

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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FROM THE NEWS EDITOR

Happy New Year to you all!

Another month closer to our first show at Coleford as the ice, snow and salt keeps the cars locked away. I do find it hard to be positive on the motoring front at this time of year with the sunny days & car shows seeming so far away!

Anyhow on a more positive note I was very happy to get tickets for the British Grand Prix at Silverstone in the heavily discounted sale at the end of January. A ticket that was £175 was for sale at £99 so I'm treating mum to her second British Grand Prix and the wife to her first! I've not been for quite a few years and hope the exhaust noises haven't changed from the fabulous note that the Ferrari V10's & then V8's produced..... although I fear that the smaller engines and the turbo's will have changed this somewhat.

On the car front I've now sold my first Jaguar and beloved silver 2005 XKR – this was a very tricky decision but it's time for something different and hopefully something that will appreciate in value slightly. I still remember the day I picked it up from Chiltern Jaguar near Hemel Hempstead and drove very carefully down a very busy M25 and onto the M4. The M4 was again busy and I wasn't confident enough to put my foot down properly. I stopped

at Leigh Delamere services for a coffee, still in awe of my new V8 toy, unable to believe that it was mine! The services have a very long slip road back onto the motorway and seeing the road ahead clear I decided to put my foot flat to the floor.... words can't describe the

experience but suffice to say that the lorry that was a dot on the horizon appeared very quickly and I had had a huge smile on my face! She's gone to a good home in Durham and I have first refusal to buy it back when the new owner is ready.

On the club front, I'd like to welcome Mike Manconi who has now joined and will be coming along to meetings and events. Mike has been producing the magazine and website in the background and it'll be good to have him at events - he's said he's happy to put up and take down the gazebo on his own *(as long as Andy buys unlimited ice creams! Mike)*. Welcome!

I'm off to Stratstone on the 21st February to see the new XE and will report back next month – I hope it lives up to the rave reviews it has been getting!

Happy Motoring!

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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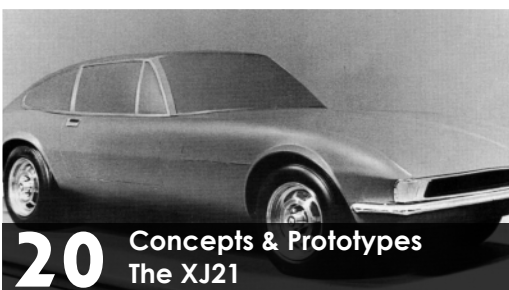
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WE NEED YOUR HELP

Our Regional Magazine takes a great deal of work to put together each month and we need your help to improve it.

We need members to take up the challenge and supply new original articles and reviews. These can be about your Jaguar cars, experiences or reviews on parts/ products used on your Jag.

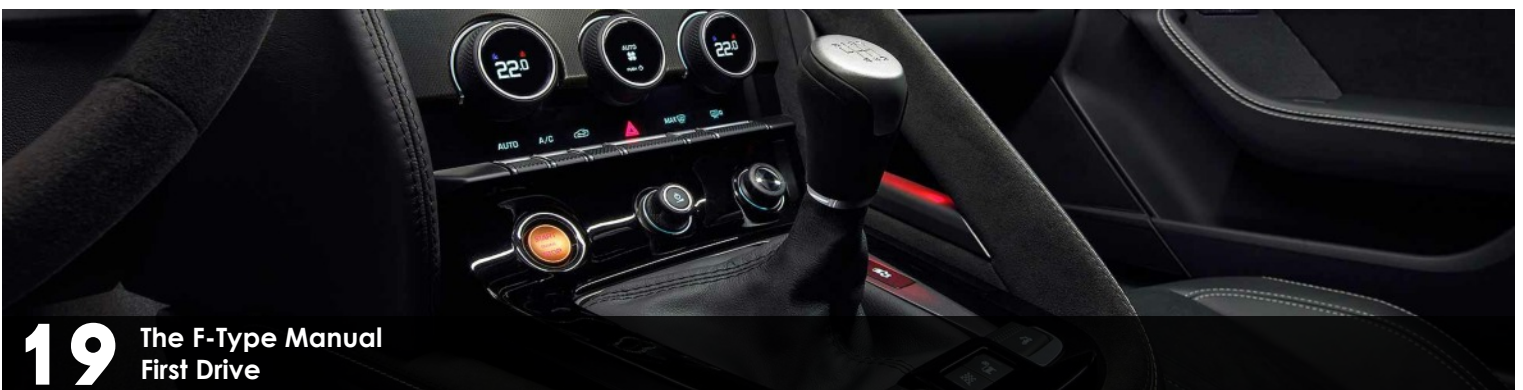
While you may not think of yourself as the next award winning journalist, your unique articles and reviews will no doubt be of interest and welcomed by our other members.

Even if you don't get to the monthly meetings or shows, we still would like to hear from you about your Jaguar experiences.

Don't worry about the design or look of any content you submit, the design company who produce the magazine for us will take care of that.

So what are you waiting for, get writing that article!

To submit any articles or reviews simply email it together with any photos to: editor@jecsouthwales.co.uk



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REGIONAL AGM

We held our AGM at the January monthly meeting on the 21st. It was well attended and we welcomed some new members to the region.

The AGM started with the Regional Representative report which gave a short résumé of the shows we attended as a region in the previous year. We attended 21 shows during the year, the most we have ever attended. With our gazebo, flags and a range of different models of Jaguars we always gave a good account of ourselves as a region.

We then moved on to the treasurer's report. The accounts showed that we made a small increase from the previous year. It has been mentioned before that our treasurer is very mean. He hates spending the clubs money!

The main expenditure is the cost of printing the regional magazine. It was explained that this year we would have a small shortfall on the amount we get from advertisements compared with the cost of the magazine, but next year we hope to break even. It was agreed that the magazine had been a great success and we had one of the best magazines and websites in the JEC. A great number of advertisers had been attracted to the magazine as it was such good value to advertise in. It was then put to the meeting that the annual subscriptions could be reduced, it was increased last year to help pay for the cost of the magazine, but the members decided to keep the amount the same so we could purchase some new equipment for the shows.

Michael who compiles, edits and prints our magazine is also our "web master". He then gave us a brief update on how many "hits" we receive each month on our website and also the e-shot we send out each month to all the members that we have e mail accounts for in our region. He then explained how he is going to improve the web site and update its functionality. I would like to personally thank Michael because without the considerable time and effort he puts in to the magazine and website it would not be the success it has been.

INTERNATIONAL SPARES DAY AT STONELEIGH

Many of our members will be attending this show on Sunday the 22nd of March, looking for an elusive part. Andy and I will be on the JEC stand helping to sell tickets for the charity car. Please come and see us.



PRACTICAL CLASSICS RESTORATION SHOW AT THE NEC BIRMINGHAM

This is a two day show on Saturday the 28th and Sunday the 29th of March. The JEC will be having a stand at the restoration show with a variety of Jaguars in different states of repair. Andy and I will be helping out on the stand and hope to meet you there.

COLEFORD CARNIVAL OF TRANSPORT

Our first major show of the year is the Coleford Carnival of Transport on Monday the 6th of April. We have attended this show for many years and have always enjoyed it. There is a £2.50 administration fee to be paid to Coleford. Many members have already paid. If anyone else is interested would they please inform me tonight as the entry form has to be sent off.

SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World". There are 20 classic races over the weekend with over 1000 entries and

up to 8000 classic cars. The entertainment in the evenings is as follows: on Friday night Paul Young, the ZZ Tops and Fleetwood Mac (a tribute band). On Saturday night Status Quo and on Sunday Mike Brewer will be doing a live show in the day.

We have attended this meeting for many years and have really enjoyed it. Eight of our members are going on the Friday and returning on Sunday evening. You really need more than one day to see it all. We have booked to stay the Friday and Saturday nights at the Premier Inn at Harpole, not too far away from Silverstone. Rooms may still be available. The tickets for the event have to be booked over the internet on the Silverstone Classic site. The cost for 2 entry tickets plus the important car pass ticket which allows you to park on the JEC stand on the infield are £99.00. This is for Friday, Saturday and Sunday, a cost of just over £16.50 per day. Single days can also be booked. This "Early Bird" price must be booked before the 31st of March and you must enter under the Club Display Package and use the JEC code of **C1525018**.

MARGAM PARK

This is a new show which is being organized by the Leukaemia & Lymphoma Research to replace the Tredegar Park Show. It is being held on Sunday the 20th of September. I do not have any more details at the moment but will inform you as soon as they become available.

Unfortunately it is not being run by the same people who organised Tredegar Park (Bruce & Mandy).

VINTAGE FESTIVAL AT PEMBREY COUNTRY PARK

This is on the 10th to the 12th of July, another new 3 day show with Classic Cars and Bikes, live music, vintage stalls, classic car boot sale all near the beach. I have entry forms if you require them.

For a full list of events see page 32.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Some of you will know that I have moved from Cardiff to the English Riviera. You already receive monthly reports during the winter months from Colin Masterson based in Florida. I also plan to send periodic reports from the sunny English Riviera for the monthly magazine.

Since moving to Torquay Natasha & I have joined the Torbay Old Wheels Club www.towc1.talktalk.net and have been involved in some of their events. Our first introduction was on the "Drive it Day" in 2013 when we followed them (in our not very classic Audi estate car!) from Torquay to the Den in Teignmouth. At that point we joined up with the Crash Box & Classic Car Club www.crashboxclub.co.uk. After a lunch we parted company as we had work to do on our flat in Torquay.

CLUB RUN – 16 NOVEMBER 2014

Our next outing was a club run through the South Hams area on 16th November 2014. Unfortunately, it was



rather wet and miserable. The run was through some brilliant countryside & we promised ourselves we would do the run again in better weather. We started off on the northern edge of Paignton passing through Galmpton, Totnes, & Kingsbridge before ending up for a meal at the Church House Inn north of

Torcross. As the weather was bad only five classic cars were on the run including a Triumph Stag, Rover 110 and 1933 Morris. The TOWC are very active & tend to organise monthly club runs throughout the year usually ending up in some hostelry. They do seem to like eating!



ANNUAL DINNER – SUNDAY 18 JANUARY 2015

Natasha & I joined the TOWC for their Annual Dinner in the Grand Hotel, Torquay on Sunday 18th January 2015. Approx. 80 members & partners attended the dinner. The Annual Dinner has been held in the Grand Hotel for a number of years but



unfortunately, during the last two years, the service has left a lot to be desired. We were arranged in tables of eight & had an enjoyable afternoon chatting with members on our table. They owned a variety of cars including a Jowett Javelin, MGB, Mini and early 1930s Morris. After some brief speeches there was a raffle where we won an electric kettle! The 1st photo on the TOWC website is a photo of Natasha & me at this dinner. Incidentally, Natasha & I have joined the Grand Hotel leisure club and regularly go to their swimming pool, jacuzzi & sauna.



