

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

Late August and September have been a little quieter as we missed the Three Cocks show due to the unseasonably hurricane conditions over that weekend. We travelled to Olveston nr Thornbury for our annual BBQ with the Bristol region and there's a full write up in this magazine. A huge thank you to Bristol for their hospitality and company, which we hope to extend next year.

I also attended a show in Thornfalcon nr Taunton, which started off as a few enthusiasts in a field. This meet now attracts well over 1000 cars and is refreshingly a turn up and park show with no entry fees. The scouts are there in force marshalling and any contributions go directly to them. There were many Jags and members



of the JEC including a Mk 2 that had belonged to the F3 racing driver Don Parker. It had a full history on the windscreen that said it had completed well over 200k before being restored. Unfortunately I forgot to get a picture but did get one of an old XK that JJ knows.

I'm hoping that we'll take a few cars from Wales across next year. We're excited to welcome many regions to Newport for the final Tredegar Park Show this month. After 34 years the organisers have decided that this is the last show in what has been the largest show in South Wales for many years. Colin mentioned this last month and we hope for good weather so it goes out with record attendance!

Thanks to Stratstone for their information & interesting presentation at last month's meeting that saw a few new members attend.

Andy Webber

A handwritten signature in black ink that reads '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 **third Wednesday** of every month. Further details of our meeting place are at the back of the magazine.





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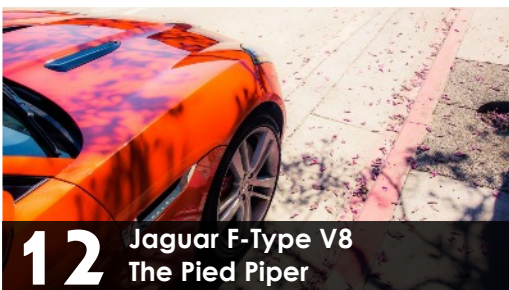
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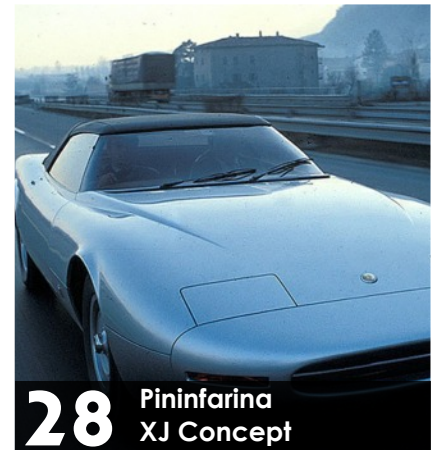
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THREE COCKS VINTAGE RALLY, HAY-ON-WYE

I was not able to attend the show on the 10th of August due to a family commitment but I know a considerable number of our members were due to attend the event. I had purchased the bacon, beef burgers and rolls and had arranged for Andy to pick them up on the Saturday evening ready for the Sunday. Unfortunately the weather forecast for the day was heavy rain and strong winds and one by one our members rang up to say they would not be going. We made the decision late on Saturday that it was pointless taking the food and maybe wasting it so I froze it ready for the next event.

Having spoken to Howard Harper who organises the event for the Jaguar Clubs, he had 30 cars

booked in but only 10 attended. The weather was bad early in the morning but cleared up by the afternoon. The biplane came over and did it stunt flying twice in the day and apparently all the events in the arena went off as planned. It was a great shame as this is a very good show and I know that all our members usually enjoy it.

BRISTOL REGION BBQ

This used to be an annual event which I used to attend over 20 years ago. It was always a great barbeque and it was good to meet all the Bristol members and chat about our favourite subject "Jaguars". It was held at their old meeting place at the rugby ground. I stopped going many years ago but last year we were invited as a region to attend the barbeque at their regional venue, the

Olveston Sports and Social Club near Thornbury. We all had a great time and had no hesitation in accepting an invitation to attend this year.

We met as usual in the lay by near the old Seven Bridge. John & Janet in their XK140, Bob & Pat in their E Type Dave & Ruth in their XK8, Andy & Heather in their new XJS, Scott in his XK8 and myself in my E Type. We had a lovely drive along the country lanes up to Olveston. A new member, Richard Hartis, met us at Olveston in his silver E Type. It is a delightful venue and the Bristol Region always makes us very welcome. The food was good and everyone had a great time.

A full report is on page 17.

OUR NEXT EVENTS ARE:

TREDEGAR HOUSE CLASSIC CAR RALLY

Sunday 21st September. The biggest classic car event in South Wales with over 1000 classic cars and lots of auto jumble. Held at Tredegar House in aid of Leukaemia research. Over the last 34 years the show has raised £788,000, helping the Gwent region to raise £1,052,000 for Leukaemia research. Unfortunately this will be the final show organised at Tredegar House.

We will have a large Jaguar Stand in our usual position by the lake and will be welcoming our friends from other regions to the show. Hope to see you all there and make this last show one of the best.

JAGUAR INTERNATIONAL SPARES DAY STONELEIGH

Sunday 12th October. Held at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world. Unfortunately it clashes with the Three Counties Show at Malvern so you will have to decide which one to attend.

CASTLE COOMBE AUTUMN CLASSIC

Sunday 5th October. This event was held for the second time last year. 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. The tickets are £15.00 per car or £10 for anyone over 65. They can be purchased online from www.castlecombecircuit.co.uk or on the day.

THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

Sunday 12th October. This show is at the Three Counties Showground in Malvern. We normally attend this show every year. It has to be booked in advance and the cost is £3.50. If you intend to go please let me know and forward the £3.50 so I can apply for tickets.

STRATSTONE TALK

I would like to thank Jason Impey, service manager and Martin Breeze, parts manager of Stratstone Jaguar Cardiff for coming to our meeting last month and giving a very informative talk on the servicing costs for older cars and the deals coming through from Jaguar UK, as well as discussing the various options on new part prices.

NEC CLASSIC MOTOR SHOW

Friday 14th to Sunday 16th November.

This is the 'Grand Final' to the UK classic season celebrating all ages –veteran-classic and future classic. The JEC will have an impressive stand as usual so I hope to see you all there.

REGIONAL CHRISTMAS DINNER 2014

Saturday 6th December. Our regional Christmas dinner is booked for December the 6th at St Mellons Golf Club. We have held it at this venue for the last few years and have always enjoyed it. I am now taking names and payment, so please see me at the meeting or give me a call. **Members new and old all welcome.**



WE HAVE LIFT OFF (QUITE LITERALLY!) JAGUAR XE LAUNCHED

Here it is, flown in by chopper! Jaguar's long-awaited 3 Series rival, round two. This time, the company promises us, it's nailed it. We've heard a lot about the XE already, but this what we now know after the reveal.

The new saloon is rear-wheel drive, lightweight thanks to a mainly aluminium body and is available from launch with Jaguar's new two-litre diesel or the 3.0-litre V6 supercharged petrol lifted straight from the F-Type, badged S. In diesel form, it'll come with a manual gearbox, making it the first Jaguar in six years to do so.

We got a good look at the car last Monday at the Solihull factory where Jaguar will start building it from the end of this month, and we can say that seen in isolation it looks exactly how we'd want a modern sports saloon to look: longish bonnet, short front overhang, sloping rear roof and some nice Jaguar-specific

detail. Unsurprisingly it resembles a slightly shrunken, tauter XF.

Weights and measures

They're still holding back certain details until the full reveal at the Paris motor show next month, details such as the exact weight of car. This figure

should be good - for example the weight of the unpainted body without closures (doors, bonnet etc) is 251kg. By contrast the figure for the Volvo V60 is 321kg. The target we'd imagine is around 1,400kg, which is 100kg below that of the BMW 320d - the car the 163hp 2.0d competes head to head with.

The 75 per cent aluminium content of the body is key to the weight reduction. This is costly material, but Jaguar reckons that the entry price of £27,000 for the single-turbo diesel model (a twin-turbo is also coming) matches the BMW spec-for-spec, dispelling fears that the privilege of running the more exclusive car would whack the wallet harder.





The Jaguar is also better on CO2 - officially recording 99g/km and 75mpg for the diesel.

If the low weight is good for economy, it has also defined the handling, or so the company reckons. The level of boasting we experienced on the Solihull visit was off the chart, which bodes well. Phrases we recorded in our notebook included "best driving dynamics in the segment", "highest levels of quality", "lightest, stiffest and most aerodynamic Jaguar saloon ever built" and "steering response of the XFR".

The bonded and riveted aluminium body is said to be 20 per cent stiffer than that of the XF, better enabling the suspension to do its job. Up front the XE has a double wishbone arrangement instead of the more usual MacPherson spring-over-damper struts. At the back is what Jaguar calls an integral link set-up that it reckons delivers the perfect compromise between smoothness and taut handling. At the top end the XE will come with adaptive dampers.

