

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

Roll on sunny June!

We had the disappointment of Pen-coed being cancelled due to the horrific weather but Sully went well and we have a write up this month by Colin Masterson. By the time you read this we'll have attended the Barry Festival of Transport and of course the JEC 30th anniversary celebrations at Thoresby Hall are on the horizon.

Thoresby Hall promises to be extremely special and I know that we've got many members travelling to the event in Nottinghamshire. The event promises to be the biggest JEC event I've ever attended and shows how popular our club is. A big thanks to the JEC for organising such a huge event. A write-up will follow next month and the JEC magazine will also cover extensively.



As mentioned last month I've now got married and been on Honeymoon in Scotland. Myself and my wife, Heather enjoyed the magnificent scenery and roads of Scotland & I've included a write up of the wedding & honeymoon concentrating on the car related aspects in this magazine.

I'd like to thank Colin Masterson for his contribution to the magazine with articles and show write-ups.

Until Next Month

Andy Webber

A handwritten signature of Andy Webber in black ink.

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 **third Wednesday** of every month. Further details of our meeting place are at the back of the magazine.



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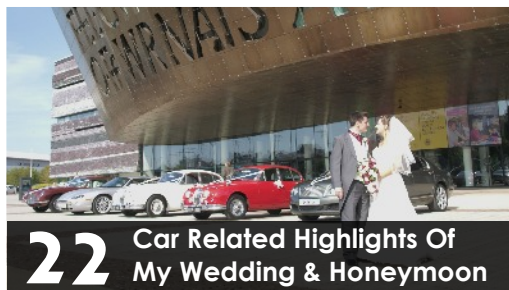
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BERKELEY CASTLE CLASSIC CAR SHOW

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JEC 30TH CELEBRATION THORESBY HALL

June 20-22nd. See Page 5

CASTLE COOMBE ACTION DAY

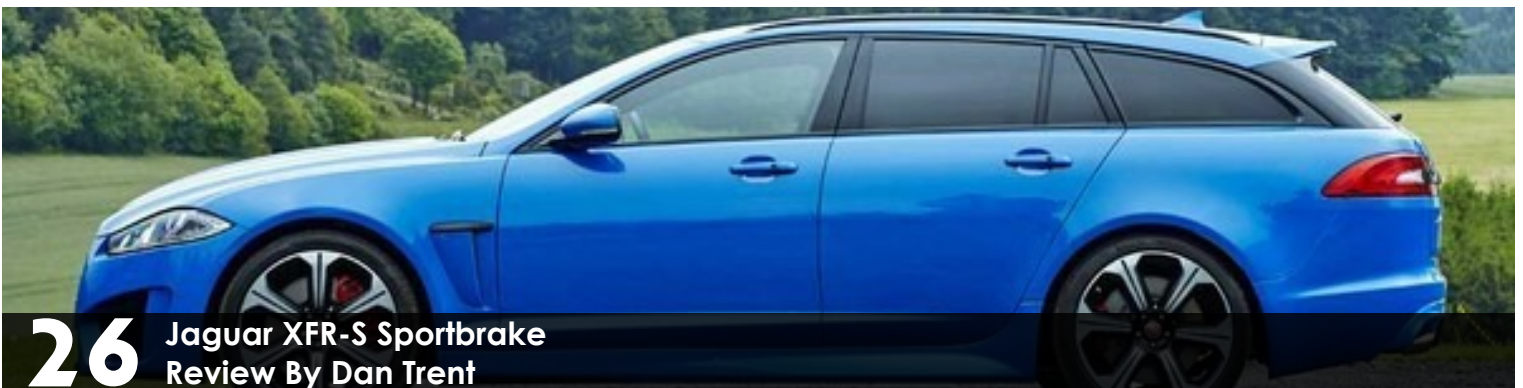
June 28th. See Page 5

NEWS

MONTHLY MEETING CHANGE OF DAY

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The venue remains unchanged - **BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ**



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OUR NEXT EVENTS ARE:

BERKELEY CASTLE SHOW

This on the 15th of June. We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.30am.

JEC 30th CELEBRATION THORESBY HALL

This is on the 20-22 of June. Entry is free on the Sunday. Many of our members are travelling up on the Friday and staying the weekend.

CASTLE COOMBE CLASSIC & RETRO ACTION DAY

We attend this event ever year. This year it is on Saturday 28th June. I have applied for 10 places. Would you let me have your names if you would like to come along? We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.30am.

FESTIVAL FIELDS CLASSIC CAR SHOW

On the 13th of July at its new venue at Pembrey County Park.

SHERBORNE CASTLE CLASSIC CAR SHOW

Sunday 20st July. Dave and Ruth Fisher, Andy Webber, Colin Masterson, Paul Cogdon, and myself have entered this event. We attended this show last year and it was very good. This year the featured marquee is JAGUAR so we will have a large stand at the front combining all the regions and there are some very interesting cars coming including an original D Type, XJR 15, XJ220 and many others. I have entry forms if you would like to come along.

SILVERSTONE CLASSIC

Billed as the "Biggest Classic Motor Racing Festival in the World" with over 8000 classic cars attending and 24 classic races over the weekend. This is three day event, Friday 25th, Saturday 26th and Sunday 27th. Dave and Ruth, Colin, Andy, John and myself are going for the three days. Tickets are still available and can be purchased for any day, but have to be purchased in advance from the Silverstone website. Use the JEC code C14005. Accommodation may still be available!

JEC PRESCOTT HILL CLIMB

Andy's wedding was the previous day so none of our members had booked to go to Prescott. The forecast was a lovely day so having not drunk too much at the wedding as I had to drive the MK2 home in the evening, I decided to go. The club had a great turn out, all the runs up the hill were taken and it was nice for once not to have to worry about bringing the entire Gazebo, the signs, buying the food and all the other things which normally have to be done when we go to an event. I left a bit earlier than normal and arrived back home just in time to be invited to a friend's barbeque. A great day.

VALE of GLAMORGAN CLASSIC CAR SHOW

We met at Sully Inn at 8.30. The weather was good and 12 cars attended the show. Unfortunately there was a huge bump at the entrance to the show field, I thought it had ripped my exhaust off, and many of our members complained that they had hit their exhausts as well. I sometimes wonder why the organisers of these events don't put more thought into how classic cars are going to get into the fields. If you damage your car at the event you are unlikely to go back again. A couple of shovels and some hardcore would have solved the problem. We had a good stand and the view over the sea was superb. When we were ready to leave I asked one of the

organiser if we could use another entrance which we had checked did not have a large bump in

it. He was quite negative about it and in the end a couple of marshals allowed us to use the other exit. See page 8 for a full report.

BARRY FESTIVAL of TRANSPORT

This is the second year the event has been held at Barry Island. Last year we were on the old Butlins site and it was very dusty. The organisers this year indicated that the clubs which arrived early could park on the grass along the promenade. We arrived at 8.30 and were given probably the best space on the top of the promenade overlooking the sea. The weather was good during the morning with just a light shower in the afternoon. I must remark that after Andy Webbers disgrace last year over the purchase of ice creams, (see July 2013 mag for details) this time with some gentle prodding he bought us all ice creams. We had just left when the heavens opened with thunder and lightning. See page 10 for a full report.

TREDEGAR PARK SHOW

Please be aware that all entries must be received by the 22nd of June or there will be a late entry fee of £10 or a charge of £20 on the day, all of which will go to Leukaemia Research.

ANDY & HEATHERS WEDDING

One of our youngest members Andy Webber married his fiancée Heather on the 17th of May. Andy had asked if some of our members would provide wedding cars, so John and Janet James brought along his white MK2, Colin and Netta Masterson his Bentley, Paul and Jan Cogdon his E-Type, Dave and Ruth Fisher their XK8 and Jan and myself in our red MK2. The reception was at the Wales Millennium Centre and they allowed the wedding car and bridesmaids cars to park in the front of the Millennium Centre for the Wedding photographs to be taken. It was a fabulous day and Andy and Heather then travelled to Scotland in their XKR for the Honeymoon. A full report is on page 22.

