

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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FROM THE EDITOR

Hello!

Another busy month attending many shows but in particular the national JEC southern day at Littlecote Manor. We have a full article on the Littlecote show in this magazine and there will also be one in the JEC magazine next month but in summary it was a fantastic weekend with many great cars as well as great weather!

I also went along to the Pembrey motor circuit in West Wales with JJ to watch the vintage car racing. It was my first time at Pembrey and I was impressed by the competitive nature of the racing as well as the extremely rare cars including Bugatti's, Bentleys and an Alfa Romeo with a Ferrari badge used before Ferrari set up his own racing team racing under the Ferrari name (see pictures). There were also some more modern racers entered by local teams that provided some spirited racing and great entertainment from our position overlooking a large part of the short track. It was great to travel up in JJ's Mk 2 that behaved impeccably and gained much attention on what was a beautiful day.



Thanks to Colin Masterson for his write up of the Three Cocks vintage show that we attended along with the Three Counties JEC region. I'd not been able to attend this show in the past couple of years so was surprised at just how large it was and the variety of machines on display as well as an incredible aerial display.

We're looking forward to the Tredegar Park show that is always well attended by visitors as well as our club members with many Jaguars displaying on our stand and raising significant money for Leukaemia & Lymphoma research.

Andy Webber

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.



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OUR NEXT SHOWS ARE:

TREDEGAR HOUSE CLASSIC CAR SHOW

The biggest classic car event in South Wales with over a 1000 classic cars and lots of auto jumble. The show is held in aid of Leukaemia Research and since the first small show in 1980 it has raised over £764,000 helping the Gwent branch of Leukaemia Research to reach its target of donating over £1 million pounds to the charity. We will have a large Jaguar Stand in the usual position by the lake and will be welcoming our friends from other regions to the show. Hope to see you there.

JEC BRISTOL REGION BBQ

We have been invited to this event on Sunday the 22nd of September at Thornbury near Bristol. I have not been to this barbeque for a few years but it was always a very good event. The cost is £6 and the Bristol Region has to know in advance how many of our members are going to attend so they can arrange the food. Some of our members intend going. If you would like to come along please let me know and I can then pass on our names to the Bristol Region.

CASTLE COMBE AUTUMN CLASSIC

This was first held last year and we attended as a region. The JEC have a large presence due to the JEC classic race programme. There is classic racing from Jaguar, Aston Martin, Healey's and pre war sports cars. Last year it was a very good event. We have our own JEC display area alongside the circuit. There are some special reduced ticket prices (two for one) for JEC members. We will be sending out an E-Shot detailing these prices.

Full events list available on our website www.jecsouthwales.co.uk

THREE COCKS VINTAGE RALLY, HAY-ON-WYE

On Sunday the 11th August we attended the Three Cocks Vintage Rally. The rally is held at Boatside Farm close to Hay-on-Wye. The Jaguar stand is organized by one of our old members Howard Harper. Howard moved to Hay-on-Wye and because



of the distance joined the Three Counties region.

Paul, E-Type, Andy and Heather, XKR, and myself E-Type met at the supermarket at Abergavenny. Dave and Ruth, XK8, Colin, E-Type, and John Mk2, came up over the Brecon Beacons.

We arrived early to be met by Howard who showed us where to park. We soon had the "event shelter" erected and Paul put on the cooker to start making the bacon rolls.

We enjoy this show every year. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines.

On our way home we stopped at Howards and Jens house for tea, coffee and refreshments.

A full report on this event can be found on page 11.

JAGUAR ENTHUSIASTS CLUB SOUTHERN DAY

This event was the second of the JEC national days. The first was held up north, this being southern day. Littlecote Manor is a lovely old manor house situated by Hungerford. Four of our members with their spouses decided to book for the weekend package, staying Friday, Saturday and Sunday night, travelling back on Monday. Littlecote Manor is one of the Warner hotels and the weekend

offer includes breakfast, dinner and full entertainment each day.

Dave and Ruth XK8, Andy and Heather XKR, John and Janet XK140 and Jan and myself XJ220 left Cardiff Friday morning. We stopped on the way at a lovely pub the Crown & Anchor in Ramsbury and had lunch. John was particularly fond of the local beer Ramsbury Gold. After booking into the hotel, Friday afternoon was spent exploring the Manor House and its extensive grounds.

Saturday morning we offered to help out setting up the field and checked on the position of our regional stand. The afternoon was spent in Hungerford, it kept the ladies happy. John and Janet, Andy and Heather went on a "cruise of the canal" while Dave and Ruth, Jan and myself retired to a hotels "beer garden" for a meal and a few drinks. Sunday was fine and dry and having positioned our cars on the regional stand on Saturday afternoon we were ready to welcome our members who were driving up that morning. Paul and Colin both in E-types arrived early and we soon had the "event shelter" erected. Terry and Jacqueline came just afterwards in their E-type and Nigel brought his Swallow. With Alan XJS and Bill's XJR already there the stand was full. We believe there were over 700 Jaguars attending on the day. We stayed on at the end to help take dismantle the JEC stands and pack everything away.

It was Dave and Ruth's 35th wedding anniversary on the Monday and Dave decided to surprise Ruth and celebrate it on Sunday night. We left around 11.30am Monday with John and Andy deciding to travel back on the "A" roads whilst Dave and myself used the motorway. The 220 doesn't like country roads! A great weekend, thoroughly recommended.

A full report on this event can be found on page 6.



Report by Colin Manconi



JAGUAR ENTHUSIASTS CLUB SOUTHERN DAY AT LITTLECOTE MANOR

Four of our members, Andy and Heather, Dave and Ruth, John and Janet and Jan and myself decided that we would book to stay at Littlecote Manor on the Friday, Saturday, Sunday coming back on Monday. This would make a nice relaxing weekend, not having to drive up and back on the Sunday.

Four of our members, Andy and Heather, Dave and Ruth, John and Janet and Jan and myself decided that we would book to stay at Littlecote Manor on the Friday, Saturday, Sunday coming back on Monday. This would make a nice relaxing weekend, not having to drive up and back on the Sunday.

We met up at my house as Andy and Dave had kindly offered to take our luggage, if you have seen the size of the boot in the XJ220 you will understand why! We had an uneventful run up the M4 and stopped at the Crown & Anchor at Ramsbury just outside Littlecote. This is a traditional country pub with at least a dozen hand pulled ales, of which John

certainly appreciated the Ramsbury Gold. After a nice lunch we drove into Littlecote and booked into our rooms. We later met up with Bill and Joan and Alan and Gill.