Steering? It's electric

In a first for Jaguar the XE is also fitted with electric power steering. As we know this fuel-saving technology has been hit and miss so far, but we're told this system has more feel than set-ups elsewhere. XFR steering response is a pretty high target.

The proof of claims that the

XE is the new sport saloon benchmark will come with the first drive of the 3.0 V6 supercharged S with its 340hp, 332lb ft of torque and a claimed 0-60mph time of 4.9 seconds. We've seen no price yet, but expect a figure pushing £40,000 to pitch it against the (lower powered) BMW 335i M Sport.

No manual version was mentioned but the auto was confirmed as the eight-speed ZF 'box that Jaguar has used to good effect elsewhere. We'd also bank on all-wheel drive being one of the new derivatives Jaguar has said it plans to launch "every three to six months".

Disappointingly the two-litre turbo petrol won't initially be the engine being developed from the

same Ingenium family as the new diesel. Instead it'll be the old Ford turbo unit shared by the likes of the Range Rover Evoque and even the Jaguar XJ in certain markets. It's not clear if we in the UK will even be offered this initially.

Other models in the range are a given and the factory is set-up to be as flexible as possible on this front - we've already seen the SUV concept and five'll get you 10 there's an estate in the pipeline too. A two-door coupe is fairly certain, although designer Ian Callum told us that that coupe swoop of the rear meant there was little point doing a four-door coupe.

Despite that falling roofline, a

continued on page 8 >





sit in the car revealed there's an acceptable amount of headroom in the back and we can well believe executives when they tell us it's one of the roomiest Jaguars ever (not a surprise to anyone who's had to squeeze into the back of XJs prior to the X350). The boot is pretty big too at 455 litres, although behind the 3 Series at 480 litres.

Loss leader

The cabin has plenty of toys such as in-dash apps that migrate from your smartphone and other gizmos, but we'd say the quality of the dash was the one let-down from our static test - after an initial poke it certainly didn't feel up to Audi A4 levels of quality for example, and that car's getting on a bit now. Safety gadgets include automatic emergency braking and a low-speed cruise control that lets the car decide throttle inputs on slippery surfaces like snow for better grip.

As an ownership proposition the Jaguar looks pretty good. Service intervals for the diesel are an impressive (or scary, depending on



whether you're leasing or buying) 21,000 miles. Jaguar is trying mollify those for whom owning an aluminium-bodied car sounds potentially cash-munching if it gets hurt, principally by making the bumpers and the first bit of chassis they attach to removable. In a light bump that tacked-on crash structure soaks up the impact and the whole lot can be replaced. Actually, we discovered in a separate bit of research that aluminium suspension parts for the X350, the first Jaguar to go big on the lightweight metal, are coming down in price, with arms dropping from £420

to £195, according to one Jaguar specialist we spoke to.

It's still expensive to build in it though, and financial analysts who pore over JLR's spending reckon that the saloon XE in its most popular diesel form won't be profitable - it'll be the other, more expensive models like the SUV using the same architecture that'll make the £1.5 billion investment pay off. Which means anyone splashing out on the £27K on the entry model will theoretically be riding around in a far more expensive motor. Which should mean it'll drive like one too - fingers crossed.





THE DEREK AND D-TYPE SHOW!

Two Le Mans legends were getting to know each other out on the circuit today – Derek Bell and Jaguar D-type.

Despite their connections with La Sarthe, the five-times Le Mans champ and the three-times victorious Jaguar haven't had much to do with each other in the past. When Derek takes his place in the Flag Blue ex-Ecurie Ecosse car in the Lavant Cup – the D-type-only race to mark the car's 60th birthday on the Saturday of Revival in a just over a week's time – he will be very much the D-type new boy.

'I have driven E-types in the TT at Revival but never before a D-type,' he told us during the lunch-break. 'It's a car I am really not associated with. But then I am not that associated with historic racing – it's just that I am historic.'

The only other D-type I have driven was Nigel Webb's car about eight years ago. That car had a lot of understeer and I didn't like it much, but this one is very neutral.'

It's proving something of a

steep D-type learning curve for Derek – he was one of the judges who this week voted the ex-Hawthorn D-type, OKV 1, the concours champion at Salon Privé.

'The D-type is a fabulous car. I have been driving all sorts of interesting older cars recently, on rallies and so on, and it's really nice to drive a car that does what you want it to do. It's a lovely car that deserves all the accolades.'

Would you like to have raced it in period at Le Mans? 'Yes I think so. We are not going so fast here against Le Mans, but it's still very quick, pulling 5700rpm in top down Lavant (about 140mph – ed). It feels stable despite the fact that it doesn't have the fin that was put on to make the D-type more stable down the Mulsanne Straight.'

Derek's car, owned by Adam Lindemann and looked after for him by CKL Developments, is actually a bit of a rarity in having only the headrest. Many short

nose Ds went back to Jaguar in period to have the fin put on, just like the long-nose Le Mans cars of 1955.

This car is not a Le Mans car but as a former Ecurie Ecosse team car has what CKL's Ben Shuckburgh describes as a 'good solid racing history'. This car was the sergeant of the Ecurie Ecosse team – hence the three stripes on its nose. Fewer stripes meant other ranks, all so that the pit crew could tell which of the three blue cars they fielded was heading towards them down the pit lane.

With so many D-types at Revival this year, some similar method of recognition might not go amiss...

'I have only done a few laps so far and am still getting used to the car,' added Derek. 'I am not going to take any chances – there are no prizes for going off trying to get the lap record. But I will get down to it come race day...'



JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S
not Hello all,

I'm sorry about missing last months magazine, I had started doing my article on my old computer and was experiencing all sorts of problems so I had to bite the bullet and go out and purchase a new computer(I suppose it was about time as the old one was steam operated!!!) Anyhow by the time I had bought a new machine and then got to reasonably operate the damned thing, by the time I sent in my article the newsletter was all printed, ah well, better late than never and all I need to do this month is to alter last months offering and perhaps add to it slightly.

The next show I attended after Castle Combe was the Show organised by the Pontarddulais Club which is usually held at Festival Fields Llanelli, this year due to the Eisteddfod being held there it was moved to the Country Park at Pembrey. It turned out to be quite a good venue with a very good turn out of interesting vehicles enjoyed in glorious sunshine all day; Colin Masterson was the only other member from our JEC region this year.



I have finally bought myself a new shaped XK, as some of you know I have been looking for either a low mileage XK8 or the new shape XK for quite some time. The model I bought seemed to tick all the boxes for me, starting with a low mileage, full service

history, the external and internal colours plus the colour of the hood all suited my preferences. I have not had much time to use the car yet but when I have I have been very suitably impressed.

Then Janet and I enjoyed a week in Estapona, Spain with one of my Daughters and her husband, plus two granddaughters, I attach a few pictures of some of the cars parked around the harbour at Porto Benuse, just like a great car show. We arrived home from Spain at 8.45pm on Thursday -24th July and I was on my way to Silverstone at 7am the next morning, no time to get bored in my life, I must say I did find it tiring this year, probably just a little too much excitement! Anyhow, a great time had with the family in Spain and then with Colin Manconi, Colin Masterson, Andy Webber and David and Ruth Fisher up at Silverstone for the weekend.



Whilst on the JEC stand at Silverstone James Blackwell introduced me to a chap who was trying to locate a part for a XK 140 for a friend in California, he was trying to get hold of an original Otter Switch with the original nut and bolt connector and not the reproduced unit with the spade connector, he said it was costing him dearly in points when he enters concours. I stated that I did infact have an Otter Switch in amongst my treasure chest of spares at home, it has subsequently been shipped out to USA and the guy was over the moon, Last weekend he was in a concours competition at Pebble Beach, all very serious stuff. I will have to enquire as to how he got on with a little piece of Wales fitted to his car.

I missed the new South

Gloucester Show due to committing myself just as I did last year to Judging the Porthcawl Lions Classic Car Show and fun day. It is only the second year they have organised the show and it was much bigger this year with lots more vehicles, quite a good little event.



I did not venture out on the 10th August to attend the Three cocks show at Hay-on-Wye, the weather was atrocious at Coychurch first thing in the morning with driving rain and high winds, it was quite easy to decide to go or not. I later found out that due to the conditions none of our members attended the event. As it turned out the show did go ahead and according to Howard Harper it did dry up later on, and was reasonably successful, as can be expected it was down on numbers of vehicles attending, and lots of the trade stands also did not turn up. Howard seems to think that the show probably just about broke even financially.

At a recent Car Registrations Club meeting was a 1968 Ford Corsair Crayford Convertible with the very appropriate registration number CRA 4D.