NEWS

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Article by Colin Manconi

PRESCOTT HILL CLIMB 2014

The forecast for the day was dry and sunny. I have not been to Prescott for many years. Paul Cogdon and I used to go to the JDC E-Type day there over 15 years ago, but having the same event there every year we got fed up and stopped going.

I had a lovely run up in the E-Type even though my sat nav decided to take me down some very narrow lanes! Graham Searle met me at the gate. Graham doing his usual meet and greet as he does at all the shows. I parked up and joined Gerald from the Three Counties Region. After a quick look around we decided to go for some breakfast. A cabin selling bacon rolls looked tempting but we carried on up the hill to the Bugatti Owners Club House. Upon walking in a large notice tempted us with a "Full English Breakfast" at a very reasonable price. Five minutes later with two breakfasts and cups of

coffee and as much toast as you wanted and we were sitting by the veranda overlooking the Hill Climb.

Then the hill opened for the day. The first unmistakable note of a XK engine as skinny tyres scrabbled for traction off the line. A XK 120 then a couple of E-Types, a MK2 then the different note of a V12 e-type as

passes us. What's that? a full race Mini blasting past us, in fact later in the day the marshals instructed the driver of the Mini to slow down as he was becoming more and more dangerous as he pushed the limits of his car.

We walked back down from the Clubhouse and met up with Norman and Malcolm from the Bristol Region. They are both great fun especially Norman who regularly e-mails me different jokes, some which end up in our magazine. Gerald went off to do some marshalling while we wandered around the different rows of cars.





It is quite expensive for the Club to hire Prescott and being the first time they had been there for many years it was a worry as to whether they could recoup the cost. Would it rain and keep people away. Would enough drivers pay to go up the Hill! I am glad to say it was a resounding success. The Hill was almost sold out and the sunshine all day brought out all sorts of Jaguars.

One of our advertisers SNG Barretts was doing a roaring trade and the JEC club shop manned by Helen was busy.

At lunchtime Norman, Malcolm, Graham and myself walked back up to the Clubhouse for a pint to cool down. Prescott has their own brewery supplying a range of beers, "The Hill Climb, The Chequered Flag, and The Grand Prix etc". Sitting on the veranda in the sun with a pint of beer watching Jaguars race up the Hill, what could be better.

In the afternoon we went over to the Bugatti Owners Museum. Well worth a visit, they have a diverse section of Bugatti memorabilia, from engines, whole cars, and models.

I left earlier than normal as Jan and I had been invited to a barbeque in the evening. (Have to keep the wife happy).

A good event made even better by the warm sunny weather.





Article by Colin Masterson

VALE OF GLAMORGAN CLASSIC CAR SHOW AT SULLY

2014

Once again we were lucky with the weather for this, the 2nd Car Show organized by the Rotary Club of Dinas Powis held at Sully and set in the grounds of the Sports Club, with magnificent views over the Severn Estuary. JEC members gathered at the Sully Inn so we could all park up together.

We had Jaguar E Types from Paul, Bob & Pat, the two Colins and Andrew, who also brought his S Type; XK140's from John & Janet and Keith who also brought his C Type with Suzie driving her Mercedes 280 SL; Scott and Dave & Ruth brought their XK8s and Neville his '58 Vauxhall Cresta. All in all a pretty good turn-out.

There were a number of vendor stalls on the field as well as those offering various service and some food stalls.

Colin Manconi has mentioned in his regional news the problems that some of us had entering

the field. At the gateway there was a large hump which many of us hit with our exhausts. The marshals who were standing at the gate didn't warn us of this even though many other cars had hit their exhausts. We all want to attend these shows but to almost rip off your exhaust like Colin did is not a good start to any event.

This is the second year of this

show, it has a lovely setting overlooking the sea and deserves to go from strength to strength. We were given a good position on the field and were able to keep a couple of spaces for the late comers, (John and Bob). Hopefully as the show becomes better known more and more cars will attend.

Highlight of the day was the selection of the Car of the Show. Out of over 200 cars attending, our own Andrew Reid won First Prize for his magnificent, recently restored, Series 3 E Type – Well done Andrew – a worthy winner!







Article by Colin Masterson & Colin Manconi

BARRY

VINTAGE & CLASSIC FESTIVAL OF TRANSPORT @BARRY ISLAND AND AN ICE SURPRISE DOWN BY THE BEACH!

Barry Island provided another great backdrop for this car show which was attended by six cars from the club, three E type, an XK140, XKR and an S Type.

Last year we were stuck in a car park to the East of the resort but this time we arrived early to ensure a great spot parked on the grassy banks of the esplanade overlooking the Bristol Channel.

Rain was threatened but, aside from a brief shower and impending rain at the end of the show, necessitating an early departure, we had a pleasantly warm day with sunny spells.

Andy and Heather arrived back from their honeymoon. It was Heather's birthday so this

represented a sign of exceptional devotion to the club by her. Imagine our surprise when Andy, unprompted by any of us, offered to buy us all an ice cream. Colin Manconi did advise Andy that after his performance last year, when he ordered the ice creams and the found he had forgotten his wallet, that any repeat of that escapade would be dealt with quite severely. We made sure that we enjoyed what is likely to be an unrepeatable gesture and photographs were taken to record this memorable event.

At about 3.30 the skies darkened and it was decided to take down the gazebo as it looked as if

could start raining. Just as we started to roll up the ground sheet it started pouring down.

As usual at Barry Island it is always awkward getting off the Island due to the heavy traffic. It took a good twenty minutes and while we were driving through Barry the heavens opened with thunder and lightning and extremely heavy rain.

Barry is always a good event and unlike some of the shows the organizers and marshal's are always very friendly and helpful.





Praying to the Gazebo Gods for no wind!



Love to know what the guy on the right in the ice cream parlour was thinking!





THE DEFINITIVE GUIDE OF HOW (NOT) TO BUY AN E-TYPE

BY NIGEL WILCOX

I'm not quite sure what happened really. I was looking for an open version of an XK120, 140 or 150 with a preference for the roadster version of the 150.

I had concluded that UK sourced examples had risen to values well beyond my available budget and so began looking on the other side of the Atlantic. There appeared to be many bargains available and I spent many hours scouring the internet in search of a suitable example. What could possibly go wrong?

I always favour restoration projects in order to eventually achieve the required standard of finished product. I had deviated from this path with last Jaguar and paid extra for an allegedly rebuilt car only to strip it down and do the job again.

I took things slowly in order to understand the market. It soon became obvious that some of the bargains were not all they appeared to

be. I avoided "private sales" as this posed many dangers and I got to recognise the MO of a number of regular sellers. E Bay seemed to offer many opportunities and a chap by the name of Chuck in the San Francisco area was offering an XK120 at a starting price which seemed

attractive. There was enough information in the listing to allow me to identify the seller and the telephone number given matched his business address. Internet research demonstrated that he had been in business for a number of years and reviews were good and genuine. I placed my bid but failed to reach the reserve. I was not surprised to be outbid as my offer was a little optimistic and I concluded that that one was lost. Imagine my surprise a few days later when I received an e-mail via the Ebay system offering me the opportunity to buy the car at my sub-reserve bid. Perhaps Chuck was desperate to



sell. All I had to do was transfer a \$2000 dollar deposit via Paypal or Western Union and the car would be mine. There is an old saying that if something sounds too good to be true it probably is. I waited until the time in San Francisco was suitable for receiving phone-calls in order to check out this bargain offer. A call to Chuck, a genuine guy with a genuine restoration shop, confirmed that his E-Bay account had been hacked and any funds transferred in response to the Ebay offer would be lost to the land of cybercrime.

Undaunted I continued my search and took out a subscription to Hemmings Motor Mart, a fantastic American journal which gives copious listings of Classic and Specialist Cars.

I soon identified another XK120 within Hemmings listings, that's strange, the car is in Devon with an offer to ship to US and the price is very reasonable.