After an excellent evening meal we sat down to listen to the evening's entertainment. Warner Hotels always have a resident band



and a feature act, the Buddy Holly tribute band. Both were very good, John and Janet impressing everyone with their "jiving".

The breakfasts are always good with most of us men starting with something healthy, cereal, grapefruit etc, but ending up with a full cooked English breakfast.

We then went to the field to

see if we could give any help to James and Mark setting up the JEC gazebos.

We decided to spend the day in Hungerford which is just three miles away. The Hotel kindly provided a car and driver to take us there. John and Janet, Andy and Heather decided to take a leisurely canal cruise. Dave and Ruth and Jan and myself found a hotel with a garden area and had nice lunch and a few drinks.

We were asked to take the cars onto the field on Saturday afternoon ready for the event on Sunday. Our region had a large stand and we set up our cars. Bill and Alan also joined us. Paul and Colin were driving up on Sunday morning bringing the "event shelter".

After another good evening meal the entertainment was a "Roy Orbison act". The theme of the weekend was the 1960's. We then retired to bed ready for the morning.

Sunday arrived bright and most important dry. We had an early breakfast and arrived on the field just in time to welcome Paul and Colin. The "event shelter" was soon erected, we have had lots of practise at this, and Paul soon had the cooker on. We were full but Paul and Colin were hungry after their early start.

Terry and Jacqueline joined us and Nigel then appeared with his Swallow. Our stand gained much



attention with John's XK140, Paul, Colin's and Terry's E-Types, Andy's XKR, Dave's XK8, Bill's XJR, Alan's XJS, Nigel's Swallow and my XJ220. A great turn out for the South Wales Region.

The large field to the side of the manor house started to fill up with Jaguars of all models and ages. Many regions had a display area like us as well as a selling arena, pride and joy/concours competition sections and the various trade stands. There was a real buzz as the tannoy crackled into life and the Jaguar parking area started to fill up. Andy went to the back of the manor to start his marshalling stint guiding people in the right direction. He had not done this before but said was great to speak to the drivers and see all the different Jags.

Nigel Thorley spent the day describing the different Jaguar models that were spread out around the field and interviewing their owners. Ken Jenkins and Bob Bate were available to answer questions on technical issues. Rob Jenner, Tony Ridge, Simon Cronin and their wives spent the weekend setting up the show and making sure everything ran smoothly and selling tickets for the charity car. Graham Searle spent Sunday morning on the gate, as he always does at these events, welcoming the members as they entered the showground and he then spent the rest of the day running around doing insurance valuations on various cars. It was very nice to see Sue and Andy Hedley back helping out, we miss you Sue.

The competition area had a fantastic array of cars with an XJR15

on display. The winners of each category were paraded in the show arena in the afternoon to decide a car of the show.....see the pictures in the JEC magazine for the winners next month!

Overall we estimate that over 700 Jaguars arrived with quite a few non Jaguars also in attendance. The JEC did a great job seamlessly organising the huge event and a big thanks to the JEC team for pulling it all together. As a region we stayed behind to help dismantle stands and pack everything up.

The sun shone all day leaving many of us with a rather red face, which was added to by a few beers in the bar afterwards.

It was Dave and Ruth Fishers thirty fifth wedding anniversary on the Monday so Dave decided they would celebrate it on Sunday evening. Dave surprised Ruth with a beautiful bouquet of flowers and we

all sat down to enjoy a few glasses of champagne with the happy couple.

It was a great weekend and whilst Dave and I headed home via the motorway John and Andy took a more leisurely route via the A4.



I would encourage more of our members to join in these weekend shows if possible. Warner Hotels certainly are good value with meals and entertainment included, and it is nice to be able to spend time with friends while not have to rush up and back from the shows in one day. So make a note in your diary for next year.





JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S

not Hello, I must apologise that I did not do an article for last month's newsletter, I'm sure you must have all missed it so much!

It really has been a hectic couple of months. Anyhow, since Castle Combe I have been back to France on a visit to the landing beaches and museums of WW2, also to a number of military cemeteries including Cambes en Plain just outside Caen where my father is buried, it is always very poignant and emotional.

Over the weekend of 12th to 15th July, Janet and I in the XK 140 along with Bob and Pat Lush in their E-type visited Cornwall and attended the Wadebridge Classic Car Show which proved to be a really good show exhibiting a varied selection of classic vehicles with lots of

steam, military, motor bikes, commercials and cars, also quite a lot of interesting autojumble. We were invited to go along

by old Entente Cordiale friends Jim and Jean Jenkins of Taunton; we also met up with another couple of old "Entente" friends Ralph and Moni-

ka Weibel who were touring Cornwall for the week. The Hotel we stayed at was the Penventon Hotel at Redruth, I would highly recommend the hotel.

The next event for me to attend was the Silverstone Classic weekend along with Colin in the 220,



I won't say too much on this event as it was already well covered by the lads in the last issue, other than what a great weekend with something for everyone.

The next weekend, Janet and I attended the Exmoor Devon tour organised by The South Wales Classic Car Club, we again had a great time, but the weather was terrible with some roads flooding in places and on the Monday morning when we left the kitchen of our hotel was flooded, I have never seen rain quite like it!

The following weekend I went along to the Pontypridd Festival of Motoring on the Saturday; and then to the Three Cocks Show at Hay-on-Wye on Sunday. There was a good turn out of Cardiff Region cars on the Sunday, and we all had a very enjoyable day with lots to see and do. A good number of us enjoyed the hospitality of Howard and Jen Harper before returning home.

I mentioned at the August regional meeting that I was going the following Saturday to the race meeting at the Pembrey race circuit organised by the VSCC; the only person to take up the invitation was Andy Webber who joined myself and my grandson Aron in the MK2. We had a pleasant run down to Pembrey and had the most brilliant day watching some spectacular historic racing, it really is a privilege to walk among so many wonderful historic race cars in the pit areas (Talbot, Alvis, Bentley, Frazer Nash, and Lagonda to name but a few) and to talk

with the drivers and then see them go out onto the circuit with some amazing racing skills. True motor sport enthusiasts and for me one of the best days enjoyment this summer.

The next Sunday Janet and I attended the Llandrindod Wells Victorian Festival, again a lovely run up over the Brecon Beacons in glorious sunshine and a very good, albeit, very small classic car show.