There is a village in Kent called Crayford where in 1963 a new company called Crayford Auto Components was formed, They converted a number of saloons of various marks into very attractive convertibles such as the Ford Corsair and the Cortina, Also Mercedes, Audi, Morris, Vauxhall and Volkswagen. Probably the most famous Crayford product was 57 "Heinz Hornets" convertible versions of the Woolsey Hornet offered as prizes in a Heinz soup competition. The company also did estate car conversions, Limo stretching and RHD conversions.

You would be amazed at the number of expensive cars that are literally dumped at airport car parks due to the recession, even a



Jaguar 220! There are many at Malaga airport, they sit there and collect dust year after year and are never collected, presumably by owners who have now left Spain. It seems to be a problem at Dubai as well, They are very strict about debt there, if you don't keep up the payments on your car, they don't just repossess the car, they throw you in prison, so many luxury car owners that cant make the payments flee the country, driving to the airport and never going back, the pictures are some of the results.



We have now had confirmation that James Hull wonderful collection has been bought by Jaguar/Land Rover, I feel so pleased for James that the collection has been able to be sold complete to keep it together as he wanted. James is such a nice guy and I wish him well with his health in the future.

We had a very good afternoon out again on the 7th September when a total of seven cars and their occupants attended the Bristol regions annual BBQ, Good weather, good food and good company, Andy seems to think we could arrange a reciprocal event at his football club, watch this space.

All for now , Regards John James.



Article by Adam Wilkins
Article From www.goodwood.com

WILLIAMS F1 CO-FOUNDER ENTERS FATHER'S COOPER JAGUAR AT GOODWOOD REVIVAL

For the first time in 40 years, Williams F1 technical chief Patrick Head will be listed as an entrant in a motor race. At Revival, he will enter the very Cooper Mk2 Jaguar that his father campaigned in period. The last time he entered a car in his own name was in 1973, when Ray Mallock raced a Lola 240 Super Vee single-seater. In 1977, Patrick co-founded Williams Grand Prix Engineering with, of course, Sir Frank Williams.

He was given the chance to enter the Cooper by its owner, Laurent Philippe. Ludovic Lindsay will be racing the car with Ben Shuckburgh, whose CKL Developments is preparing the car. It will be in the Sussex Trophy for world championship sports cars of 1955 to 1960, which will take place on Revival Friday.

Only three Cooper-Jaguars were built, and Michael Head bought the car

at the end of 1955 minus brakes, electrics and even a body. They were quickly fitted by Dunlop, Lucas and Williams & Pritchard respectively, and the car was ready for competition for the 1956 season.

Head Sr's most notable victory was the 1957 100km sports car race at Goodwood, which took place on the Whitsun weekend. He saw off competition from the likes of Peter Blond and Jack Fairman. In the previous year, he had numerous wins at other races around the UK.

Patrick Head said: 'It's a real privilege to be able to run a car in which my father took a pretty significant win at Goodwood back in the day.'





Article by Jeff Sabatini
Article From www.caranddriver.com

THE PIED PIPER: COME, CHILDREN, AND BE CHARMED BY JAGUAR'S FIRST SPORTS CAR IN A GENERATION

Hamlin, West Virginia, is nowhere. Which is exactly the place Jaguar sports-car development has been for the past 40 years.

The XK? That, good sir, is a GT. That anything small and uncompromisingly sporty could or would grow in the sizable shadow of the E-type has long seemed impossible, what with Jaguar's spasmodic management over the decades. Yet here is the 2014 F-type, a proper two-seater with a folding fabric roof whose ancestral link to that last great Jaguar roadster is its audaciousness of spirit as much as its naming convention.

Fashioned primarily from aluminum, as were some Es, the F-type's lightweight metal is welded, riveted, and bonded for the unibody and

cast for the suspension, with huge sheets of it stamped and wrapped tightly around the supercharged engine. Our F-type V-8 S is thoroughly modern;

this part of West Virginia, not so much. A town of 1100, Hamlin sits along Route 3, some 35 miles west of the capitol in Charleston. The closest hotel room is in Hurricane, 20 twisting miles north through the hills.

We're headed the opposite direction, shooting down Upper Mud River Road, which leaves Hamlin on the west side and mirrors the meander of its namesake. Real-life superhero Chuck Yeager grew up in these parts and went to high school in town. We'd like to say we came here on a pilgrimage, to divine something about speed by traversing the ancestral asphalt on which the first

“ Zero to 60 takes 3.6 seconds, the acceleration is as forceful as floodwater ”

man to break the sound barrier hustled his daddy's Chevy pickup as a teenager, but that would be a lie. A sign along the highway clued us in.

No, we endured the road

construction and the customary speeding ticket in Ohio during our 350-mile drive down from Michigan for the most honest reason imaginable: to find a good place to drive. West Virginia may not have a whole lot going for it, but when it comes to roads, it's got the right stuff. You can turn off the freeway damn near anywhere and you'll find challenging roads, fast roads, tight roads, mountain roads. Plenty of John Denver's country roads are here, too. And in West Virginia, even the straight roads are crooked.

Our 22-mile route was intermittently scenic, when we weren't dodging deer. There are no bad roads in West Virginia, but when you get to the coal mine, you've gone too far.

For the first couple of miles, the patches and pockmarks on Upper Mud River Road are rough enough to tell us everything we need to know about the F-type's ride quality: It's good. The independent suspension with adaptive shocks is always firm and the car corners flatly, yet we never find ourselves crashing over the bark like surface.

Bumpy or not, these are some of the faster sections of our route, where each easy bend is followed by enough straight to see what the car can do. The F-type is as quick as the Mud River is brown. Zero to 60 takes 3.6 seconds. With no wheelspin



from the 295/30ZR-20 Pirelli P Zeros, acceleration is as forceful as flood-water. Occasionally, a thunderstorm forces us to slow below 30 mph to raise the top. That takes 12 seconds; the quarter-mile, just 11.9.

As we pass the home-built bridges that serve as driveways for the riverbank houses, we keep our speeds down to defensible levels. Later, on the test track, we'll discover that the F-type will do a drag-limited 171 mph, though the lower part of its rear fascia came loose and its V-8 dropped a cylinder, which was fixed by cycling the key. Were this a perfect world, Jaguars would not break and the locals would all drive sports cars. But our pre-production F-type also needed the dealer to snug up a steering-column bracket.

The road begins to knot itself up, doubling back and throwing complications at us. We encounter a decreasing-radius left that helps calibrate our braking, showing us that the F-type's quick bite is matched with an entirely linear pedal. Shortly thereafter we hit a right-left-right sequence where the left is actually more of a hairpin. Holding off on clamping the big rotors before the tightest turn just means we get to feel the full force of the F-type's 15.0-inch fronts and 14.8-inch rears, capable of pulling the car down from 70 mph in 151 feet. Repeated stabs at the brake pedal through the next few

miles of snaking road produce no sign of fade.

Twelve miles from Hamlin, Sycamore Road branches off to the left. It's one potential path back up to Route 3, but it's narrow, barely a lane and a half wide, with little runoff. It makes the F-type feel like a much bigger car. Playing chicken with a FedEx truck will do that. But the F-type is a large package. Though nearly an inch shorter than a Porsche 911, the Jag has almost seven inches more distance between its axles. On this squirming little road, that's a liability. A more apt comparison would be to the Corvette Stingray, but the F-type is 530 pounds heavier.

A curb weight of 3974 pounds means carrying a passenger in the

F-type will balance the scales with its XKR-S convertible sibling. But the F-type is a much better and more aggressive driver, with a faster hydraulic-assisted rack, a heavier steering feel, and considerably more response through the wheel. Turn-in could be quicker, but then this is the sort of car you muscle around corners, using the throttle and the V-8's 495 horsepower to induce just a touch of oversteer. Straighten out the wheel, and the F-type grips the pavement like it's a winning Powerball ticket, despite a modest skidpad result of 0.92 g.

Probing further upstream on the main road, we've turned out at the Upper Mud River Recreation

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Area when we're accosted by a 15-year-old girl and her mother. She wants to be a model, she tells us, and having recognized the F-type as something more interesting to stand in front of than anything else in Lincoln County, she strikes a pose while mom snaps away on her camera phone. Neither female has any interest in what type of car this is, shrugging off the information as immaterial to the quest to get on America's Next Top Model.

But the implication is clear: This new Jaguar stops traffic, even if it's not an icon for the ages like the E-type. The F-type's good looks are the sort of slick, mass-produced fashion that's androgynous and multinational, as if it came from a Uniqlo factory in Shenzhen. Exterior lines are efficient rather than E-type phallic, with the curves of the past flattened, much as in the company's sedan lineup. The driver's side of the cockpit is visually cramped and finished in a textured material; the passenger's, with its smooth surfaces, appears to be an afterthought. Keeping with recent Jaguar practice, gimcrack HVAC vents rise automatically from the center dash. Little hints of lineage hide in the hood's power bulge and the tapered nose and tail, but we also see some BMW Z8 there. British the F-type may be, but it's designed to resonate in the former colonies, from the U.S. to Hong Kong.

