

# JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*  
**MAGAZINE**

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# FROM THE NEWS EDITOR

## Hello!

April ends with a bang as we enjoyed a terrific 'Drive it Day' thanks to Mr & Mrs James. There's a full write up in the following pages and many photos of a great day out in the cars. Further thanks go to the Bristol & Shropshire regions who joined us and added to a fabulous convoy of cars.

Personally I was lucky enough to be in Stuttgart recently where I took a trip around the impressive Mercedes museum. Although there wasn't a 'leaper' in sight I enjoyed the cars and the diverse nature of the displays from prototypes, to coaches and on to race cars. It really made me appreciate just how big the company is and the deep history it has. We were also meant to visit the Porsche museum but were distracted by the enormous Mayday fairground & Bierkellers – far more important to the history of a squashed VW beetle!

Whilst in Stuttgart I stumbled upon an art gallery that was clearly motorsport themed with many superb prints in the window I had to explore further. Inside there was a huge Le Mans picture with D-types jags that I just stared at. As I stood there gawping the owner immediately recognised the Jaguar logo on my t-shirt and started to pull out every painting with a Jaguar! This led to a great conversation about the marques racing history and he proudly showed me his latest picture of the D-type leading the field away at Le Mans in 1955 – this original from Alfredo De La Maria was for sale at €55,000! I wanted it for the garage but sadly couldn't get it on the plane! The power of the marque is incredible world-wide even in the Mercedes heartland of Germany!!

This year sees Jaguars 80th anniversary and on the back of last month's launch of the new XF we will see the new XE hits the roads as the marque goes head to head with the 3 series BMW and C class Merc. For Jaguar to be in this position there has been tremendous investment from TATA and all reviews point to the XE being a success against the German cars - keep an eye out for the new motor!

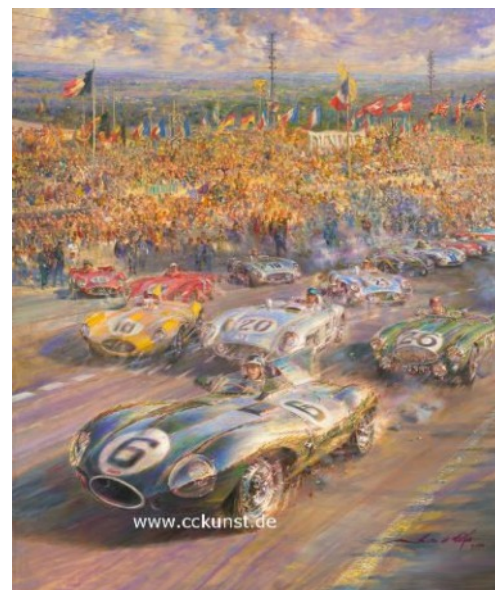
**Until next month,**

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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# REGIONAL NEWS

## CONGRATULATIONS TO HARRY AND NATASHA

I am sure I speak for all our members when I congratulate our President Harry Kuehling and his wife Natasha on their 11th Wedding Anniversary and House Warming Party which they held on the 9th of May. As most of our members know Harry was our Chairman and Regional Representative for over 20 years. He actually was the longest continuous serving regional representative of the JEC.

Harry and Natasha have now moved to Torquay but Harry still writes an article for our magazine "The Torbay Flyer" each month and I know that I can always ask Harry for advice and support in running the club. **Thank you Harry.**



## NEW GAZEBO SPONSORED BY SNG BARRATT

We have at last purchased a new club gazebo. It is a Coleman Event Shelter Deluxe. It is very similar to our old one but of a better quality with a lot of updates.

I must thank Julian Barratt of SNG Barratt who kindly offered to contribute to its purchase. It was a great help. If you require parts for any Jaguar, new or old, please use SNG Barratt's and indicate that you got their name from our magazine. Michael is now, with some difficulty, printing our JEC and Barrett's logo onto the gazebo.

## DRIVE IT DAY

Many thanks to John and Janet James for all their effort in arranging Drive It Day. On Sunday the 26th of April around 40 of our JEC members attended Drive it Day. This included members from the Shropshire and Bristol regions.

We started at the Coed-y Mwstwr Hotel at Pencoed and



travelled through some wonderful countryside to our first stop at Ogmore by Sea. We then travelled on to Weobley Castle in the village of Oldwalls. This had the ruins of the old Castle and a farm shop which many of our members purchased items including their locally grown lamb.

We then moved on to our lunch stop at the Greyhound Inn. This is a very busy country restaurant, the car park was full, and it was fortunate that they had a large field at the rear that they kindly allowed us to park in. The meal was excellent with large portions and everyone enjoyed it.

With full stomachs we travelled through the countryside to Rhossili Bay and parked in the National Trust car park at the top of the bay. The views from here across Rhossili Bay were amazing and the Shropshire and Bristol members were very impressed with these views. From there it was then a fast run through Langland bay and into the Mumbles and a stopover at the car park at Bracelet Bay. After a last cup of tea we split up to travel home our separate ways.



On behalf of the members John has thanked the Coed-y Mwstwr Hotel for the coffee, tea and bacon rolls which they provided free of charge in the morning. The owner will not take payment for this so the club has made a contribution to the staff fund in recognition of this.

A full report on this event is on page 10.

## VALE OF GLAMORGAN SHOW AT SULLY

This is always a very good show in a great venue overlooking the sea.

It is being held on the Monday the 25th May at the Sully Sports and Social Club. After the problem with the entrance last year a new entrance on the side road is being used. We will be meeting at the Sully Inn on Cog Road, CF64 5TD at 8.15am to leave at 8.30 am. To have a club stand we have to arrive together!



## 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!





## BARRY FESTIVAL OF TRANSPORT

This is the 3rd year this event has been held at Barry Island. It is being held on Sunday the 14th of June. We have to arrive early and all together to get a space on the promenade overlooking the sea.

We will be meeting at the Calcot Arms, Calcot Road, Barry, CF62 8UJ at 8.00am to leave at 8.15 am.



## CASTLE COMBE CLASSIC & RETRO ACTION DAY

This is being held on Saturday the 20th of June. We always have a



good stand at this show and there are lots to do with the option to take your car out on the track.

We will be meeting at the lay by on the Chepstow turn off by the old Seven Bridge at 8.15am to leave at 8.30am.

## BEREKELY CASTLE CLASSIC CAR SHOW

We enter this show every year and we need to arrive together to park as a club so we will be meeting at the lay by on the Chepstow turn off by the old Seven Bridge at 8.15am to leave at 8.30am.