MONTHLY CLUB NIGHT – THURSDAY 29 JANUARY

I attended the TOWC monthly club night on Thursday 29th January. This is held in a local pub – The Farmers Tavern, Newton Road, Torquay. A very good turn-out with approx. 50 to 60 members attending. The meeting was quite formal with a lot of business being dealt with. In particular, arrangements for various classic car shows, decisions on having a club stand, consideration of an alternative venue for the Annual Dinner as well as the club's annual car show on Paignton Green in July 2015. The TOWC organises a large classic car show at Paignton Green every July and a great deal of planning goes into the event. Halfway through the meeting we had a break when raffle

tickets were sold. The draw was made later on but I didn't win anything! The proceeds of the raffle helps to pay for the use of the room in the Farmers Tavern. Once again I had the opportunity to meet more members and get some useful information/contacts. This included a very experienced engineer who could travel to members' homes to help sort out problems on their classic cars. I was among the last to leave!

MY DAIMLERS

Not much to report on my current Daimler V8 250 (ALX442H). Natasha & I are still waiting to move from our rented flat to our new house in Torquay which has a double garage. I have to sort out some teething

problems on the car including a judgering when reversing. Hopefully just a gearbox or propshaft mounting.

My previous Daimler 2.5 V8 (JWN58E), which I sold about three years ago, has been transported from a garage in Kent to a local classic car specialist, Colin Groom (see www.colingroomclassiccars.co.uk) for repairs to the engine.



Unfortunately the top of the third piston on the left bank has disappeared – the gudgeon pin was clearly visible when using an endoscope. The engine will have to come out to be rebuilt with a new piston. The new owner (Sergio Pilotti from Brescia, Italy) will have to decide on the course of action. Colin Groom & I concluded it was better to rebuild the existing engine rather than look for another



second hand engine which would need to be stripped down/checked etc.



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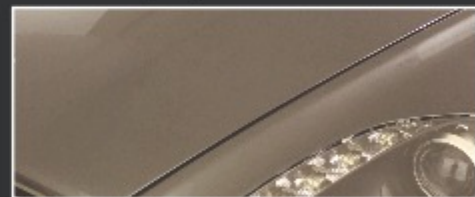
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Article by Mark Williams



XK8

THE STORY CONTINUES

Following last month's story about the purchase of my XK8, the registration number purchase and the initial few teething issues the story of my ownership continues.

Approaching eight months in my custody an amber light appears with the words traction control referring to ABS coming on after driving a few miles. Being an AA silver card member (length of membership not colour of hair) it entitles me to technical advice. They informed me that the braking system would still function

safely. With a service and MOT due in 4 months time, I waited to return to Bristol Jags (place of purchase) where they traced the fault. They found the fault and replaced an ABS N/S LINK WIRE at a cost of £100 a further £190 was paid for the MOT and service.

Shortly after my battery failed and prevented entry via the remote key fob. I was able to open the car and boot manually using the key (remember those days!) - note with no power the windows will not function so you will not be able to close the doors. The AA were called and tested the battery, finding only 1.8v they recommended I buy a new one. Off to Unipart and I was relieved of £108 for the large battery that came with a 3 year guarantee. This guarantee came in handy because 1 year and 9 months later it failed again and the AA advised me to charge the battery and have it bench tested, this I did. Unipart tested the battery at 75% efficiency but still replaced it with a new one. The fault according



to the AA was probably lack of use in winter months so my usual 20-30 miles per week is now a 30-40 mile run (without using lights) and all ok far.

Two years on and a red 'coolant level low' light appeared. All advice taken told me to keep an eye on water levels and gauge, the problem was actually the sensor under the reservoir, which was difficult to access



so I bought a new reservoir with sensor from S.N.G. Barrett for £67.39 plus VAT and unexpected shipping costs of £9.50. Using a firm local to my place of work 'P.G. MOTORSERVE CWMBRAN' I paid £60 for fitting. They also removed the engine management light and checked oxygen sensors which were all ok, in an attempt to solve my restricted performance that is the car!!

The next MOT, the car passed with only a front tyre advisory. Four months later I purchased a tyre from ATS Corporation Rd, Newport that had friendly and helpful staff - same faces know what I mean! The tyre

was a Falken 245/40R19 at a cost of £162.38 together with front alignment at £41.99, back alignment was ok. Tyre wear may have been avoided if alignment was carried out 12 months earlier when a high kerb jumped out into the middle of the road and hit the other wheel causing tyre wall and alloy damage. I did attempt to glue the flapping chunk of rubber but failed and a new tyre was purchased for £172.99.

I managed to save the alloy by rubbing down, and filling it with 'ISOPON P38 EASY SAND', which was then smoothed down with various levels of wet and dry and touched up with trade silver alloy spray paint from 'MON & BORDER MOTOR FACTORS' CWMBRAN. You may have noticed I purchased 19" tyres opposed to the standard 18" & optional 20". The 19" was an optional extra in 2001, the year that Jaguar celebrated a return to F1 racing with the XKR SILVERSTONE SPECIAL EDITION. There were also various XK8 facelifts added, including the 'Atlas' alloys that my car wears.

My next update will include paint & body repairs and searching for a local garage with the skills, modern equipment, and prices that don't break the bank.



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An aerial view of the Nürburgring race track, showing a white Jaguar E-Type and a yellow Jaguar E-Type driving on the asphalt. The track is surrounded by green grass and has various markings and a red-and-white striped curb. The white car is further ahead on the track, and the yellow car is closer to the camera.

E-TYPE @ 50 NURB URG RING

I was extremely fortunate to be invited by Jaguar to take my E-Type to the Nurburgring. The event was to celebrate the 50th anniversary of the E-Type and also to show selected journalists how good the modern Jaguar is around one of the most demanding race circuit in the world.

John James and I had met Frank-H Klaas, Head of Global Communications for Jaguar Land Rover when we had attended the Jaguar 75th Anniversary Run last year. He had been an instructor at the Nurburgring for 14 years and over a few drinks in the bar of the Mayfair Hotel had invited us over to the Nurburgring for the 50th Anniversary of the E-Type.

I did not hear any more till April this year when Graham Searle rang me and said that Frank Klaas had asked would I take my E-Type to the Nurburgring and also they wanted another 5 E-Types. Unfortunately it was made clear that it would be car and driver only. This stopped me inviting John as my passenger, because as you know John does not have an E-Type. Mind



Article by Colin Manconi

you upon ringing John and telling him, he did say he would go out and buy one. I'm not sure if he was serious or not?

Graham Searle was also invited with his yellow V12 E-type and three other JDC members Roger Kemp V12 E-Type, Mick Duffy V12 E-type and Nigel Harper in his series 1 4.2. The last car coming from Jaguar Heritage.

The itinerary was for the cars to be picked up on Tuesday the 26th of April and transported over to Germany with us flying over on Sunday the 1st of May. My car was picked up first from home and then Graham's from JEC Head Office in Bristol.

On Sunday I drove over to Graham's home in Bristol and left my car there. We drove up to Birmingham Airport in his S Type. While having lunch in the Airport we met up with Mick, Roger and Nigel. The sixth car from Jaguar Heritage did not arrive. After a pleasant flight, Jaguar had arranged to pick us up from the airport as it is over 160 klm to the Nurburgring.



We arrived late in the evening at the Lindner Hotel which was situated right alongside the circuit. Graham and I both thought we would be too late for dinner but as we walked into the foyer the entire Jaguar personnel were at the bar. Frank came straight over to welcome us and told us to drop our bags into our room, we each all had large double rooms with balconies overlooking the circuit, and come straight down for drinks at the bar and then dinner in the restaurant. After a lovely meal we met the three other instructors who would look after us for the next two days. A few more drinks at the bar and then off to bed.

Monday morning was a fine dry day and after breakfast we were picked up at 10 o'clock to travel the couple of miles to the new Jaguar Technical Centre which is alongside the circuit. As we drove in our cars had been lined up in front of the foyer and they all looked splendid in the morning sun. We were shown around the centre and in the large workshops sat the prototype F Type Jaguar looking absolutely stunning. (They should have built it).

The Nordschleife (Nurburgring) is a one way public toll road, except when it is closed for testing or racing purposes. A single lap of 14.2 miles with 72 corners costs 24 euros



and is open to road legal cars, motorbike as well as four buses, motor homes or cars with trailers? Jackie Stewart called it "The Green Hell". Luckily Jaguar had the circuit closed each afternoon, so we didn't have any traffic to deal with which was fortunate because there aren't any run off areas, just 6 feet of grass and then Armco.

While we waited for the journalist to arrive, Frank took us to the Brunnchen corner, a favourite spectator vantage point where lots of accidents occur.

We then had lunch and Frank gave a welcome speech to us and the journalists. He also showed a video of what can happen on the circuit i.e. accidents involving cars, vans and motorbikes and lots of damaged Armco.

We had presumed that we would go out with an instructor, four in a car around the circuit, imagine our surprise when Frank said pick a helmet and choose your car. Outside was a choice of brand new Jaguars, XKR, XFR and XJ long wheel base super sport saloons. You picked a car, which each had a small walkie-talkie in it, and four cars at a time followed an instructor out onto the circuit for four fast laps, the instructor leading and telling you where you could go flat out and where to slow for tight bends. At the end of each lap as you got onto the mile long straight you pulled over to the left and let the other three cars through. This meant that each car had a lap behind the instructor. We all found that it was a lot easier when you were right behind the instructor as you could follow his line through the bends, when you ended up as the



last car it became quite exciting as on times you didn't know which bend was coming up next. Apparently it takes a professional racing driver 100 laps to learn the circuit. We then drove back to the technical centre and the journalists were let loose on the circuit.

Then it was our turn to take the E-Types out on the circuit. We offered to take some of the journalists with us and had two fabulous laps around the racetrack. I went first with instructions from the rest of the boys to take it steadily, none of us wanted to end up in the Armco. I must admit that as good as the E-Type's are it really shows how much better a modern Jaguars is. You would not believe how good they are on a race circuit especially the long wheel base XJ Super sport.

Four of the E-Types arrived back at the Technical Centre, but there was no sign of Roger Kemps V12 Coupe. He had lost his clutch on the first lap and drove the second in top gear. He had managed to get back to the centre and the

technicians had pushed him into the workshop. Luckily there was a two post ramp in one corner and we put Rogers's car on it. I had suspected it was the clutch slave cylinder which had failed and sure enough fluid was pouring out of it. Roger was disappointed that his trip was over but I surprised him as I had a spare slave cylinder in my boot. Within an hour we had the new one fitted, bled and the car was ready for the next day.

We were then taken back to the hotel with instructions to meet at the bar for drinks at 7.00 and then we were going to be taken to a "special restaurant".

At 7.30 brand new Jaguar XJ super sport saloons arrived outside the hotel and we jumped in for a short journey to the Pistenklause Restaurant. It is owned by Sabine Schmitz and her family. She was the first woman to win a major 24 hr endurance race, the 24 hr of Nurburgring. She was also the woman on Top Gear who drove a Transit van around the Ring faster than Jeremy Clarkson who was in an S Type Jaguar.





The whole restaurant is dedicated to vintage racing memorabilia with every space on the walls and ceiling having been signed by some of the best racing drivers in the world. The speciality meal is filet or rump steak which is served on a red hot stone so you can cook it as you like. It was then back to the hotel, more drinks at the bar and then up to bed.

On Tuesday, a fine dry day, Australian journalists were flying in and the same format applied. By now we were more confident around the circuit and we had four very quick laps behind a different instructor. Frank then asked if we would like a quick lap with him driving the XJ long wheel base



super sport saloon. He advised me not to go in the back as some of the Australian journalists had and they looked rather "green" and nauseous when they got out. Roger didn't hear this advice and jumped in the back with me in the front passenger seat. To say it was an exciting lap would have been an understatement, you would not believe how fast a standard long wheel base super sport saloon could go around a race circuit. It was the fastest of the cars over the two days.