“A for Alfa is about as far from J for Jaguar as you can get”

I studied the photographs in great detail and the car looked sound with a correct XK chassis plate clearly shown in the photos. I gave the seller a ring via the listed call-divert number. Sure enough, the chap who answered had an English accent but was sadly not available for me to meet him today, tomorrow or any-time soon. The car was described as tatty but sound in need of restoration. It was at his home and he had taken the photos recently. The car was a bargain so I would have to pay a deposit to secure the deal. I looked more closely at the photographs then got distracted by the background. That's funny, it's been raining for months here in Blighty so why is his grass so parched? Hang on a minute, isn't that an old ute in the background with bleached paint-work just like the one I used to see on Skippy the Bush Kangaroo? One of the photos showed the chassis number and a quick check of the website xkdata.com confirmed the car was residing in Australia. What's more there was a link to an Australian advert with some very familiar photographs but a more realistic asking price. Another of the many scams encountered.



No matter, Hemmings has plenty more to offer.

It's strange how you get diverted, or maybe I'm just fickle. I happened to spot an ad for an Alfa Giulietta Spyder. I'm not sure how, as A for Alfa is about as far from J for Jaguar as you can get in the 200 page magazine! It was not just any old Giulietta but an early example of the Spyder with a 750 series chassis number which meant it had those sexy tiny taillights and no quarter-lights just like the one I had been captivated by at Silverstone Classic

earlier in the year. It was in Colorado so not too far away!

The link took me to the website of a classic car dealer just outside Denver with plenty of other cars signed to distract me even further. Closer examination of the Giulietta photos indicated that it was missing many of the important parts which rendered it unviable.

The website was reminiscent of Mrs Edwards' sweet shop just opposite my old junior school – full of temptations and in such a situation resistance is futile.

continued on page 15 >





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The Colorado sunshine had clearly been kind to the cars available here.

At the lower end of his price range was an E-Type Roadster which had sun-baked paint and dried out leather. It was a non-runner, tatty but very original and importantly it did not appear to be rusty. It had not been on the road for many years and had patches of primer on top of otherwise original sun-dried and bleached paint. Luckily there were 40 of 50 photographs taken from all angles. Try as I might I could not find any rust. The underside showed solid floors and the inside of the boot floor looked just as it had on the day it came out of the factory. To me, that photo alone was proof positive that this was a rust-free car. It was a late Series 1 with pencil lights above the bumpers but open headlights now commonly known as a Series 1 and a half. Importantly the price was right. The open headlights were not my favoured option but I had a plan for that.

Again I had to wait for the phone-call times to be respectable on both sides of the Atlantic. I made the call and spoke to a chap who told me he was the Sales Manager.

“A Sales Manager who has no mandate to sell sounds fishy to me”

The dealership owner Steve was away on holidays and the Sales Manager had no mandate to sell in the owners' absence! – I'm not sure but a Sales Manager who has no mandate to sell sounds fishy to me. A few phone-calls later and he put me through to the foreman mechanic. "Ullo boyo" came the voice over the phone. That's strange, I would have expected a "Howdee Ye'all" but never an "Ullo boyo", may-be he's just trying to make me feel at home. 'Turns out he is a lad from Abergavenny (just 10 miles away from my home) working in Colorado, able to talk on the same wavelength and describe the car in detail, effectively my eyes on the spot.

The problem remained that the "Sales Manager" was unable to make a sale in the absence of owner Steve. Can't you give him a ring? Where is he? New Zealand. In the end I was given Steve's mobile number and managed to interrupt his holiday with a Trans-Pacific call to



agree the Trans-Atlantic purchase.

I used Steve's contacts in order to arrange shipping firstly to Long Beach California which did not look far on the map but turned out to be more than a thousand miles. From Long Beach it was loaded onto a container ship bound for Tilbury by a very circuitous route taking in South America, Africa and mainland Europe.

All I had to do now was transfer a little more money than I'd paid for my first house to a chap I'd never met for a car I'd never seen. In front of my wife I had to appear confident in the process. In reality I was bricking it.

Shipping took months but the call eventually came through, the car had cleared customs. 'Just the small matter of the £500 port handling charge and I could collect the car.

The drive to Tilbury was a long one but the car was exactly as described

and exactly as expected. Of course it was, never worried me for a minute!

All I needed now was to get it home and rebuild it.

I wonder what's under that primer.... Hang on though, I'm not sure quite what's happened, I thought I'd set out to buy an XK!

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Article by Colin Masterson

LE MANS WINNING D-TYPE XKD 505 PART 1 OF 2

BY COLIN MASTERSON

Extracts Derived from an article by Ed McDonough in *Vintage Racers* (an American magazine) March 2006

The temptation is to dissolve into a wave of superlatives... that would not be a problem. Chassis XKD 505 won the 1955 Le Mans 24 Hours with Mike Hawthorn and Ivor Bueb behind the wheel in the race remembered for motor racing's worst accident.

It should and could have been remembered for the titanic duel between Hawthorn in the D-Type and Fangio's Mercedes Benz. Five D-Types started that race, but two of the works cars retired, as did the Cunningham-entered car, while the Belgian D-Type was 3rd. Had the Mercedes team not withdrawn after Pierre Levegh's huge accident on the pit straight, the Mercedes-Jaguar battle would have carried on. One of the Jaguar works drivers, Norman Dewis, had been waiting on the pit counter to take over from Don

Beaumann in car number 8, chassis XKD 508. He witnessed the Mercedes's vault into the crowd. It seemed somewhat amazing to me that 50 years later Dewis, Jaguar's long-term competition development driver, would end up being the one assigned to try and turn me into a D-Type driver!

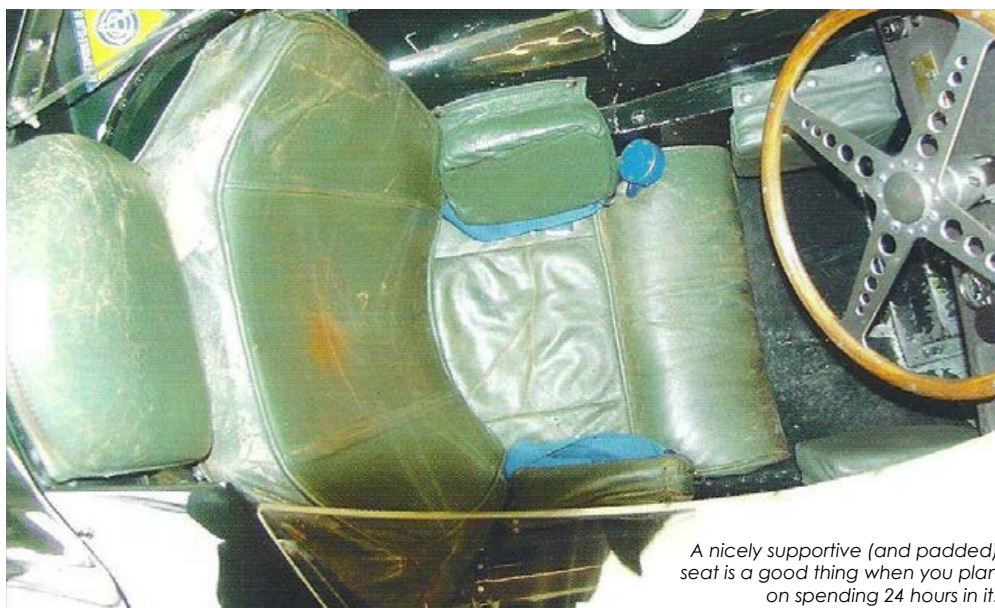
To give you a flavour of what this car must have been like to drive, check out the following links. Firstly to Jay Leno driving one of only 16 Jaguar XKSS's built, owned by Steve

McQueen and currently owned by the Peterson Museum in Los Angeles: <http://goo.gl/J7vXs2>