**For a full list of events see page 32.**

## ADVERTISERS

Please remember that when you purchase goods or services from companies who advertise in our magazine, you let them know you saw their advert in the South Wales Region JEC Magazine.

I know many of us use the companies that advertise, but most forget to mention the above. By doing so increases the likelihood they will continue to advertise in the future as they can see the ads are working for them.



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# THE TORBAY FLYER

By Harry Kuehling



## Greetings from the English Riviera

*Here we go with this month's exciting episode of the Torbay Flyer!*

### SOME HISTORY RE THE "TORBAY HI-FLYER" BALLOON

One of the photos at the top of my monthly report is of the ill fated "Torbay Hi-Flyer". This was a tethered balloon which was used to take people on joy rides up to approx. 400ft. Unfortunately the balloon was destroyed in storms in January 2012 & has not been replaced. In fact the operators allegedly owed Torbay Council some £50,000 in unpaid rent for the lease of the site. I believe the legal case is still unresolved. The moral of the story is stick to Jaguars/Daimlers & avoid balloons!

### DRIVE IT DAY – SUNDAY 26TH APRIL 2015

For this year's Drive it Day members met up at Sainsburys car park on the northern outskirts of Paignton. A good turnout of classic & vintage cars including, for the first time, our own Daimler V8 250. The most unusual car was a "Le Seyde" imported from Japan. No other Jaguars or Daimlers.

We were all issued with English "St George" flags to fix to our cars! I must try to find a suitable Welsh or Jaguar/Daimler flag for the next occasion! Quite by accident (honest!) the stalk for our flag broke after our coffee break when the car door was slammed too hard!

Our route took us via Totnes to Fermoys Garden Centre just south of Newton Abbot for a coffee break. After about an hour we travelled on to Teignmouth meeting up with the Crash Box Club & the Riley Club on the Den on Teignmouth seafront. It was a rather longer stop for lunch/picnics before travelling on to the final destination just outside Dawlish. As the weather was rather cool and overcast Natasha & I decided to return home rather than wait until 4.00pm for the final short run to Dawlish.

I'm pleased to say that the Daimler ran faultlessly if a little smokily!

### MONTHLY CLUB NIGHT – THURSDAY 30 APRIL 2015

As usual there was a very large turnout for the monthly meeting with at

least 60 members & other halves present. On this occasion we had an auction of items brought in by members. The £206 raised went into the club funds. It was great fun & the auctioneer (Rex) was extremely adept and witty. There was a huge number of items to be auctioned. The evening ended at approx. 10.30pm when the final items went as a free for all!





## BMAD MOTOR BIKE SHOW AT PAIGNTON – 3 MAY 2015

Although Natasha & I are not particularly interested in motor bikes we went along to the BMAD show at Paignton Green on 3rd May. Quite a large event with many trade displays as well as a large display of owners' motor bikes along the promenade. Many more were still arriving as we were leaving. Some were absolutely stunning in condition.

A very busy show as there was a large funfair on the neighbouring part of the green. Natasha was interested in a scooter with loads of mirrors – just right for checking make-up! I did see a Welsh flag flown over one of the stands.



## DENBURY MAY FAYRE – MONDAY 4 MAY 2015

This was a small local event, just outside Newton Abbot, with classic cars in attendance. (See [www.denburymayfayre.co.uk/](http://www.denburymayfayre.co.uk/)).

Natasha & I went along just to have a look. We met up with TOWC members with a small display as well as sundry other classic cars including an E Type FHC. Quite a lot of displays & events going on. We got there just in time to see the Morris Dancing. A quick tour of the displays & chat with club members before heading home just before the rain!



## UPDATE ON MY DAIMLERS

Following the discovery of the damage to the engine on my old Daimler 2.5 V8 (JWN58E) it was decided to replace it with a decent second hand engine. We found a replacement engine in Sheffield (about 270 miles away) and collected it on Wednesday 25<sup>th</sup> March (sorry about the typo last month!). I have since heard that JWN58E was recently taken for an MOT & failed on a couple of minor items.

**...and finally:**

Apple Computer announced today that it has developed a computer chip that can store and play high fidelity music in women's breast implants. The iBoob will cost between \$499 and \$699, depending on the speaker size. This is considered to be a major breakthrough because women have always complained about men staring at their breasts and not listening to them.

All for now.







Article from Jaguar Cars

# Mille Miglia 2015

BRESCIA  
ROMA  
BRESCIA  
14-17  
MAGGIO



**Nine of Jaguar's most decorated and iconic heritage cars will compete in the 2015 Mille Miglia as the brand celebrates its 80th anniversary.**

Fans lining the 1,000-mile loop in Italy will be treated to the sight of three C-types, three D-types, an XK120, an XK140 and a MK VII saloon, which will compete as part of the Jaguar Heritage team. Held from 14-17 May, 2015, the Mille Miglia presents one of the toughest tests for both car and driver, beginning and ending in Brescia and running through the heart of Italy's capital, Rome.

The first of the C-types wearing registration number 'NDU 289', is no stranger to the Mille Miglia having competed some 62 years ago in the original race format back in 1953, driven by Mario Tadini and Franco Cortese. It also forms part of the Jaguar Heritage Trust collection. The car is one of three models competing at

this year's race that are owned and run by the Jaguar Heritage Trust and will be driven by Jaguar Vehicle Integrity Chief Engineer, Mike Cross.

C-type 'KSF 182' bearing Chassis No. 42 that was raced by

Jimmy Stewart and later by Sir Jackie Stewart over a three-year period from 1953 to 1955. It will be driven by five-time winner of the Le Mans 24hr, three-time Daytona 24hr winner and world sportscar veteran, Derek Bell. Derek is driving as a guest of art collector, classic car enthusiast and owner of 'KSF 182', Adam Lindemann. Learn all about the C-type in this Jaguar Heritagefilm: [www.youtube.be/jVf9z1NEa2Y](http://www.youtube.be/jVf9z1NEa2Y)

Completing the C-type trio is 'PUG 676' that was raced extensively in the post-World-War II era and will be driven by its owner, Royal Automobile Club Motoring Committee Chairman, Ben Cussons.





Jaguar's participation would not be complete without the legendary D-type. This year's Mille Miglia line-up will include 'NVC 260', a car that competed in several Mille Miglias in the 1980s. Formerly owned by Ralph Lauren, this special D-type also proved its worth over a two-year racing career between 1956 and 1957. It will be driven by its owner, one of the classic car world's most respected experts, Simon Kidston.