The lap record is 6.7 minutes in a formula one car. Frank did it in under 10 minutes which included driving the mile from the technical centre to the circuit on public roads,

joining the circuit half way along the main straight, so no flying lap, driving the lap whilst talking to us, telling us which kerbs you could run over which to avoid because they were too high, leaving the straight half way along and trickling back to the centre to allow the car to cool down. We estimated that the lap time was under 8 minutes which just shows how good the new Jaguars are and how good a driver Frank is. You could not stand within two foot of the front wheels because of the heat coming off the brakes and the tyres.

With the day almost over we had just put the roofs up on the E-types, ready for them to be stored in the technical centre overnight,





when the professional photographers came over and said they did not have enough photographs of the cars and would we go back out and do a slow lap of the circuit at 35 mph so they could get some more photographs. When we got to the circuit it was closed as Jaguar had it booked till 5.00 o'clock and it was now 4.50. The instructor got them to open it up and went off like a scalded cat with us following trying to keep up. It appears we only had 10 minutes to complete the lap. It ended up the fastest lap for the E-types. How the photographers got any picture as we flashed past them I don't know. When we got back I think we were all relieved to have survived

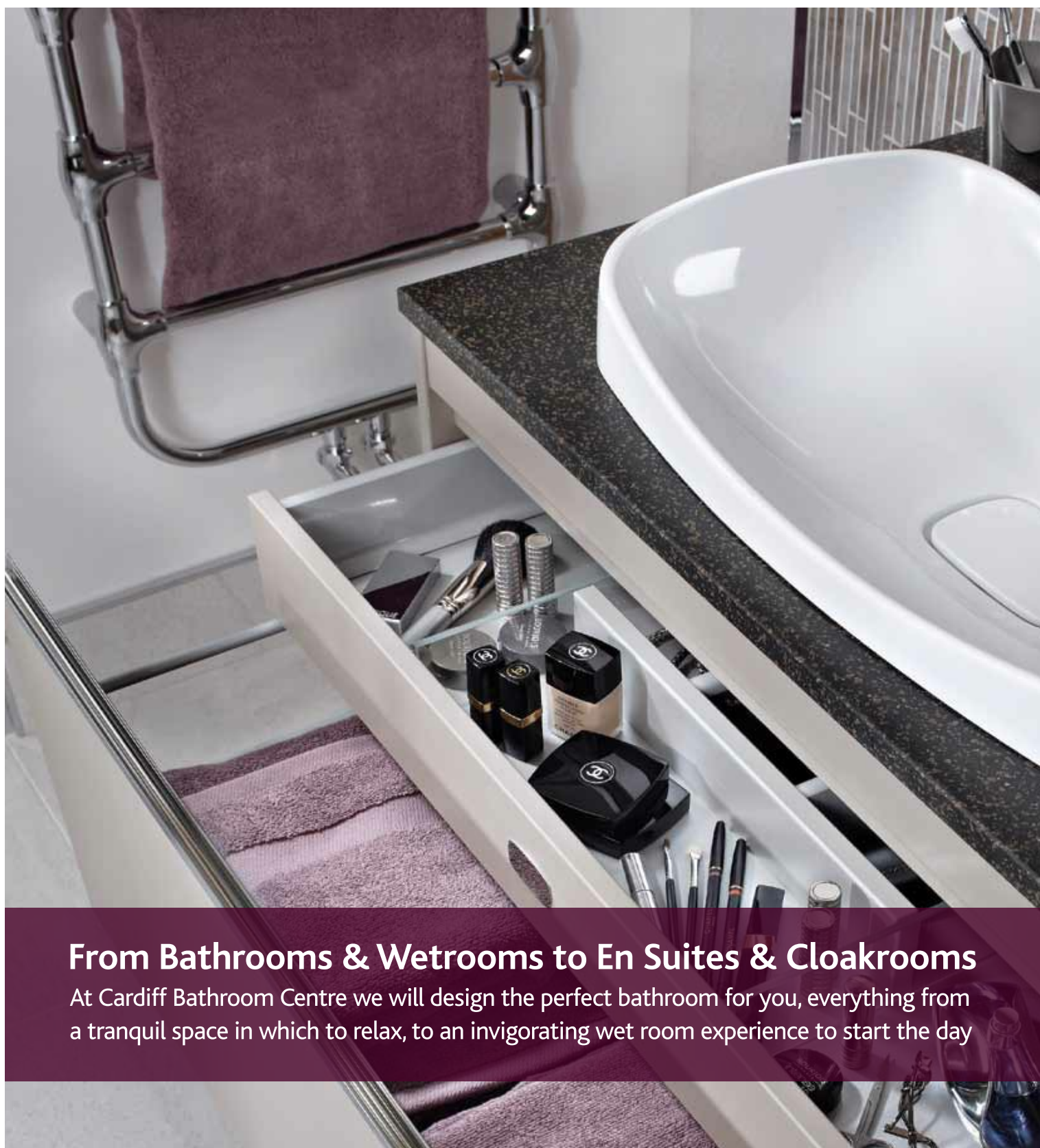
without damaging our cars.

Wednesday morning we were driven back to the airport and flew back to Britain.

To sum up it was a fabulous experience which I felt very privileged and extremely lucky to have been chosen to participate. The real eye opener was how capable the new Jaguar cars are not only on the road but on one of the most challenging race circuits in the world, a real tribute to Jaguar Cars.

(We founded why Frank was on his phone so much during the days. On Friday he announced at a Jaguar Press conference that Jaguar was going to build the new CX 75 supercar. That was one secret he didn't let slip.)





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By Colin Masterson

Letter from America

Firstly an apology; this month I have b... all to say about the car scene over here. Last month I mentioned that Netta and I had plans to move. We put our house on the market and sold it within 3 weeks and have found a new place already. That is the good news, the bad news is we completed our sale on 30th January but our new place will not be ready till around May, as it is being built. Now things start to get complicated: our Visas only allow us to stay in the USA for 6 months in any 12 so if we stayed here, as planned until the end of March, we couldn't return to complete our purchase in May so we are returning in February so we can come back for a month. At the same time we are trying to delay the close until September so we don't just have to come back for a couple of weeks – I told you it was complicated.

It all seems a bit crazy but US immigration rules are very strict. That being said there are literally millions of illegal immigrants over here (someone has to do the dirty jobs that Americans won't do!) and Obamah is talking about an amnesty, as he would rather make them legal and then he could get taxes from them! Sometimes I think we would be better off trying to get Mexican citizenship, go underground for a few years and then go for the amnesty.

Our new place is in the most amazing community. There are around 1,000 homes with a 75,000 foot community centre which has three swimming pools; tennis courts, as well as Bocce and Pickleball a relatively new racquet sport which combines elements of badminton, tennis, and table tennis; and athletic club with state of the art equipment and fitness classes; a restaurant and an 800 seat theatre. There are a number of organised activities like

visiting master chefs who give cookery lessons in a bespoke kitchen, there is an art centre, photographic studio, library. As well as this there are masses of clubs organised by the residents so there should never be a dull moment and these include trips out to restaurants and various organised adventures. There is a Classic Car club that organises trips to shows as well, but I think this revolves around Corvettes so I will just have to convert them to the delights of old Cadillacs. The centre of the community is quite magnificent a cross between the Ritz Carlton and a top notch country club. Of course you don't have to take part in activities if you don't want to. Our new home is a Villa overlooking a large lake with the largest vinery (vineyard to you!) in Florida across the water. Perhaps I can get wine piped directly into our home?

We are fortunate that our buyers have bought most of the furniture that we can't take with us. As part of the move we decided to have a garage sale to get rid of stuff we couldn't fit in the new place - didn't know it could be so much fun. One little Mexican turned up on his bike and it was funny to see him wobbling away with all sorts of stuff strapped to his back, a bit like those Eastern European films on YouTube with someone moving a haystack on a moped! Whilst his back was turned someone offered to buy his bike. Later a guy and his son turned up on their bikes and I could easily have sold those too.

It certainly brings out the weirdos. One couple turned up in a beat-up truck and they looked like backwoodsmen from the Beverley Hill Billys, the guy had beard down to his knees. There were lots of people with rather dubious South American backgrounds. Netta and I took it in

turns to disappear into the house to offload our cash in case there was a hold-up. One of our neighbours asked if we were packing guns in case of trouble - talk about the Wild West! The ones driving the hardest bargains were from the Far East.

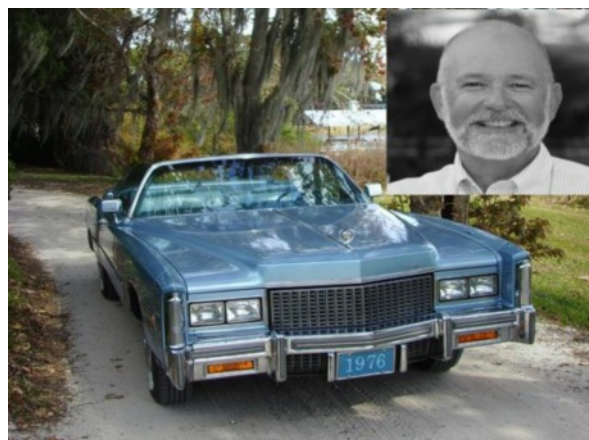
Got up at 6.30 to set up in time for the 8 O'clock start. Needless to say people turned up at 7.30, but we were ready for them. Lots of people tour the garage sales and then sell stuff on Ebay.

We found out a few days ago that we needed a permit to run a garage sale. I rang the Winter Garden town hall and they granted it free over the phone and sent it via email, so it was no major hassle. They are very strict about signage and have someone touring the neighbourhoods on weekends and they confiscate your signs, send you a violation (!) notice and fine you if you don't have a permit or the signs are too big.

I have now put the Cadillac into store until we go home, as I don't want to park it out in the open at our hotel.

Sorry so little news about cars and car shows this month. I'll try to get out and about next month now that the house sale is behind us and will get the old girl (the Eldorado, Andy, not Netta!) out of store to go to them.

Until next month!



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Article by Ollie Marriage
Article From www.topgear.com

JAGUAR F-TYPE MANUAL

A manual gearbox? How old school...

True, a six-speed manual complete with three pedals in the footwell and no paddles behind the steering wheel hardly counts as cutting-edge tech. What's driven the decision to equip the F-Type with stick shift is America.

Isn't it weird that a country that invented and so embraced the automatic remains the only country in the world with the clout to demand - and appetite for - a manual?

Surely they won't sell many?

Well in the USA, 20 per cent of V6 F-Types (the manual isn't available on the V8) are expected to be ordered as manuals. On this side of the pond the figure is likely to be about half that.

Relatively small beer, but what it does for the F-Type is extend the car's reach (a little) and convince people the F-Type is a car for Real Drivers (a lot). It's further evidence of Jag's desire to be a serious rival to the Porsche 911. Together with convertible and 4WD versions, it means there are now 15 different F-Types to choose from.

Tell us about the manual.

It's a six speed ZF gearbox, saves £1,800 over the eight-speed auto and does without the fashionable rev blip software favoured by Nissan and Porsche. Here you have to blip your own revs, heel'n'toe styley.