Also there is a great video taken by Mike Hawthorn (who had won the race the previous year, the year of the terrible accident) driving round Le Mans in 1956 in his race D Type, when the road is open to the public before the race day and therefore littered with bicycles, pedestrians etc: <http://goo.gl/EV14FP>

D-TYPE - A car for Le Mans

Stirling Moss always argues that the D-Type was built for Le Mans and, while it was good there, it was less adaptable to other circuits. With the



A nicely supportive (and padded) seat is a good thing when you plan on spending 24 hours in it!

exception of Reims, this was pretty much true, as the earlier C-Type was quick on a variety of circuits. But the D-Type had been designed for the long straights and fast bends at Le Mans. It had done very well on its debut at the Sarthe circuit in 1954, finishing 2nd behind a 4.9-litre Ferrari. The wet conditions of that race meant that the Ferrari put less stress on its gearbox and brakes, and in retrospect, the reckoning is that the D-Type would have won had the race been run in the dry. The 3.4-litre D-Type went on to win the Reims 12 Hours in 1954, which confirmed Jaguar's wisdom of using the then-unconventional monocoque center section, thus doing away with the idea of a traditional separate chassis frame. The monocoque extended forward into, and was integral with, a front sub-frame section, which carried the engine and front suspension. This sub-frame was made up of round and square aluminium tubes welded together, while the rear frame section carrying the fuel tank and spare wheel was bolted onto the back of the monocoque, where the rear suspension points were also located.

The success of the 1954 cars was immediately recognized and orders from privateers came in thick and fast. At Jaguar's top level, William Lyons also saw that the car needed to be improved if it was to be suitable for private teams, and in close collaboration with the competition and development team and team manager Lofty England, a number of important changes were made. These included improvements to the engine, but mainly focused on



The 3.4-liter inline-6 engine breathes through three 45 mm Webers and puts out a reliable 285 bhp @ 5,750 rpm.

making the chassis less complex, stronger, and lighter. It had been seen that in the event of a crash, damage to the front sub-frame would extend to the monocoque. It was decided to build production cars with a separate front frame, which would be bolted to the monocoque. This would now be made of steel and changes in welding practice made this a much stronger and stiffer front end. This revised frame turned out to be lighter than the alloy version because of its reduced complexity. There was also an additional steel frame at the front to carry an oil cooler and the radiator. Thus the works cars and production cars looked similar in 1954, and they were based on the same chassis, though a great more development went into the engine, brakes, and gearbox.

For 1955, there were additional changes, especially to the bodies of some cars. The first two 1955 cars were for the Scottish Ecurie Ecosse team and the third was for Ecurie Belge, chassis XKD 503. These three and the next five-504, 505, 506, 507, and 508 - all had the new "long-nose" shape. The long-nose cars had a bonnet, which was 7.5 inches longer to achieve better air penetration, and this new bonnet had two brake-cooling ducts and stronger headlamps. Additionally, the exhausts now exited at the rear rather than at the side. In the engine department, these cars also received new cylinder heads, which considerably improved power. There were bigger valves and the inclination of the exhaust valves was increased by five degrees to accommodate the larger-size inlet valves.

Norman Dewis had a significant role in the testing and implementation of the new long-nose car. A great deal of effort went into every aspect of its design, including much tighter riveting with smaller rivets and the filling of all body joints. A newer low-drag paint was even developed for the race number roundels, which had been found to be costing 4 mph at 160 mph. As Phillip Porter reported: "The first long-nose car was completed in mid-May and Norman Dewis spent three days testing it at Lindley. The second was completed a few days later and he tried that on May 18 and four days after this he tested both cars at Gaydon with 2.69: 1

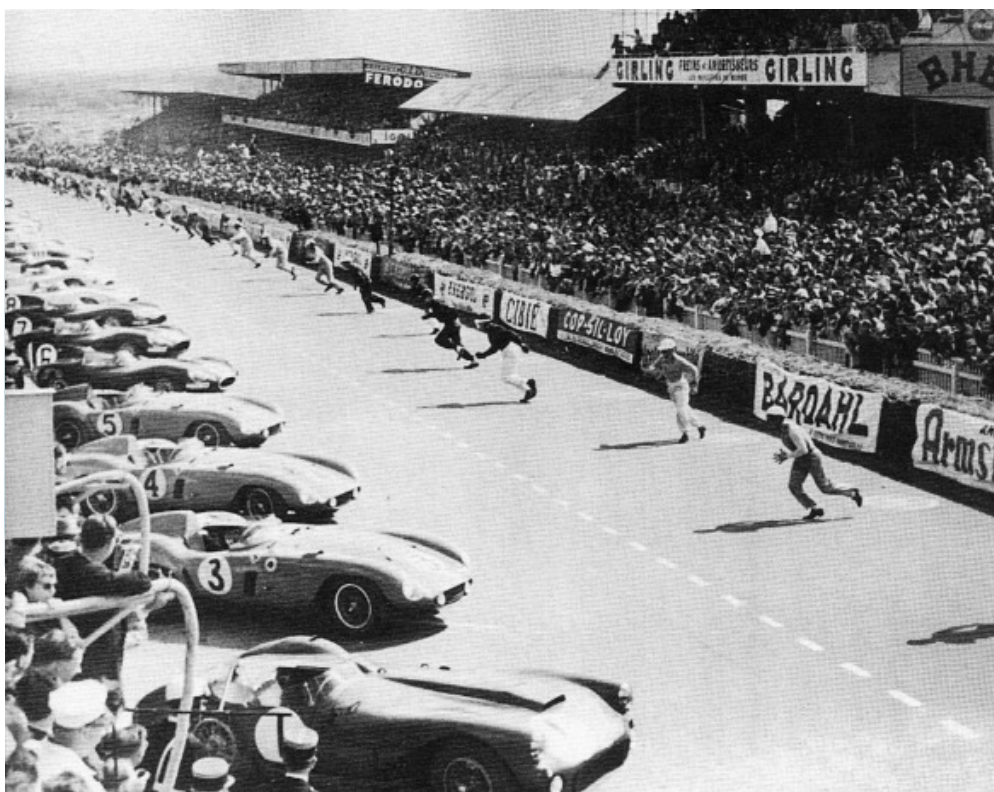


axles and Dunlop Stabilia tires. The next day he assessed the merits of 15/32-in. and 7/16-in. lift camshafts (the latter would be used), and a day later he sampled XKC 401 with a ZF diff. The following day he drove the first new Le Mans car at night to check the lights, and the day after he reported, 'still hopeless to get away from standstill or below 2000 rpm. More investigation on carbs.'"

As the new cars had not been ready for the beginning of the 1955 season, Mike Hawthorn shared a 1954 works car with Phil Walters as a Cunningham entry at the Sebring 12 Hours. They beat the Ferrari 750 Monza of Phil Hill and Carroll Shelby, though not by much. In fact, it was first thought that the Ferrari had won, and it took several days for the Jaguar win to be confirmed, taking considerable luster from the victory. The 300S Maseratis of Bill Spear/Sherwood Johnston and Valenzano/Perdisa were 3rd and 4th with another Ferrari Monza of Taruffi/Schell 5th.

Le Mans 24 Hours

Thus, when the cars showed up at Le Mans for the 24 Hours on June 11-12, all six D-Types were essentially new and unraced. They included five long-nose cars: XKD 505 for Hawthorn and Ivor Bueb, who was called up at short notice to replace Ian Stewart who had decided to retire; XKD 506 for Tony Rolt and Duncan Hamilton who had won in 1953 in a C-Type; XKD 508 for Don Beaumann and Desmond Titterton, but Titterton was unwell, so team reserve driver Norman Dewis stepped into the



breach; XKD 504, the reserve car with Bob Berry nominated as driver if needed; XKD 507, the Briggs Cunningham entry in white and blue for Bill Spear and Phil Walters. The yellow XKD 503 was a short-nose car, and was the third 1955 car built. It is thought that though this car for Johnny Claes and Jacques Swaters was in Belgian colors, it was nevertheless on loan to them and was later returned to the factory.

