

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

Issue 224 | May 2013



www.jecsouthwales.co.uk



EDITORIAL

EDITOR

Andy Webber

email: andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

CONTRIBUTORS

Harry Kuehling

Andy Webber

John James

Colin Manconi

Colin Masterson

Contributions welcome.

Please email all contributions including photographs, articles and reviews to:

editor@jecsouthwales.co.uk

Deadline for all articles, contributions and ad's for the next edition is June 3rd.

ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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:

Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us: editor@jecsouthwales.co.uk

All information is correct at the time of print and any unauthorised copying or reproducing will constitute an infringement of copyright. All articles are copyright of their respective owners.

©Jaguar Enthusiasts Club South Wales Region Magazine 2013, All Rights Reserved.

FROM THE EDITOR

Hello!

The clocks have gone forward and we're now in car show season, which gives us all the opportunity to enjoy Paul's bacon rolls and burgers (easy does it Colin Masterson!) and drive our cars a bit more. Its been a busy month for us with our fantastic drive it day that's written about in the following pages together with photographs as well as the classic car show in Monmouth.

The Monmouth show is strict on all cars being manufactured before 1984 and therefore many of us were unable to show our cars. Whilst I took the opportunity to watch the Merseyside derby in Liverpool I'm sure many of us would have wanted to attend. I recently sent an application form to the organisers of the Berkeley Castle show with a covering letter explaining that although my car wasn't built before the required year I'd like to attend the show and have my car displayed alongside the other Jaguars - unfortunately it was returned with a flat 'no'. The issue of certain shows restricting cars of a certain age is highlighted in the JEC may magazine winning 'letter of the month', and is well worth a read. I'll keep saving for an e-type!

You'll read this the day after our Pencoed show and we'll have photographs and the write up of the show in next months magazine. Colin won an award last year with his XJ220 on the stand and we hope to once again be in the running for 'stand of the show' although the Land Rover stand is hard to beat!

A big thank you to Colin Masterson for compiling his superb car history that continues our members profile section this month. This month is part 1 with part 2 next month - so many cars, pictures and some amusing stories!

As many of you are aware I work for a bank and was naive enough to admit to this when asked at my first regional JEC meeting, prompting numerous jokes at my expense. I'm sure these will continue and potentially get worse as my employer has announced a new five year deal with JLR to provide their UK financial services.



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 Annual Drive It Day & Meeting
@ Coed-Y-Mwstwr Hotel

Editorial	2
Regional News	5
Monmouth Show	7
Annual Drive It Day	8
JJ On April 2013	10
Advertisers Spotlight	12
XKR-S GT Black Edition	15
Humour & Anecdotes	16
Masterson Motoring	18
Garage Services	20
Committee	21
Monthly Meeting	21
Forthcoming Events	22
Queen Mum's XJ12	23

NEWS

This will be the last meeting before the **Vale Of Glamorgan Classic Car Show** on the 27th of May at Sully Sports Club.

Also there is the **Barry Festival of Transport Show** on the 9th of June and as usual we will have a club stand.

This year it has moved to Barry Island.

Entry forms for both events are available at the monthly meeting or you can email or call me for more information or if you would like an entry form sent to you.

Contact details on page 2.



5 Regional News Report
May 2013



10 JJ on April 2013



16 Humour & Anecdotes



15 Jaguar XKR-S GT
Black Edition



18 The Motoring Life Of
Colin Masterson



12 ADVERTISER SPOTLIGHT
SNG Barratt



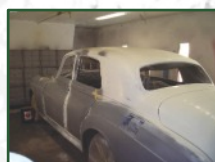
23 The Queen Mums
XJ12 Driven

- Full & Part Restorations
- Panel Repairs & Spraying
- Lead Loading Repairs
- Engine & Gearbox Rebuilds
- Rewiring & Re-trimming
- Servicing & Tuning



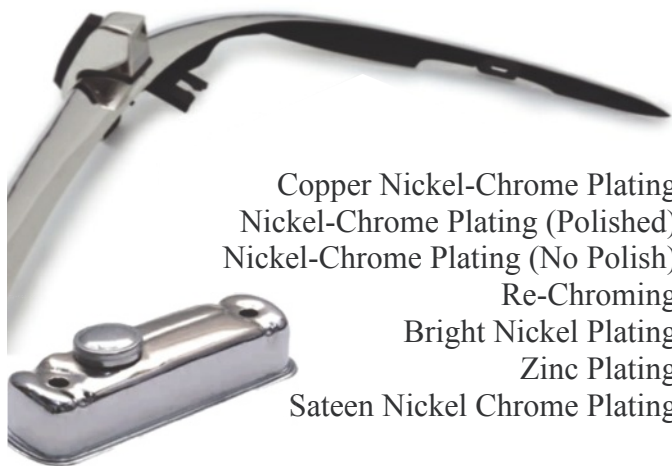
With over 40 years experience of classic vehicle restoration I employ old school skills and methods on all projects.

We pride ourselves on the quality of our workmanship, combined with a personal friendly affordable service.



Brynol Chrome Ltd

Electro Plating Specialists



Copper Nickel-Chrome Plating
 Nickel-Chrome Plating (Polished)
 Nickel-Chrome Plating (No Polish)
 Re-Chroming
 Bright Nickel Plating
 Zinc Plating
 Sateen Nickel Chrome Plating

We are **local** high quality polishers and platers, with friendly skilled employees who have worked in the industry for over 30 years.

So if you have any classic car or vintage motorcycle parts that require electroplating please call us for a great price and friendly professional service.

76 Village Farm Road
Village Farm Industrial Estate
Pyle, Mid Glamorgan
CF33 6BN

Telephone:
01656 744 606

Web: www.brynolchrome.co.uk
Email: brynolchromeltd1@btconnect.com

ADVERTISE HERE

FROM AS LITTLE AS

£2
PER MONTH



**FOR MORE INFORMATION
AND AN ADVERTISING PACK**

CALL COLIN ON: 07977 474637
 EMAIL: advertising@jecsouthwales.co.uk
 OR GO ONLINE: www.jecsouthwales.co.uk/advertising

DRIVE IT DAY

Many thanks to John and Janet James for all their effort in arranging Drive it Day. It was a very interesting route with a nice venue, the Afan Lodge, for a coffee stop and a excellent restaurant for lunch. Everyone thoroughly enjoyed the day. I would also like to ask John on behalf of the members to thank the Coed-y-Mwstwr Hotel for the coffee, tea and bacon rolls which they provided free of charge in the morning.

Many years ago we joined with the Mercedes club for a barbeque at the Coed-y-Mwstwr Hotel. It was very successful and I would like to propose that we arrange a barbeque perhaps on a Sunday. Please let me know if you would be interested.