That sounds like a right faff.

Isn't. I was concerned that the manual was going to be one of those clunky, heavy, ponderous ones that sucks all the joy and speed out of sports cars. That it would judder getting off the line and that you'd look like a rank amateur as soon as traffic built up. Not so, thank god.

It's light in lever and pedal, with an easy, smooth clutch and fast, short-throw gearbox. Apparently it has anti-stall software, which might explain why I didn't. The pedal weights are all nicely matched and it does a very good job of convincing you that the manual gearbox still has a place in a car like this.

Harder work than the auto?

Yes, and if you're the type who likes

to drive their F-Type while resting an elbow on the door, then the standard eight-speed auto remains sublime. It'll change gear faster than you ever can, has paddles and is wonderfully responsive.

The manual is for the owner who wants to be more involved with their car. I'll admit it isn't perfect. The shift action may be fast, but it's a bit woolly around the edges, the lever not slicing through the gate with the precision of a manual 911s.

But there's so much torque in the supercharged V6 it's not like you need to be constantly fidgeting with the lever. Around town it'll easily pull third from 20mph, and while the middle ratios are stacked pleasingly close together, you can just settle for fourth and let the engine dig deep.

Does it suit the F-Type?

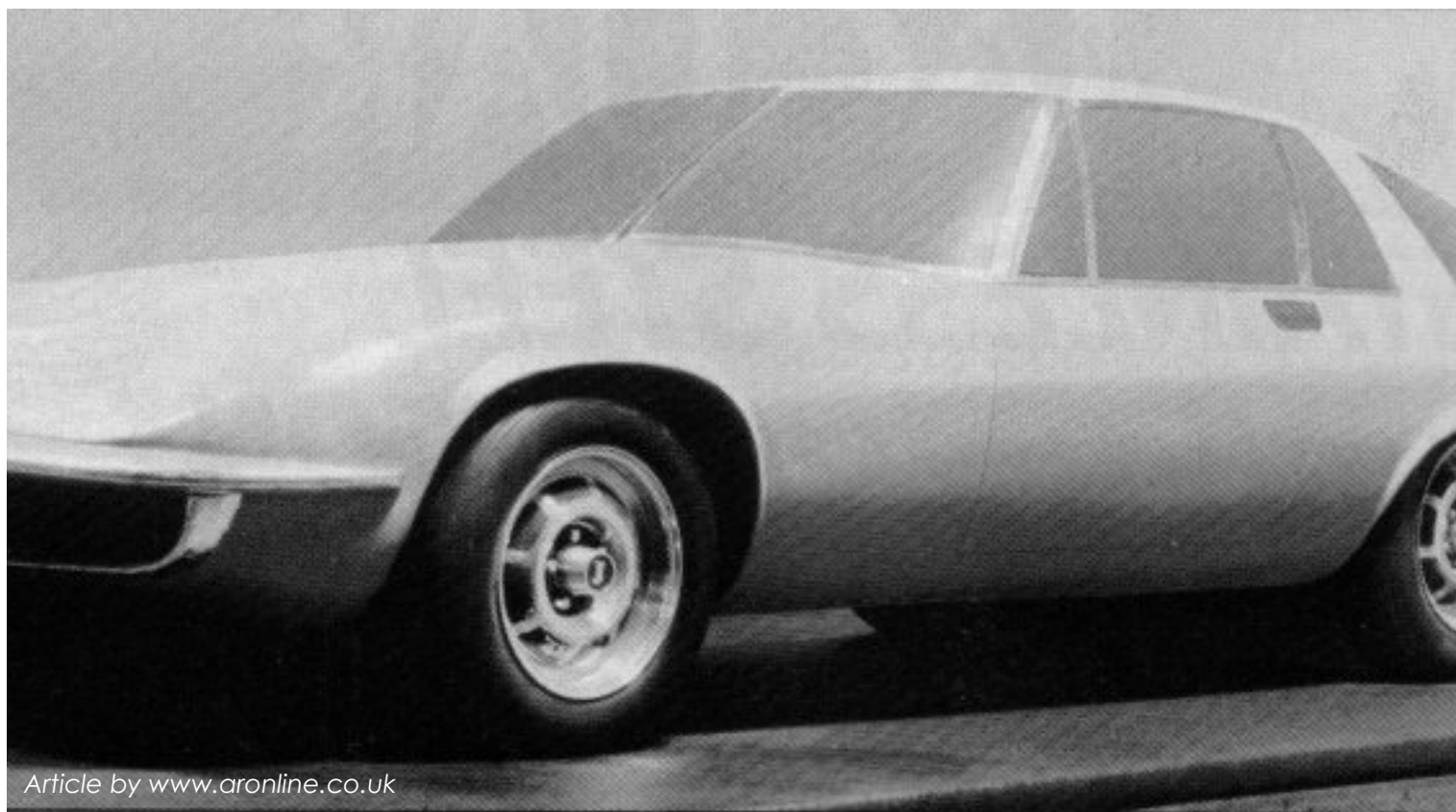
Yes it does. Simple as that. It's satisfying to use and gives the F-Type an extra dimension. It's more interactive, demands more of you, but rewards more, too.

Just watch your knuckles don't trigger the hazards on those hasty fourth-to-third downshifts, and be warned that official fuel economy drops by 4.1 mpg, and CO2 emissions rise by 31g/km. If I was ordering an F-Type and I'd resisted the pull of a 4wd V8 R, then a manual V6 S would be the car for me.

Electric power steering, too?

It does. The best thing I can say about it is that I didn't notice it. The F-Type didn't have good steering feel before and it still doesn't. At least the set-up is accurate, well weighted and relatively keyed in to the road. That's as much as we can hope for these days...





Article by www.aronline.co.uk

CONCEPTS & PROTOTYPES XJ21

Thoughts on replacing the E-type weren't limited to the V12-powered XJ-S grand tourer. Jaguar was also cooking up this potentially pretty sports car to supplement the new and exciting XJ6 saloon. But, as Ian Nicholls explains, things weren't always that simple...

The Missing Link

The final XJ21 proposal – this would have sold alongside the XJ-S, giving the company a pair of two-seaters in its range.

The Jaguar XJ21 was the missing link between the E-type sports car and XJ-S grand tourer. When the XJ-S was unveiled in 1975, many pundits were disappointed it wasn't the out and out sports car they'd been hoping for. But, in truth, the XJ-S was not a direct E-Type replacement at all, and was never intended as such. It appears that an XJ-S type GT was always part of Jaguar's wider plans to manufacture an upmarket luxury grand tourer which would retail at a higher price than the E-type and earn more profit for the Coventry company.

Yet at the same time, Jaguar also thought it could develop a direct E-type replacement, which became project XJ21, and even worked on a smaller sports car (Project XJ17) using the Daimler 2.5-litre V8 and Jaguar 3.5-litre V8, then under development. Jaguar was also drawing up plans for a Mk2 saloon replacement, ambitious indeed for a company that produced on average 24,000 cars per year. The harsh reality of Jaguar's

true financial position was that its profits were insufficient to pay for all of this.

On 11 July 1966, it was announced that Sir William Lyons' Jaguar Group, which also comprised commercial vehicle operations, would be merging with the British Motor Corporation to form British Motor Holdings. In reality, this was a takeover by BMC of Jaguar, but Sir William Lyons maintained control of his empire. Lyons agreed to the 'merger' in order to safeguard his body supply, which came from BMC-owned Pressed Steel Fisher; to secure the future of the company (as his only son had died in 1955); and to get



financial backing for future model programmes.

The priority was to get the XJ4 saloon car project onto the market place, and the modular 60-degree V8/V12 that was intended to power future Jaguars, into production also. The XJ4 became the XJ6 , and confusingly the V8/V12 engine was codenamed XJ6. Jaguar had been working on a V12 engine on and off since the 1950s, but the genesis of the eventual production V12 began with the abortive XJ13 racing car designed for a Le Mans comeback. The racing V12, with a capacity of 4994cc, was codenamed XJ1. By 1965, Jaguar was using a MkX saloon as a testbed. On 30 October 1965, chief test driver Norman Dewis recorded the performance of XJ5 no5, a MK10 saloon testbed fitted with a carburettor 5 litre quad cam V12, '...speed recorded through the timing lights was 134mph with tachometer reading 6000 rpm. At the end of the straight 6500 rpm was observed which is equal to 145mph... during a second run the car had just passed the timing lights when the engine produced a seizure, disengaging top gear and switching off saved the engine from more serious damage... low speed flexibility is very good, it being possible to drive the car at 6mph in top gear on full throttle.'

Engine Options

Later, the V12-engined MkX test cars were reclassified as XJ10s. When the XJ13 racing programme was axed, Jaguar engineers decided to increase the V12's capacity to 5343cc in order to attain greater volumetric efficiency. At the time, Jaguar had two V12 designs battling for the honour of being put into production: The quad-cam design was the brainchild of William Heynes and Claude Bailly. It was up against a simpler twin cam design conceived by Walter Hassan and Harry Mundy. The quad cam unit had the advantage of greater top end power, but that seemed to be the only area where it was superior to the twin-cam engine. The Hassan/Mundy engine was simpler, more compact and easier to install in the bodysells of Jaguar's forthcoming models. And it had more low end torque and superior acceleration to the quad cam unit – in the end this was the V12 configuration that went into production.

During the development of

the V12, Walter Hassan and Harry Mundy were asked to produce a V8 version of the new engine, obviously to maximise Jaguar's investment. According to Jeff Daniels, 'this engine consisted quite literally of the middle two-thirds of the V12, with two cylinders lopped off either end. The result, inevitably, was a V8 with the 'wrong' included angle between banks of 60 degrees rather than 90 degrees, but also an engine which could potentially be machined on a common line with the V12 and which, with a swept volume of 3563cc might replace the XK with a lighter, higher revving and altogether more modern power unit suitable for a new sportscar or a range of smaller saloons.'

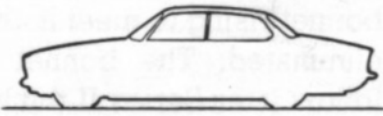
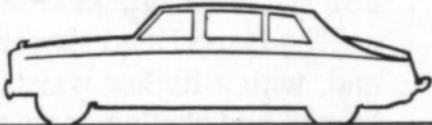
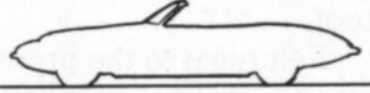
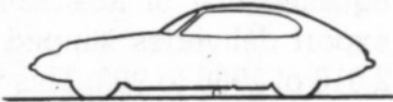
By late 1965, Jaguar was testing 60 degree V8s. That year, a 3.3-litre V8 with Lucas fuel injection produced 235bhp at 6500rpm, (as much as the later 3980cc AJ6 engine of 1990).

