit 3, Fforestfach Business Centre, Queensway, Fforestfach, Swansea
Telephone: 01792 589469
Web site: www.mistermatic.co.uk

Sterling Cars

Another garage business specialising in mechanical and body work repairs. Dave Williams is the proprietor.

Address: Swffryd service station, Swffryd Road, Swffryd, Crumlin, Gwent, NP11 5DW
Telephone: 01495 249349
Web site: www.sterlingjaguar.co.uk

N J Restorations

Run by Nick Wiggall and based at Black Lion Garage near Carmarthen, Nick specialises in mechanical and body work restoration.

Address: Black Lion Garage, Black Lion Rd, Cross Hands, Llanelli, SA14 6RT
Telephone: 01269 845682 **Workshop:** 07967 016038
Web site: www.nj-restorations.co.uk

D.G. SERVICES

Full & Part Restorations and bodywork repairs using old school methods. Owned by Dave Gough who has over 40 years experience in the industry.

Address: Unit 3 Rural Workshops, Longmeadow, Wentloog Road, Cardiff, CF3 2TN
Telephone: 02920 193658
Web site: www.motorbodies.webs.com

Classic Veneers

A local specialist for classic car dashboard veneering/lacquering. Ron Godfrey is the proprietor.

Address: 44 Poplar Avenue, New Inn, Pontypool
Telephone: 01495 753641
Web site: www.classicveneers.co.uk

Bryndol Chrome Ltd

A local polishers & platers with over 30 years experience that specialise in all types of chrome plating.

Address: 76 Village Farm Road, Village Farm Ind. Estate, Pyle, Mid Glamorgan, CF33 7BN
Telephone: 01656 744 606
Web site: www.bryndolchrome.co.uk

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If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact the regional representative.



MONTHLY MEETING

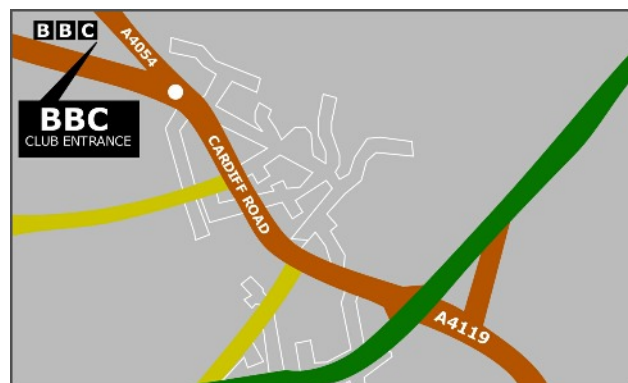
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.



2013 EVENTS CALENDAR

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

APRIL 2013

Mon 1st	Coleford Carnival of Transport
20 - 21st	Bristol Classic Car Show
Sun 21st	Annual Drive it Day
Sun 28st	14th JEC London to Brighton Run

MAY 2013

3rd - 4th	Donington Historic Festival
Sun 4th	The Rotary Club of Chepstow, Wye Classic Run
Sun 12th	SWCCC Annual Classic Car Show
18th - 19th	Beaulieu Spring Autojumble National Motor Museum, Beaulieu.
25th - 26th	Tortworth Vintage Steam Rally
Mon 27th	Vale of Glamorgan Classic Car Show