The end of the teen model's photo shoot means we can get underway once again. Pulling back onto Upper Mud River, we encounter one of our favorite sections, a sweeping downhill left with an unobstructed view of the river on the inside. It's oxbowed here, centuries of swift water having carved out the rock face on the right. Switching on the sport exhaust and holding the F-type above 3500 rpm with its shift paddles sends forth explosions from the quad exhaust tips. They ricochet across the valley as if it's hunting season, and, as we round the bend, a deer runs scared across the road.

The local constabulary back in town had warned us. West Virginia is to vehicular deer strikes what ZF is to automatic transmissions. The F-type deploys the very same ZF eight-speed that's sitting between the engine and driveshaft of a multitude of vehicles, from Dodges to Bentleys. In the Jag, it is "wild and wonderful," as



they say around here, downshifting and holding gears as required in dynamic mode but mostly disappearing otherwise, always shifting as quickly or smoothly as you want it to

The rise on the other side of the kink forces us off the gas, and we're treated to burbling and popping from the exhaust that would be embarrassing if it weren't so threatening. Those explosions come from fuel, not fairy dust. Surely the quantity and volume of gasoline detonating under the car at each braking point must be enough to power a Prius all the way down from Hamlin. That this sounds so much better than the Meridian audio system is as unsurprising as our observed 17-mpg fuel economy.

As we push on, Upper Mud River Road gets no less interesting, climbing into the hills as the river, wide as a lake just a minute ago, now trickles down to a stream. But the road soon shrinks as well, its

center line disappearing, and by mile 22 we decide to turn back.

We are at the gate of a coal mine, in the shadow of towering mounds of overburden. Coal is the lifeblood of West Virginia, both past and present. Sports cars were once the heart of Jaguar, a positioning that the F-type rightfully returns. It is not a perfect car, but as we discovered in Hamlin, it's authentic and vital. And for the generation that's grown up not caring a rat's ass about Jaguar, the F-type's abilities legitimize the brand. Just listen to those pipes.



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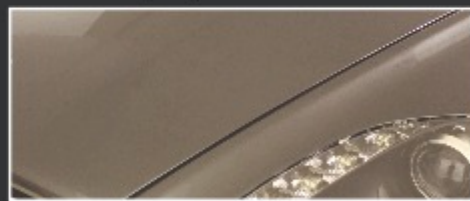
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BRISTOL REGION BBQ

We met at Chepstow for our annual run across to Bristol for the Bristol regional BBQ. We had Bob & Pat, The James', The Fishers, Scott, and Colin Manconi.

It was a fantastic run across the old Severn bridge and the country lanes into Olveston and up to the Sports & Social Club. We arrived to find the BBQ ready and the Bristol regional members enjoying the sun. Burgers, Cajun Chicken and plenty of healthy salad was laid out and we dived in. The food is always delicious and plenty of it – a big thanks to the chiefs!

Our new member Richard Hartis had driven straight from work to join us at Olveston in his silver E-Type and found us tucking into the BBQ. It was good to see the cars of the Bristol region including Brian's new XK convertible, which replaced his older XKR convertible that we saw at Thorsbury.

It was terrific September weather and I was lucky enough to drive Richards left hand drive 1968 E-Type. A great experience and one that surprised me.....these old cars have more power and torque than I

thought! Thanks to Richard for letting me drive an e-type for the first time. Hopefully one day I'll have my own! We had a good time relaxing in the sun and mulling over the cars. We talked about what we could do as a region next year to reciprocate the hospitality - watch this space!

It was a good drive back as the sun was still out and it was still very warm. It was good to have Richard & Scott back to ours for a cup of tea and each of them had a little run out in the XJS.



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Article by Andy Webber

WHY JAGUARS? ANDY WEBBER EXPLAINS HIS — JAGUAR 'OBSESSION'. —

I'm often asked "How did a youngster like you get into Jaguars?" - this month I can now tell the story and have the car to go with it.

My Great Uncle had many XJS as company cars, and as he was friendly with the UK Jaguar Director at the time he always had manuals made

for him by special request.

Despite many requests from his board for him to have a Rolls Royce, my Great Uncle 'Mac' always stayed loyal to the Jaguar XJS.

My first memory of cars is standing on the front seat of the black XJS Coupe with red leather interior and steering the big Jag around the car park with Uncle Mac

giving me a hand occasionally - as every 3yr old needs!

Well, that memory stayed with me and growing up I always spotted Jags and read magazines. I remember reading a magazine just before the launch of the new XK8 in 1995 and deciding that it looked too American and that I preferred the XJS.

Funny then that my first Jag ended up being an XKR and now I've bought an XJS convertible - the car that started the fascination with the marque.

Needless to say that I'm loving open top motoring and so is my wife!





Photos by Amy Shore for Classic Driver
Article From www.classicdriver.com

PEERING INTO THE NEST OF EAGLE E-TYPES

If you have ever owned a Jaguar E-type, or even thought of owning one, then you will almost certainly have heard of Eagle E-Types, the definitive specialist in East Sussex. Established in 1984, Eagle has focused on that one car ever since.

The man behind the business is Henry Pearman and there's an obvious question which has to be asked... Why, of all the cars in the world, has your business been devoted entirely

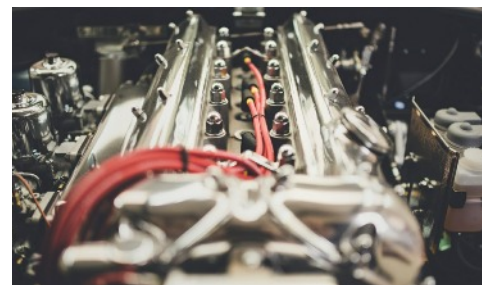
to this one model for the past three decades?

"Why? Because I've loved E-types since I was

about three years old. And it's not just me: it must be the most loved car across the world. Just to look at it, the E-type has a certain magic – and it delivers what it says on the tin. You think 'what a fabulous-looking car' and then you drive it, and it's even better."

Eagle specialises in everything E-type but there are three main sides to the business. Best-known is the no-holds-barred Eagle E-type (and its Speedster and Low Drag GT spin-offs): a complete, ground-up 'restoration', although the word doesn't do justice to the process by which a complete, original car is painstakingly reconstructed with components that are as good or better than new, mated to an original bodyshell fastidiously restored in-house. It takes almost 4,000 hours to complete the work,

with each car rebuilt to a bespoke specification for an individual client. "Each one is different," explains Pearman, "like a Savile Row suit. We take into account whether it will be used mainly for touring, or for sportier pastimes, or whatever. For example, Eagle number 31 was an extremely bespoke 4.2-litre coupé built for a client in Monaco. It included a modern automatic gearbox, alongside our in-house air-con, speed-sensitive electric power steering, and a bespoke super high-quality full leather interior – similar to the one we built for Martin Brundle, in fact. Meanwhile, Eagles 36 and 37 are in the process of being built now, ready for delivery later this year to California."





Subtle improvement

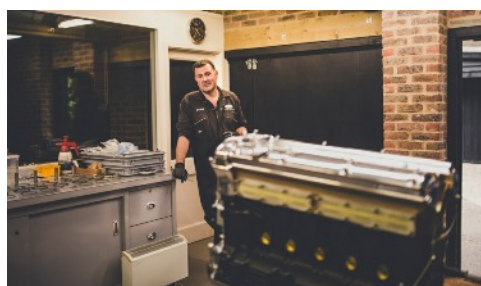
Pearman and his team are obsessive in their quest to improve the car without destroying its essential character. "If the E-type had stayed in production – as the 911 did – this is the direction Jaguar would probably have taken. The cars were so advanced for their time that they naturally respond to just dialling out a couple of problematic areas – silly electrical things and suchlike, which we can improve today without diluting the spirit of the original car. They all keep the correct XK engine, they don't have electric windows and we wouldn't look at developing an electric hood. We're very loyal to the original design and idea of the car.

And we do everything in-house – we have our own bodyshop, restore our own bodyshells and apply our own paintwork, fit our own trim and carry out our own engine work. We even offer our own five-speed gearbox based on the all-synchro four-speed from the 4.2, but with the extra ratio for the increased motorway work demanded of the modern driver."

So what does one of these 'restored' models cost? "When the business moved to Sussex in 1993, we took the fairly radical decision to offer a fixed-price totally restored car. We'd found that so many restorations were compromised – starting out as a respray and then turning into something quite different, as more and more problems were revealed.



continued on page 22 >





So we decided not to do that any more. The price of an Eagle E-type depends on the year of the delivery date but to restore a really good car you're looking at something over £300,000 – a reflection of the 4,000 hours of labour, the multitude of new and restored parts, and our obsessive attention to detail."