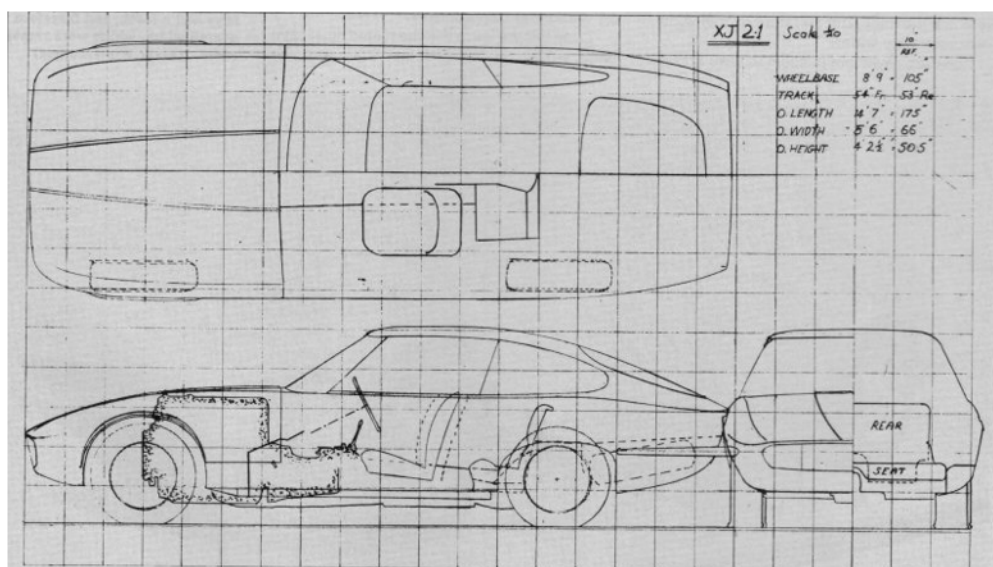
On 4 October 1966, the two technical directors of Jaguar and BMC, William Heynes and Alec Issigonis met at Longbridge to discuss

future projects. Among the matters on the agenda was the possibility of inserting the Jaguar XK engine in the BMC ADO30 sports car project. Also that month work appears to have begun on the XJ21 project, which was intended as an E-Type replacement with more internal room.

Hello To The XJ21

The first XJ21 proposal of October 1966, drawn by Jaguar aerodynamicist Malcom Sayer was called Body Type A, and appears to have been an evolution of the 2+2 E-type launched in March that year. The track was increased, although body width remained the same. The steering wheel and front seats were moved forward. Externally the Body Type A XJ21 had a revised air intake, a more raked screen and exposed headlamps. Some of these features would appear on the Series 2 E-type announced in October 1968. It appears that during the long drawn out process to replace the E-type, Malcom Sayer appears to have had a free hand to design what he wanted, whereas the styling of the saloons

FUTURE MODELS	
	JAGUAR XJ4 SEDAN 2.6 6 CYL 3.0 6 CYL 3.5 V8 CYL 4.2 6 CYL 5.3 V12 CYL
	DAIMLER S/6 STR SEDAN 4.2 6 CYL 5.3 V12 CYL
	DAIMLER LIMOUSINE 4.2 6 CYL 5.3 V12 CYL
	JAGUAR 2 STR OPEN 3.5 V8 CYL 5.3 V12 CYL
	JAGUAR 2 STR COUPE 3.5 V8 CYL 5.3 V12 CYL
	JAGUAR 2 1/2 STR COUPE 3.5 V8 CYL 5.3 V12 CYL
	JAGUAR 4 STR SPORTS SEDAN 2.6 V8 CYL 3.5 V8 CYL



remained the preserve of company boss Sir William Lyons.

In December 1966, Malcolm Sayer was drawing ADO30 projects with a 3-litre XK engine and the 2.5- and 4.5-litre Daimler V8s inherited when Jaguar bought the Radford car maker in 1960. However ADO30 would bite the dust in the spring of 1967. The New Year brought more work on the XJ21, when in January 1967 Malcolm Sayer drew Body Type B. Sayer explained in a note on his drawing. 'Main particulars same as Body Type A, but different nose and intake, rear wing widened, rear bumper and underpan lowered.'

Also that month Sayer drew a roadster version of the XJ21, again using the 2+2 wheelbase but with a wider track. This idea would not be wasted as the Series 3 E-type roadster would use the 2+2 chassis. March 1967 brought further revisions to the XJ21, which was still very much E-type based. Later Sayer at an undetermined date drew a two-seat roadster and fixed head coupé using the 96 inch wheelbase of the

equivalent E-Type, again retaining a wider track. While all this was going on Jaguar were still pressing on with V8 and V12 development.

Work on a V8 variant was not proceeding smoothly. In 1967, a 3560cc unit with twin SU carburettors produced 204bhp at 5750rpm, which on paper compares well with the later Rover SD1 Vitesse. However, producing acceptable torque figures was proving problematic. Jaguar's styling team's exciting future models line-up.

Around 1967/68 Jaguar's styling department produced a document listing current and future models complete with basic illustrations of the cars and some cursory details. In the future models section was the forthcoming XJ4 saloon fitted with 2.6 and 3 litre XK engines, a 3.5 litre V8, 4.2 litre XK and 5.3 V12 engine. There were two E-Type/XJ21 style models, a 2 seater roadster and a 2+2 coupé. Also there was a two-seater coupé which seemed to have XJ-S-style flying buttresses, though probably it was still XJ21 based. These three future models all used the

3.5-litre V8 and 5.3-litre V12. It appears that having begun the V8 as an afterthought, Jaguar had every confidence that their engineers could make the 60-degree unit into a workable, integral part of the company's future model programme.

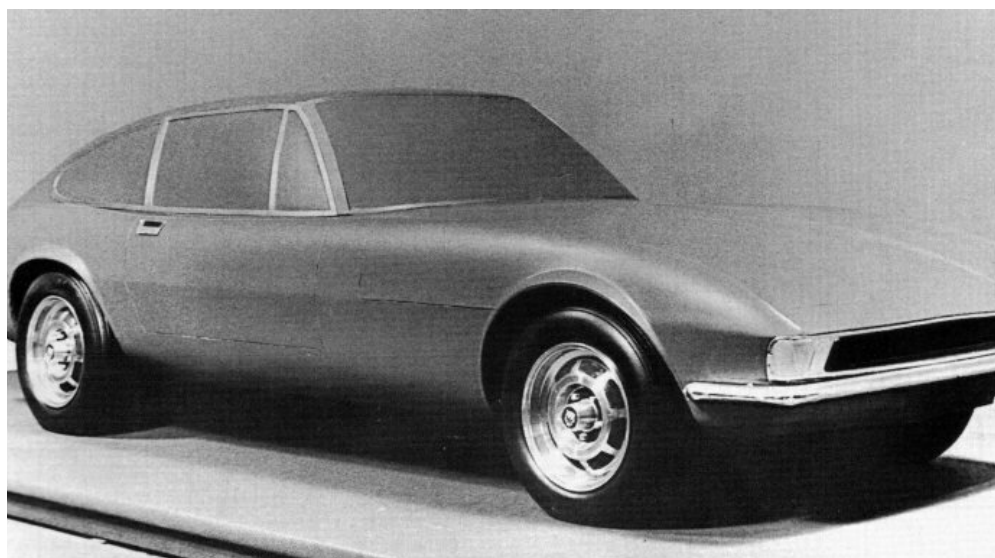
Finally there was listed a four-seater sports saloon which used the Daimler 2.5-litre V8 and the 3.5-litre Jaguar V8. Three drawings exist of this small GT, all of which used the 96-inch wheelbase of the two-seater E-type, but used a 2+2 seating arrangement. Known simply as the XJ 3-litre GT, this 'mini'-Jaguar used a twin headlamp arrangement similar to that used on the later XJ-S. Another feature of this car was the truncated nose and tail which made it look like a Mini Marcos. This could have been the XJ17 project.

Jaguars Leyland Adventure

The XJ4 GT was an early effort at creating a sporty car based on the XJ saloon floorpan.

In May 1968 British Leyland officially came into being, and all future model programmes were now up for discussion. Jaguar was now bedfellows with Rover, who had a 3.5-litre V8 that actually worked and in production. It is often claimed that Sir William Lyons, who was BLMC's deputy chairman, was responsible for the axing of the mid engined Rover P6 BS, because it was a potential rival for the E-type. Certainly that thesis is feasible, but it must also be remembered that the 4.2-litre E-type was larger engined than the 3.5-litre P6BS, and the 5.3-litre Series 3 was on the horizon. Also BLMC had other medium size engined sporting cars nearer production such as the 2.5-litre Triumph TR6, the 3-litre MGC and the 3-litre Triumph Stag. Why did BLMC need another similar product? It is possible that both the Rover P6 BS and 3-litre Jaguar GT never made it to production because they were surplus to requirements?

By 1968, in response to newer sporting cars from the likes of Lamborghini and Ferrari, the XJ21 began to take on more Italianate styling and departed from E-type style curves. Malcolm Sayer was also being aided by Oliver Winterbottom, who would go on to a distinguished career with TVR and Lotus. Winterbottom had some quarter-scale clay models made of his version of the XJ21. During 1968 Malcom Sayer seems to have settled on a final XJ21



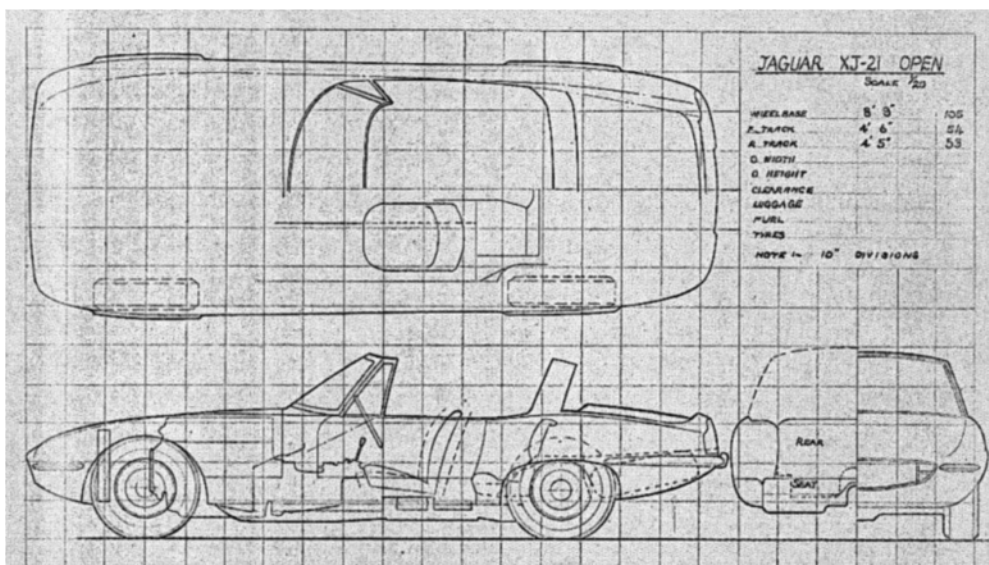
style. Internal Jaguar documents detailed the forthcoming timetable of events for the replacement of the original E-type.

October 1968 was when the Series 2 E-type was scheduled to appear, June 1969 would see the introduction of the V12 E-type and September 1970 was when the restyled XJ21 would supersede the E-type.

More Italianate XJ21 proposal. In the event the only target met was the introduction in October 1968 of the Series 2 E-Type. Delays in the development of the V12 engine pushed back the timetable and other factors intervened. On September 9th 1968 Malcolm Sayer wrote to Sir William Lyons with a completely new concept, a '2+2 sports based on XJ4 parts'. Remember that XJ4 was the factory codename for the XJ6 saloon, now less than three weeks away from its public unveiling. Malcolm Sayer continued: 'The image sought after is of a low wide high speed car at least as eye catching as those the Italians will produce will produce, even if it means sacrificing some of the more sensible values such as luggage and passenger space, silence, ease of entry.'