This then brings us right up to date with the JEC annual Southern Day which was held this year at Littlecote House near Hungerford. This was attended for the weekend by Colin and Jan in the 220, Dave and Ruth in the XK8, Andy and Heather in the XKR and Janet and I in the XK140, we all met up at Colin's place on Friday morning and had a pleasant run up to Hungerford in wonderful weather stopping off for lunch en-route for Littlecote House Hotel.

On Saturday morning we went into Hungerford for a pleasant walkabout and after lunch some of us enjoyed a two and a half hour trip on a canal boat.

Sunday of course is the National Southern Day, and what a day it was, again lucky with the weather and apparently over 1600 cars

present. I must say that in my opinion the Cardiff region had one of the best displays on our stand the aforementioned cars being joined on the day by Paul, Colin, and Terry with their E-types, Alan in the XJS, Bill with the X300 and Nigel with his Swallow Dorretti a very diverse group of vehicles. I must say that the car chosen as Car of the Show was much deserved; it was an XK 150 S roadster that was fresh out of being totally renovated with a full body off nut and bolt restoration.

On Monday morning after breakfast and vacating our rooms Janet and I, Andy and Heather said our good byes to Colin and Jan and Dave and Ruth who were going straight home, Andy, Heather, Janet and I had decided to make another day of it by calling in to Laycock village visiting the Abbey, Church and a pleasant walk around the village and another very nice lunch. After lunch we set off for home taking in a very nice route through the very pretty Castle Combe village.

A great weekend, lots of cratic as the Irish say, good weather, good venue, good food, and very importantly good company.

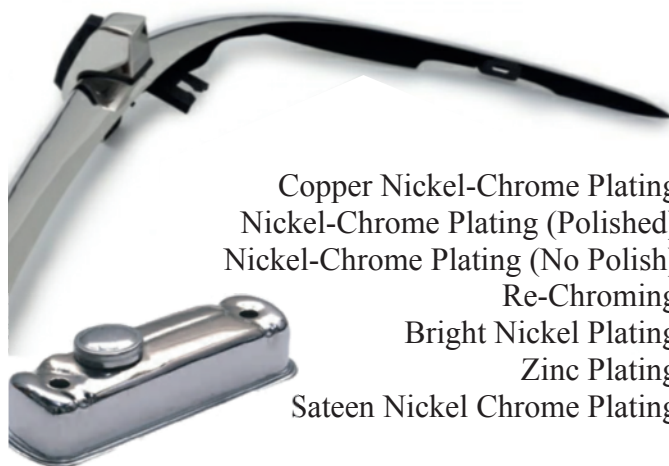


Anyway, must go now as I need to count my pennies to see if I can make an offer for the Ecurie Ecosse collection!



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Report by Andy Webber

THREE COCKS VINTAGE RALLY HAY-ON-WYE

Club members travelled from various directions to converge on the Three Cocks Vintage Rally, held at the Boatside Farm at Hay-on-Wye, which is set on top of a beautiful hilly area affording commanding views of the local countryside.

As usual, we set up our marquee in a section reserved for Jaguars, among the various car club and general car displays. 23 Jaguars were on display ranging from E Types and MkIIs to moderns, and were mainly from the South Wales and Three Counties regions.

The theme of the show was divided between steam power (traction engines, stationery engines, a steam driven sawmill and steam ploughing demonstrations); agricultural machines (mainly tractors); and various forms of transport (from bicycles and motorbikes to lorries and cars). There were also various other demonstrations, including one with a working horse and mountain biking together with various trade stands, car booting and a craft marquee.

John James proudly displayed his white MkII with a for sale sign. Alongside was a card showing the price as £8,500 with the note "forced to sell due to old age – quick sale needed, hence price." The card was inserted by person or persons unknown although it was rumored that this prank may not have been unconnected with a similar stunt at the Silverstone Classic – See August edition of the magazine. John was kept up well into the following evening fending off eager phone calls. Apologies to anyone caught up in this mysterious deception.

The show closed when, for the third year running, Jim McTaggart flew down from Scotland to give us an excellent aerobatic display in his Stolp Starduster biplane.

After the show, a number of us were kindly invited by Howard Harper to his place near Glasbury-on-Wye where we enjoyed a drink and some nibbles on their sunlit terrace. The evening sun made a pleasant backdrop to our journey home, rounding off another great day out.



threw our sat navs into paroxysms of confusion and left us to consult a map - can't beat them!



JAGUAR 3 XJ220 DAYS IN DREAMLAND

Sometimes opportunities present themselves in the strangest ways. We had already planned to be back in the UK for the Goodwood Festival of Speed, followed by a brief visit to the Porsche Experience Centre, and then came the twist.

Rather than shooting back to Dubai, flights were amended, hire cars booked and the sat-nav targeted at a very secret workshop in the north of England. Owned by a certain Don and Justin Law, said workshop holds a certain aura with me, having wanted to visit the facility for a number of years. The next three days will go down in my personal history – the chance to drive my poster dream car, stunning roads, great company, good food and most importantly, 680 turbo charged horses under my right

foot. Welcome to the Jaguar XJ220. When the Jaguar XJ220 was initially mooted to the world, it was destined to be the fastest, most gorgeous looking and expensive Jaguar ever built. Named for its targeted top speed, the car was shown to the world as a concept car at the Birmingham Motor Show in 1998. This author was invited along to the event and vividly remembers being whisked to the NEC just outside of



Birmingham after school, still wearing my horrendously garish uniform (and no,

no pics of that will enter the public domain). Sat proudly on the stage with an initial price tag of £360,000 (\$557,000) it was immediately over-subscribed to the tune of four times the build allocation, in just one day. Less we forget that this was 24 years ago and even though £360K is big money today, we're talking Veyron/Pagani cash when you take inflation into account. So the big question then – why is this still a relatively forgotten machine, revered and admired by those in the know, but largely ignored by the wider world?

Well, we'll get to that a bit later on in the story. First up, a much required cup of tea and a good look around the sweet shop that is Don Law Racing. We won't concentrate too much on Don Law Racing just yet, (a full piece is in the works for you) but suffice to say, when it comes to the Jaguar XJ220 it's the go-to place, globally. Starting their involvement with Jaguar's XJ220 in 1996 and then taking on the Jaguar Sport operation (from Ford) in 1998, Don Law Racing has now grown into what you see before you. A custom-built, family-owned and operated business, catering for anything and everything XJ220. Not to mention some other very special pieces of kit.