MONMOUTH SHOW

Due to the fact that all cars had to be pre 1984 only five of our member attended the show.

Colin brought his challenger E-Type, Paul his early series one E-type, John his XK140, Howard his XJS and I brought my MK2. The weather was dry but quite cold in the morning.

A full write up on the show is included on page 7.

WYE CLASSIC RUN

Colin Masterson entered this event. The route ran from Chepstow up through the Brecon Beacons and back through Tintern. The weather was very changeable but Colin enjoyed the day.

MAGAZINE ADVERTISERS

This month we have four new companies advertising in our magazine, please do support them as they help support our magazine by advertising with us. If you purchase goods or services from any of our advertisers please let them know you obtained their name and number from our magazine. It shows them that it is worth advertising in our magazine.

SNG BARRATTS

A lot of our members attended our monthly meeting in March when Julian Barratt of SNG Barratt gave a very interesting talk on the company. It is one of the largest suppliers of Jaguar parts in the country and I am sure most of our members will have purchased parts from them.

GLAMORGAN CLASSIC CARS

Last year Andrew Douglass the Managing Director kindly invited us to an open day at his premises. He had a large number of classic Jaguars in various stages of restoration. One of our members Stuart Smith is having a lot of work done, including a full re-spray, on his E-Type.

PERFECT DAY WEDDING CARS

This very successful local company is run by long time members, Neville & Stella Padfield. Neville has owned a large numbers of different Jaguars over the years. The firm runs a number of Jaguar, Daimler and Rolls Royce cars and also offers a range fabulous vintage buses. If you are planning a wedding this is the company to use.

GT TYRES (Grants Tyres)

Many of our readers will know Grant Williams as the driver of the very historic MK1 Jaguar (BUY1). Grant is a regular at the Goodwood Revival and Festival of Speed. He is probably the most spectacular driver at the event and has won this race many times often being much quicker than the professional drivers. He can supply most make of the classic and modern tyres at an extremely competitive prices. He also has the equipment to balance wire wheels.

JEC NATIONAL MAGAZINE

In the May edition of the JEC National magazine we arranged to have a leaflet inserted in the CF and NP post-code areas, which include our entire region.

The idea was to promote our area and encourage more members to come along to our meetings and shows. Also we needed to get e-mail addresses of any member who has not yet provided them.

I hope you all received the flyer, if you did not please inform me as every South Wales member should have received one.

DETAILS OF OUR ESHOT

We sent out our "E-Shot" again last month to 144 of our members in our region that we have a current e-mail address for. Up to this present time it was opened by 90 of our members and forwarded on numerous times.

If you are not receiving these 'eshot' emails please check your junk or spam boxes to see if they are being directed into there by your email provider. If they are just open our email and add us to your safe senders list so all our emails will go directly into your 'In Box' in the future.

You can also update or register your email by visiting:
www.jecsouthwales.co.uk/update

VALE OF GLAMORGAN CLASSIC CAR SHOW

Our next show is the Vale Of Glamorgan Classic Car Show on the 27th of May at Sully Sports Club.

BARRY FESTIVAL OF TRANSPORT

This show is on the 9th of June and as usual we will have a club stand. This year it has moved to Barry Island.

Perfect Day

WEDDING CARS

"A Perfect Car for your Perfect Day"

www.perfectdaycars.co.uk



Let us make your special day **perfect** with a superb selection of outstanding wedding cars and coaches.

Vehicle viewing's by appointment only.

'Y Noddfa', Cowbridge Road, Talygarn, Pontyclun, CF72 9JU

Tel: 01443 228466 • Email: info@perfectdaycars.co.uk

Neville: 07787 158630 • Stella: 07818 406534

Business owned by local JEC Members



MONMOUTH STEAM & COUNTY SHOW

The day started cool but the sun soon came out and it turned out to be a very pleasant day out. Colin Manconi managed to get some serious reading in whilst enjoying the sunshine to the accompaniment of the puffs and pops of nearby static steam engines. Paul Cogden presided with his usual consummate skill over the bacon butties soon after our arrival, followed by hamburgers for lunch, when *Howard Harper* of Three Counties joined us. The fact that there were so few of us meant that the ratio of burgers to members was much higher than usual, threatening a repeat of the "broken chair incident" of last year!

There were a number of interesting cars including of course, our line up of red jags. One of the cars attending had a spare fixed to the back, in case of breakdown.

As well as the static displays of cars, tractors, lorries, motorcycles, bikes and a number of trade stalls, there was also a parade ring into which came a succession of attractions including farm animals, a dog display, a lady who worked a horse dragging

out logs from forests and various classes of vehicles.

Into the ring came the tractors including one with a V8 engine and short stub exhausts, like a Spitfire, and one with a 5 litre single cylinder engine that sounded like a 1950 single pot motorbike on steroids!

Next came a tug of war with a traction engine set against a huge number of excited children which managed to result in the children winning by 2 pulls to one, much to the hilarity of all and a round of lollypops was awarded to the winners.

Then came around 40 motorcycles which were described in detail by one of the organisers who seemed to know more about them than some of their owners - a very impressive display of knowledge indeed!

Altogether an excellent day out although our enjoyment was marred by the age restriction (all cars had to be pre 1984) which meant that many of our members were unable to attend, so we may not be attending this show next year.



Article by Colin Masterson



Report by Andy Webber

The sun was shining as I left Newport and I hoped that it would stay like that! Arriving at the Coed-y-Mwstwr Hotel just after 9am John was already on fine form – I asked where to park – “around the corner out of the way” was the answer!

The car park started to fill up and the popular model of the day was definitely the XK from the three vintage classics led by JJ's own XK140 to the numerous XK8's and XKR's through to Colin Mastersons current convertible XK. Joining the XK's was Pauls XJ8 Sovereign and Nev's blue Mk2, providing transport for a strong turnout of nearly 30 people! Its worth noting that this year Nev listened to Stella and bought a Jaguar not a Bentley!

The hotel very kindly provided complimentary tea/coffee and cracking bacon sandwiches - these were certainly enjoyed by the growing Jaguar crowd, setting us up for our first stint behind the wheel. I know we started off in Coychurch but then complete-

ly lost my bearings as we started towards Coity!

Our first stint saw us climb up the



mountains in a North West direction. Considering I live just outside Newport and really not that far away I couldn't believe the scenery and roads that I've been missing out on! We passed numerous cyclists as we climbed higher through the twisting mountain roads with our fantastic welsh countryside each side.

Many of those with convertibles had their tops down as it wasn't raining yet. As we got higher we passed sheep with their lambs and I resisted requests from Heather to stop – as did Colin with Jan!