This seems to mark the genesis of the the XJ27/XJ-S project, however it had not received official backing yet. On November 14th 1968, Technical Director William Heynes wrote to Sir William Lyons. Heynes had pushed for the forthcoming V12 engine to make its mass production debut in the E-type, a project known as XJ25.

'Engineering is well in hand on the body for the XJ25 and will, in any case, have to be completed and prototypes made, and this is the only possible way in which we can test the 12 cylinder engine in the E-Type chassis. The chassis is virtually identical whether we use the XJ25 or XJ21. If we decide, as I believe it is necessary, to go ahead with the XJ25, this will set back the XJ21 programme another six to eight months but this is immaterial... I am convinced it is essential for the 12-cylinder engine to be introduced in the E-type before it is introduced in the XJ6 and the only possible way of doing this is to press forward with the XJ25. This model could then be introduced to the market in January 1970, which would suit us very well, in as much as we could introduce the 12 cylinder engine on the XJ6 car at the Motor Show of the same year.'



'On the XJ21, this is an entirely new car and we want to have a look at the following items to bring them up to current practices:

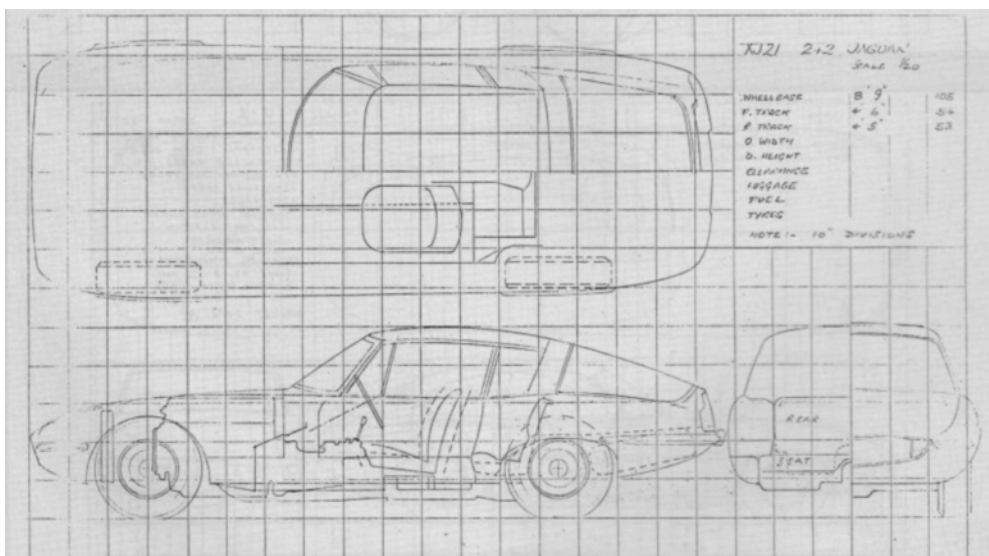
- 1. Air conditioning
- 2. Automatic windows
- 3. New power brake system
- 4. Power clutch operation
- 5. Disappearing headlamps
- 6. Disc locks

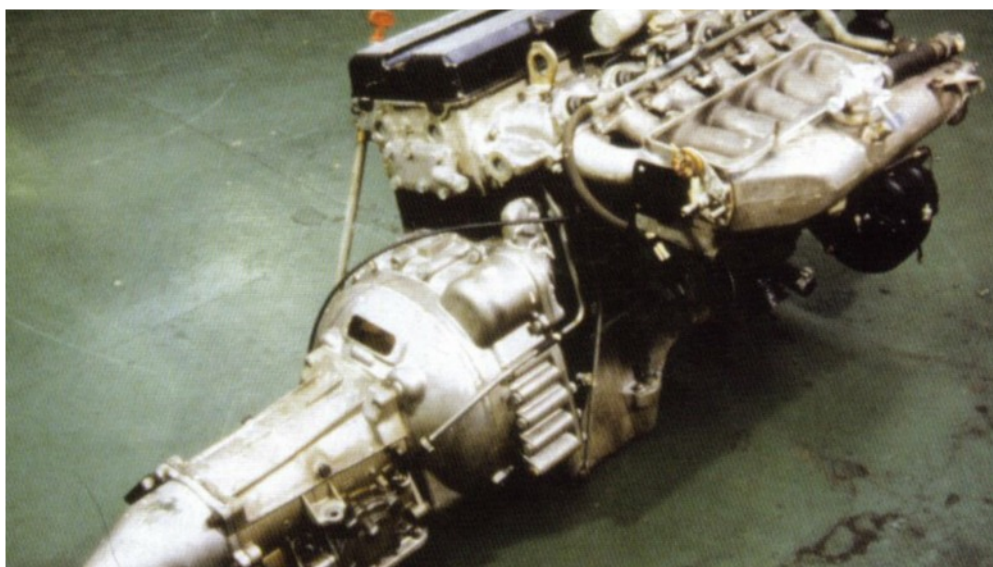
It must be emphasized that for the achievement of these dates on either model it is essential that the three XJ25 prototypes already put in hand are completed immediately. It is agreed that the first car can be running by the end of February (1969) and the other two cars will follow in not more than a four week interval. Failure in this respect will make the achievement of the dates impossible.'

As it turned out the XJ25 did not go on sale in January 1970, but late March 1971 as the Series 3 E-type. Developing the V12 was taking longer than expected which Jaguar blamed on British Leyland. While Heynes was writing away the press were

getting their hands on the new XJ6 saloon and raving about its combination of superlative ride, refinement and handling, which seemed to make the E-type look like something from another era. Sometime in 1969 the XJ21 concept finally died a natural death and the XJ27 emerged as the replacement for the E-type. It appears Jaguar got as far as discussing tooling for the XJ21 with Pressed Steel Fisher. But were any XJ21 running prototypes actually built? Not only was the concept of using the XJ saloon platform as the basis of the E-Type replacement a cost saving option, it was also a more modern chassis.

Work was still proceeding on the V8 version of the V12 engine and by 1971 it looked as if the unit was about to get the green light. By February 1971, Harry Mundy had tested an XJ4 chassis fitted with a V8 and a double bulkhead which gave a, 'noticeable improvement in noise suppression, but there is still some resonance confined to the floor panels, especially at 2700-3200rpm with wide open throttle. Above this speed





there are no further critical periods and in the higher range he (Mundy) considers the unit to be noticeably smoother than either the 4.2 or the 2.8 (XK).'

While all this was going on the XJ25 Series 3 E-type and its V12 engine was finally announced on 25 March 1971.

By August 1971, the V8 had been fitted with twin balancer shafts, which were driven at twice the engine speed by toothed belts, and seemed on the verge of being developed into production reality. By that November, the V8 was axed as the following quote from a Model Progress Meeting states: 'Following the final assessment of the V8 engine it has been decided to stop further development work... the engine in its present state is thought to be just acceptable, but it is not considered to be an economical production proposition.'

Oliver Winterbottom's Proposal For The XJ21

Whether this was really true is open to question. Perhaps Jaguar, who had

a waiting list for the XJ6 saloon, felt that the forthcoming XJ12 variant would take up most of their production. Certainly producing a V8 and V12 on the same production tools would be more economical than producing two separate engine designs, and a replacement for the 1948 vintage XK engine would still have to be found.

Walter Hassan, in his autobiography *Climax in Coventry*, stated, 'The V8... was a disappointment to us all. Engineers know that V8s should have 90 degrees between the banks, but we had hoped that the unpleasant secondary vibrations involved in a 60-degree design could be suppressed by clever engine mounting. But this proved not to be possible and, as with the four-cylinder XK engines of the 1940s, there were unpleasant vibrations in the structure, felt also through the gear lever, which we could not tame.'

George Buck, then a Jaguar engine development engineer later recalled: 'One could consider a V8 version of the same V12 engine by just chopping off four cylinders from

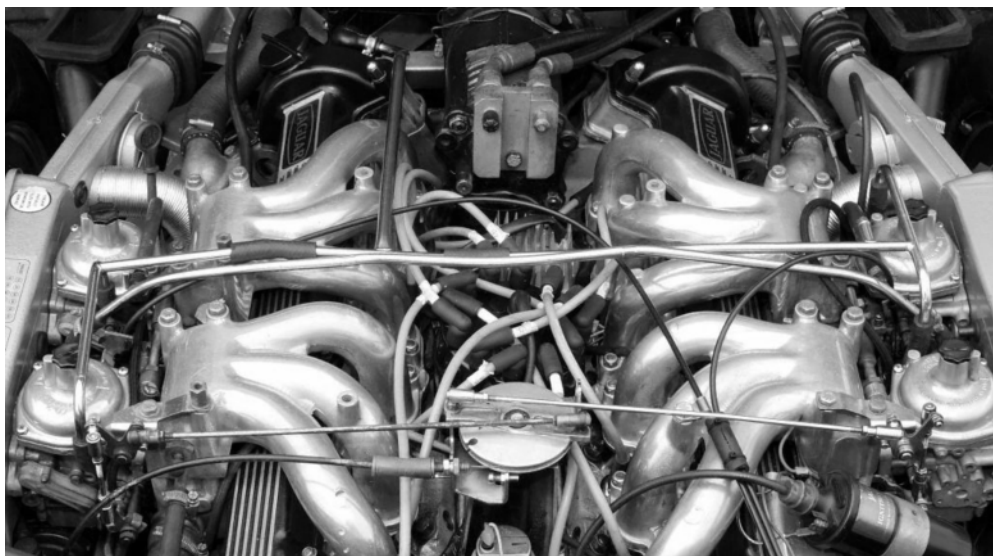
the back and it could be produced on the same transfer machinery. It would produce 3.5 litres of engine which was very handy for an alternative lower capacity engine. In fact we made quite a few pukka V8 versions of which we fitted to an early XJ6. I thought it was a good concept. It was a very satisfying engine and was obviously very competitive because it was giving 200bhp. It was a very able unit in the saloon and obviously gave you more space under the bonnet. What killed it was the fact that being a 60 degree vee, following on from the 12, you were in a situation where you'd got two four cylinder engines in effect and because they were not at 90 degrees, you finished up having to cater for secondary out-of balance forces. Ultimately we were able to eliminate those completely by fitting separate balance shafts on but that was an added complication.'

It has always been claimed that it was the addition of separate balance shafts that made the V8 an unviable production proposition and incapable of using the V12 production lines. George Buck disagreed: 'We could, but it was unacceptable to Bob Knight. He felt he did not want to cater for this secondary out-of balance problem. We could get rid of it by suitable insulation and at one stage, I think we'd just about cured it but it was dropped, which is a shame. It started off initially, the V8, by adapting one of the twin cam V12 engines and simply altering the crankshaft. At this stage it was still in a V12 carcass.'

XJ12 In It's Final Forms

Bob Knight who became Jaguar Technical Director in 1972 gave his views on the V8 engine: 'It had quite a good power output on two carburettors, but it sounded and felt like a medium sized four. It was the uneven firing which was the worst feature. What one heard was two cylinders firing quite close together and then there was a longer interval before the next two were heard relatively close together, and so on. In spite of the twice engine speed balancers, which were tried to cure the secondary balance problem, it still sounded like a four.'