Back to the stunning green Jaguar sat in front of us. Undeniably,

it's one of the most extraordinary and beautiful cars on the road and judging by the reaction we received out in public, a sizeable proportion of the population agrees with us.

Would it be fair to call the Jaguar XJ220 the worlds first true hypercar? We certainly think so. The big Jaguar lapped the Nardo Test Track in Italy at a measured 343kph (213mph) way back in 1992. After that initial run of 213mph the Jaguar engineers pulled the catalytic converters off, increased the rev limit and proceeded to hit 217.1mph. Remove the effect of the banking from Nardo and you are well into 220mph territory. Not only that, with John Nielsen behind the wheel, Jaguar took the XJ220 to the Nurburging. This was back when manufacturer marketing departments hadn't clambered all over the facility we might add. Looking fresh in their Fat Willy's shorts, the engineers popped some fuel in the tank, checked the tyre pressures and sent John out, who



proceeded to rattle off a 7 minute 47sec lap. A lap record at the time, and one that stood the test of time for eight years. Oh, and it was 30 seconds quicker than the previous record holder. We will let you guess what that car was though.

cat would be making its way to buyers without the 500bhp V12 engine, four-wheel drive and Lamborghini-style scissor doors all promised during concept stages. Oh, and not to mention the world had turned upside down and plunged into recession.



Hopping back to the comments above regarding its position in history for a moment, it was nobbled a little bit (well, a lot) at launch. Original investors/ buyers/ speculators placed a £50,000 deposit on a car that was then priced at £361,000, and by the time it was ready the price had swelled to beyond £400,000. Not only that, the mighty

Not the start the car really needed, no matter how good it actually was.

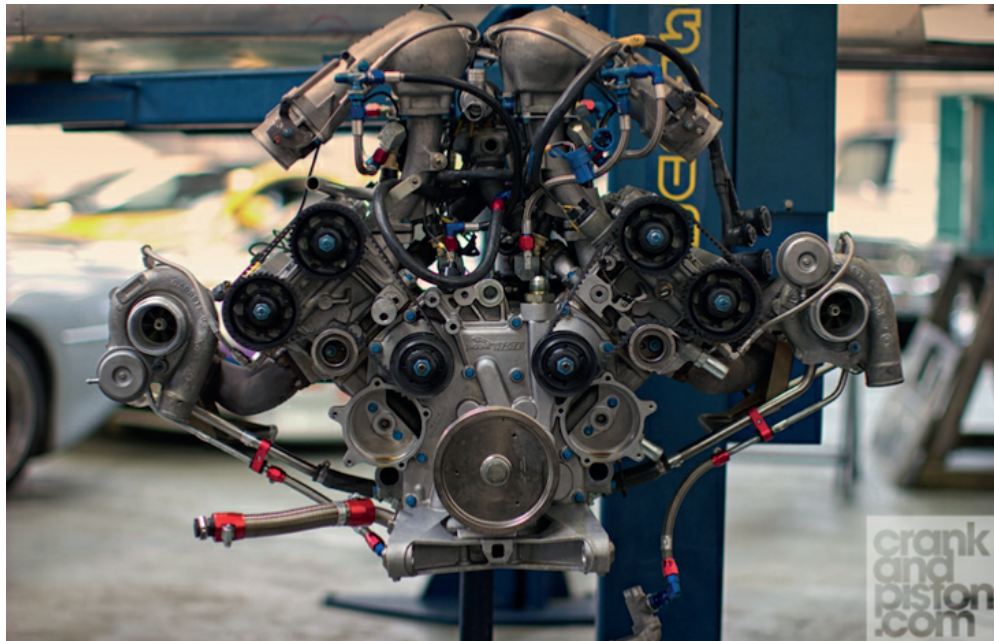
With some advice from Tom Walkinshaw and the team of engineers at TWR, the fact that the XJ220 actually ended up with an even more powerful (542bhp) twin-blown V6 didn't really cut the mustard back in the '90s. Strange to think, considering that such a decision would now

go down pretty well, what with the ever growing environmental pressures and rising costs of fuel we see today.

Now we've covered off some of the history and details, it's time to hop behind the wheel for the first time. Anticipation levels were at fever pitch and even copious amounts of tea and nicotine couldn't settle the nerves. To make things worse, said green Jaguar wasn't your average XJ220. It's got 680hp (up almost 140hp from the stock car), upgraded suspension, wheels, brakes and a couple of extra tweaks for good measure. All this with a kerb weight of 1300kg, no traction control and pouring rain just to help the situation. Great!

Before I get going and hit the open road, Justin and Don kindly offer an acclimatisation drive to get used to the controls, ask any questions etc. Not one to venture too far into a situation without a touch of guidance, my answer was a resounding yes. The decision was made easier by virtue of having Justin pilot the car down his favoured test route. I should say at this point that Justin is a dab hand behind the wheel of any car, especially so competition Jags. So it was up to me to strap up, hold on, savour and try to hold back the laughs caused by the unbridled acceleration the big Jaguar is capable of dishing out.

As I slide into the drivers seat and have a moment to myself, I can immediately see one of the reasons why the XJ220 carries the weight of non-success on its shoulders. It initially doesn't feel as supercar special as I expect. Yes, there's a bank of dials



set into the drivers door, but unlike other supercars of the time, it just doesn't have that exotic or awkward feel about it. The seats are stunningly comfy (1000km over the course of the drive will attest to that) and there's leather everywhere leading to a remarkably fuss free and easy to operate environment. Probably not something you would immediately expect given the dramatic external design.

But in the grand scheme of things, the interior is actually exactly what I want from a car like this – a simple, comfy and easy cocoon to operate the beast from. As a six-foot-plus chap myself, I find the seating position to be great, the view out of the front clear and even Luke Gilbertson (our extra photographer for the shoot), who had come along for the ride, managed to strap into the passenger seat. This is mighty impressive when you realise that Luke

is the far side of 6ft8.

So what's it like to drive then? The mighty 680hp Metro 6R4-derived V6 is making a rumble over my shoulder – not a glorious V12 orchestra, rather a turbo chatter-infested mechanical clatter sort of a noise. It's immediately pretty, mightily effective and sonorous in its own way.