The opposition at Le Mans in 1955 was daunting. Ferrari had 4.4-liter cars, which were very quick, while Aston-Martin and Maserati also looked threatening in endurance mode. But it was the presence of Mercedes Benz with three 300SLRs with independent suspension and

over 300 bhp, which worried Lofty England. The Mercedes was only a thinly disguised, 2-seater, W196 Grand Prix car, and it bristled with serious innovation. The team had developed a driver-operated rear brake flap, which not only slowed the car but created substantial down-force as well. The overall effect, according to Stirling Moss, was that the car was as quick as the Jaguar on the straight, braked better, and cornered quicker. There were stories that Jaguar made a fuss over the flap, but they denied that and said it was the scrutineers, which argued for windows to be cut in the flap so the drivers could see behind them. Of course, the other Jaguar worry was that Stirling Moss was sharing one of these cars with Juan Manuel Fangio!

The Jaguar drivers had mixed views of the new "long-nose" car, though were generally impressed. Hawthorn and Hamilton confessed that they were lifting at the kink on the Mulsanne, Hamilton being somewhat tentative about drifting to the outside on that bend, so near the trees. Generally, the recommendation through the quick corners was "don't lift." Tony Rolt was worried about the lack of traction, and the fact that the live rear axle made the back slide around. But the road holding was generally good, braking was superb, and the car could run as quickly as anything else. On the Mulsanne, in top gear, the drivers reported the D-Type would go



As the flag drops for the start of the 1955 24 Hours of Le Mans, Mike Hawthorn is already in car #6 while Tony Rolt is slower into car #7 and had difficulty getting it started.



Mike Hawthorn and Ivor Bueb have a quiet celebration of victory in the aftermath of the huge crash.



very well. After 8 hours, the Jaguar was two laps down on the Mercedes. At about midnight, Don Beaumann, co-driving with Norman Dewis, slid into the sand at Arnage. He worked hard and had finally managed to get it where he could carry on, when Colin Chapman's Lotus appeared and hit him in the back, shoving the Jaguar back into the sand!

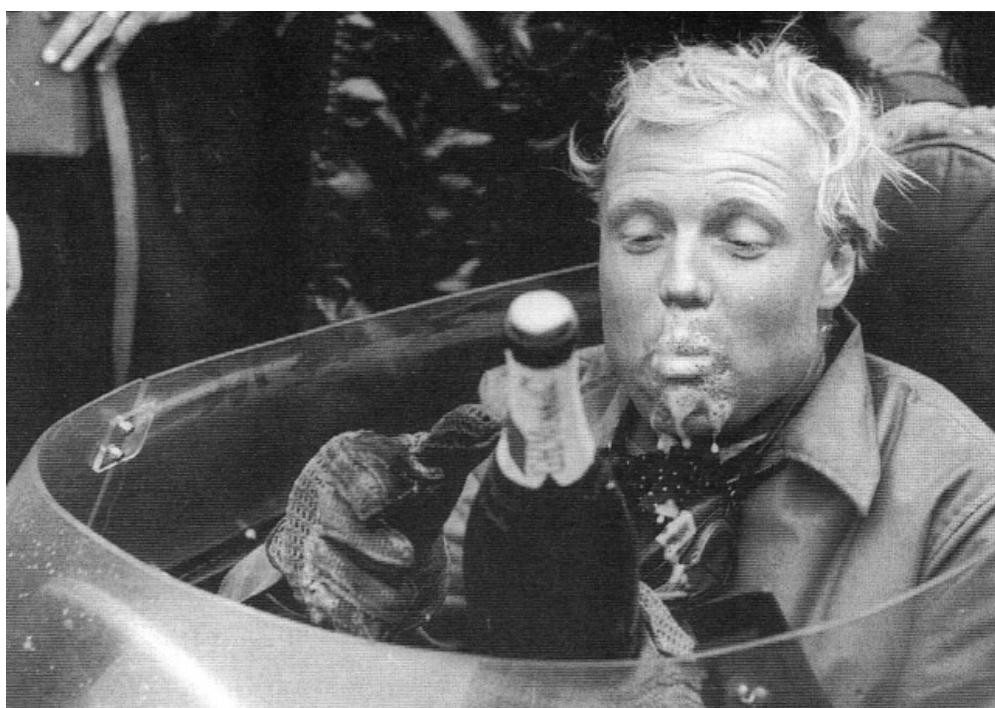
Mercedes withdrew their surviving cars at 1:45 a.m. and Hawthorn/Bueb moved back into the lead, which then held throughout the race. Many of the drivers never knew the extent and scope of the early race crash, so racing remained hard. Critics felt the D-Type hadn't been sufficiently tested with the pullout by the Germans, but while they were running, the sight of Hawthorn fighting with Fangio was fantastic. They were seen and photographed smiling at each other at close quarters. The winning XKD 505 set a new distance record of 2,569.6 miles at an average of over 107 mph. The result was made all the more impressive by the fact that Ivor Bueb had never done a long-distance race before nor had he ever raced at night. It was indeed impressive. **Continued next month.**

much faster. Hawthorn's car, XKD 505, had virtually no mileage on it, only the 40 kilometers or so the team put on it getting from the team base to the circuit! An early mis-fire was traced to a broken tooth on one of the gears. As a result, both the engine and gearbox were changed.

In the maelstrom of the old-style Le Mans start, Fangio's Mercedes was surprisingly slow off the mark. The master, it seems, had jumped into the car and had the gearshift lever go right up his trouser leg! Castellotti's car was away in the lead, but it only took 14 laps for Fangio to drag himself onto Hawthorn's tail. Two laps later, the green Jaguar and silver Mercedes swept past Castellotti who simply couldn't keep up. On lap 28, Hawthorn set fastest race lap, absolutely on the limit, with Fangio driving uncharacteristically as hard as possible. Then disaster struck suddenly and without warning. Hawthorn was completing lap 35 at 6:27 p.m. He had lapped Levegh's Mercedes and had pulled out a short gap on Fangio. Arriving on the front straight, Hawthorn passed Lance Macklin's Austin Healey and pulled into the pits for his stop. Macklin was taken by surprise and pulled out into the path of Levegh who bounced off the Healey and over the bank into the crowd. Some 85 people were dead in the time it has taken to write

the last five lines. Thousands of pages have been written about the incident, many of them contradictory. However, Hawthorn came in for the bulk of the blame at the time.

Hawthorn had stopped past his pit as no one had brought him to a halt. He got out of XKD 505 and saw the chaos and headed for cover. Loffy England directed him to get back into the car as he was not allowed to reverse so he went out and completed another lap. Ivor Bueb soon took over but couldn't keep up with Stirling Moss, though he drove



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Article by Andy Webber

CAR RELATED HIGHLIGHTS OF MY WEDDING & HONEYMOON

I'd like to say a big thanks to all the JEC members who came along to my wedding and contributed to it being a fabulous day.

The Jaguar convoy of 11 cars was quite a sight on the M4 enroute to the church in Cardiff. When we arrived at the Wales Millennium Centre for the reception the Mk 2 Jags and Colin's Bentley were causing quite a stir and that was before we arrived in a friends Aston martin DB6. The pictures were taken after the crowds died down!

I'd also like to thanks JJ for making a great speech at the wedding - very much appreciated Mr James!

Following the wedding we travelled up the west coast of Scotland. From Loch Lomond we travelled to Fort William, via Oban and then north alongside Loch Ness to Inverness stopping at a very picturesque Fort Augustus on the way. From Inverness we dropped down through the Cairngorms to Aviemore and finally Airth in Stirlingshire. I was followed up the side of Loch Ness by an overseas F-Type convertible that was in its perfect habit on the twisting roads. In Stirling I saw my first F-Type Coupe (V6S) on the road and had a little chat with its owner who was more than happy with his new toy.

We were able to take in Ben Nevis and visited the Ben Nevis Whisky distillery where a Jaguar rally was just leaving!