Arriving at our first stop the Afan Lodge high up in the welsh hills with the Afan forest in the background this was a perfect spot for photos and refreshments. The lodge is very popular with hikers, cyclists and bikers and now JEC members as well! At this point our good fortune with the weather ran out and the lids were hurriedly scrambled to keep the cars dry inside. You'll see from the photo that JJ needed a hand with his erection.....

SOUTH WALES DRIVE IT DAY

APRIL 21st

Refreshed, we continued on the now sodden roads through numerous valley villages toward the Neath valley taking in Seven Sisters and passing last years first stop the Aberdulias Falls. We arrived at the lunch destination around 1.30pm and caused a big traffic jam as we queued to get into the car park. So many Jaguars require a lot of space and very soon we had staff from the pub moving their cars, and picnic tables to turn the beer garden into a temporary car park. Jan was happy as Meerkats and Wallabies looked over the car park, prompting many 'sshimples' impressions!

Cars parked, we took our tables upstairs in a fantastic oak built conservatory. The food was beautiful and included lamb, which was very popular. Rumours that Colin Masterson had got a discount by supplying his own lamb from the hills that morning are without concrete evidence!

The company and food were great and Nev thanked John & Janet who had put a lot of work in, including a previous sortie to test the route and pub food. This ensured that we all had a wonderful day and once again a big thanks to both John & Janet for their planning.

We left the pub late afternoon and managed to get all our cars out safely from a packed car park. On the way home I went through Aberdare and Mountain Ash on my way through to the A470 and down through Pontypridd to the M4 and home. A great day had by all and certainly a route that I'll be going back to this summer if we do have some sun!



JOHN JAMES

not POLITICALLY CORRECT SINCE THE 50'S

PONDER ISMS

I used to eat a lot of natural foods until I learned that most people die of natural causes.

Gardening Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it is a valuable plant.

The easiest way to find something lost around the house is to buy a replacement.

Never take life seriously. Nobody gets out alive anyway.

There are two kinds of pedestrians: the quick and the dead.

Health is merely the slowest possible rate at which one can die.

The only difference between a rut and a grave is the depth.

Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.



Have you noticed since everyone has a phone camera these days no one talks about seeing UFOs like they used to?

In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.

How is it one careless match can start a bush fire, but it takes a whole box to start a campfire?



Who was the first person to look at a cow and say, "I think I'll squeeze these dangly things here, and drink whatever comes out?"

Who was the first person to say, "See that chicken there? I'm gonna eat the next thing that comes outta its bum."

Why is there a light in the fridge and not in the freezer?

Do illiterate people get the full effect of Alphabet Soup?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride, he sticks his head out the window?

Why doesn't glue stick to the inside of the bottle?

Whenever I feel blue, I start breathing again.

All of us could take a lesson from the weather. It pays no attention to criticism.

THE DYING PRIEST

In a London Nursing home an old priest lay dying.

For years he had faithfully served the people of the nation's capital. He motioned for his nurse to come near.

"Yes, Father?" said the nurse.

"I would really like to see David Cameron and Nick Clegg before I die", whispered the priest.

"I'll see what I can do, Father", replied the nurse

The nurse sent the request to No 10 and waited for a response. Soon the word arrived; David and Nick would be delighted to visit the priest.

As they went to the hospital, David commented to Nick, "I don't know why the old priest wants to see us, but it certainly will help our images". Nick agreed that it was the right thing to do at this time.

When they arrived at the priest's room, the priest took David's hand in his right hand and the Nicks hand in his left. There was silence and a look of serenity on the old priest's face.



The old priest slowly said:

"I have always tried to pattern my life after our Lord and Saviour, Jesus Christ."

"Amen", said David, "Amen", said Nick

The old priest continued,

"Jesus died between two lying thieving bastards; and I would like to do the same...."

DRIVE IT DAY

Hello and a huge thank you to everyone who supported my Drive it Day run, I am sorry the weather did not prove to be the best, but it was I think, much better than last year. I did send a separate report and pictures of the day so will not repeat myself here.

MONMOUTH SHOW

The next event was the Border Counties Vintage, Steam, and Country Show at Monmouth on the May Bank Holiday Sunday, unfortunately they do not allow modern cars along so that disallows many of our club members vehicles, there were just four cars present Colin Manconi in the MK2, Colin Masterson in the E-Type, Paul Cogdon with his E-Type and me with the XK140. My trip up to Monmouth was quite eventful as travelling along the A449, I turned to my grandson Aron and stated that the wind was very strong as I felt the back end sway a little, then I could feel that it was getting worse and realised that I had picked up a puncture. I pulled into a lay-by and set about changing the wheel only to find that when the car was rebuilt that the petrol pump was fitted in the way of the jacking point under the floor, the only time I have needed to take the wheels off before has been at home so I have always used a trolley jack, anyhow, after trying always to lift the car I eventually had to admit defeat and ring for the AA, when the very nice man arrived I borrowed his trolley jack and was just two minutes to change the wheels and on our way once more. There is always something different to see at the Monmouth show with some very interesting machinery.



PENCOED SWCCC SHOW

I am writing this report on the Thursday before the SWCCC Show at Pencoed and it is pouring down with rain and blowing a gale, I sincerely hope we get a good day on Sunday, and let us hope for a good Summer I really think we deserve one.



BORN FROM A LOVE OF JAGUAR CARS OVER 30 YEARS AGO, SNG BARRATT IS NOW THE WORLD'S LARGEST INDEPENDENT SUPPLIER AND MANUFACTURER OF PARTS AND ACCESSORIES FOR THE MARQUE.

SNG Barratt is a family run business that has been manufacturing and supplying parts for Jaguar cars for more than 30 years. From our head office in the Bridgnorth, we have spread across the globe and now have branches in the USA, Holland and France, and our parts cover the complete Jaguar range from 1949 right through to the modern XF, XJ and XK models.

Over the years our remanufacturing has expanded to 1000's of parts made both in house though our own comprehensive facilities as well as through this broad range of suppliers. SNG Barratt has been able to obtain tooling for many original Jaguar parts, and is able to continue making many items exactly as they were for the factory during production of these classics.

During the early 1990s SNG Barratt purchased a company called 'Sov' who were responsible for making brake fluid senders for many British companies including Jaguar, and are proud to continue making the lines from that company currently.

Today the range that SNG Barratt

carries is unsurpassed, keeping close to 20,000 different parts in stock at all times and having access to another 120,000 lines to order. In house the manufacturing covers both larger items such as bumpers, fuel tanks, over-riders and radius arms as well as the smaller but no less crucial electrical components like switches, lamps, washer bottles, brake senders...the list is almost endless. Many components also have part of the work done in house and then are sent away for paint or chroming processes in the local area too. Coupled with our own production capabilities, SNG Barratt has proud links with other major and specialist brands which allows them to offer the complete package of parts to the Jaguar owners.