In July 1972 the XJ12 saloon was announced, the car that in shortened wheelbase form would provide the basis for the forthcoming XJ27/XJ-S. Journalist and E-Type





owner Denis Jenkinson borrowed one and later commented: 'This was in the autumn of 1972 and it proved to be a giant of a car, with road holding and handling up to using the full potential of the V12 engine. I soon realized that the E-type era was over, for on a cross country run you would have been hard pressed to keep that big saloon in sight with an E-type.'

The XJ21 with its E-Type origins would have paled in comparison with the XJ27/XJ-S on the road. Also in 1972 Jaguar made another attempt to utilise the V12 tooling to produce a smaller capacity engine. This was a slant-six, effectively a V12 sliced lengthways – and with a longer stroke to increase capacity. Run in XJ test beds, these engines needed the capacity increase in order to beef-up performance, and made them different enough to need all-new production tooling – as a result it, like the V8 beforehand, was cancelled.

George Buck recalled this engine: 'Obviously it was thought that, since the V12 was successful, then half a V12, which would give you about 2.65 litres, would be a useful thing to have. Again you could make the thing on the same production line, use the same components, pistons, rods, and all you would need to change was the crank and block. So the first slant six was a sawn off V12 and we made several of those. They even ran in XJ's in that form. It was

quite a reasonable performing vehicle and quite economical so we did a lot of work on the testbed to arrive at the best combination of manifolding, air filtration, exhaust system and so on.'

Trevor Crisp, who succeeded Harry Mundy as Group Chief Engineer (Power Units) recalled these engines. 'These engine were considered to be insufficiently powerful. We were quite limited on the engine capacity and just halving the 5.3 didn't really give us a big enough capacity in any case.'

Bob Knight later commented on Jaguar's attempt to maximise its investment in a new engine production line; 'It is a good example of the futility of making such sophisticated and totally dedicated equipment for a relatively small volume manufacturer. The people who were dealing with this at Jaguar undoubtedly, at the time, did not realise the importance of providing for future flexibility. Flexibility in tooling is the name of the game.'

The V8/V12 programme had cost Jaguar some £3m in production tooling, about £34m in 2009 terms, and for a brief period it seemed as if Jaguar had got away with its failure to replace the XK engine. Acclaim for the XJ12 was overwhelming and Jaguar couldn't make enough of them. The XJ12 had superseded the XJ6 as the best car in the world and it looked as if Jaguar simply had to produce as many premium priced V12 engined cars as it

could and it would be laughing all the way to the bank.

But as events would show, after the October 1973 energy crisis, the V12 engine, the only tangible result of all the financial and development effort expended proved something of an expensive white elephant. Critically acclaimed but only fitted to a minority of Jaguar cars, due to its high fuel consumption. Although Jaguar revealed the cost of tooling for the V12 as £3m, the actual cost of developing the engine was not made known.

The XJ27 finally went on sale in September 1975 as the XJ-S to mixed reviews. Technically it was a superb car, but some traditionalists disliked its unconventional styling, which took time to be accepted. This was an era when British Leyland launched a whole range of unconventional looking cars such as the Austin Allegro, 18-22/Princess, Triumph TR7 and now the Jaguar XJ-S. Jaguar still needed to replace the ageing XK engine, and although the XJ-S was selling in sufficient quantities, its 5.3 litre take it or leave it V12 engine option was deterring customers in a world still coming to terms with the October 1973 energy crisis. Another negative aspect of the Jaguar V12 engine was that American buyers, thanks to Federal anti-emissions legislation, did not get the full fat European performance, 244bhp instead of 285bhp.



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After The XJ21

The V12 configuration was more vulnerable to 'green' laws aimed at restricting harmful emissions than other types of engines. Jaguar had known since 1967 about pending US anti-emission laws, yet still went ahead and brought the V12 engine to production. Jaguar then looked at updating the existing XK engine. In 1976 Jaguar built three 3.8-litre XKs with a lighter engine block mated to a 24-valve twin-cam cylinder head. Performance was satisfactory, but the engine was not light enough. Also, the cost estimates for the 24-valve XK engine were nearly as much as those needed for a completely new design – and in the end that was the deciding factor. It also hit the cutting-room floor.

In 1976 work began on the AJ6, a six-cylinder engine of all-aluminium construction. Harry Mundy led the design team and the first prototype ran in early 1979. The main recipient for the engine was to be the XJ40 saloon, so there were two initial variants, a 24-valve 3.6-litre and a 2.9-litre 12-valve budget engine. Jaguar also tested a 3.8-litre version, but for the time being felt the 3.6-litre produced all the performance and economy needed for the task. XJ-S

test beds had been used to evaluate the AJ6, and the decision was made to debut the new engine in the XJ-S. By 1979/80 the world was experiencing a second energy crisis, which combined with BL build quality and reliability issues came close to killing the XJ-S.

When the AJ6 3.6-litre engine appeared in the XJ-S from 1983 there was a noticeable improvement in sales as the cars sales appeal was widened. This was when the XJ-S matured into a trusted brand in its own right, its unique styling setting it apart from its rivals. And Jaguar needed the car to keep on selling as its intended replacement, the XJ41/42 failed to make the grade and was cancelled by March 1990. The best year for the XJ-S was 1989, a time when the XJ40 saloon was stalling in the marketplace as reliability and quality issues came to the fore. The AJ6 engine was further improved into the AJ16 in 1994. The six cylinder engine was less prone to missions legislation than the V12, and for American buyers, the performance gap between the two variants was minimal and demand for the V12 gradually dried up. Jaguar now owned by Ford then face lifted the now ageing XJ-S to prolong its life,

which reached the market place in 1993. Ford then backed a new replacement project for the XJ-S, code-named X100 which was to use the under development AJ26 V8 engine.

Two of the options considered involved the XJ-S. One was to prolong the life of the distinctive XJ-S by dropping in the new V8 engine. Another more extreme option was to install the V8 with a further £99m. facelift. Sketches and mock ups were prepared, but it was felt that there was too much of the old XJ-S coming through. In the end Ford and Jaguar opted for an all new style, but retained the XJ-S floorpan.

This was launched as the XK8 in 1996.



humour

Members jokes & anecdotes

THE VENTRILOQUIST

A young ventriloquist is touring Norway and puts on a show in a small fishing town. With his dummy on his knee, he starts going through his usual dumb blonde jokes.

Suddenly, a blonde woman in the fourth row stands on her chair and starts shouting, "I've heard enough of your stupid blonde jokes. What makes you think you can stereotype Norwegian blonde women that way? What does the colour of a woman's hair have to do with her worth as a human being? Its men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. Its people like you that make others think that all blondes are dumb! You and your kind continue to perpetuate discrimination against not only blondes, but women in general, pathetically all in the name of humour!"

The embarrassed ventriloquist begins to apologise, and the blonde interrupts yelling, "You stay out of this! I'm talking to that little s**t on your lap."

I LOVE MY JOB

This is even funnier when you realise it's real! Next time you have a bad day at work think of this guy.

Bob is a commercial saturation diver for Global Divers in Louisiana. He performs underwater repairs on offshore drilling rigs. Below is an E-mail he sent to his sister. She then sent it to radio station 103 .5 on FM dial in Indiana, who was sponsoring a worst job experience contest. Needless to say, she won. Read his letter below...

"Hi Sharon, Just another note from your bottom-dwelling brother. Last week I had a bad day at the office. I know you've been feeling down lately at work, so I thought I would share my dilemma with you to make you realise it's not so bad after all. Before I can tell you what happened to me, I first must bore you

with a few technicalities of my job.

As you know, my office lies at the bottom of the sea. I wear a suit to the office. It's a wet suit.

This time of year the water is quite cool. So what we do to keep warm is this: We have a diesel powered industrial water heater.

This \$20,000 piece of equipment sucks the water out of the sea. It heats it to a delightful temperature. It then pumps it down to the diver through a garden hose, which is taped to the air hose.

Now this sounds like a darn good plan, and I've used it several times with no complaints. What I do, when I get to the bottom and start working, is take the hose and stuff it down the back of my wet suit. This floods my whole suit with warm water. It's like working in a Jacuzzi.

Everything was going well until all of a sudden, my butt started to itch. So, of course, I scratched it. This only made things worse. Within a few seconds my ass started to burn. I pulled the hose out from my back, but the damage was done. In agony I realized what had happened. The hot water machine had sucked up a jellyfish and pumped it into my suit.

Now, since I don't have any hair on my back, the jellyfish couldn't stick to it, however, the crack of my ass was not as fortunate. When I scratched what I thought was an itch, I was actually grinding the jellyfish into the crack of my ass.

I informed the dive supervisor of my dilemma over the communicator. His instructions were unclear due to the fact that he, along with five other divers, were all laughing hysterically. Needless to say, I aborted the dive. I was instructed to make three agonizing in-water decompression stops totalling thirty-five minutes before I could reach the surface to begin my chamber dry decompression.

When I arrived at the surface, I was wearing nothing but my brass helmet. As I climbed out of the water, the medic, with tears of laughter

running down his face, handed me a tube of cream and told me to rub it on my butt as soon as I got in the chamber. The cream put the fire out, but I couldn't shit for two days because my ass was swollen shut.

So, next time you're having a bad day at work, think about how much worse it would be if you had a jellyfish shoved up your ass.

Now repeat to yourself, 'I love my job, I love my job, I love my job.' Whenever you have a bad day, ask yourself, is this a jellyfish bad day?

May you NEVER have a jellyfish bad day! !!!!

Life isn't tied with a bow, but it's still a gift.

Remember, too: It was also a BAD DAY for the jellyfish!"

THE DOCTOR

A husband and his wife went to the doctor. The doctor took the husband in first.

The husband was a bit embarrassed and told the doctor he had trouble getting an erection with his wife and she was getting frustrated. The doctor gave him an exam and told him he would see his wife.

The doctor took her to another cubicle and told her to completely disrobe. Then he told her to turn all the way around slowly.

She did as instructed. He then told her to turn all the way around in the other direction. Then he said - Ok you can get dressed now, I will talk to your husband.

Then the doctor went into the other office and told the husband - You can relax!

There is nothing wrong with you. I couldn't get an erection either!!

GOLFING BUDDIES

A group of guys lived and died for their Saturday morning round of golf. One got transferred to another city. It wasn't the same without him.

A new woman joined their Club.

She overheard the guys talking about their golf round. She said,

"You know, I used to play on my golf team in college and I was pretty good. Would you mind if I joined you next week?"

The three guys looked at each other. Not one of them wanted to say 'yes', but she had them on the spot. Finally, one man said it would

be okay, but they would be starting early -- at 6:30 a.m.

He figured the early tee-time would discourage her. The woman said this may be a problem, and asked if she could be up to 15 minutes late. They rolled their eyes, but said okay. She smiled and said, "Good, I'll be there at 6:30 or 6:45."

She showed up at 6:30 sharp, and, playing right-handed, beat all three of them with an eye-opening two-under-par round. She was fun and a pleasant person, and the guys were impressed. Back at the clubhouse, they congratulated her and invited her back the next week. She smiled, and said, "I'll be there at 6:30 or 6:45."

The next week she again showed up at 6:30 sharp. Only this time, she played left-handed. The three guys were incredulous as she still beat them with an even par round, despite playing with her off-hand. They were totally amazed. They couldn't figure her out.