Also competing will be 'RSF 303' and '393 RW', which featured in several renowned races back in the 1950s. The Ecurie Ecosse D-type 'RSF 303' was bred for competition and after grabbing the runner-up position in the 1957 Le Mans race, took part in Mille Miglia testing that very same year and then again in 1958. It will be driven by Jaguar Design Director, Ian Callum and businessman and classic car enthusiast and owner Clive Beecham.

Reinforcing the D-type's competitive spirit and performance was '393 RW', which crowned a glorious year in 1956 by winning the 12 Hours of Reims and finishing in a credible sixth place - and setting the fastest lap - at Le Mans in the same year. It will be driven by host of the hugely popular BBC One show, *Saturday Kitchen* and well-known chef, James Martin.

Customers can experience what it feels like to drive a C-type, D-type and E-type at Jaguar's test facility at Fen End near the home of Jaguar Land Rover in the West Midlands. Jaguar Heritage Driving Experiences give people the opportunity to fully experience the feeling of

driving a classic Jaguar. A choice of one-hour test drives, a half-day Le Mans 24 Hours race-themed special or a full-day 'Grace and Pace' hospitality and driving programme are available. Learn all about the D-type in this Jaguar Heritage film: [http://youtu.be/h\\_9JEnc6mSs](http://youtu.be/h_9JEnc6mSs)

Although not available to drive in the Jaguar Heritage Drives programme currently, the MK VII saloon will still give fans and followers of the Mille Miglia on Jaguar's social media platforms a chance to see why it was one of the most remarkable cars of its era, thanks to its ability to travel at 100mph with five people and their luggage. This year's event will feature '97 DMH', driven by adventurer Charley Boorman. A MK VII very similar to this was famously piloted to victory in the 1956 Monte Carlo Rally by Ronnie Adams.

Adding glamour to the 2015 Mille Miglia challenge is 'OOF 748' - the XK120 affectionately christened as 'Betsey' by TV presenter and current host of Channel 5's *The Classic Car Show*, Jodie Kidd, who drove this stunning Jaguar in the 2014 trial. She will again drive 'Betsey' in this year's event, this time partnered by male supermodel, GQ.com columnist and classic car enthusiast, David Gandy. Learn all about the XK120 in this Jaguar Heritage film: <http://youtu.be/QVczfP4Q8Bc>

The successor to the XK120, the XK140, arrived in September 1954 and continued its predecessor's legacy of grand two-seater open-top motoring. The specific XK140 racing in this year's Mille Miglia, registered 'TAC 743', was once owned and



raced by successful British racing driver David Hobbs. Fully restored by Trevor Groom back in 2006, it will be driven by Elliot Gleave, aka musician Example, and his father Michael. It completes Jaguar's team of contenders at the 2015 Mille Miglia.







Article by Colin Masterson, Colin Manconi & Andy Webber

# DRIVE IT DAY

## SOUTH WALES REGION

### 2015

**Sunday 26th April was once again 'Drive it Day', a national event where car clubs are encouraged to organize events to get their members to get their cars out and about on the roads after their winter hibernation (their cars, not the members - although I am not so sure about some of our members!)**

Once again John & Janet James organized the event for the South Wales Region of the JEC, inviting members from both the Bristol Region as well as David Bates with members of the Shropshire Region. John organized a great day, as usual, and added an afternoon run as so many had come from Shropshire, assuming they would stay the night. They had only come down in the morning making it a very long day for them so they had to reluctantly miss the afternoon run.

As usual John planned to keep the lunchtime destination a secret but, as he asked us to make our reservation cheques out to "The

Greyhound Inn" and he let slip that we were headed for the Gower, it didn't take too long on Google to identify exactly where we were going!

Most people arrived at the starting point, the Coed- y- Mwstwr (I'll never get the hang of the lack of vowels in the Welsh language) Hotel at Coychurch, just off junction 35 of the M4, the Pencoed junction, at

soon after 9am. The owner, once again, kindly laid on complementary coffee/tea and Bacon Rolls, ably served by Janet as John greeted the participants. After a quick briefing by John we left at 10am to start the run.

We took the A48 past Bridgend turning South to follow the east bank of the Ogmore River down to our first stop at the very picturesque Ogmore- by -Sea. We all parked up in lines down by the shore providing an excellent opportunity for photos to be taken to mark the occasion

Back onto the M4 and John took us on a quick blast down to junction 47 past the visual delight of





the Tata Steel works at Port Talbot to get to the Gower as soon as possible. Heading South once again we made our way through the country lanes winding through Gowerton, Penclawdd and Llanrhidian. During this run we stopped in the middle of the country expecting to see another of John's sights. We got more than we bargained for as John disappeared behind the bushes for some reason or other. Re-emerging from the bushes with a satisfied look on his face he led us on to our final stop before lunch at Weobley Castle at the village of Oldwalls. From there we enjoyed fantastic views to Llanelli, nestling in the hills leading down to the water across the Burry Inlet.

Weobley Castle, Glamorgan, not to be confused with Weobley Castle Hereford, was built in the early part of the 14th Century and is described as a fortified manor house. During the reign of Henry IV, it was severely damaged by Owain Glyndwr, The Prince of Wales in 1403 during the Welsh Revolt 1400-1415 (also called the 'Last War of Independence' in Wales), which was ultimately unsuccessful.

From there it was a quick drive back to the Greyhound which had laid on a field for us to park in. They laid on a good meal of up to three courses including a choice of roasts and some very generous pudding helpings, which were more conducive to an afternoon nap than a continuation of the run. As usual Andy really got stuck into the ice cream and it was noted that Heather seems to have taken on his passion for this frozen treat. The Greyhound also benefits from some fine ales made by the Gower brew-



including a very tasty tipple called Gower Gold.

After lunch we said goodbye to the Guys from the Shropshire region and









were off to the first afternoon stop which was at Rhossili Bay on the far West of the Gower.

With many attendees leaving Rhossili and heading home after an already long day the final few of us followed JJ out of the car park at Rhossili towards Oxwich bay and onward to Bracelet Bay just off Mumbles head. There were some extremely twisty and narrow lanes that led us down to Oxwich Bay and that myself and Scott in the XK8 took at a very leisurely pace... I'd like to say the same for JJ & Nev but I'd be lying! It got to a point where they were no longer in sight and we had to rely on asking hikers if they'd seen any OAPs rallying old jags! This strategy worked and we eventually caught up with them just outside Langland bay. It turns out that JJ used to rally through those lanes so he knew them quite well and nobody will ever outpace Nev in a car! I'd like to point out that the XK8 and XJS don't fit as well as the smaller XK140 and Mk2 in narrow country lanes!