As well as this range of re-manufactured, uprated and aftermarket parts for the complete range of Jaguars, SNG Barratt also has a proud association with Jaguar itself as one of its Authorised Parts Distributors. This allows customers to access the complete range of part for modern and classic Jaguars that are still produced by the factory. This means that owners of up-to-date

Jaguars can buy their Genuine Jaguar parts direct from SNG Barratt and benefit from the range of alternatives as explained above as well as from their industry-leading sales team and excellent pricing.

SNG Barratt sales teams across the world are regarded as the most knowledgeable in the Jaguar parts business and customers are able to benefit from well over 150 years of combined Jaguar parts sales experience.

All of our systems from manufacturing through to warehousing and despatch are governed by ISO 9002 which is our commitment to Classic Jaguar Car Enthusiasts around the world.

**SNG Barratt
The Heritage Building
Stourbridge Road,
Bridgnorth,
Shropshire,
WV15 6AP**

+44 (0)1746 765 432

**www.sngbarratt.com
sales.uk@sngbarratt.com**



THE ULTIMATE JAGUAR PARTS SPECIALIST



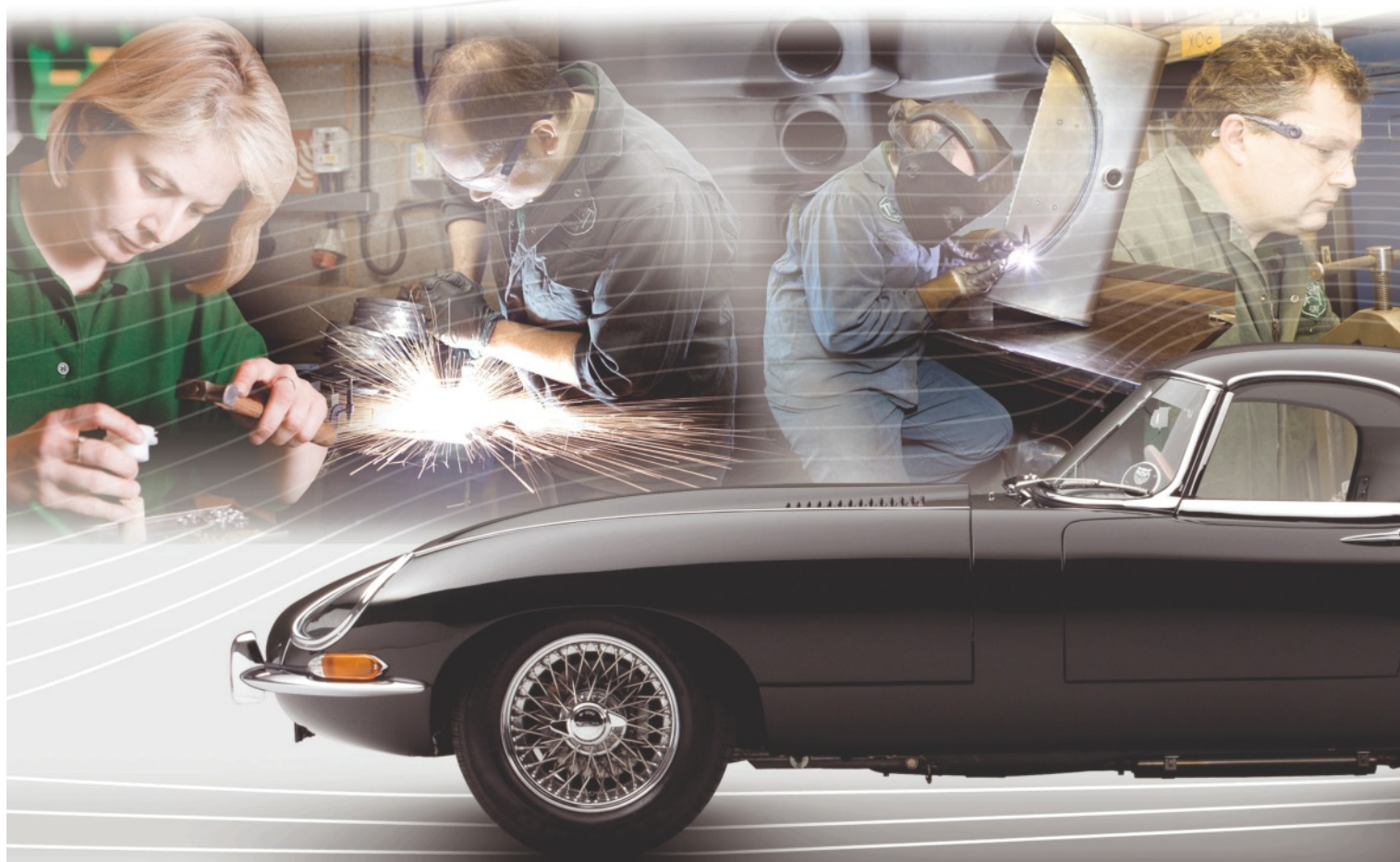
More to Us than meets the eye

Since our inception in the late 1970s, SNG Barratt Group has become synonymous with quality and expertise, and, with over 30 years of experience in supplying and manufacturing Jaguar parts, we are the **World's largest** independent specialist.

With a head office in the UK and branches in the USA, France and Holland, we stock and supply parts for Jaguar cars from 1949 right through to the present day.

With **thousands** of products manufactured on site and access to tens of thousands more, our aim is to keep your Jaguar **on the road**.

Buy online 24/7 at www.sngbarratt.com



For catalogues, parts or advice - our sales teams have the answer!



UK

BRIDGNORTH

+44 (0) 1746 765 432
sales.uk@sngbarratt.com



USA

MANCHESTER, NH

+1 800 452 4787 (toll free)
sales.usa@sngbarratt.com



HOLLAND

OISTERWIJK

+31 (0) 13 521 1552
sales.nl@sngbarratt.com



FRANCE

CHARNAY-LES-MÂCON

+33 (0) 3 85 20 14 20
sales.fr@sngbarratt.com



Do you Tweet? Follow us on Facebook and Twitter for the latest news, special offers and more!



GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

STATION APPROACH, PENARTH, CARDIFF, WALES, CF64 3EE

At Glamorgan Classic Cars we have over 40 years experience dealing with all types of car restoration, mechanical and body work repairs. We provide expert friendly advice from a routine service to a full mechanical and body restoration and take pride in providing an exceptionally high level of quality of service and attention to detail. For rebuilds we always include a picture file, an example of which is shown for a JAGUAR E TYPE Series 1 left hand drive conversion/rebuild.