She was again very pleasant and didn't seem to be purposely showing them up. They invited her back again, but each man harbored a burning desire to beat her.

The third week, the guys had their game faces on. But this time, she was 15 minutes late, which made the guys irritable. This week the lady again played right-handed, and narrowly beat all three of them. The men mused that her late arrival was due to petty gamesmanship on her part. However, she was so gracious and so complimentary of their strong play, they couldn't hold a grudge.

Back in the clubhouse, all three guys were shaking their heads. This woman was a riddle no one could figure out. They had a couple of beers, and finally, one of the men asked her point blank, "How do you decide if you're going to golf right-handed or left-handed?"

The lady blushed, and grinned, "That's easy," she said. "When my Dad taught me to play golf, I learned I was ambidextrous. I like to switch back and forth. When I got married after college, I discovered my husband always sleeps in the nude. From then on, I developed a silly habit. Right before I left in the morning for golf practice, I would pull the covers off him. If his you-know-what was pointing to the right, I golfed right-handed; if it was pointed to the left, I golfed left-handed."

The guys thought this was hysterical.. Astonished at this bizarre information, one of the guys shot back, "But what if it's pointing straight up?"

She said, "Then, I'm fifteen minutes late."

ARIZONA COUPLE

An Arizona couple, both well into their 80's, go to a sex therapist's office.

The doctor asks, 'What can I do for you?'

The man says, 'Will you watch us have sexual intercourse?'

The doctor raises both eyebrows, but he is so amazed that such an elderly couple is asking for sexual advice that he agrees.

When the couple finishes, the doctor says, 'There's absolutely nothing wrong with the way you have intercourse.' He thanks them for coming, he wishes them good luck, he charges them \$50 and he says good bye.

The next week, the same couple returns and asks the sex therapist to watch again. The sex therapist is a bit puzzled, but agrees.

This happens several weeks in a row. The couple makes an appointment, has intercourse with no problems, pays the doctor, then leave.

Finally, after 3 months of this routine, the doctor says, 'I'm sorry, but I have to ask. Just what are you trying to find out?'

The man says, 'We're not trying to find out anything. She's married; so we can't go to her house. I'm married; and we can't go to my house.'

The Holiday Inn charges \$98., The Hilton charges \$139, We do it here for \$50, and Medicare pays \$43 of it, leaving my net cost of \$7.

PUMPKIN & THE AUSSIE

Recently, a female police officer arrested Patrick Lawrence, a 22 year old male, who was caught fornicating with a pumpkin in the middle of the night. The next day, at the Hershman Court (Victoria, Australia), Lawrence was charged with lewd and lascivious behaviour, public indecency, and public intoxication.

Lawrence explained that, as he was passing a pumpkin patch on his way home from a drinking session, he decided to stop.

"You know how a pumpkin can be soft and squishy inside... well,

there was no one around for miles or at least I thought there wasn't anyone around..." he stated.

Lawrence went on to say that he pulled over to the side of the road, picked out a pumpkin that he felt was appropriate to his purpose, cut a hole in it and proceeded to satisfy his pressing need.

"I s'pose I was really into it, you know?" he commented with evident embarrassment.

In the process of doing the deed, Lawrence failed to notice an approaching police car and was unaware of his audience, until Senior Constable Brenda Taylor approached him.

'It was an unusual situation, that's for sure,' Senior Constable Brenda Taylor told the magistrate. 'I walked up to Lawrence and he's just banging away at this pumpkin...'

Constable Taylor went on to describe what happened when she approached Lawrence

"I said: 'Excuse me sir, why are you having sex with a pumpkin?'

"Lawrence froze. He was clearly very surprised that I was there, but then he looked me straight in the eye and said: 'A pumpkin? Shit - is it midnight already?'

The court (and the magistrate) could not contain their mirth.

The Geelong Post wrote an article describing this as 'The best come-back line ever.'

STOPPED BY POLICE

A Senior Citizen was stopped by the police around 2a.m and was asked where he was going at that time of night.

The man replied, "I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late."

The officer then asked, "Really? Who's giving that lecture at this time of night?"

The man replied, "That would be my wife."



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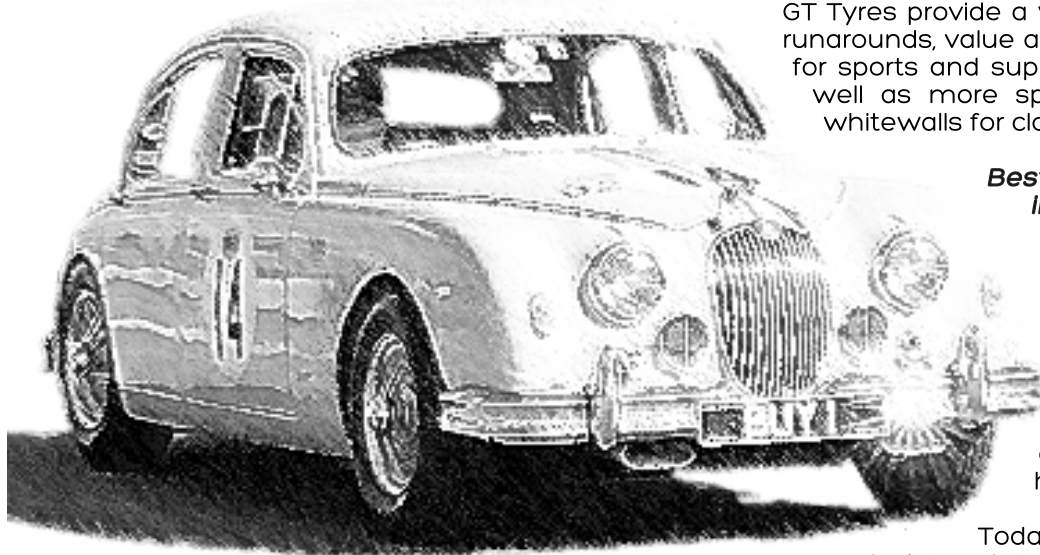
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JAGUAR HERITAGE CHALLENGE

Well this looks like jolly good sport. You will remember the Jaguar Heritage Challenge for pre-'66 cars was announced last year and today there is full confirmation of the 2015 season itinerary. Sounds tremendous fun actually.

Promises to be quite good, this Promises to be quite good, this Jaguar says this is the first time so many historic racing models will compete in the same event. There are five classes in the Heritage Challenge: saloons, XK cars, C-Type, D-Type and XKSS with two individual E-Type classes.

The Heritage Challenge aims to build on the success of the E-Type Challenge, the latter also run by the Historic Sports Car Club. There are five events in the 2015 season, beginning at the Donington Historic Festival on May 2. Silverstone, Brands

Hatch and Oulton Park also feature during the summer with a trip to the Nurburgring for the Oldtimer Grand Prix in August. Derek Weale is JLR's Heritage Business Director and says: "The spectacle of seeing a race dedicated to these classic Jaguars, on these circuits and at these events is

going to be a sight to savour and behold."

More info on the Jag Heritage Challenge can be found at the new HSCC website. **Bring on May!**

www.hsc.org.uk/jaguar-heritage-challenge



2015 EVENTS CALENDAR

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

MARCH 2015

Sun 22nd Jaguar Spares Day Stoneleigh
28-29th Practical Classics Restoration Show

APRIL 2015

Mon 6th Coleford Carnival of Transport
Sun 26th Annual Drive it Day

MAY 2015

2-4th Donington Historic Festival
Sun 3rd Monmouth Steam & Vintage Show
Sun 17th SWCCC Annual Classic Car Show
16 - 17th Beaulieu Spring Autojumble
National Motor Museum, Beaulieu.
Mon 25th Vale of Glamorgan Classic Car Show

JUNE 2015

3-4th Le Mans 24 hr
Sun 14th Barry Festival of Transport
TBA Berkely Castle Car Show
13-14th Bristol Classic Car Show
Sat 20th Castle Combe Classic & Retro Action Day
Sun 21st Berkeley Castle
25 -28th Goodwood Festival of Speed

JULY 2015

TBA Pontardulas Classic Motor Club Show
10-12th Vintage Festival At Pembrey County Park
Sun 19th Sherborne Castle Classic Car Show and Rally
24 - 26th Silverstone Classic

AUGUST 2015

1-2nd South Gloucester Show
Sun 9th Three Cocks Steam & Vintage Rally

SEPTEMBER 2015

5 - 6th Beaulieu International Autojumble
11 - 13th Goodwood Revival
Sunday 20th Margam Park Show

OCTOBER 2015

Sat 3rd Castle Combe Classic Action Day
Sun 11th Malvern Classic Car Show

DECEMBER 2015

TBA Regional Christmas Dinner

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

See also the web site - www.classicshowsuk.co.uk

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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 2015

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.**

2015

Wednesday 18th March

Wednesday 15th April

Wednesday 20th May

Wednesday 17th June

Wednesday 15th July

Wednesday 19th August



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

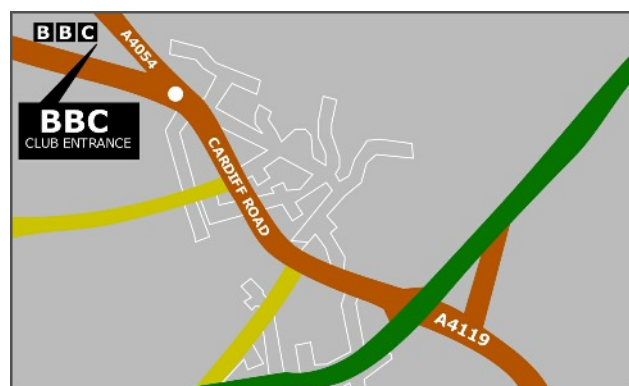
HOW TO FIND OUR MEETINGS:

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.



Tel: 02920 540800

Fax: 02920 541313

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Email: nick@cardiffjag.co.uk

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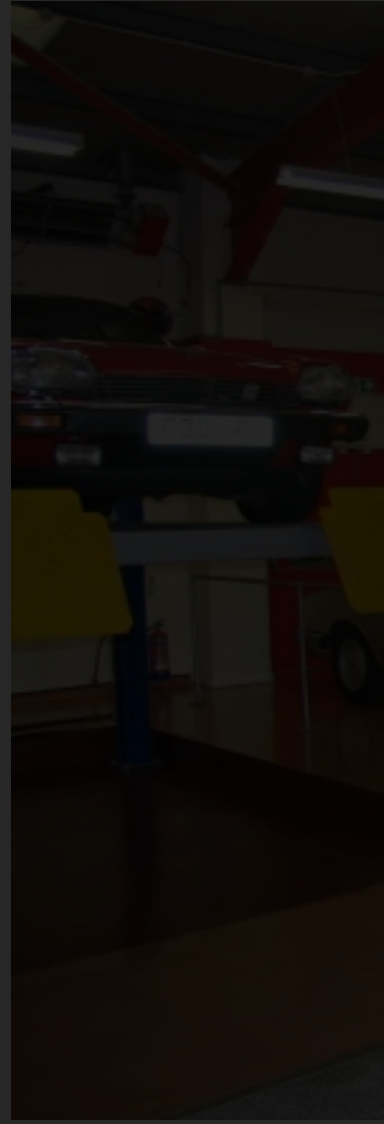


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