The most surprising aspect of the drive is the ease with which it destroys tarmac. Yes, at low speed it's a bit cumbersome and heavy, but much like a speedboat, once the 220 is up on a plane, it begins to come alive. Fast flowing country roads are where the XJ220 feels most at home and after hacking half way across North Wales, I'll stand by that statement all day long. However, fiddly, twitchy country roads would see a well steered hot hatch disappear into the distance because of the weight and the difficulty in deploying all that power and torque. At speed the steering begins to come alive in my hands, the suspension soaking everything up in only the way a Jaguar can, and that slow gear change becomes less of a problem. With these levels of grunt, I can use the mighty reserves of torque the blown motor belches out to the rear wheels to ride through any ratio I throw at it.

Sitting in the lovely, comfortable, pseudo-arm chair bucket seats, it does seem to be a very random place to be as I warp time and blur the countryside outside. Less we forget, the XJ220 in stock form can hit 60mph from still in 3.6 seconds, chase to 100mph in 7.9 and keep ploughing on until the speedo hits the stop tab. This is big speed and even though I





don't have any stats to highlight the speed variance between a stock machine and this one, there is certainly a big jump.

Up at speed and using the car's talents on the fast flowing roads, the forces generated by the car's grip really take time to get used to. It has a uncanny knack of pushing me to go exploring for the ragged edge, as it just keeps giving. As the wet Welsh roads began to dry, I very quickly realise that getting anywhere near the outer limits of capability should never happen as binning it through a childish challenge would be a stupid mistake. Back to enjoying the ride then!

There are the negatives and aspects that demand respect, pushing me to adjust my approach to the drive. For a start, the XJ220 is a true monster, monumentally large when it comes to even the biggest of the bad boy supercars. Yes, even Lambos. There is turbo lag, that although expected, is nowhere near what I had prepared for. There's initially numb and heavy steering, a touch of understeer in super-tight slow moving corners and in stock form, brakes that aren't really up to the task of hauling bonkers pace down to sensible limits. It's a car built for outright velocity, not finicky little hairpins.

Once I've learned these foibles (as I would in any bad boy supercar), it starts to come to me. There is a deep underlying skill-set in there, mighty levels of speed and an ability to destroy miles in utter comfort. On the motorway, it feels like an XJ. There is grip across the board and when up to speed, a benign feeling

to the delivery that really makes me continually wonder why the XJ220 hasn't been placed on a pedestal before. It is a truly capable and mesmerising machine. Just don't forget that size and keep checking the speedo, as the muted exhaust note doesn't alert you to impending warp speed.

As a final note, I need to whip back to the presence the 220 carries with it. There's bags and bags of it. From deepest darkest Wales to Park Lane in central London (yes, we did take it to the smoke), it attracted more attention than I could ever foresee. Every petrol stop attracted hordes of fans, mobile phone snappers and young kids asking "what is it mister?"

The XJ220, when it emerged from the womb, had missed its time. The excesses and big cash buyers of the 80s had fallen away to recession.

But now it's time has come back around, and the world is starting to realise what a classic it has become.

Even Jaguar itself rolled out XJ220s to celebrate its 20th birthday, and the media fell over themselves to get some of the action. The XJ220 today stands to show New Jaguar what its heritage means, what can be achieved if a company puts its mind to something revolutionary, something mind blowing. All that's needed now is to persuade the handful of owners to bring their big cats out of the cattery to play, and put some miles on them. Let the world see what it's been missing. My eyes have been well and truly opened.

Thanks to Don Law, Justin Law, Luke Gilbertson, Alan McGovern, Faisal, Talal and everyone else that made it happen.



humour

Members jokes & anecdotes

BIG 10 INCH

Two friends were in a bar drinking a beer when one pulled out a cigar but he didn't have a lighter so he asked his friend if he had one.

"I sure do" he replied and reached into his pocket and pulled out a 10 inch Bic lighter.

"Wow!" said his friend, "where did you get that monster."

"I got it from my genie."

"You have a genie?" he asked.

"Yes, he's right here in my pocket."

"Could I see him?"

He reaches into his pocket and pulls out a very small genie.

The friend says, "I'm a good friend of



your master. Will you grant me one wish?"

"Yes I will," the genie said so he asks him for a million bucks and the genie hops back into his master's pocket and leaves the man standing there waiting for his million bucks.

About this time, a duck walks into the bar followed by another. Then more ducks come pouring in. Before long the entire bar has ducks everywhere. The friend tells his buddy, "What is going on here, I asked for a million bucks not ducks!"

He answers, "I forgot to tell you the genie is hard of hearing. Do you really think I asked him for a 10 inch Bic?!!!"

TAKE IT LIKE A MAN

Three men were sitting in a bar talking about how whipped they had their wives.

The first two kept bragging about how they could get their wives to do anything.

They looked at the third man and he said, "I have my wife so

whipped that the other day I had her crawling towards me on her hands and knees."

Both of the other men were very impressed and asked him how he had managed that.

The man replied, "Well, I was laying under the bed and she crawled over and said, "Come out and fight like a man!"

THE WEDDING NIGHT

As the young couple prepare to go to bed on their wedding night, the groom says to his bride, "Honey, I have a confession to make. I'm a golf addict. I play whenever I have a minute. I can't get enough of it. you'll probably never see me on the weekends."

His bride looked a little uneasy and then said, "Honey I have a confession also...I'm a hooker."

"No problem." Replied the groom, "Just keep your left arm straight and keep that head down. You'll be hitting them straight in no time."

LITTLE JOHNNY

One day the lover is over at the women's house and they are upstairs making love. A little while later little Johnny comes home unexpectedly and finds the mother and lover in bed. So little Johnny goes into the bedroom closet to watch.

A short time later, the husband comes home unexpectedly and the wife tells the lover to get in the closet.

After a few moments little Johnny speaks out and says to the lover, "Dark in here isn't it?", to which the stunned lover replies, "Yes it is".

Little Johnny says, "You know I have a baseball." The lover says, "That's nice." Little Johnny says "Would you like to buy it", the lover says "Not really". Little Johnny says "You know my daddy is outside". The lover says "Ok how much?". Little Johnny says 20 dollars and the lover says "20 Dollars!", then remembers his

situation and pays him.

Couple of weeks later, the women has the lover over again and they are upstairs making love when little Johnny comes home unexpectedly. He sees them in bed and goes into the closet to watch.