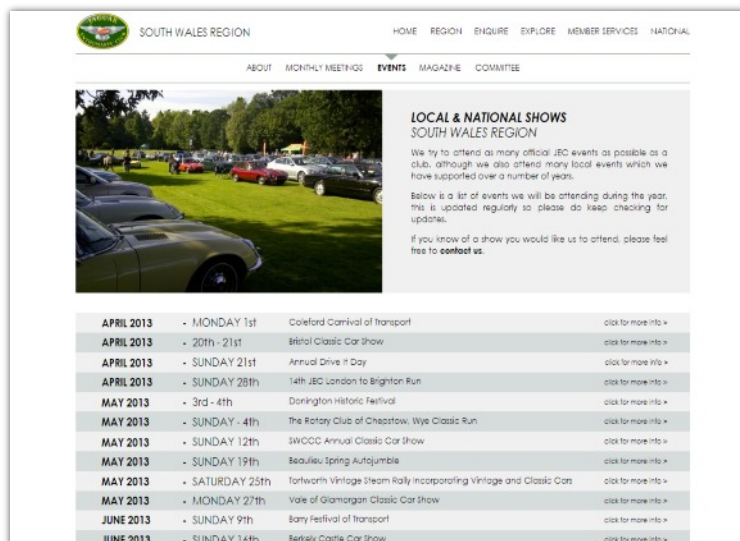
JUNE 2013

Sun 9th	Barry Festival of Transport
Sun 16th	Berkely Castle Car Show
Sun 16th	Gloucestershire Warwickshire Railway
Fri 21st	Le Mans Classic
Sun 23rd	Jaguar Enthusiasts Northern Day 2013
Sat 29th	Castle Combe Classic & Retro Action Day

JULY 2013

12 - 14th	Goodwood Festival of Speed
Sun 14th	Pontardulas Classic Motor Club Show
Sun 21st	Sherborne Castle Classic Car Show and Rally
26 - 28th	Silverstone Classic

For full details of all the events listed on this page visit our website www.jecsouthwales.co.uk



AUGUST 2013

2 - 4th	Gloucestershire Steam & Vintage Extravaganza
Sun 11th	Three Cocks Steam & Vintage Rally
17 - 18th	Vintage Sports Car Club Pembrey

SEPTEMBER 2013

Sun - 1st	Jaguar Enthusiasts Southern Day
7 - 8th	Beaulieu International Autojumble
13 - 15th	Goodwood Revival
Sun 15th	Vintage and Specialist Car Rally Tredegar House, Newport.

Please also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series. See also the web site - www.classicshowssuk.co.uk



Article by Alex Robbins
Full Article available on www.pistonheads.com

NEW F-TYPE NOT RETRO ENOUGH FOR YOU, TRY THIS!

The LYONHEART K is a limited-run sportscar which apes the original Jaguar E-Type will finally enter production later this year, it's been announced.

Originally a concept known as the 'Growler'... ahem... the idea's gained sufficient interest and traction to become a production reality. More than that, though; while the Lyonheart's creators, Bo Zolland and Robert Palm, originally intended to produce just 50 cars when plans were initially announced last year, they've now upped that to 250 as a result of demand. Fortunately, there'll also be a corresponding drop in price, and the Lyonheart K is now confirmed to start from just over £307,000. That's not all, though – Lyonheart has also confirmed a hitherto-unplanned convertible version

of the K, fitted with an electric fabric roof that'll raise or lower completely in just 12 seconds, which will cost £13,000 more.

Neither will be cheap, then, but then the K is set to be pretty special. Quite aside from the svelte aluminium bodywork – reason enough to want one – it'll be powered by a 5.0-litre V8 engine that'll be boosted by a supercharger and fettled by Cosworth. No official word on where that engine will come from just yet, but it's likely that it'll be based on that which powers the F-Type V8 S and XKR-S. That said, the Cosworth tweaks will enhance power to 575hp, and torque to 510lb ft, and running through a six-speed automatic transmission, the K will hit 62mph in 3.9 seconds and top out at an electronically-limited 186mph. Oh, and it'll be fitted wire wheels, too - 20-inch ones, to be precise

All of this sounds wonderfully promising, but before we get too excited it's worth pointing out that we've yet to see a physical concept car, Lyonheart having presented only renderings thus far. That's not to say it won't happen and we really hope it does - but it's worth reserving a modicum of caution until things get a little further along the prototyping/ production process. Fingers crossed, though, eh?



Article by Alex Robbins