However, we wound down through Langland bay and into Mumbles where the sight of the Jags turned heads, particularly as we drove into the car park at Bracelet bay, which looked like a scene from a Fast & Furious movie! Heavily modified Fords and Japanese hot hatches filled the car park with the usual cacophony of aftermarket exhausts bellowing from the 1.4 engines and many 'go-faster' stripes on show! Needless to say that they were drowned out by JJ and two lovely American classics (Cadillac/ Mustang) as well as Scott's new exhaust! We were joined by Nigel & Alison in the Swallow Doretti who were late leaving Rhossili, and enjoyed a cup of tea overlooking Mumbles and Swansea bay - beautifully highlighted by the sun. Although it was windy we set off keeping the hood down and drove along Swansea bay. I always love driving through Swansea and in particular Mumbles having spent so much time here as a kid - my grandparents lived in Swansea and took us everywhere so I knew it well.

As we left Swansea I pulled over to put the hood up - Me & Heath aren't as hardcore as other members yet!! Scott followed us down the M4 as we enjoyed a brisk drive home after a thoroughly



enjoyable day out and the best day in our XJS yet!

Thanks to everyone who made the day a great occasion and to Mr & Mrs James for the organisation - it's worth highlighting that in order to get the route and timings absolutely perfect they had driven it 3 times! Many Thanks; It was well worth it!





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Article from Piston Heads  
Written by Dan Trent

# XE

**The new XE needs to prove itself as the king of the motorway; obviously we took it skidding on a track**

If you'd clicked on this Jaguar XE review to read all about BIK friendly diesels hoping to reclaim the nation's motorways from the stranglehold of 320ds, A4 2.0 TDIs and their ilk then, sorry, you're in the wrong place. For sure, the smaller engined diesel and petrol XEs are the ones that will ultimately decide whether Jaguar's huge investment - emotional, financial and physical - pays off.

But working on the basis everyone else will be concentrating their reviews on these critical models and paying only passing notice to the 340hp V6 S we felt if anyone should stick up for the one with the big petrol motor it should be PH.

Following pre-production drive for this full launch we did dutifully drive a four-cylinder diesel with the tax-busting manual gearbox (99g/km in basic 163hp form) and

all-new Ingenium engine. And it is ... a four-cylinder diesel. One clothed in handsome bodywork and with above-average ride and handling on the sportier of the passive suspension options. But still a four-cylinder diesel. You'll be able to read more about that everywhere though. So to the most PH-worthy model in the range, at least until they do the decent thing and put a V8 under the bonnet, an R badge on the boot and give AMG, M and Audi RS something to really think about.

We'll have to wait for that one though. In the meantime the F-Type engined S carries the torch for

the XE most likely to make you finally feel - apologies - XE.

## Up to speed

Working on the basis that over the previous months (feels like longer, right?) you've already read a fair bit about what's gone into the XE we won't dwell too long on that. A quick re-cap for those who weren't listening at the back though; we've got an all-new aluminium platform that will underpin a number of future Jaguar products, F-Type inspired double wishbone front suspension and JLR's 'integral link' rear axle, electric power





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steering, the first application of the aforementioned Ingenium diesel and petrol four-cylinder engines and a range of new in-car tech all wrapped in the latest evolution of Ian Callum's new-school Jag design language. Not that anyone was going to gift them a platform this time anyway but this is about as far removed from the 'posh Mondeo' X-Type as it's far to get.

It's clearly fired up the designers and engineers who've worked on it too, the recognition it's a very, very rare privilege to start from a completely blank sheet of paper for platform, engines, cabin and even production facilities not lost. Add in a whole ton of expectation, some finely honed rivals and a fiercely competitive sector in which to launch and you are left with one conclusion. It had best be bloody good.

The journey to Navarra circuit where we'll drive the V6 S is conducted in a second-rung 180hp four-cylinder diesel with a manual gearbox. You'd only pick the latter if the fleet manager made you, frankly, but it's a smart and refined car which would be very well suited to pounding up and down the nation's motorways. Given that's where most XEs will spend their lives what's the relevance in taking even the 340hp S onto the track?

None whatsoever. But rude not to. Standing in the pit lane awaiting our first go and hearing the V6's noise echo off the concrete pit wall first impressions are very good. It sounds lovely, a hint of supercharger whine apparent as the cars appear



out of the final turn and onto the straight and a proper six-cylinder howl as they fly by and shift down into the first complex. Shared with the entry-level F-Type there's enough of that car's character, albeit without the more theatrical pops and bangs. Most of all it sounds authentic and a lot more inspiring than the business-like four-cylinders. So you'd hope for £45K though.

## Up to speed

That's a burly starting price, given the equivalent 333hp Audi S4 begins at £38,665 and the 306hp BMW 335i M Sport kicks off at £38,265 for the manual or £39,815 for an equivalent eight-speed auto. Accepted, the starting price on cars like this is just that and this may even out somewhat after a bit of spec sheet and

options number crunching. But still. Lurking over the horizon is the 367hp Mercedes C450 AMG 4Matic, pricing for which is yet to be confirmed but that beats the Jag, Audi and BMW on every number you care to compare, from performance to emissions and mpg.

Against competition like that the XE needs to work the emotive thing for all it's worth. Other than the slightly anonymous rump both proportions and detailing are disciplined and assertive. The hatch-like profile carries off Callum's desired cab-rearward stance better than Mercedes' attempt at the same with the C-Class and inside the XJ-inspired 'Riva Hoop' both envelopes you yet makes the cabin feel bigger than it is. Predictably the flashier trim details of the S show it off better than the more basic diesel but from the deeply dished





wheel to the low-slung driving position it all feels decidedly sporty.

Classic Jag traits like light steering and a fluidity to the ride are present and correct, only Mercedes of the immediate rivals offering anything like this model of comfort and refinement. Compared with an A4 it's night and day more communicative; against the 3 Series with its numb steering and disappointingly heavy handed damping it's significantly more involving without confusing contrived control weight as a sense of sportiness.

## Turning the screw

Navarra isn't a track to show a road car off in a good light though. With lots of big stops into sharp turns the XE feels like exactly what it is - a waffy saloon car out of its comfort zone. A fast one, mind. The V6 has a pleasing linearity to its power delivery, with no destabilising torque spikes and a smoothness and appetite for revs that contrasts with the rather strangled and diesel-like deliveries of the Audi and BMW rivals. The eight speed auto responds crisply to manual commands from the paddles with just enough sense of the shift going through to maintain your interest in taking control.

The steering is quick and responsive too, with a pleasingly natural feel to it even if there's not a huge amount of feedback. Jaguar says it has been "optimised to reduce backlash and friction - the enemy of natural steering feel" but the variable



weighting and damping can make it hard to be consistent and accurate on the tighter corners.