Worth every penny?

If this is outside your preferred budget, you might be more interested in the second of Eagle's core offerings: the Endorsed E-type, which is the

name Pearman gives to the very best original cars, in their original form. "We always have a selection of at least 25 cars in our showrooms,

"To restore a really good car you're looking at £300,000"

and they're the very best we can find. Even then, we take each car through a pretty rigorous restoration programme before we'll offer them





for sale. We have an 8-page checklist and we go 'aggressively' through this list and rectify any faults." Even though it might look like a perfect concours-winning car when it comes in, the Eagle team is likely to spend 400-600 hours ironing out any potential faults. These 'Endorsed' cars start at a quite reasonable £135,000.

Finally, the business offers a menu of upgrades to the cars for sale in the showroom, which Pearman calls 'Eagle Engineered'. There is a proviso, however, as he explains: "Our set-up is such that we don't

actually take in E-types for work, we solely work on E-types we've supplied to clients. If someone has an E-type they'd like upgrades applied to, that's not something we offer."

Something Eagle clearly does offer, however, is quality in spades. "At the moment, the market is recognising that quality is king," Pearman points out. Having witnessed the operation at work, we're inclined to agree. William Lyons undoubtedly would, too.

Full photo gallery available online at: www.tinyurl.com/eagle-cad





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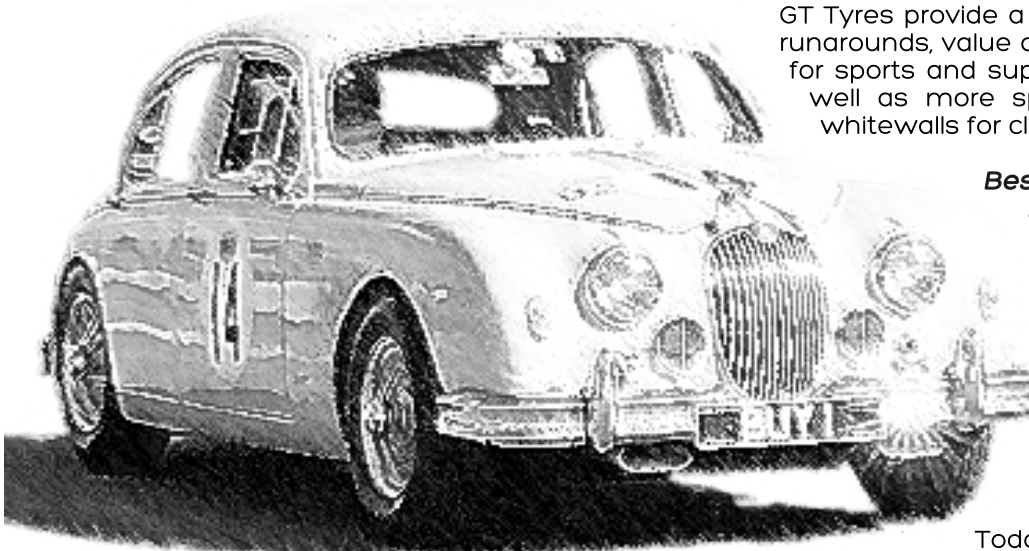
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JAGUAR E-TYPE NAMED THE 'GREATEST CAR OF ALL TIME'.

JAGUAR'S 1960s E-Type has won the race to be crowned the "greatest car of all time" in a new poll of motorists.

The car was put at the top of the podium from a list of 100 by more than 2,000 British drivers quizzed by One Poll for the Discovery Channel, ahead of the return of its Wheeler Dealers show next week.

The Jag beat seven other British classic vehicles, including the Mini, Aston Martin DB5 and Rolls Royce Silver Ghost, and also won the poll for greatest classic car.

The Porsche 911 and Volkswagen Beetle were the only foreign representatives in the top ten of the all-time survey, finishing third and fourth respectively, while Ferrari's F40 span into 11th.

Meanwhile, the Ford Capri won the title of the car drivers previously considered "embarrassing" but would now be proud to own, fending off the Morris Minor and Triumph Stag.

The show's presenters, who restore classic cars to their former glories, hailed the result as a victory

for British engineering.

The show's car trading expert Mike Brewer said: "This underlines the incredible heritage of British car manufacturing, where originality, style and performance have been the hallmarks of many of our greatest cars.

"As the classic car market continues to boom, we're seeing many popular productions being snapped up as future classics."

Edd China, fellow presenter and mechanic in the show, added: "It's good to see the Capri and the XR3i now joining the pantheon of classic popular production cars. As we unveil our 100th car in the series, we'll be aiming to return another hidden gem to its former glory."

Last October, an original E-Type sold for £88,000 at auction, while in May this year the Jaguar was placed third-best British car behind the 1959 Mini and McLaren F1 in a poll of Autocar readers.

Motoring and design experts were divided over the E-Type's top ranking. AA president Edmund King, said: "The E-Type was a true icon of the optimism of 1960s motoring. The

design was adventurous, daring and very different.

"It is probably one of the most exciting cars of all time, but one might question whether it really is the greatest. It was hardly a car of the people, in the way the Mini, Beetle or 2CV were."

Charlie Robertson, brand consultant at Red Spider in Glasgow, said: "Like any such list, it will stir debate, but it is great to see the E-type top of the poll as it is such a distinctive design, so sadly lacking in today's car-scape.

"But it was odd to my mind that so many Aston Martins make the top 10 and no Italians.

"It looks like a list for British men of a certain age, and Austin Powers's E-Type beats 007's DB5."

Wheeler Dealers all-time top 10 cars.

- 1 Jaguar E-Type
- 2 Mini
- 3 Porsche 911
- 4 VW Beetle
- 5 Aston Martin DB5
- 6 Rolls-Royce Silver Ghost
- 7 Aston Martin DB9
- 8 Aston Martin V8 Vantage
- 9 Rolls-Royce Phantom
- 10 Aston Martin Vanquish

humour

Members jokes & anecdotes

SPICING IT UP

A lady who had been married for several years was growing more and more frustrated at her husband's lack of interest in sex. She wondered about ways to add some pizzazz to their relationship, and finally decided to purchase some crotchless underwear she had seen in a lingerie shop.

One evening when she was feeling particularly desirous, and he was, as usual, watching television, she took a shower, freshened up, and donned the crotchless undies, and a slinky negligee.

She then strolled between her husband and the television, and suggestively tossed one leg up on his chair arm.

'Want some of this?' she purred.

'Are you kidding?' he replied. 'Look what it did to your underwear'

CONFESSIONAL

Two teenage boys go to confession. In the booth the first boy admits having sex with a girl but refuses to name her. The priest asks, 'It wasn't Mary Jones, was it?'

The boy says, 'No, Father, it wasn't.'

The priest asks, 'Was it Angela Brown?'

The boy replies, 'No, Father, it wasn't.'

The priest asks, 'It wasn't Jane Carter, by any chance?'

The boy says, 'No, Father it wasn't.'

The priest gives up and says, 'Well, for your penance say fifty Hail Marys and leave half your pocket money in the poor box.'

When the boy leaves his friend asks him how it went. The boy replies, 'Not bad, a £5 fine and three great leads.'

SAVING TONY BLAIR

Tony Blair is skating on a frozen pond when the ice cracks and he falls in.

Luckily three little boys are on hand to pull him out.

'You've saved my life,' says Tony. 'How can I repay you?'

'I'd like a toy car,' says one boy. 'I'd like a toy plane,' says another boy. 'I'd like a motorised wheelchair,' says the third boy.

'Why do you want a wheelchair?' asks Tony. 'You look very healthy to me.'

'I am,' says the little boy. 'But I'm going to need one when my dad discovers I saved Tony Blair.'

DOG FOR SALE

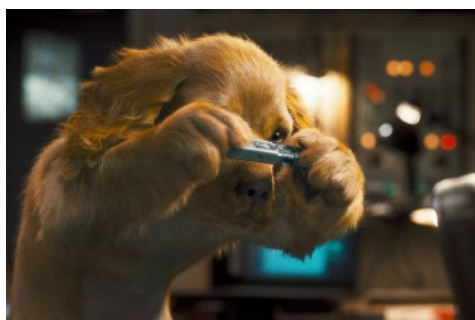
A guy is driving around and he sees a sign in front of a house: "Talking Dog For Sale." He rings the bell, and the owner tells him the dog is in the backyard. The guy goes into the backyard and sees a Labrador retriever sitting there.

"You talk?" he asks.

"Yep," the Lab replies.

"So, what's your story?"