E-Types and a drop head XK140 were a welcome sight.

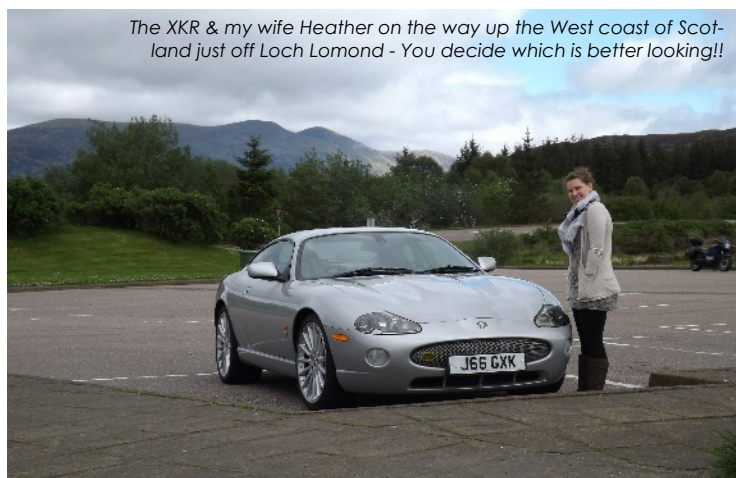
I couldn't believe that there was still snow on the mountains and there were even people still snowboarding on the top of cairn mountain in Aviemore - apparently the only month where snow is very scarce is September.

I know many of you have travelled extensively in Scotland but if not I highly recommend taking your car to Scotland - even the weather behaved itself! I've included some pictures that hopefully go some way to demonstrating the beauty of Scotland.





The JEC South Wales crew, my friends and some of the Jaguars at my house in Caerleon.



The XKR & my wife Heather on the way up the West coast of Scotland just off Loch Lomond - You decide which is better looking!!



humour

Members jokes & anecdotes

WHO'S IN CHARGE?

All the organs of the body were having a meeting, Trying to decide who was the one in charge.

"I should be in charge," said the brain, "Because I run all the body's systems, so without me nothing would happen."

"I should be in charge," said the blood, "Because I circulate oxygen all over so without me you'd all waste away."

"I should be in charge," said the stomach, "Because I process food and give all of you energy."

"I should be in charge," said the legs, "because I carry the body wherever it needs to go."

"I should be in charge," said the eyes, "Because I allow the body to see where it goes."

"I should be in charge," said the rectum, "Because I'm responsible for waste removal."

All the other body parts laughed at the rectum and insulted him. So in a huff, he shut down tight. Within a few days, the brain had a terrible headache, the stomach was bloated, the legs got wobbly, the eyes got watery, and the blood was toxic. They all decided that the rectum should be the boss.

The Moral of the story? Well it's quite normal. Even though the others do all the work It's usually an arse-hole who's in charge!

OVER 50'S EXERCISE

Begin by standing on a comfortable surface, where you have plenty of room at each side.

With a 5-lb potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can.

Try to reach a full minute and then relax.

Each day you'll find you can hold this position for just a bit longer.

After a couple of weeks, move up to 10-lb potato bags.

Then try 50-lb potato bags

and then eventually try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute (I'm currently at this level).

After you feel confident at that level, put a potato in each bag!

SENILE SENIORS

An elderly couple was celebrating their sixtieth anniversary. The couple had married as childhood sweethearts and had moved back to their old neighbourhood after they retired. Holding hands, they walked back to their old school. It was not locked, so they entered, and found the old desk they'd shared, where Jerry had carved I love you, Sally.

On their way back home, a bag of money fell out of an armoured car, practically landing at their feet. Sally quickly picked it up and, not sure what to do with it, they took it home. There, she counted the money - fifty thousand dollars!

Jerry said, We've got to give it back.

Sally said, Finders keepers. She put the money back in the bag and hid it in their attic.



The next day, two police officers were canvassing the neighbourhood looking for the money, and knocked on their door. Pardon me, did either of you find a bag that fell out of an armoured car yesterday?

Sally said, No.

Jerry said, Shes lying. She hid it up in the attic.

Sally said, Don't believe him,

he's getting senile

The agents turned to Jerry and began to question him.

One said: Tell us the story from the beginning.

Jerry said, Well, when Sally and I were walking home from school yesterday

The first police officer turned to his partner and said, We're outta here!

BUBBA'S DIVORCE

Earl and Bubba are quietly sitting in a boat fishing, chewing tobacco and drinking beer when suddenly Bubba says, "Think I'm gonna divorce the wife - she ain't spoke to me in over 2 months."

Earl spits overboard, takes a long, slow sip of beer and says, "Better think it over ...women like that are hard to find!"

OLDIES ARGUMENT

A husband and his wife had a bitter quarrel on the day of their 40th wedding anniversary

The husband yelled, 'when you die, I'm getting you a headstone that reads: 'Here Lies My Wife - Cold as Ever'.'

'Yeah,' she replies, 'when you die, I'm getting you a headstone that reads: 'Here Lies My Husband - Stiff At Last.'

HAVE YOU GOT A PEN?

I was in the Texas Rose last night, at the bar waiting for a beer, when a butt-ugly, big old heifer came up behind me, and slapped me on the ass.

She said, "Hey sexy, how about giving me your number!"

I looked at her and said, "Have you got a pen?"

She said, "I sure do."

I said, " Well, you better get back into it before the farmer notices you're missing!"

ON HIS DEATH BED

As he lay on his deathbed, he confided to his wife, "I cannot die without telling you the truth. I cheated on you throughout our whole marriage. All those nights when I told you I was working late, I was with other women. And not just one woman either, but I've slept with dozens of them."

His wife looked at him calmly and said, "Why do you think I gave you the poison?"

LADY GOLFERS

Two women were playing golf. One teed off and watched in horror as her ball headed directly toward a foursome of men playing the next hole. The ball hit one of the men. He immediately clasped his hands together at his groin, fell to the ground and proceeded to roll around in agony.

The woman rushed down to the man, and immediately began to apologize.

"Please allow me to help. I'm a Physiotherapist and I know I could relieve your pain if you'd just allow me", she told him.

"Oh, no, I'll be all right. I'll be fine in a few minutes," the man replied.

He was in obvious agony, lying in the fetal position, still clasp his hands there at his groin.

At her persistence, however, he finally allowed her to help.

She gently took his hands away and laid them to the side, loosened his trouser fly and put her hands inside. She administered tender and artful massage for several long moments and asked, 'how does that feel now'?

"Feels absolutely great," he replied; "but I still think my thumb's broken!"



PASSPORT LETTER

This, apparently, is an actual letter received by the UK Passport Office.

Dear Sirs,

I'm in the process of renewing my passport, and still cannot believe how is it that Sky Television has my address and telephone number and knows that I bought a bleeding satellite dish from them back in 1988, and yet, the Government is still asking me where I was bloody born and on what date.

Do you guys do this by hand? My birth date you have on my

pension book.

It's on all the income tax forms I've filed for the past 30 years.

It is on my National Health card.

My driving licence.

My car insurance.

On the last eight damn passports I've had.

It's on all those stupid customs declaration forms I've had to fill out before being allowed off the plane over the last 30 years.

All those insufferable census forms.

Would somebody please take note, once and for all, that my mother's name is Mary Anne, my father's name is Robert and I'd be absolutely astounded if that WOULD ever change between now and when I die!!

I apologise, I'm really pissed off this morning. Between you and me, I've had enough of this bullshit!

You send the application to my house, then you ask me for my bleeding address!!

What is going on? Do you have a gang of neanderthal arseholes working there?

Look at my damn picture.

Do I look like Bin Laden?

I don't want to dig up Yasser Arafat, for shit sakes. I just want to go and park my arse on some sandy beach somewhere.

And would someone please tell me, why would you give a shit whether I plan on visiting a farm in the next 15 days?

If I ever got the urge to do something wierd to a chicken or a goat, believe you me, you'd be the last fuc***g people I'd want to tell!