For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



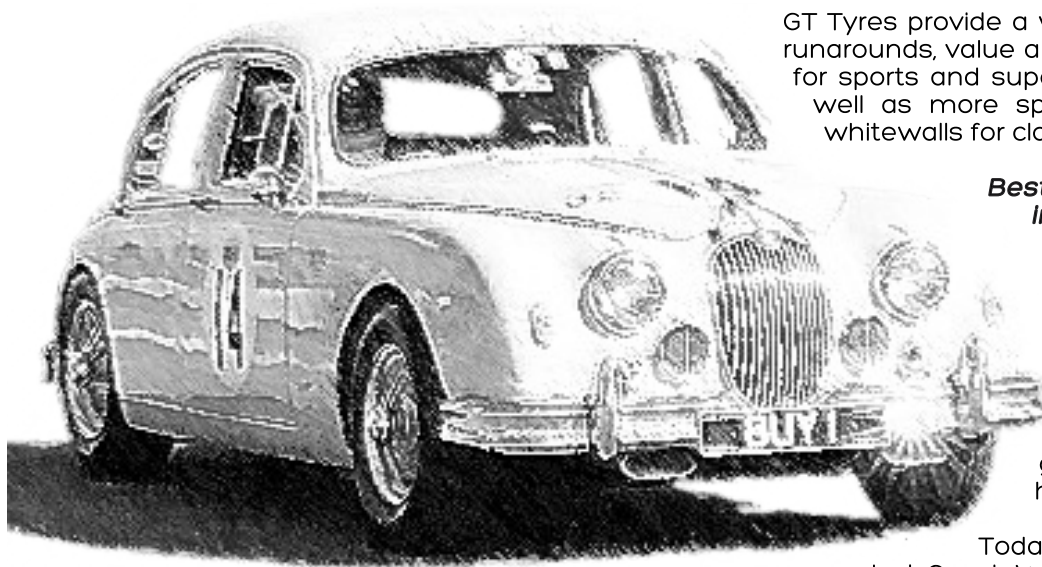
For a friendly chat about the work your Jaguar requires, please call

Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk



GT Tyres provide a wide range of tyres from budget, for runarounds, value and premium high performance tyres for sports and supercars, 4x4 and commercial tyres as well as more specialised tyres such as radial and whitewalls for classic cars.

Best of all, our tyre prices always include FREE fitting & balancing helping you to save money!

For over 50 years GT Tyres as it is known today has been helping customers from all over Wales with their motoring needs. From a simple tyre puncture repair to a complete engine rebuild, three generations of the Williams family have led from the front.

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the ex-Coombs Mk1 Jaguar, "BUY1". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

So whatever your motoring requirements you can be sure the team at GT Tyres have it covered!

FRIENDLY EXPERT ADVICE FROM PEOPLE WITH OVER 50 YEARS EXPERIENCE OF JAGUARS

RACING TYRE EXPERTS

COMPETITIVE PRICING

WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE



Call us now on:

01495 272770

Mobile: **07977 797750**

www.gttyrecentre.co.uk

A family run business for over 50 years!

GT Tyres | Valley Service Station | Cwmcaru | Newport | NP11 7NF



Article by Dan Trent
Full Article available on www.pistonheads.com

XKR-S GT BLACK EDITION

With the F-Type looming, Jaguar was going to have to do something to revive interest in the XK - and that something is right up our street. Namely, the XKR-S GT - a harder, faster XKR-S with track focused suspension settings, a load of carbon aero bits, bonnet vents and a really, really big wing.

Want your XKR-S with real claws? GT provides...Call us easily-pleased, but it presses the right buttons here. Jaguar's hoping it'll nail a sub-7:40 'ring lap once the weather clears up and they get a clear run. That's substantially quicker than a standard XKR-S, which has done a 7:51. A little way off the sub-7:30s of the new 991 GT3 and GT-Rs of this world, mind - but a respectable effort for a grown-up GT car.

Changes over the regular XKR-S include revised suspension with much

fiercer spring rates - +68 per cent front and +25 per cent rear - and an extra 52mm in the front track. Eibach supplies the hardware, complete with compensator springs, and the GT features Jaguar's first carbon ceramic discs, developed with Brembo. The F-Type returns the favour of the XK's donated hardware too, giving its faster steering rack and revised front suspension knuckles back to the older car. Engine and transmission are as per the standard XKR-S, the 550hp supercharged V8 and six-speed auto deemed 'adequate' and, we're told, the in-gear punch sufficient to make the expense of adding the F-Type's eight-speeder unnecessary. Wider 305-section Pirelli Corsa tyres (plus 10mm) help get the power down better though, trimming the 0-60mph from 4.2 seconds to 3.9.

Not subtle but it does do 'proper aero' too. The carbon aero package obviously adds a bit of visual bling, but it's a properly functioning kit that develops 145kg of downforce at the car's limited 186mph VMax. The wider front wings are also carbon, necessary to accommodate that extra track.

Currently Jaguar has committed to 30 cars, 25 for the US and five for Canada circa \$175,000. Will they make any for the UK? Yes, if there's demand. So shout up if you're interested.



humour

Members jokes & anecdotes

BIG GAME HUNTING

A big-game hunter goes on safari with his wife and his mother-in-law. One evening the wife wakes up to find her mother gone. She rushes to find her husband, he picks up his rifle, and they go out to look for her. In a clearing not far from the camp, they come upon a chilling sight – the mother-in-law is backed up against a rock with a fierce lion facing her.

'Oh no,' cries the wife. 'What are we going to do?'

'Nothing,' says her husband. 'That lion got himself into this mess. He can get himself out of it.'



RIP MOTHER IN LAW

Two friends meet each other on the street. 'Hello! Where are you coming from?' asked Bill. 'Oh, don't ask me! I'm coming from the cemetery. I just buried my mother-in-law,' replied Sid. 'I'm so sorry!' said Bill. 'But why is your face scratched all over?' 'It wasn't so easy,' said Sid. 'She put up a hell of a fight!'

RIP MOTHER IN LAW

A man, his wife and his mother-in-law went on vacation to the Holy Land. While they were there, the mother-in-law passed away. The undertaker told them, 'You can have her shipped home for £5,000, or you can bury her here in the Holy Land for £150.'

The man thought about it and told

him he would just have her shipped home.

The undertaker asked, 'Why would you spend £5,000 to ship your mother-in-law home, when it would be wonderful to have her buried here and spend only £150?'

The man replied, 'a man died here 2,000 years ago, was buried here, and three days later he rose from the dead. I just can't take that chance.'