The Lab looks up and says, "Well, I discovered that I could talk when I was pretty young, and I wanted to help the government; so I told the CIA about my gift, and in no time at all they had me jetting from country to country, sitting in rooms with spies



and world leaders, because no one figured a dog would be eavesdropping. I was one of their most valuable spies for eight years running. "But the jetting around really tired me out, and I knew I wasn't getting any younger so I wanted to settle down. I signed up for a job at the airport to do some undercover security work, mostly wandering near suspicious characters and listening in.

uncovered some incredible dealings and was awarded a batch of medals. I got married, had a mess of puppies, and now I'm just retired."

The guy is amazed. He goes back in and asks the owner what he wants for the dog.

"Ten dollars." The guy says, "This dog is amazing. Why on earth are you selling him so cheap?"

"Because he's a liar. He didn't do any of that."

CIA RECRUITING TEST

The CIA advertises for an assassin and three applicants, Tom, Dick and Harry, are chosen for a final test. Tom is given a gun and shown a door.

'Inside this room, you will find your wife sitting in a chair. Kill her!' says the CIA agent.

Tom replies, 'You can't be serious. I could never shoot my wife.'

'Then you're not the right man for this job,' says the agent.

Dick is given the same instructions. He takes the gun and goes into the room. After a few minutes he emerges in tears and says, 'I tried, but I can't kill my wife.'

The agent says, 'You don't have what it takes. Take your wife and go home.' Finally, it's Harry's turn. He's given the same instructions, takes the gun and goes into the room. Several shots are heard, then lots of screaming, crashing and banging. Eventually Harry emerges wiping sweat from his brow.

'That damn gun you gave me was loaded with blanks. I had to beat her to death with the chair!'

ANYTHING FOR YOU

A couple are celebrating their golden wedding anniversary when the husband asks his wife if she's ever been unfaithful.

'Three times,' answers the wife. 'Remember when you needed money to start up your business and no one would give you any? Well I slept with the bank manager to secure you a loan.'

'You made that sacrifice for me?' asks the astonished husband. 'That was wonderful of you. What was the second time?'

'Remember that operation you needed that no one would perform because it was too dangerous? Well, I slept with the surgeon so he'd do it.'

'Oh my God,' says the husband. 'You saved my life. And what was the third time?'

'Well,' says his wife. 'Remember when you wanted to be president of the golf club and you were fifty-two votes short...?'

THE GREEN THING

Checking out at the supermarket, the young cashier suggested to the much older woman, that she should bring her own grocery bags because Plastic bags weren't good for the environment.

The woman apologised and explained, "We didn't have this 'green thing' back in my earlier days."

The young cashier responded, "That's our problem today - your Generation did not care enough to save our environment for future generations."

She was right - our generation didn't have the 'green thing' in its day.

Back then, we returned milk bottles, lemonade bottles and beer bottles to the shop. The shop sent them back to the plant to be washed and sterilised and refilled, so it could use the same bottles over and over. So they really were recycled.

But we didn't have the "green thing" back in our day.

Grocery shops bagged our groceries in brown paper bags, that we re-used for numerous things, most memorable besides household bags for rubbish, was the use of brown paper bags as book covers for our schoolbooks. This was to ensure that public property (the books provided for our use by the school), was not defaced by our scribbblings. Then we were able to personalise our books on the brown paper bags.

But too bad we didn't do the "green thing" back then.

We walked up stairs, because we didn't have a lift in every supermarket, shop and office building. We walked to the local shop and didn't climb into a 300 horsepower machine every time we had to go half a mile.

But she was right. We didn't have the "green thing" in our day.

Back then, we washed the baby's Terry Towel nappies because we didn't have the throwaway kind. We dried clothes on a line, not in an energy-gobbling machine burning up 3 kilowatts - wind and solar power really did dry our clothes back in our early days.

Kids had hand-me-down clothes from their brothers or sisters, not always brand-new clothing.

But she was right. We didn't have the "green thing" in our day.

Back then, we had one radio or TV in the house - not a TV in every room and the TV had a small screen the size of a big handkerchief (remember them?), not a screen the size of Scotland in the kitchen. We blended and stirred by hand because we didn't have electric machines to do everything for us.

When we packaged a fragile item to send in the mail, we used wadded up old newspapers to cushion it, not Styrofoam or plastic bubble wrap. Back then, we didn't fire up an engine and burn petrol just to cut the lawn. We pushed the mower that ran on human power.

We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity.

But she's right; we didn't have the "green thing" back then.

We drank from a tap or fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull.

But we didn't have the "green thing" back then.

Back then, people took the bus and kids rode their bikes to school or walked instead of turning their Mums into a 24-hour taxi service in the family's £40,000 'People Carrier' which cost the same as a whole house did before the "green thing."

We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances and we didn't need a computerised gadget to receive a signal beamed from satellites 23,000 miles out in space in order to find the nearest Pub!

But isn't it sad that the current generation laments how wasteful we old folks were just because we didn't have the "green thing" back then?

Pass this on to another selfish old person who needs a lesson in conservation from a smart arse young person.

We don't like being old in the first place, so it doesn't take much to piss us off... especially from a tattooed, multiple pierced smartarse who can't work out the change without the cash register telling them how much!

ALEX SALMOND UNVEILS HIS DEFENCE PLANS FOR AN INDEPENDENT SCOTLAND





CLASSIC CONCEPTS: JAGUAR XJ SPIDER BY PININFARINA

Thirty-seven years after production of the legendary Jaguar E-type ceased, we're still waiting for a descendant with worthy credentials. But the XJ Spider – designed by Pininfarina for the 1978 British Motor Show – stimulated Jaguar to seriously explore the idea of an 'F-type' spiritual successor.

In hindsight, creating a replacement for what has since become one of the world's most iconic cars was never going to be an easy job for Jaguar. The car unenviably tasked with following in the E-type's footsteps was the XJ-S, which made its debut in 1975. It was criticised for its styling, as was Jaguar's decision to use a big-capacity V12 engine in the midst of a fuel crisis. Add to that the fact that it was already at a disadvantage because of its mere existence – many didn't want the beloved E-type to be replaced at all – and you can see why the XJ-S never

achieved the praise its forerunner enjoyed.

And, despite the reputable modern-day offerings of the Jaguar portfolio, the firm is still yet to attempt to resurrect the E-type. Even the C-X16 concept has turned out to be a pretty sports coupé in the vein of the Porsche Cayman, as opposed to an elegant, mile-wolfing GT car.

But rather than looking

forward to find a proper E-type successor, perhaps we should instead be looking at the past. Wind the clock back to 1978, and you see the three-year-old XJ-S being subjected to persistent criticism; of which

“The XJ-S never achieved the praise its forerunner enjoyed”

legendary coachbuilder Pininfarina was taking note. It seems Jaguar, too, was reacting to the Italian carrozzeria's intention of creating its own interpretation of an E-type successor by granting it one of the XJ-S development mules.





With underpinnings in place, the formidable trio of Leonardo Fioravanti, Sergio Pininfarina and Renzo Carli went about designing the bodywork. They reverted to the oval-shaped front air-intake of the E-type, and dropped the sober lines of the XJ-S in favour of the more bulbous curves of the original – including the swooping arcs which peaked above the wheels. The three also gave the car a huge boot to maximise grand touring potential, but this led to a side profile remarkably reminiscent of the same generation Corvette. Though perhaps this was intentional; after all, Jaguar wanted to break into the American market, and what better way to do it?

Underneath the bodywork resided the 5343cc V12 of the donated mule, which produced 284bhp and was mated to a five-speed gearbox. Despite sharing the same chassis, the Pininfarina XJ Spider was shorter, wider and rode lower than the XJ-S, giving it sportier intentions. As its new name suggested, it was given a convertible roof (beating Jaguar's targa-roofed XJ-S by some 5 years), as well as some pop-up headlights and interesting instrumentation inside.

Making its debut at the British Motor Show in 1978 (incidentally the first held in Birmingham's N.E.C.), the XJ Spider took full advantage of that year's record-breaking attendance of over 900,000. Public reception was good, and this led to Jaguar developing a series of prototypes at Browns Lane, which went by the XJ41 (coupé/targa) and XJ42 (convertible) internal codenames. These experimental cars took many cues from

the Pininfarina car, but also addressed the Corvette-esque rear end and replaced the square pop-up headlights with oval ones – a feature later used on the XJ220. The intention was for the finished car to bear the F-type model name and slot into the model range between the XJ40 and XJ-S.