Well, I have to go now, cause I have to go to the other end of the poxy city to get another fuc***g copy of my birth certificate, to the tune of £30.

Would it be so complicated to have all the services in the same spot to assist in the issuance of a new passport the same day?

Noooooooooooo, that'd be too damn easy and maybe make sense.

You'd rather have us running all over the fuc-in' place like chickens with our heads cut off, then WE have to find some arsehole to confirm that it's really me on the damn picture - you know, the one where we're not allowed to smile?! (bureaucratic fuc***ng' morons).

Hey, do you know why we couldn't smile if we wanted to? Because we're totally pissed off!

Signed, An Irate Citizen

P.S. Remember what I said above about the picture and getting someone to confirm that it's me?

Well, my family has been in this country since 1776 ...

I have served in the military for something over 30 years and have had full security clearances over 25 of those years enabling me to undertake highly secretive missions all over the world.

However, I have to get someone 'important' to verify who I am - you know, someone like my doctor .. WHO WAS BORN AND RAISED FRIGGIN' ABROAD!

BLONDE BURGLARISED

Returning home from work, a blonde was shocked to find her house ransacked and burglarised. She telephoned the police at once and reported the crime. The police dispatcher broadcast the call and a K-9 unit patrolling nearby was the first to respond.

As the K-9 officer approached the house with his dog on a leash, the blonde ran out on the porch, shuddered at the sight of the cop and his dog, then sat down on the steps.

Putting her face in her hands, she moaned: "I come home to find all my possessions stolen. I call the police for help, and what do they do? They send me a BLIND policeman!"

THE TEACHER

A teacher wanted to teach her students about self-esteem, so she asked anyone who thought they were stupid to stand up. One kid stood up and the teacher was surprised. She didn't think anyone would stand up so she asked him, "Why did you stand up?" He answered, "I didn't want to leave you standing up by yourself."

WE NEED YOUR JOKES!

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



Article by Dan Trent
Article From www.pistonheads.com

JAGUAR XFR-S SPORTBRAKE REVIEW

Does anyone really need a menacing looking V8 Jaguar XF estate car with 550hp, quad exhausts and the ability to smear your Labrador across the inside of the rear screen with just a twitch of your right foot? Probably not. But far be it for us to sound ungrateful at Jaguar building such a thing.

The formula is pretty straightforward. Take XFR-S underpinnings, insert into the Sportbrake body, lay thick black lines on tarmac at your leisure. The case for such cars varies according to which brand you ask. Audi's Quattro division started out with the RS2 Avant and continues to be defined by them. AMG wagons have a small but passionate following despite being outsold by their saloon equivalents to the tune of four to one. BMW doesn't see the point though, having sold just 1,009 E60 generation M5 Tourings against 19,494 saloons and declared itself officially disinterested in ever going down that road again, no matter how hard we pester them on launches. We tried on the recent M3/M4 launch. They said no, nobody buys them, shut up about it already.

The C63 wagon on the long-term fleet probably tells you all you need to know about the PH attitude to fast estates though. There's something amusingly absurd in the combination of sensible shoes family transport packing serious heat under the bonnet so it's easy to approach the XFR-S Sportbrake with a generous disposition. With no XFR Sportbrake in the range this is a proper halo model too and, at £82,495, pretty much a £30K step up from the next most XF estate.

Hope & Glory

Forget the garish Ultra Blue of the car in the main batch of pictures accompanying this story too. The actual one we drove was a more appropriately menacing Stratus Grey Metallic. And as front ends go few are more sinister; there's no British term to describe the German phenomenon of 'überholprestige' but unbridled by the 155mph limiter of German rivals and capable of hitting 186mph the Sportbrake is the boss on the Autobahn. If you feel it necessary to mention the war do so now or forever hold your peace.

The JLR 5.0-litre supercharged V8 has never wanted for noise and





drama but in this most fruity of guises it's bursting with character the turbo'd German equivalents can't equal. A hint of supercharger whine under load provides charismatic backing vocals to the centre stage V8 roar, the savagery of it from the outside enough to turn heads from some distance.

An early potter around busy Geneva around the time of the car's official show debut didn't really offer much in the way of dynamic impressions of the Sportbrake. A situation more than rectified with a bit of Autobahn, some lightly trafficked German twisties and then a couple of laps of the Nordschleife.

Big Boy

No mistake, the Sportbrake is a big car, possibly a bit too big for the B-road sized rural roads clinging to the steep sides of the Rhine valley. Characteristically light steering initially feels at odds with the overt manliness of the rest of the package too, not least the firm but fair revisions to the suspension. Unique among Sportbrakes the S drops the air-sprung rear axle and gets coils all round with Jaguar's adaptive dampers controlling them. The Sportbrake benefits from components developed for more obviously sporting Jags too, including XKR-S steering knuckles for increased stiffness and F-Type power steering valving. Wider rims and tyres apparently have the effect of 'preloading' the sidewalls, all with the aim of improving steering response just possibly at the expense of a degree of waft and comfort.

Compared with the mode obsessed configurability of the German rivals there's a pleasing simplicity

about the XFR-S, belying the fact it's underpinned by tech like those adaptive dampers and Jaguar's fully active locking differential. It's got a Dynamic mode and a Trac DSC setting but at heart it's a sling it in Drive and surf the power kind of car. Manual shifts for the eight-speed auto come quickly to hand via the paddles but it'll always default to self shifting in extremis and, frankly, after playing about a bit that tends to be how you drive it.

Performance is at the comedic and brutal end of the scale too. Dawdling locals on the backroads are dismissed in the blink of an eye and, so long as you're patient with corner entry speeds and settle the nose into the turn, it'll erupt out if it with genuine ferocity. And, if you've



got the necessary space, denial and/or skill plenty of oversteer on demand. Power delivery is more progressive than the turbocharged equivalents from the Germans and there's a softness to the controls and limits that makes it easy and predictable to balance on the throttle while covering ground at quite astonishing speeds. Pity there's no option for F-Type ceramic brakes, given the amount of weight you're having to haul up though.

Ring Ready

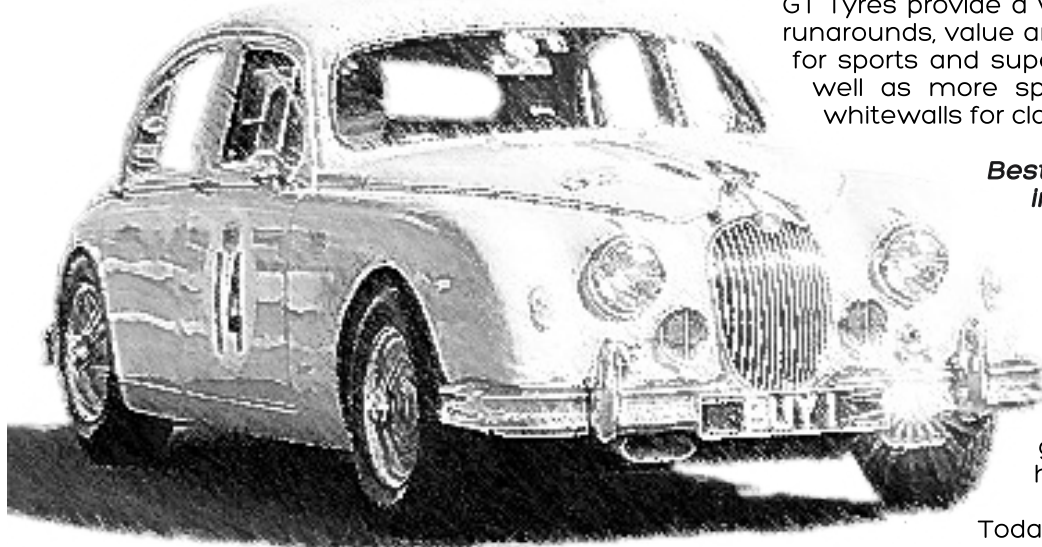
We've had our discussions about XFR-S ride quality before and it's fair to say there's less of the float you get in most Jags and a more assertive desire for the dampers to hammer the Sportbrake into the road. As such there's a brittleness at slower speeds that may surprise but with a few miles - and mph - that fades into the background and the easy-going confidence wins you over.