With an open differential there's very little sense of the rear axle playing a part in proceedings either, even with JLR's 'torque vectoring by braking' to nibble the inside wheel and send more power to the outside one. Given the amount of power and sporting pretensions it's a shame there's not more sense of the XE S being rear-driven, even in the more relaxed Trac DSC setting. If your greed on turn-in or throttle has provoked understeer there's no option but to back off or sit it out - hopes of tightening the line with power sadly dashed. Unless you turn everything off. Then, at last, the options you hoped for appear and a much more playful character emerges. This isn't

irrelevant lock stops hack hoonery either (though we did do a bit of that too), just the ability to properly enjoy what is clearly a very nicely balanced chassis. A pity then they've been cautious about letting that show in the driving modes most will use every day.

## Meanwhile, in the real world

But how many XEs will find their way onto tracks? Exactly. And on the road the S makes much more sense. The well rehearsed party line on the car's surprising kerbweight - it's 70kg heavier than an auto 335i M Sport for instance - is that mass saved on the overall structure has been 'invested' elsewhere. We are told that double wishbones up front are around 10kg heavier than struts, and more







expensive too, but that the trade-off in steering precision makes it worthwhile. Likewise at the rear the integral link design means bushings can be independently tuned for lateral stiffness and camber control while maintaining longitudinal compliance for NVH.

What it adds up to is that very Jaguar sense of flow, even when surfaces get choppy. You quickly learn you can keep the power constant even when faced with a big mid-corner bump and you won't even get a flicker of DSC, indicating no interruption to the power and consistent, confidence inspiring poise. Only the slight variance in steering weighting and little flutters of the brake-based torque vectoring filter through but, thankfully, the XE doesn't come across as aloof or detached. Just

nice. And the fangled Adaptive-Chassis you'll pay an additional £800 for on other XEs? It's got a Dynamic mode and it's not what you'd call harsh. But Comfort feels about bang on. Stick with the passive set-up and keep the change if you get the choice.

How to sum up then? The XE has a restrained sense of style and assertiveness that could win over the Audi loving masses, enough sportiness to convince BMW drivers of a new ultimate driving machine and maturity and refinement to rival a C-Class over the long haul. It achieves this without ever feeling like it's just been relentlessly benchmarked to do so and with enough character of its own to stand out in its own right.

England expects and all that.

And on first drive hopes of delivery are raised. The real test is just about to start though.



## JAGUAR XE V6S

Engine: 2,995cc V6 supercharged  
Transmission: 8-speed auto, RWD  
Power (hp): 340@6,500rpm  
Torque (lb ft): 332@4,500rpm  
0-62mph: 5.1sec  
Top speed: 155mph (limited)  
Kerbweight: 1,665kg (EU, with driver)  
MPG: 34.9 (NEDC combined)  
CO2: 194g/km  
Price: £44,870







## THERE'S A LION BEHIND EVERY JAGUAR

### THE STORY OF SIR WILLIAM LYONS PART TWO

**The 50's and 60's were truly the glory years for William Lyons and Jaguar.**

By now, Jaguar had clearly begun to distinguished itself as one of the world's premier automobile manufacturers. In creating that unique combination of grace, space and pace, no one could do it better than Lyons himself. By the mid-fifties, automobile buyers everywhere were beginning to appreciate and buy Jaguars, especially Americans.

Impressive victories came in the prestigious 24 hour endurance race at LeMans and helped enhance the performance image of Jaguar in '50's. C-types won LeMans in 1951, 1953, and the even more aerodynamic D-type won LeMans in 1955. The 1955 victory was a hollow one for Lyons who was struck with personal tragedy when on the eve of the event his only son, John was killed in an automobile accident en route to LeMans. The following year Jaguar announced it was retiring from racing.

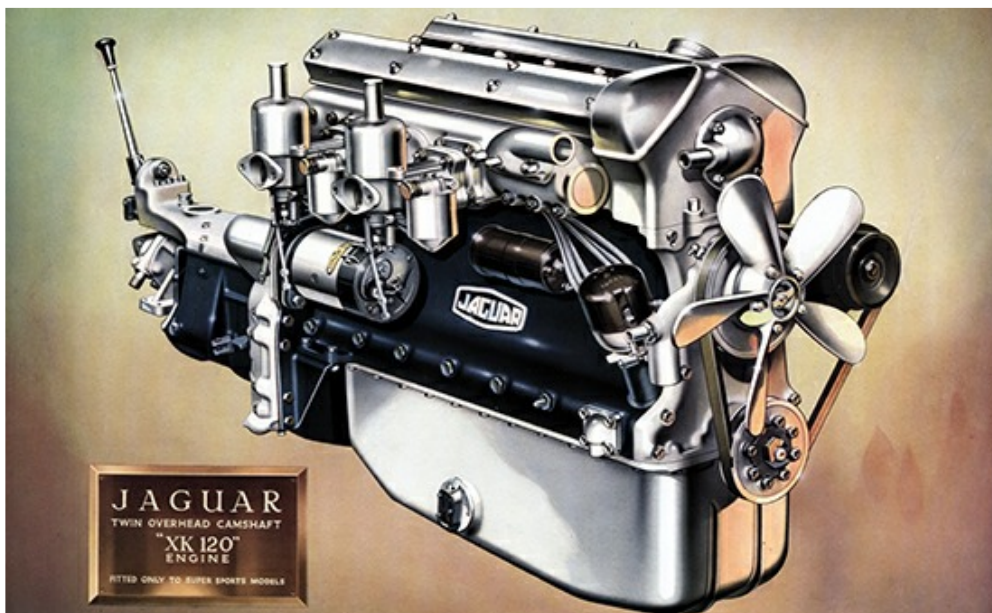
Private racing enthusiasts took up the slack and bought limited production D-types and raced them very successfully.

The new XK engine was proving very capable and reliable. It was so flexible that various sizes and adaptations of the engine found its way into every production Jaguar built in the '50s and '60's. The large saloon range, with its impressive accent on grace, continued with Mark VIII's and Mark IX's. A complete re-design in the early '60s resulted in the largest

of all Jaguars, the Mark X and its subsequent version, the 420G. It was thought that Lyons rather enjoyed this car as several recall seeing him "barrelling around" the plant in it.

A major highlight of Lyons' career came in 1956 when Queen Elizabeth, a loyal Jaguar customer, took a tour of the Coventry plant and knighted him with the title, Sir William. There were some, both at Jaguar and in the press that found him less approachable from this time on.