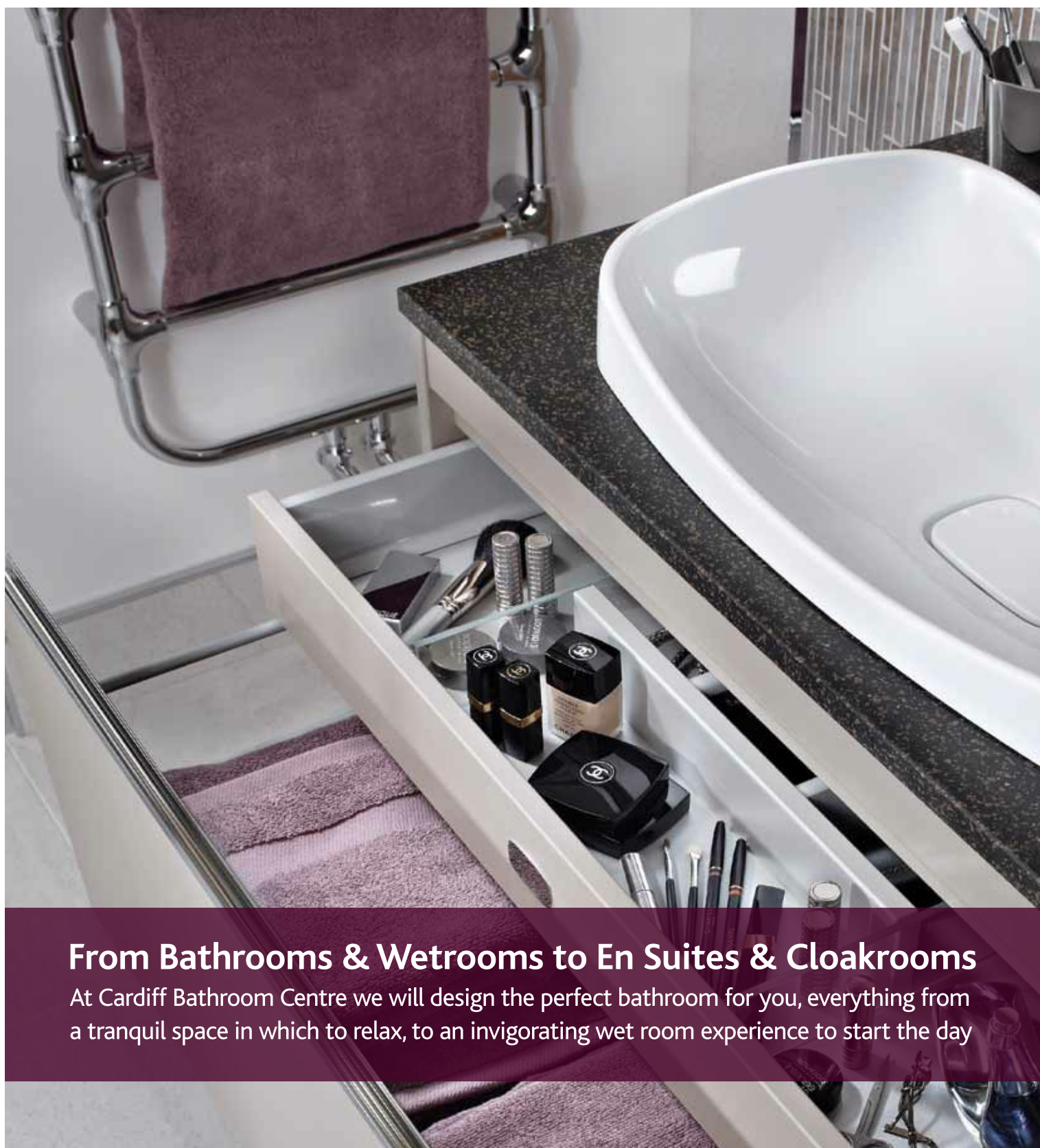
The F-type project began in 1980, but when a review of live projects by new owner Ford took place nearly a decade later, it still wasn't complete. The American giant swiftly condemned the F-type project to the automotive graveyard, but that wasn't to say the drawn-out development process was in vain. Having also acquired Aston Martin in the late eighties, Ford was in need of some existing



technology to save costs, and delved into the Browns Lane parts inventory when developing the DB7. Reportedly some of the XJ41/42's engineering was carried over to the Aston, making the XJ Spider an unexpected link between the E-type and the DB9 predecessor.

It may have had styling too American for a Jaguar, but the XJ Spider concept very nearly inspired a car which had a chance of becoming a proper E-type successor, had Jaguar been more focused in the XJ41/42's development. Thankfully, Jaguar is a much more decisive company nowadays, which means there's still a chance that Ian Callum et al will produce one in the future. But until then, we still have Pininfarina's offering to promote conjecture.





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JAG UAR MK2 REIM AG INED

Jaguar's design director Ian Callum has bought a classic car, a Jaguar Mk2. He's not keeping it standard though – far from it.

I dimly recall an edition of Custom Car magazine in the Seventies with artists' impressions of "coming"

custom cars. It was gloriously sacrilegious; a chopped Rover P5B Coupé lowered on to impossibly wide Turbovec alloys, a debumpered Jensen Interceptor with Frenched lamps and a Jaguar Mark II slammed onto the deck, deseamed and decluttered on Wolfraces looking as mean as it was moody. But was it so terrible? At the time rusty Mark IIs were two a penny, scrapyards were full of them, they were stripped for spares, cut up for Modsports and Banger racing – no one gave a stuff for originality.

The car I'm looking at now is basically a 21st century version of that Jag, based on a 1962 Mark II 3.8-litre. This car isn't as extreme, but it's been lowered by 30mm, with weird split-rim 17in wire wheels (eight inches wide at the rear, seven inches at the front), with no bumpers, and massive vertical louvres down each front wing, matched with similarly louvred cabin vents at the back where the fuel filler would have been. Dechromed and decluttered, even the little ruby headlamp tell-tales have been taken off the body and it's got daytime running lamps.

The engine's recognisably a Jaguar XK, but displacing 4.3 litres, with an E-type bottom end and thumping out 280lb ft of torque. It sits in a decluttered engine bay, with the Tremec five-speed manual gearbox out of sight. At the rear is independent suspension cleverly mounted in a bespoke subframe, which feeds

loads back into where they would have been with the standard car's solid rear axle. Central locking, power steering, AP racing brakes, a reversing camera and a heated front screen, there's not much that Nick Goldthorp's staff at Classic Motor Cars in Bridgnorth haven't done to this car.

If there's a feeling of déjà vu here, it's fully justified and not just for that edition of Custom Car. Back in the Eighties Goldthorp founded Vicarage, a Jaguar restoration specialist, which built and updated Mark II models. He was ahead of the game, not cheap, but sought after by folk who wanted to use their cars every

continued on page 32 >





day without the normal hassle of running a classic. Updated transmissions replaced the old and slow Moss 'box, coil springs replaced leaves, steering racks the old soggy steering boxes. They're still out there and, according to Goldthorp, they've lasted well.

Goldthorp was bought out and eventually Vicarage went into liquidation, with most of the workforce coming over to Classic Motor Cars, his new venture, which is based in Bridgnorth, Shropshire. These days the huge building is filled with delectable Coventry cats.

So who is the mystery customer who's so radically changed this Mark II? Ian Callum is design director of Jaguar and the man responsible

for some of the most beautiful cars of recent years including the Aston Martin DB7 and Vanquish, and the Jaguar F-type.

"I've always liked the Mark II," he says. "I used to see them racing in Edinburgh when I was a boy and thought they looked much better stripped back without the chromium – see, I was even thinking like a car designer back then. So when I got a chance, I wanted a simpler, tidier car without all that extraneous detailing and the girders."

Girders? "Bumpers, but taking them off has been really difficult as they're part of the car, there's nothing underneath, just fresh air. And if you take them off you lose all the

aero, so there's been a fair bit of work there."

Before stepping into Callum's pride and joy, Goldthorp offers a drive in a really well preserved Mark II 3.8 as an aide memoire. It's completely charming, all wood and flickering Smiths instruments, a lovely snarl to the exhaust and the whiff of old leather and petrol. It's also slower than I remember and the steering feels better, but that's because Goldthorp has converted it to manual rack-and-pinion. And it also likes to go sideways, a lot, just like one of those old car chases from *The Sweeney*.

By contrast, Callum's Jag is much faster. The walnut veneer has been replaced by that charcoal grey veneer favoured by the Germans. A set of silvery-backed instruments sit nicely in the grey though, with polished alloy toggle switches underneath. There's a modern set of seat frames, which wrap but don't smother, and the rear bench is now two separate and reasonably accommodating seats. And there's no air-conditioning, which Ian might come to regret, especially as he's had the quarter-light windows sealed.