MINI TOWING

A man in a Jaguar passed a Mini that had broken down by the side of the road. Being a kindly driver, he stopped and fixed a tow-rope to it and began towing it to the nearest garage.

After 10 minutes of towing, a Porsche passed them at high speed. The Jaguar driver was not going to be outdone by a Porsche, so, forgetting that he had a Mini in tow, slammed his foot down and the Jaguar and Porsche indulged in a high-speed race down the road, the Mini and it's occupant trailing wildly about at the end of the rope frantically trying to attract their attention and failing.

A Police car saw them and gave chase. The Police driver radioed back to Headquarters "Sarge, you'll never believe this, I've just seen a Porsche and a Jaguar neck and neck doing 150 mph - and a bloke in a Mini flashing his lights, blowing his horn and trying to overtake them!"

BLONDE DRIVER

A blonde is driving down a one-way street when she gets pulled over by a traffic policeman. 'Miss, do you have any idea where you're going?' he says. 'No,' replies the blonde. 'But it must be pretty unpopular! Everyone else is leaving!'

GET IN THE CAR

A boy is walking along the road when a car pulls up alongside him. 'If you get in my car,' says the driver. 'I'll give you a bag of sweets.' The boy ignores him. 'Okay,' says the driver. 'Get in my car and you can have two bags of sweets and £5.' The boy ignores him. 'The driver says, 'Listen, if you'll just get in the car I'll give you all the sweets you want and £20.' The boy turns to the driver and says, 'Dad, for the last time, I'm not getting into that Skoda.'



IMPORTANT VIP

The Pope is visiting the USA and decides to take a turn at the wheel of his limo. The Pope gets in the driving seat, while his driver hops in the back and they shoot off at 80 mph. Not surprisingly they're pulled over by a traffic cop. The cop radios into the police station. 'We've got a VIP situation here,' says the cop. 'I just pulled over someone who's really, really important.' 'Who is it?' asks the station controller. 'I don't know,' says the cop. 'But his chauffeur is the Pope.'



THE WIFE

My wife isn't very bright. The other day she was at the store, and just as she was heading for our car, someone stole it! I said, "Did you see the guy who did it?" She said, "No, but I got the licence plate."

OLD DRIVERS

Two old women, Millie and Dolly, are out driving in a large car. Both can barely see over the dashboard. As they cruise along they come to a junction and go through a red light. Millie, in the passenger seat, thinks to herself, 'I must be losing my mind, I swear we just went through a red light.' After a few minutes they come to another intersection and go through another red light. Millie is almost sure that the light was red, but is concerned she might be mistaken. At the next intersection they go through another red light. Millie turns to Dolly and says, 'Dolly! Did you know we just ran through three red lights in a row! You could have killed us!' Dolly looks around and says, 'Oh! Am I driving?'



BLOW HARDER

A blonde was driving home after a football game, and got caught in a really bad hailstorm. Her car was covered with dents, so the next day she took it to a body shop. The shop owner saw that she was a blonde, so he decided to have some fun. He told her just to go home and blow into the tail pipe really hard, and all the dents would pop out. So, the blonde went home, got down on her hands and knees and started blowing into her car's tailpipe. Nothing happened. She blew a little harder, and still nothing happened.

Her roommate, another blonde, came home and said, "What are you doing?" The first blonde told her how the repairman had instructed her to blow into the tailpipe in order to get all the dents to pop out. Her roommate rolled her eyes and said, ...

"HELLLLO" "You need to wind up the windows"

ITALIAN MOTHERS

Mrs Ravioli comes to visit her son Rocco for dinner; he lives with a female roommate, Maria. During the course of the meal, his mother couldn't help but notice how pretty Rocco's roommate is.



As the evening went on, MaMa watched the two interact and started to wonder if there was more between Rocco and his roommate than met the eye. Reading his mom's thoughts, Rocco volunteered, "I know what you must be thinking, but I assure you, Maria and I are just roommates."

About a week later, Maria came to Rocco saying, "Ever since your mother came to dinner, I've been unable to find the silver sugar bowl. You don't suppose she took it, do you?"

"Well, I doubt it, but I'll email her, just to be sure." So Rocco sat down and wrote this email:

Dear MaMa, I'm not saying that you "did" take the sugar bowl from my house ; I'm not saying that you "did not" take it. But the fact remains that it has been missing ever since you were here for dinner.

Your Loving Son, Rocco

.... Several days later, Rocco received this response from his MaMa:

Dear son, I'm not saying that you "do" sleep with Maria, and I'm not saying that you "do not" sleep with her. But the fact remains that if she was sleeping in her OWN bed, she would have found the sugar bowl by now.

Your Loving MaMa

PADDY'S NEW CAR

Paddy's got a fantastic new off-road vehicle. It's a Reliant Robin 3x3.

EDDIES DONKEY

Harry was travelling down a country road in his native Yorkshire, England when he saw a large group of people outside a farmhouse.

It was a cold January afternoon, so he stopped and asked Farmer Giles why such a large crowd of men was gathered there.

The farmer replied, 'Eddie's donkey kicked his mother-in-law and she died.'

'Well,' replied the man, 'She must have had a lot of friends.'

'Nope,' said Giles. 'We all just want to buy **his** donkey.'

WOMAN SPEEDER

A police officer pulls a woman over. 'Is there a problem, Officer?' she asks. 'Ma'am, you were speeding. Could I see your licence?' 'I'm sorry,' says the woman. 'I don't have one. I lost it four times for drunk driving.' 'Okay,' says the officer. 'Can I see your vehicle registration papers.' 'Nope,' says the woman. 'Can't do that either. I stole this car, killed the owner, and put his remains in the boot.' The horrified officer calls for back-up and within minutes five police cars circle the woman. A police chief slowly approaches, clasp a gun. 'Ma'am,' he says, 'open the back of the car please.' She does so but the back of the car is empty. 'Is this your car, ma'am?' asks the chief. 'Yes,' says the woman. 'Here are the registration papers.' The chief is confused. 'The officer claimed you don't have a driver's licence.' The woman digs into her handbag and pulls out the licence. 'Ma'am, this is a puzzle,' says the chief. 'My officer told me you didn't have a licence, that you stole this car, and that you'd murdered the owner.' 'I don't believe it!' says the woman. 'Next you'll tell me the lying bastard said I was speeding too.'

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:
editor@jecsouthwales.co.uk

COLIN MASTERSON

THE MOTORING HISTORY OF

My first vehicle was a 1956 Lambretta LD150, scooter which I bought at the age of 17 for £17 with money I borrowed from my father and used to hide it in some woods near my school as we weren't allowed to use our own vehicles. This was soon followed by a 500cc 1957 Triumph Tiger 100, much to the regret of my mother – can't blame her really!