A short time later the husband comes home unexpectedly and the women tells the lover to get in the closet. After a few seconds little Johnny says, "Dark in here isn't it?", to which the stunned lover replies, "Yes it is".

Little Johnny says, you know I have a baseball glove, and the lover



remembering the previous discussion with little Johnny, says "How Much? Little Johnny says 50 dollars. The lover pays the money.

A couple of days later the husband comes home early from work and says, "Johnny get your ball and glove and we will play catch." Little Johnny says "I can't daddy, I sold them." The husband says "You did? How much did you get for them?" Little Johnny replies, seventy dollars. The husband says, "Johnny, that's not right, you cannot take advantage of your friends like that, and you must go to confession."

The husband marches little Johnny down to the church and sets little Johnny inside the confessional and steps away.

Soon thereafter the priest enters the other side and waits for Little Johnny's confession. After a short silence, little Johnny says, "Dark in here isn't it?", and the priest says, "Don't start that crap in here!"

MY SONS A CHICKEN

Mrs. Peterson went to the doctor: "I'm terribly worried about my boy. He thinks he's a chicken."

The doctor asked, "And how long has this been going on?"

"Almost a year," Mrs. Peterson replied.

"Well for goodness sakes! Why didn't you bring him to see me sooner?"

"Because we needed the eggs!"

BAD CAR ADVERTISING

- Summer Fun – The roof leaks in winter
- Easy Project Car – Completely disassembled, bring many boxes
- Minor Rust – Major rust you can't see
- New Paint – Beautifully covers the rust
- Fully Loaded – The seller is too
- Only 59,000 Miles – Actually closer to 259,000 miles
- Rare Model – One of 300,000 made
- Family Owned – Driven by 6 teenagers, 2 grandparents and the family dog
- Fully Restored – There's nothing original
- Must Sell – Before it blows up
- Well Maintained – I occasionally change the oil
- Rare Classic – No one wanted it even when it was new
- Ran When Stored – It won't start now
- No Time To Restore It – Can't get - hold of the parts
- Low Miles – The odometer was turned back

CHANGE THAT NAME

A good looking man walked into an agent's office in Hollywood and said "I want to be a movie star." Tall,

handsome and with experience on Broadway, he had the right credentials.

The agent asked, "What's your name?"

The guy said, "My name is Penis Van Lesbian."

The agent said, "Sir, I hate to tell you, but in order to get into Hollywood, you are going to have to change your name."

"I will NOT change my name! The van Lesbian name is centuries old, I will not disrespect my grandfather by changing my name. Not ever."

The agent said, "Sir, I have worked in Hollywood for years... You will NEVER go far in Hollywood with a name like Penis van Lesbian! I'm telling you, that you will HAVE TO change your name or I will not be able to represent you."

"So be it! I guess we will not do business together" the guy said and he left the agent's office.

FIVE YEARS LATER.....

The agent opens an envelope sent to his office. Inside the envelope is a letter and a cheque for £50,000. The agent is awe-struck, who would possibly send him £50,000

He reads the letter enclosed . . .

Dear Sir,

Five years ago, I came into your office wanting to become an actor in Hollywood, you told me I needed to change my name. Determined to make it with my God-given birth name, I refused. You told me I would never make it in Hollywood with a name like Penis van Lesbian. After I left your office, I thought about what you said. I decided you were right.

I had to change my name. I had too much pride to return to your office, so I signed with another agent. I would never have made it without changing my name. So, the enclosed check is token of my appreciation.

Thank you for your advice.

Sincerely,

Dick van Dyke

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:

editor@jecsouthwales.co.uk

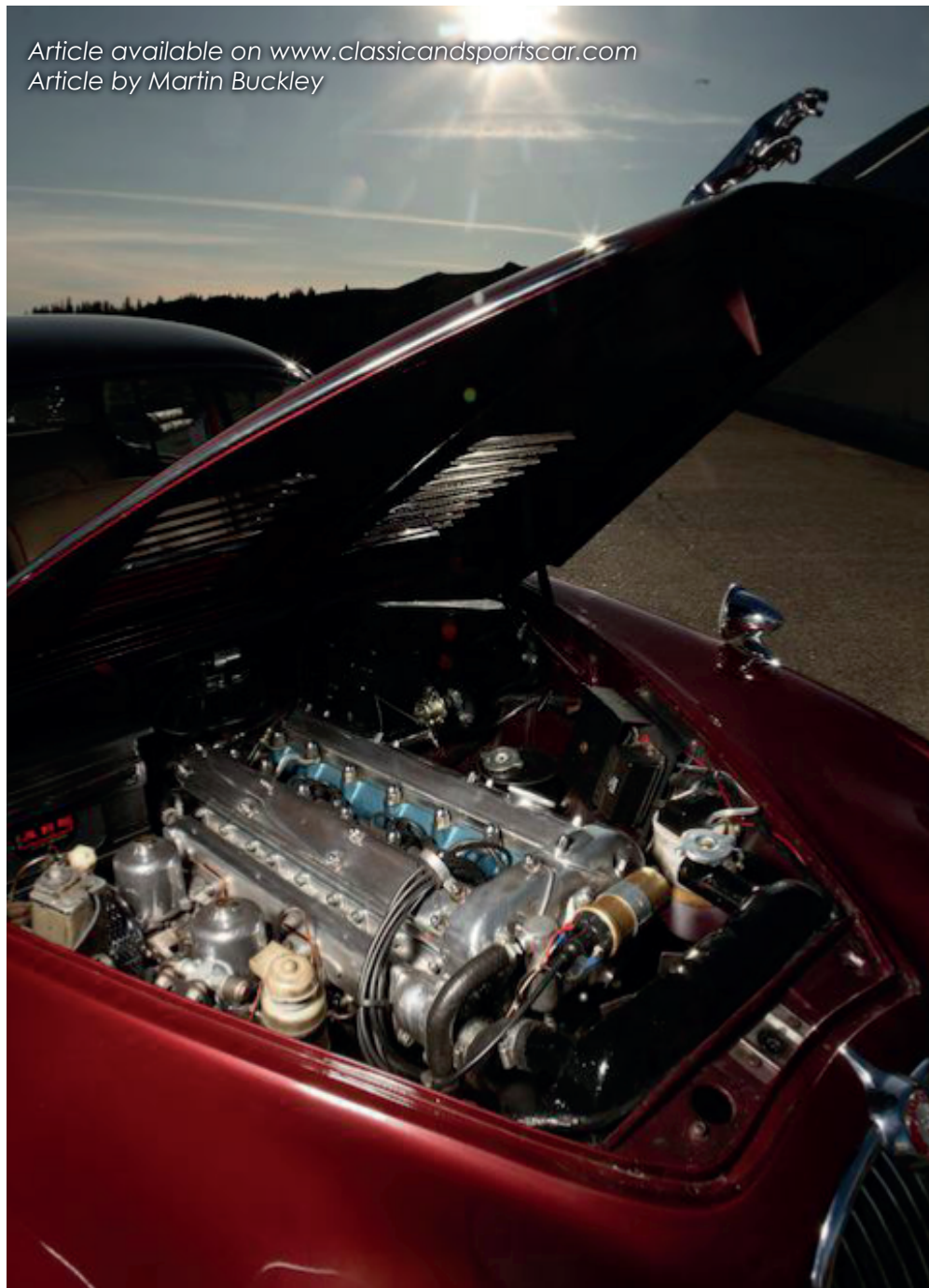
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0 MILE ROUND TRIP 150 TO GENEVA IN THE BRILLIANT JAGUAR MKII