Argue the toss about 'ring development miles and their relevance to road car behaviour but on the Nordschleife the XFR-S is rather astonishing. You feel that considerable weight being flung about with real violence but the dampers never lose their grip on the body control and even a fairly comfortable pace dictated by Jaguar's chaperones sees an easy eight-and-a-half bridge to gantry pace. No time was disclosed but there's probably close to another minute in the car against a more exacting stopwatch. Pointless, perhaps. But rather fun.

Weaknesses? Do we need to discuss fuel consumption and CO2? You can probably figure that bit out for yourself. More pressing is a sense that the interior is starting to show its age, both in design and tactile quality. Hopping between the XFR-S and more confidently stylish XJs and F-Types on the launch event underlines how quickly Jaguar itself is moving in this regard; against the Germans it's an even bigger gulf and the XF just feels a bit old.

The appeal of the basic formula is timeless though, and stylishly executed. And if the price seems a bit steep now just sit back and bide your time in the classifieds once initial depreciation has taken its bite. You'll need some money in the bank for fuel and tyres after all...

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2014 EVENTS CALENDAR

JUNE 2014

8th	Barry Festival of Transport
15th	Berkely Castle Car Show
20 - 21st	Bristol Classic Car Show
14 -15th	Le Mans 24 hr
20-22nd	JEC 30 th Celebration Thoresby Hall
Sat 28th	Castle Combe Classic & Retro Action Day
26 -29th	Goodwood Festival of Speed

JULY 2014

4 - 6th	Le Mans Classic
13th	Pontardulas Classic Motor Club Show
Sun 20st	Sherborne Castle Classic Car Show and Rally
25 - 27th	Silverstone Classic

AUGUST 2014

1 - 3rd	Gloucestershire Steam & Vintage Extravaganza
9-10th	Tortworth Vintage Steam Rally
10th	Three Cocks Steam & Vintage Rally
17 - 18th	Vintage Sports Car Club Pembrey

SEPTEMBER 2014

6 - 7th	Beaulieu International Autojumble
12 - 14th	Goodwood Revival
Sun 21th	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.

Also see the web site - www.classicshowsuk.co.uk

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.

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

NEXT EVENTS

**BERKELEY CASTLE
CLASSIC CAR SHOW**

June 15th. See Page 5

**JEC 30TH CELEBRATION
THORESBY HALL**

June 20-22nd. See Page 5

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SOUTH WALES REGION COMMITTEE

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

MONTHLY MEETING DATES 2014

From May 2014 our monthly meeting has changed to the **3rd Wednesday evening in the month**. This has become necessary due to the venue now closing at 9pm on a Monday. By switching to a Wednesday it allows us to stay later as we have always done.

The venue remains unchanged: **BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ.**

Wednesday 18th June

Wednesday 16th July

Wednesday 20th August

Wednesday 17th September

Wednesday 15th October

Wednesday 19th November

Wednesday 17th December

MONTHLY MEETING

Held on the 3rd Wednesday 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

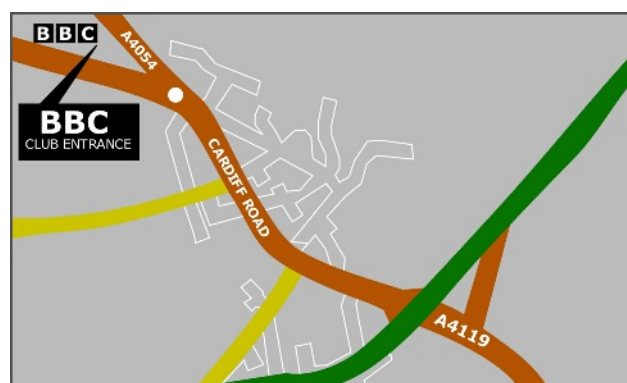
HOW TO FIND OUR MEETINGS:

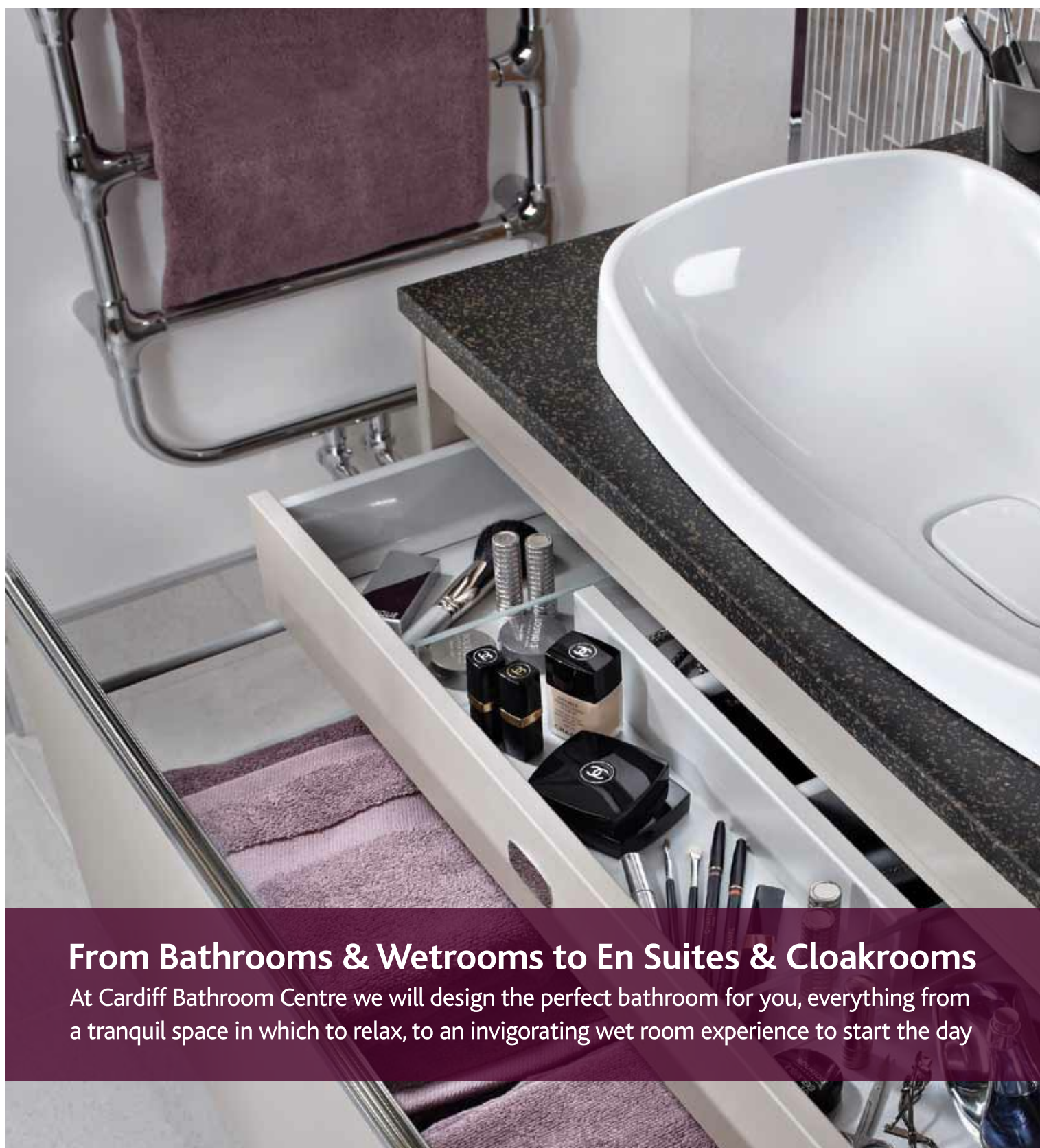
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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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