By the time I first started work as an articled clerk, training to be a Chartered Accountant I was travelling a lot on audit. As we got a travel allowance it seemed a good time to make a bit of money by having my own car. This was in 1965, when I was 19, and my first car was a 1934 MG PA bought for £65. As I was pretty impoverished at the time living at home and earning only £200 p.a (yes, per annum!) plus luncheon vouchers (so I didn't starve!), and half of this was spent on rail fares to London,



everything was done on a pretty tight budget and I soon learned the basics of getting the car going when there was a problem. There was never any question of routine maintenance or replacing the oil or oil filters etc. In any case, there were enough oil leaks to ensure that I was always putting in some fresh oil.

Another lesson learnt was that a liberal sprinkling of oil under the car was



a great rust preventer. This first car originally had quite a racey (for it's day) 750cc overhead cam engine, but by the time I got it previous owners had probably got fed up with oil leaking (why did all old cars leak so much?) into the dynamo, which was mounted vertically on the back of the engine, its shaft providing drive to



overhead cam. When I got the car it had been replaced by an 1172cc side valve engine off a Ford Popular. Not very exotic, but who cared! The engine was held in place at the front by a bar of 1/8th inch metal with one bolt through it, each end just sitting on the chassis side rails. The thread on this one bolt was worn and on more than one occasion the front of the engine literally fell out onto the road on going over a bump and I had to jack it up to fix it in place.

At this time petrol was only 4s 10 ½ p (or around 24p) a gallon but can't have been much good as I remember having to de-coke the engine quite often. This was actually a very easy job as there were no valves on top of the engine, you just had to undo the head bolts and it lifted off the head and have a good old scrape around to remove the carbon deposits that could cause pre-ignition – or "pinking".

My first MG proved to be a great crumpet catcher. I even managed to snag my first wife, Netta, with it. Actually we are still married, but I call her my first wife to keep her on her toes! I sold the car to an American service man for £120 and he took it home with him. I thought I had got the better of the deal, little did I know what would happen to old car prices! I then progressed to a much more modern (1947) MG TC which I ran for several years and this was followed by a much more interesting 1948 Allard M type with a 3 litre side-valve



V8. (If you look really closely at the photo you can just see my dad's Mk2 Jaguar behind the Allard). This had unusual features, apart from having a V8 engine, such as pneumatic rear seats, which you could adjust for comfort. I took it out for a few good blasts down the A40 and remember being blinded by the dust blown up from the floor by air rushing through the rust holes. The car was in reasonable shape when I got it but the £75 purchase price nearly cleaned me out. One thing it needed was new tyres (I could tell this from the canvas showing through!) but I could not afford them. I called the previous owners, who had regretted selling the car, and were delighted to take it back again.



After qualifying as a chartered Accountant I left the profession and went to work for Lex Motor Company where I got a company car, a humble Triumph 1500 which was then followed by an MGB GT and then four MGB GT V8's, one every 6 months, so that could be sold on with 6 months remaining factory warranty.

Later I move to Savills, the surveyors, as their Finance Director and while there my company cars were a Lancia Beta Coupe followed by the rather



er cute and practical Lancia Beta HPE estate car. Fortunately I did not run them long enough for the inevitable rust to take over. So far there has not been much talk about Jaguars in this article but on moving to Vickers, where I inherited a Rover SD V8, I decided to move to Jaguars as I had always liked them after my father had had two of them, a 2.4



saloon and a Mk2 3.4. My first Jaguar was a Series II XJ6 and this was followed by two Series III models. I loved the way the front of the cars was moulded around the twin headlamps and the way you felt you were sitting in a cockpit as the car was wrapped around the driver. These were then followed by two XJ40's, the first had the digital instruments with strips lighting up to indicate fuel



content and so on, which I thought ghastly; the second had regular analogue instruments, not only more traditional but much easier to read. However, neither these later cars was as nice to own as the series III. During this time Jaguar suffered from quite a lot of bad publicity about reliability but I had each of these cars from new for 3 years and never had a problem with them.



I left Vickers for National Power in 1990 and stayed there till I retired in 2000. During that time I switched allegiance to Range Rover, for a change rather than anything else, and had several of them, enjoying their their performance in the several bad winters we had then when we were living in the country.



As well as company cars I always had a few classics on the go, although I did have another go at motorcycling for a bit and bought a BMW R1200C cruiser. It was really built for long distance cruising, but not blasting down the motorways. At around 80mph you really had to hold on to the handlebars.



I also dabbled in a couple of kit cars: the first was an NG (after the designer Nick Green) which was basically an MGB running gear with a more sporty body.



The second was a futuristic (for its time) Nova, which was based on a VW Beetle floor plan with a pretty strange body which included a canopy

which raised vertically to allow access. Great when it worked but a bit of a problem when the hydraulics leaked, as it did on me on more than one occasion (Help! Let me out!).

The oldest car I have owned was a 1928 Packard 526 Runabout which had two front seats and a rumble



(dickie) seat. This was originally brought to the UK as a rolling chassis with a hearse body attached by Vincents of Reading. Being vintage, everything worked differently to more modern cars. For example it had a vacuum reservoir on the bulkhead for drawing fuel from the tank and it had little cups above each



cylinder which could be used to dose the cylinders for cold starts. I guess this might have given me a taste for American cars as I also owned a 1955 Cadillac at the same time. I used to keep track of my garage by cubic capacity and by then



had some really modern features like a self-seeking radio and six way electric seats, self parking wipers and so on. Not so great were the aerial and the wipers which were both vacuum powered. For anyone not having tried these the use of the vacuum drawn for the inlet manifold results in a loss of power to the wipers when you floor the throttle, for example when climbing a hill, so the wipers used to slow right up then.

To be continued next month...

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.

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 & Mercedes specialist based near the BUPA hospital In Pentwyn Cardiff.

Address: 3 & 4, Wharfedale Road, Pentwyn, Cardiff CF23 7HE
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

Glamorgan Classic Cars/Gimber Motors

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

SNG Barratt

Born from a love of Jaguar cars over 30 years ago, SNG Barratt are now the worlds largest independent supplier and manufacturer of parts for classic Jaguar cars.

Address: The Heritage Building, Stourbridge Road, Bridgenorth, Shropshire, WV15 6AP
Telephone: 01746 765 432
Web site: www.sngbarratt.com

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

GT Tyres

Run by Grant Williams GT Tyres, also known as Grants tyres, offers competitive pricing on a wide range of tyres for classic and modern vehicles of all marquees.