In Britain, 1959 was the year of frothy coffee in glass cups, ban-the-bomb and Harold Macmillan's 'most of our people have never had it so good' conservatism.

You could still get hanged for murder, jailed for buggery and called up for National Service, but through a haze of nostalgia they seemed to be simpler, happier times. Certainly the monochrome world of bomb sites,

Woodbines and winter smog was giving way to a new era of consumerism and a sense of hope for a more exciting future, where anyone could realistically think of owning a modest family saloon and a black-and-white television.

More cars meant more roads and a new kind of road. In November, Ernest Marples (you don't get names like that any longer, do you?) opened the first section of the M1,

and just a month before that Jaguar Cars had launched a new version of its unitary-hulled compact saloon, badged simply and enigmatically 'Mk2'. This car became the bullet-nosed sovereign of these wondrous six-lane strips of landscaped asphalt for years to come. In the early days of the M1, the outside lane was known as 'the Jag lane'.

With its increased glass area, 12in Dunlop discs and wider rear track, this was emphatically a prettier, more stable and much safer compact Jaguar. Even better, with the exciting new option of a 220bhp 3.8-litre engine, it was a much quicker one, easily the fastest saloon – 126mph, according to The Autocar – in Jaguar's impressive repertoire of twin-cam luxury four doors.

More sophisticated Jaguar tin-tops came and went, but none captured the raw appeal of the Mk2 3.8. In manual/overdrive form it was probably the most rapid true production four-door in the world: 0-100mph in 25 seconds was a level of urge that only racing drivers had experienced. Like the E-type that followed, the 3.8 Mk2 democratised high performance for a modestly well-off but not absurdly wealthy constituency of buyers who could find its £1842 purchase price. Predictable success in saloon car racing fed the Mk2 legend and left an indelible impression on young men with 5-Star flowing in their veins, who could only look on in awe.

Many who watched the likes of Salvadori and Parkes cornering

the small Jaguars on their doorhandles in production saloon events made a quiet promise to themselves that they would one day have a Mk2 of their own. For former prison officer Simon Cronin that day came 20 years later when, for a mere £400, he captured a 3.8 that had been gently festering in a neighbour's garage with the family dog sleeping in it. Although it had not been used for a few years, the Jaguar went straight through an MoT. Says Cronin: "The Thursday after I got it, I hitched up the caravan and took it to the British GP."

Thirty years on, the founder member and director of the JEC and his wife Ann have toured Europe, South Africa and America in the Mk2. In the process, the car has racked up a quarter of a million miles and become part of the family.

Sold new by Henlys (then on the Euston Road) to a Yorkshire MP, DVY 774C started life as a 3.8 auto in 1965 but was uprated to manual/overdrive spec, with correct Salisbury limited-slip diff, when Cronin restored it in the late '80s. Other modifications include a 420 front axle with the three-pot calipers and the variable-ratio power steering of the later car. Under the Coombs-style louvred bonnet, the handsome straight-six has a 420 manifold with bigger 2in SUs, electronic ignition and a Kenlowe fan. These are all sensible, not hugely expensive mods on a Mk2 that is used throughout the year, tows a caravan and returns 25mpg on a run.

Our plan is to recapture the flavour of early '60s road testing, when cars as powerful as the 3.8 Mk2



had to be taken abroad to stretch their legs and allow the writers to get their figures. Europe was opening up to motorists and promised mystique, adventure and new experiences to those who wanted to enjoy a car to its maximum. As a destination, Geneva offers the right combination of European glamour and sufficient distance – a 1500-mile round trip – to do justice to what The Autocar called the 'Gran Turismo qualities' of this most celebrated of British saloon cars. Standards have moved on, so the Mk2 no longer seems as quiet as it did in 1960 but the cabin is luminous, with easy views around slender roof pillars that modern drivers, hemmed in by air bags and high waistlines, can only dream of.

What strikes you as you look along the tapering curves of the modestly dimensioned bonnet is how genuinely compact the Mk2 seems. The fragrant leathers and gleaming

veneers give a real sense of occasion, yet there is something quaint about the dinky switchgear, the handsome Smiths instruments and the narrow 'screen only inches – rather than feet – from your knuckles. The all-steel body is not a triumph of packaging, but it has a decent-sized boot and really substantial rear leg-room – better even than its modern equivalent, the XF, which we have brought along as back-up and photography car.

The Mk2 treated rear passengers with a respect that is rather lacking in modern cars. There are picnic tables, big courtesy lamps that glow an inviting yellow and a posh coach-built aura that doesn't square with the modest price, nor the fact that nearly 100,000 were built.

Viewing the Mk2 from behind as it hums along, the car has lost none of its squat, voluptuous elegance. Sir William Lyons was a possibly unique combination of hard-nosed industrialist and true aesthete. He couldn't actually draw all that well, but had a masterful feel for the way the light should fall on a panel so that his cars looked good from any angle. In a decade when saloon car styling became more angular and modernist, the Mk2 remained immune to the fashions of the day and its romantic English curves have served it well. Apart from the Armco bumpers and aggressive overrides – probably fitted to fend off clumsy drivers in American parking lots – the detailing is sophisticated. It also occupies much less road than its modern equivalent and, shockingly, is half the weight.