A devastating fire swept through part of the factory in 1956. There are many sad photographs of burnt out XKSSs and Mark 1s being scrapped in the days that followed. But another amazing thing was





happening as well. Whereas a lesser company might have faltered at this time, Jaguar got right back to the business of cleaning up and making automobiles again. The positive publicity from the determination of its workers in the light of this disaster impressed people everywhere and helped Jaguar sell even more cars.

Lyons found success with offering a sports car and a large saloon. By the mid-50's, he decided that an intermediate sports saloon should be offered as well. Since the large saloon was intended mainly for the American market, there was a need to produce a smaller luxury saloon that would do well on the narrow European roads.

So the 2.4 saloon (subsequently named Mark 1) was developed and introduced in 1955. It was nicknamed the "rotund style" by Lyons during the design phase. A larger engined version became available in 1957, known as the 3.4 but by 1959 both versions were replaced with the Mark 2 and a third engine option, the 3.8 litre was added.

The 3.8 litre Mark 2 was very popular in the US and offered the best performance from the XK engine in a Jaguar saloon. With 220 bhp and a maximum speed of 125 mph, with manual transmission, it was capable of 0-60 in 8.5 seconds.

In the mid 60's, the Mark 2 design was "stretched" to produce the 3.8 S-type. Finally the 420 emerged as a hybrid of 3.8 S and 420G design, intended to fill the gap of a year or two until the new XJ6 was unveiled. Actually several of these models overlapped in their production. By the late 60's Jaguar was suffering from an overabundance of models being available and there was a need for some consolidation.

By the late 50's Lyons needed more space and facility to build his automobiles. So in 1960, he purchased the Daimler Company which had the much desired production facility in Coventry. Initially, Jaguar continued production of the Daimler Cars, including the Majestic Major, Limousine and the SP250 sports car. Gradually, however, these models were replaced by Daimler versions of Jaguar models. They also inherited a very impressive V-8 engine which Daimler had developed. An outstanding performer, the engine saw



only limited service in Jaguars.

More so perhaps than any other car, Jaguar was truly a product that reflected the taste and style of one individual. Whenever Jaguar owners are inclined to question the reasoning behind a particular design feature (or shortcoming) of their automobile, the answer is always that that's the way Lyons wanted it to be. Lyons did not take kindly to criticism from customers.

One of the best stories to illustrate this fact comes from the Jaguar Scrapbook. Lyons is at the '59 Motor Show in New York. He was approached by a Jaguar XK 140 owner who told him that the heater in his car didn't work properly. At that point, Lyons, the customer and Tony Thompson, head of US Jaguar sales, marched downstairs to the garage to settle the matter. Thompson recalls the incident: "So we went down

to his car and the man said, "look, the heater doesn't work". Sir William replied, "the heater does work".

The car was started up and the car had, if you remember, a Smiths heater with two little doors on it, and a control on the dash. I smoked so Lyons asked me to light a cigarette. He held the cigarette beside the heater and the smoke very gently wafted away.

"Look," he said, "it works perfectly". "But, Sir Lyons," the man replied, "temperatures get to 15 below zero." "Young man," he said, "you just put on an overcoat".

A bit of William Lyons' personality is certainly built into every car produced by Jaguar. For instance there is a distinct family resemblance in the styling of Jaguars. One can clearly trace the ancestry of the modern day XJ6 to the Mark VII's of the 50's. This was no accident as





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Lyons was always the final stylist, the one to make sure it had the unmistakable Jaguar signature. Even the Malcom Sayer designed cars, the D and E-types and the XJS, had that distinctive Jaguar look.

Riding the crest of recent Jaguar victories on the racing circuit, Lyons decided it was time to let the public know that his 2nd generation of XK sport cars were now capable of 140 mph. And so the XK140 was produced to replace the XK 120. This in turn was later replaced by the XK 150 (capable of 150 mph). Some racing D-types were modified and sold to racing enthusiasts in limited production as XKSS's.

By the end of the 50's, a new replacement for the aging XK line was in the works. In 1961, Malcolm Sayer took his D-type design one step further to produce perhaps the most magical of all Jaguars, the E-type. With its lovely, sensuous lines, the E-type had the ability to make instant Jaguar lovers of people of all ages on their very first glance. For this was the production sports car of the '60's that would once again put Jaguar far ahead of the competition.

Another anecdote from the Jaguar Scrapbook highlights Lyons' reputation for thriftiness. On one occasion Lyons was visiting the Piccadilly showroom when he was approached by the Sales Manager.

'Excuse me, Sir William. The carpets in the showroom are becoming very worn, and threadbare in places. May I order new carpets?'

Certainly not', replied Lyons, 'there is plenty of wear left in those'

That was the end of the conversation. On a subsequent visit a month or two later, however, Lyons happened to look down and noticed - new carpet! The unfortunate fellow was summoned.

'I thought I told you not to replace the carpet. I thought I told you that the existing ones were perfectly satisfactory. When I give an order, I expect it to be obeyed . . .'

Lyons carried on in this vein until the fellow managed to interrupt long enough to explain that they weren't new carpets.

'What I have done, Sir William is to turn them round. Half of each strip was under the show cabinets at the side of the room, and therefore not worn. So now that I have reversed them the worn area is under the cabinets.'



Lyons was silent for a few moments, as he looked around him. The young man held his breath.

'Remarkable,' muttered Lyons. 'Remarkable.' There was another pause. 'Right, my man. I want you at Wappenbury Hall (Lyons mansion), nine o'clock on Monday morning. You can do the same thing for me at home.'

A major turning point for Jaguar came in 1966. The prevailing business attitude of the time was that 'bigger was better' and Sir William believed this to be the best way to insure Jaguar's survival. This led to the merger of Jaguar into the giant British Motor Corporation, which later itself was to be re-gobbled up as British Leyland only two years later. It was during these dark years of the '70s that Jaguar, for a while, lost its identity and control over the quality of product produced.