The engine's running in, but up to 3,000rpm it's so smooth it doesn't feel at all like an XK unit. And the Mustang five-speed 'box, while notchy and otherwise characterless,





makes progress very easy with ratios stacking as smoothly as a chord progression in a jazz programme. In fact the engine has so much torque that it could easily accommodate a sixth ratio and I'd be inclined to put a longer differential in the rear axle – or an overdrive. Actually the redundant overdrive switch is now the wiper intermittent delay switch.

The ride is much smoother than the standard car's, but there's better damping control, too. So the body doesn't sway around alarmingly and stays more horizontal in corners, with much less tendency to exuberantly swing its tail. It's quieter and easier to drive all round.

There are issues, though. The

power-assisted steering is as responsive as the living dead around the centre and the cure, more castor, is unlikely to be the whole solution. The big wheels foul the rear arches so it's back to the drawing board there, and there are various clunks and clicks that need looking at.

There's also a danger, clear and present, that all the clever retro engineering will remove all the vivaciousness and personality of the Mark II and leave what?

A Frankenstein motor, neither old or new, not sure of its place in the world.

It'll be OK," reassures Callum. "There's work to do, but it's going to be all right." I think he's right, and his

Mark II is refreshingly iconoclastic in a horribly overheated classic car market, but he's going to have to keep an eye on it step-by-step and that means time as well as budget, which is something of a premium commodity in Callum's world. We'll be giving an update on his car when it's run in and ready for a life on the open road.



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JAGUAR LAND ROVER MOVE INTO THE HERITAGE GAME

CLASSIC VEHICLES WILL RECEIVE FACTORY BACKING IN MAJOR INITIATIVE

Jaguar Land Rover is to expand its Heritage division in what senior executives are referring to as a 'complete change of mindset' within the group, clearly aiming to emulate the success of Aston Martin Works and Ferrari Classiche.

The revamped division will be based at Jaguar's spiritual home, the Browns Lane factory site in Coventry, where production was based until 2005, when it moved to Castle Bromwich. The first of six 'continuation' Lightweight E-types is currently in build there, as revealed in Octane last month, but the buildings are now being equipped with service and restoration bays.

These will allow owners of classic Jaguars to have their cars serviced, repaired and restored at Browns Lane. All classic Jaguars will be catered for, not just the traditional XKs and E-types, and there will be particular emphasis on supporting owners of the ever-scarcer early XJ-S and XJ6/12s.

In the same vein, Jaguar Heritage will also be looking at re-introducing parts that are currently unavailable or of poor quality. There are no plans to modify cars, and the emphasis will be on sticking to standard specification. To this end, certification will also be offered, in the same way that Ferrari Classiche offers proof of 'factory-approved' specification at Maranello.

This new Browns Lane facility will open on 1 August. The first of the continuation Lightweights will be revealed two weeks later at the Pebble Beach concours in California, and will be priced at around £1 million.

Octane has discovered that JLR also has plans for a similar set-up for Land Rover products, recognising the increasing rarity and value of Series 1 Land Rovers, two-door Range Rovers and other classic vehicles. It's not being disclosed yet whether that will share space at Browns Lane or be based at Land Rover's Solihull factory.

The revitalised Jaguar Heritage will be part of a new JLR Special

Operations division, which will produce low-volume, high-specification and high-performance derivatives of Jaguar and Land Rover vehicles, allowing bespoke commissions and a much wider range of colour and trim specifications and accessories. A state-of-the-art Special Operations Technical Centre will also be built in the West Midlands, close to the current HQ.



2014 EVENTS CALENDAR

SEPTEMBER 2014

Sun 21th Vintage and Specialist Car Rally
Tredgar House, Newport.

OCTOBER 2014

5th Castle Coombe Classic

12th Three Counties Classic Car Show at Malvern

12th Jaguar International Spares Day At Stoneleigh Park

NOVEMBER 2014

14-16th Classic Car Show at the NEC Birmingham

DECEMBER 2014

6th South Wales region Christmas Dinner at St Mellons
Golf Club

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

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.

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

Take a look at the new club shop www.jec.org.uk/shop



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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 2014/15

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.**

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Wednesday 15th October
Wednesday 19th November
Wednesday 17th December

2015

Wednesday 21st January
Wednesday 18th February
Wednesday 18th March

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Saturday 6th December.

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Members new and old all welcome.

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!

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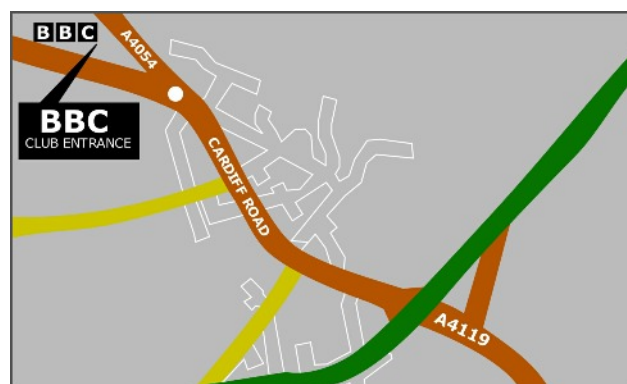
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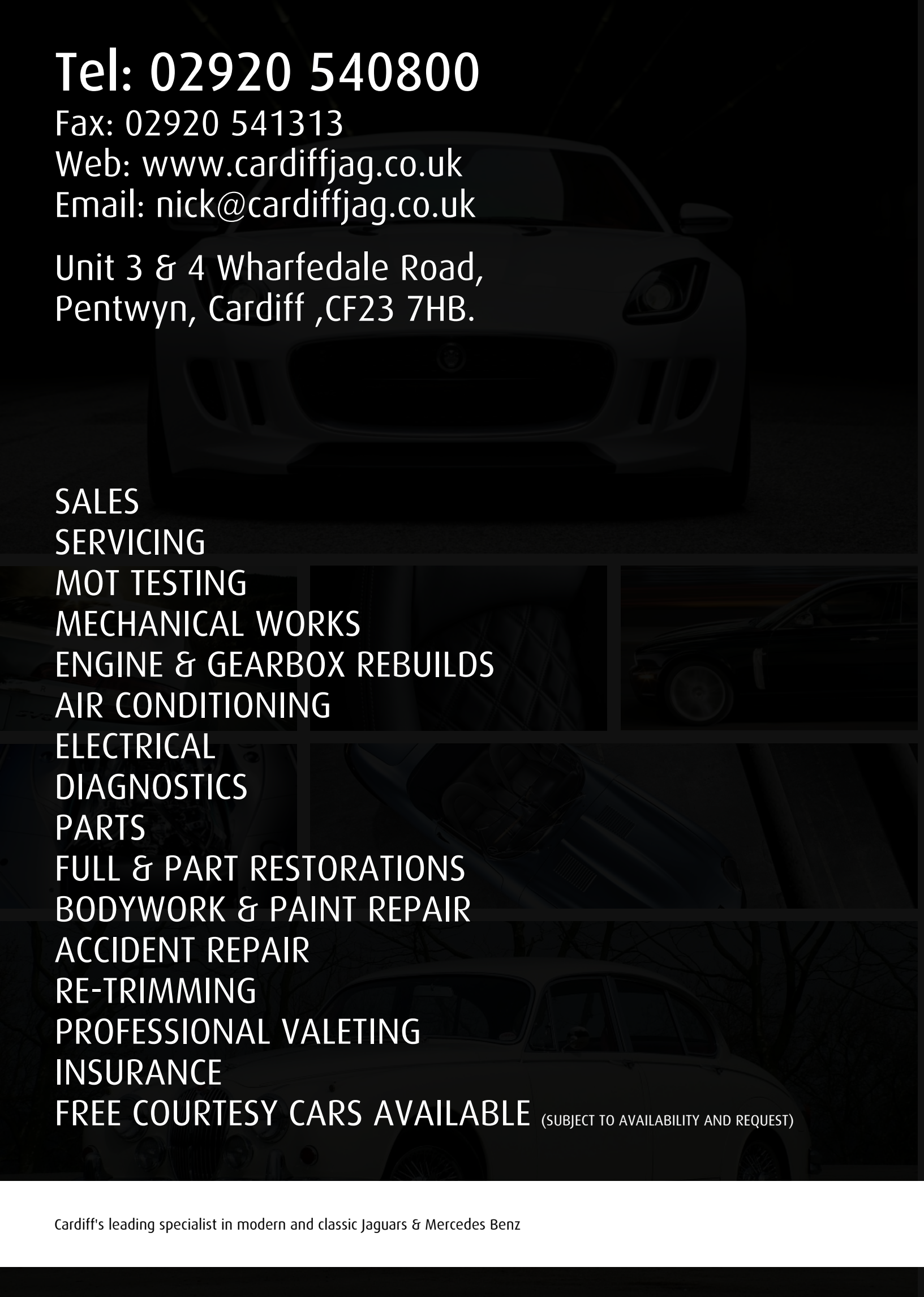
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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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