Long-striding and directionally stable, the Mk2 still has a rightful place in the fast lane of the péage. Of all the XK engines, the 3.8 has the ideal combination of sweetness, smoothness and effortless torque with a willingness to rev that was lost in the rather coarse 4.2. There's lots of heat soak through the bulkhead, so the quarter lights are brought into use even on an autumn afternoon. In summer, Ann says she usually ends up draping her feet out of the window to cool off. The heat haze through the bonnet louvres is a reminder that the original body architecture was built for the physically smaller 2.4 engine.

Heading south on the N44 to St-Dizier – our first overnight stop – I ask Simon why he has remained loyal to the Mk2 for so long. Great though

it is, it's hard for me to get my head around what makes somebody keep the same car for 30 years. "I think it's because it does everything I want it to do," says Cronin, who also runs an XJ of the X300 generation as an everyday smoker. "It's a sports car and a family car at the same time. The only thing I would consider replacing it with is a Gordon-Keeble."

It rolls a little uncomfortably, but the Powr-lok diff deals effectively with wheelspin from the unloaded wheel as we make a mildly spirited assault on the Col du Marchairuz in the Swiss Jura. While the squat and menacing XF is almost absurdly capable and flattering of its driver here, the Mk2 makes you work hard, pumping on its hefty clutch and swapping between second and third in the satisfyingly notchy gearbox, a

later all-synchro mesh job rather than the slow Moss unit. Hard work, yes, but still a satisfying tool with 240lb ft of thrust and a wonderful 98mph third to boost you to the next curve with a heroic note from the twin exhausts that must surely border on the illegal in killjoy Switzerland. Later all-independent Jag saloons had quieter and more level rides, with less pitch and bounce than the live-axle Mk2, but it's far from uncouth.

Sports cars with limousine appointments are commonplace now, but 50 years ago this Jag had the field all to itself. Its beauty, pace and very British style of luxury still impress in a way that no other saloon of its generation quite matched. Ignoring the nostalgia and the bullshit that has too long surrounded it as a 'cultural icon' for lazy writers, this is still a truly great car.





Report by Colin Masterson

BLAENAVON TRANSPORT FESTIVAL

In the distance I could hear a huffing and a puffing. Could it be John James arriving a bit late (but just in time for the bacon butties) as usual? No, I was at the annual Blaenavon Transport Festival and it was an old tank engine steaming up the Valley in time to give rides to the public.

Set a few miles north of Pontypool in the Brecon Beacons at the heart of a World Heritage Site and at the very edge of the Welsh coal mining fields, the transport festival was held over the August Bank Holiday weekend. I went on the Monday in my Challenger. Another JEC member, Nigel Wilcox, turned up in his Doretto and so my car was the only Jaguar represented at the car show, which was part of the festival alongside buses and military vehicles

The railway was built in 1866 but the line was closed to passenger traffic in 1941 and goods in 1964, although it was still used to carry coal

from Big Pit and other local mines down to Pontypool until 1980.

It is now run by volunteer enthusiasts who have regular "steaming" days. The line north of Furnace Sidings up to the Whistle Stop Inn is the steepest gradient in the UK carrying passengers so there is plenty of noise and steam as the trains chug there way up the mountain

Only 10 minutes from the railway centre is Big Pit the Welsh National Mining Museum. There I took the lift 300 feet underground to one of the coal faces passing the stables where the pit ponies lived for 50 weeks of the year. The tours are conducted by former miners who give you some idea what the conditions were like to be working underground at a coal face, which was only 70cm high, requiring you to crawl on your hand and knees. Part of the tour includes an audio visual experience the "mining galleries" set into the side of the hill and various above ground buildings, like the engineering workshops and the pithead baths.

The day turned out to be sunny and pleasant, which made the



ride home across the Brecon Beacons a pleasure – what open air motoring in a soft top Jaguar is all about.

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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.

MAGAZINE CONTRIBUTIONS

We are always looking for members who would like to contribute to the South Wales Region magazine.

Why not write an article, review or report on your Jaguar car, experiences, restoration or any events you may have been to? We also welcome any jokes or funnies for our "Humour" pages.

Without our members contributing we would be unable to publish the magazine each month, so the more that submit content, the broader the range of articles will become.



Please send all articles, jokes or other material in word format and attach any photos to your email and send it to Andy Webber, the editor at: editor@jecsouthwales.co.uk

MONTHLY MEETING

Held on the 2nd Monday of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

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.





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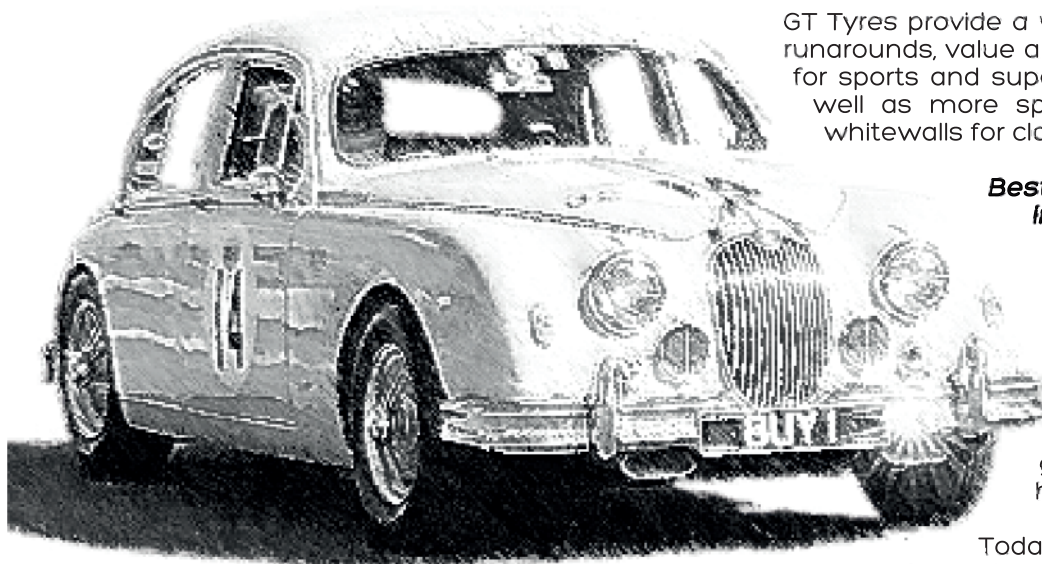
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