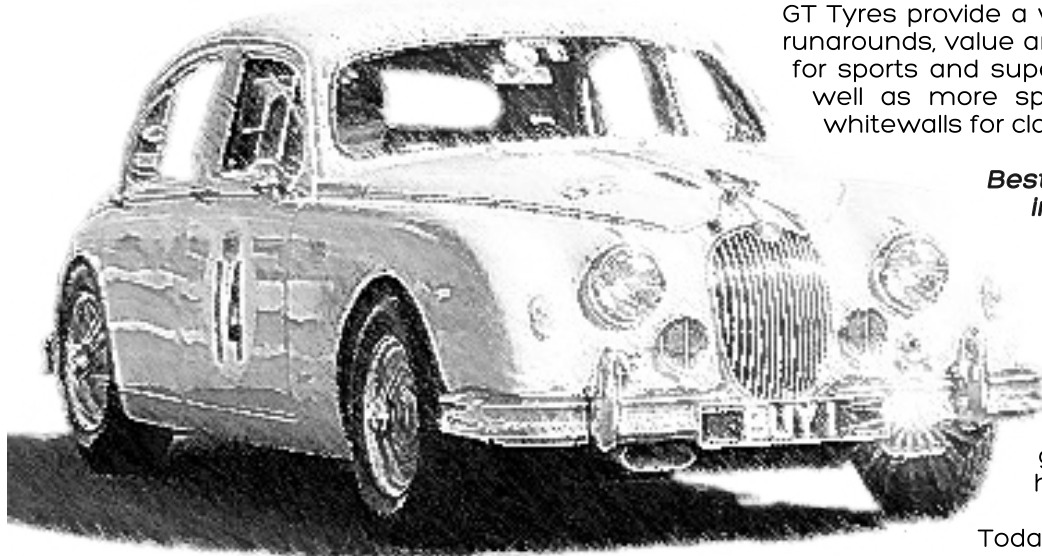
Jaguar's merger into the British Motor Corporation in 1966, was in hindsight, a rather unfortunate experience and one which Lyons was to later regret as Jaguar nearly lost its identity in the subsequent Leyland takeover. In the agreement, Lyons had insisted that Jaguar remain a separate entity. Other less fortunate British marques such as MG, Austin and Morris were absorbed and lost in the ensuing consolidation.

Lyons was now clearly preparing for his retirement, which was not many years off. But before he rode off to retirement in the English countryside, he was determined to produce one last automobile. One last styling masterpiece that would encompass the very best of the elements that made Jaguar the most distinctive cars of their day.

Since 1964, Lyons had been directing the creation of his ultimate







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sports saloon expression, the XJ6. The project, code named XJ4, was headed by Bill Heynes, and involved others such as Tom Jones and Bob Knight, the man credited with the XJ's exceptional ride qualities. Lyons couldn't have picked a better team of engineers to help him realize his final creation. It was decided that the car would utilize a version of the now infamous XK engine, with hints of a more powerful engine plant to come.

When introduced in 1968, the XJ6 was an overnight sensation. It captured the attention of the motor-ing press and soon the rest of the world. Lyons had managed, one last time, to do what he had been so good at . . . knocking the automotive world on its tail with a unique combination of grace, space and pace, and yet still providing an exceptional car value for the money.

In 1980, Lyons was asked as to his favorite car. His answer was, "Well, that's not too difficult to answer. I was determined that the XJ specification should be right. I believe it was. I don't think I would have changed anything much if I'd been starting again, certainly not the overall appearance - a few details here and there, maybe-but I really do feel we established something universally pleasing. It does seem to be standing the test of time, doesn't it?"

In 1948, when the then new XK engine was first shown to the world, it premiered in a sports car, the XK 120, a specially designed to "prove" the new engine. Likewise it seemed only appropriate that to introduce the next major engine design, that it be "proved" in a sports car first. And so it was that the newly developed V12 engine be first demonstrated in the sports car, the Series III E-type.

An engineering masterpiece, the V12 was the product of several years of development. Walter Hassan had been part of the team that developed the XK engine and he was brought in to create a V12 road engine using Claude Bailey's design. The big debate was whether it would be fitted with dual or single camshafts. Single camshafts won out and the engine finally became available in E-types starting in 1971. Although originally intended for the XJ saloon, it wasn't until 1973 that the first of the XJ12s rolled off the assembly line. The motoring press loved the new car

and promptly voted it 'Car of the Year'.

It was well known at Jaguar that Sir William always had the final say in any production detail. But, what may come as a surprise to some was that prior to any launch, Lyons always had the prototype delivered to Wappenbury Hall so he could get a final opinion from his wife, Greta.

1972 was the year that marked the end of an era. The end of the Lyons era, for in March of that year, Sir William Lyons officially retired. It was 50 years ago that he and Walmsley founded the company that would become Jaguar and now, the company that was so much a part of him would have to continue on without Lyons at the head.

Lyons' influence was still very much felt even after his departure as his opinions were constantly sought and respected. One of his personal goals had yet to be achieved. Lyons longed to produce a coupe version of the XJ and even though his "dream coupe" was introduced 2 years after his retirement, it was in every way, his creation and he spent many hours after his retirement to make sure everything was right.

In 1970 a group headed up by Knight began work on a new sport touring car to take the place of the aging "E-type". The XJS, with heavy styling influence by Malcolm Sayer was to be the first new Jaguar produced in the "post Lyons" era. And although it was a Jaguar in every sense, it also seemed to lack that certain look, that unmistakable Jaguar look that the Lyons' cars always had. Such was the influence of the man that was Jaguar.



In retirement, William Lyons and his wife enjoyed the country life and tended sheep and cattle on their estate at Wappenbury. But his heart was always with Jaguar and being only a half hours drive away from the factory, he would motor over to the styling workshop where his opinions were always welcomed and sought.

The 70's era under the British Leyland conglomerate will always be remembered as Jaguar's darkest days. What, with labour troubles, strikes, supplier problems, and a general lack of quality control, Jaguar was lucky just to survive into the 80's. When interviewed in 1980 by Andrew Whyte, these were some of Lyons' reflective thoughts: "I've been retired officially for over eight years now, of course, but I do like to take an interest," Sir William admits.

"It's been my whole life after all. Many of the people who worked for me are still there. They know the standards that must be set to remain successful in the motor industry. I think there are enough determined people there, still, to keep the essential Jaguar character in the cars, yet satisfy tomorrow's legislation worldwide. Our aim from the very start was to give the motorist pleasure. Now, more than ever, I feel that motoring should be a joy and not a chore. I still enjoy it. . . .My favorite car? Well, that's not too difficult to answer. I was determined that the XJ specification should be right. I believe it was. I don't think I would have changed anything much if I'd been starting again, certainly not the overall appearance-a few details here and there, maybe-but I really do feel we established something universally pleasing. It does seem to be standing the test of time, doesn't it?"

Five years later, in 1985 Sir William Lyons passed away and left behind a lasting legacy. Many will remember him for being a shrewd businessman or an autocratic boss that called everyone by their sir name. Others will remember him for his thriftiness and still others for his personal attention to detail.

But mostly we remember him for his unique sense of design and style and the subtle way he included a little of character into every car he built. So while it may say Jaguar on the boot lid, we'll know . . . it's really a Lyons car.