Address: Valley Service Station, Cwmcarn, Newport, NP11 7NF
Telephone: 01495 272770 **Mobile:** 07977 797750
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

Brynol 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.brynolchrome.co.uk

REGIONAL REPRESENTATIVE

Colin Manconi
email: colin.manconi@jecsouthwales.co.uk
Mobile: 07977 474637

SECRETARY

Mike Jones
email: mike.jones@jecsouthwales.co.uk
Tel: 01633 689005

TREASURER

Colin Manconi
email: colin.manconi@jecsouthwales.co.uk
Mobile: 07977 474637

CHAIRMAN

John James
email: john.james@jecsouthwales.co.uk
Tel: 01656 656424

PRESIDENT FOR LIFE

Harry Kuehling
email: harry.kuehling@jecsouthwales.co.uk
Mobile: 07931 538434
Tel: 02920 407863

COMMITTEE MEMBERS

Paul Cogdon
email: paul.cogdon@jecsouthwales.co.uk
Tel: 01600 860969

Andy Webber
email: andy.webber@jecsouthwales.co.uk
Telephone: 07771 852703

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

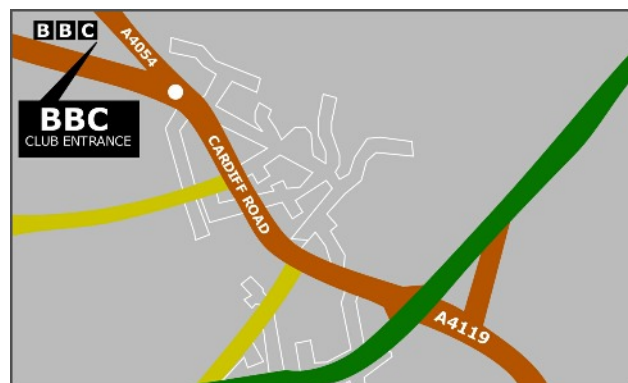
HOW TO FIND OUR MEETINGS:

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

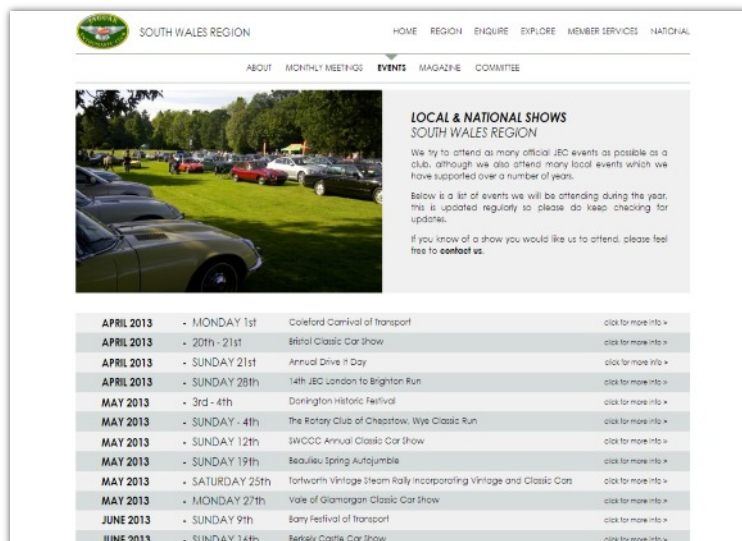
JUNE 2013

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.classicshowsuk.co.uk



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

A RIDE IN THE THE QUEEN MUM'S JAG

The first came back in March when, having just watched Andy Wallace pulling some big speeds in an F-Type, Jaguar's people asked if I wanted to jump in the passenger seat of a D-Type with him for a two-hour schlep across northern France. I was there like a shot. 'Shot' being a relative term, bearing in mind the contortion required to get myself seated and strapped in. Totally worth it, though.

Another opportunity with one of Jaguar's Heritage cars yesterday, this time behind the wheel. A long-wheelbase, Series One XJ12, to be precise, finished in deep red, or Royal Claret, to give the colour its exact name. A name, perhaps surprisingly, free of hyperbole, because this particular XJ was once owned by Queen Elizabeth, the Queen Mother.

It was built and delivered to Her Majesty in 1973, and once its time with her was over the XJ12 was retired to the Heritage collection, alongside several other Jaguars and Daimlers

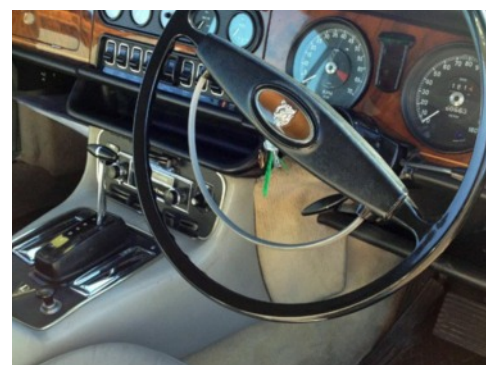
once used or owned by the Queen Mother. Fitted with Jaguar's iconic 5.3-litre V12 engine, it kicked out 269hp when new, and was once, Jaguar claimed, the fastest full four-seater in the world, with a top speed of over 140mph.

It bears the marks of its former owner, too, the leaper absent, and the flag that once stood in its place replaced by two rubber bungs covering the holes. And it's not just special because of its royal patronage, either; this XJ also has the honour of being the first ever long-wheelbase example to be produced. Apparently Jag built it as a one-off for the Queen Mum, but then came over all "hang on a minute lads – I've got an idea..." – and before you knew it, the production LWB was born.

What's it like, then? Well, you know what you're thinking it'll be like? Yeah. That. Open the door and you drop into a seat set low; the driving position rakish, almost coupe-like, and miles removed from today's taller limousines. The dash, meanwhile, is that solid slab of pure timber, edged in padded leather, that no Jaguar of its day would be seen in public without. Crank the engine and it simply clicks into life. Into D and the big V12 swells beneath you, and you're off, seamlessly. Acceleration is muted,

but the XJ does a sterling job of gathering speed whenever required, the kickdown giving an extra bit of punch to spur the old girl up hills. Corners are dealt with sedately, meanwhile. The sense that the spindly Bakelite steering wheel is attached to the front wheels by means of little more than cotton wool and hope sees to that, but the result is that progress is never so fast that it becomes ungainly. And beneath it all, that lacquer-smooth V12 rumbles and purrs softly to itself, murmuring happily each time you prod the throttle.

It's utterly graceful; composed and elegant, without being ostentatious, and still more refined than many a modern car. A vehicle that perfectly befits a royal, in other words. And while its provenance makes it unique, even without that it'd still be a very special thing in its own right.



Hillsalive

www.hillsaliveluggage.com

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