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### YOUR POKER LESSON

AN IMPORTANT LESSON FOR ALL POKER PLAYERS

Two couples were playing poker one evening. Jim accidentally dropped some cards on the floor. When he bent down under the table to pick them up, he noticed Lee's wife, Sue, wasn't wearing any underwear. Shocked by this, Jim upon trying to sit back up again, hit his head on the table and emerged red faced.

Later, Jim went to the kitchen to get some refreshments. Lee's wife, Sue, followed and asked, 'Did you see anything that you like under there?' Surprised by her boldness, Jim admitted that, he did. Sue said, 'Well, you can have it but it will cost you \$250.'

Jim confirmed that he is very interested. Sue told him that since her husband Lee played golf Friday afternoons and Jim didn't, Jim should be at her house around 2 p.m. Friday afternoon.

When Friday rolled around, Jim showed up at Lee's house at 2 p.m. Sharp and after paying Sue the agreed sum, they went to the bedroom, and Sue gave him a great time. Jim quickly dressed and left.

As usual, Lee came home from golf at 6 p.m. And upon arriving, asked his wife, 'Did Jim come by the house this afternoon?'

With a lump in her throat Sue answered, 'Why yes, he did stop by for a few minutes this afternoon.'

Her heart nearly skipped a beat when her husband curtly asked, 'Did he give you \$250?'

Sue, using her best poker face, replied, 'Well, yes, in fact he did.'

Lee, with a satisfied look on his face, continued, 'Good. He came by the golf club this morning and borrowed \$250 from me. He promised he'd stop by this afternoon and pay it back.'

Now THAT my friends, is how poker should be played!

### THE BLONDE TEACHER

Finally, A Blonde Joke I Hadn't Heard.

A blonde gets a job as a physical education teacher of 16 year olds.

She notices a boy at the end of the field standing alone, while all the other kids are running around having fun kicking a ball.

She takes pity on him and decides to speak to him.

'You ok?' she says.

'Yes,' he says.

'You can go and play with the other kids you know' she says.

'It's best I stay here,' he says.

'Why's that sweetie?' says the blonde.

The boy looks at her incredulously and says,

"Because I'm the Goalie !"

### NUNS IN A CAR

A car full of Irish nuns were sitting at the traffic lights , when a bunch of rowdy drunks pull up alongside them."Hey show us your tits yer bloody penguins" shouts one of the drunks.

Shocked, Mother Superior turns to Sister Immaculate . " I don't think they know who we are . Show them your cross.

Sister Immaculate rolls down the window and shouts "Screw off yer fecking little wankers , before I come over there and rip yer balls off"

Sister Immaculate looks back at Mother Superior and asks "Was that cross enough?"



### SENIOR WIDOWS

Dorothy: "That nice George Johnson asked me out for a date. I know you went out with him last week, and I

wanted to talk with you about him before I give him my answer."

Edna: "Well, I'll tell you. He shows up at my apartment punctually at 7pm, dressed like such a gentleman in a fine suit, and he brings me such beautiful flowers! Then he takes me downstairs. And what's there; a limousine, uniformed chauffeur and all. Then he takes me out for dinner; a marvelous dinner, lobster, champagne, dessert, and after-dinner drinks. Then we go see a show. Let me tell you Dorothy, I enjoyed it so much I could have just died from pleasure! So then we are coming back to my apartment, and he turns into an ANIMAL. Completely crazy, he tears off my expensive new dress and has his way with me three times!"

Dorothy: "Goodness gracious! So you are telling me I shouldn't go?"

Edna: "No, no, no... I'm just saying, wear an old dress."

### NICOLA STURGEON

Nicola Sturgeon is touring Perthshire in the First Minister's chauffeur driven car.

Suddenly a cow jumps out into the road. They hit it full on and the car comes to a stop.

Nicola in her usual jaunty manner, says to the chauffeur " You get out and check - you were driving."

The chauffeur gets out, checks and reports that the animal is dead.

"You were driving, go and tell the farmer," says Nicola, "I can't afford to be blamed for anything."

The chauffeur walks up the drive to the farmhouse and returns five hours later totally plastered, his hair ruffled and with a big grin on his face.

"My God, what happened to you ?" asks Nicola.

The chauffeur replies : " When I got there, the farmer opened his best bottle of single malt whisky, the wife gave me a slap-up meal and the daughter made love to me."

"What on earth did you say?" asks Nicola.

"I knocked on the door and when it was answered, I said to them, I'm Nicola Sturgeon's chauffeur and I've just killed the cow





## HEAVEN OR HELL

While walking down the street one day a Member of Parliament is tragically hit by a truck and dies. His soul arrives in heaven and is met by St. Peter at the entrance.

'Welcome to heaven,' says St. Peter. 'Before you settle in, it seems there is a problem. We seldom see a high official around these parts, you see, so we're not sure what to do with you.'

'No problem, just let me in,' says the man.

'Well, I'd like to, but I have orders from higher up. What we'll do is have you spend one day in hell and one in heaven. Then you can choose where to spend eternity.'

'Really, I've made up my mind. I want to be in heaven,' says the MP.

'I'm sorry, but we have our rules.'

And with that, St. Peter escorts him to the elevator and he went down, down, down to hell. The doors open and he found himself in the middle of a green golf course. In the distance is a clubhouse and standing in front of it are all his friends and other politicians who had worked with him. Everyone is very happy and dressed in evening dress. They run to greet him, shake his hand, and reminisce about the good times they had while getting rich at the expense of the people. They played a friendly game of golf and then dined on lobster, caviar and champagne. Also present is the devil, who really is a very friendly and nice guy who has a good time dancing and telling jokes. They are having such a good time that before he realizes it, it's time to go. Everyone gives him a hearty farewell and wave whilst the elevator rises.

The elevator rises and the door opens in heaven where St. Peter is waiting for him.

'Now it's time to visit heaven.' So, 24 hours pass with the MP joining a group of contented souls moving from cloud to cloud, playing the harp and singing. They have a good time and, before he realizes it, the 24 hours have gone by and St. Peter returns.

'Well, then, you've spent a day in hell and another in heaven. Now choose your eternity.'

The MP reflects for a minute, then he answers: 'Well, I would never

have said it before, I mean heaven has been delightful, but I think I would be better off in hell.'

So St. Peter escorts him to the elevator and he goes down, down down to hell.

When the doors open he's in the middle of a barren land covered with waste and garbage. He sees all his friends, dressed in rags, picking up the trash and putting it in black bags as more trash falls from above. The devil comes over to him and puts his arm around his shoulder.

'I don't understand,' stammers the MP. 'Yesterday I was here and there was a golf course and clubhouse, and we ate lobster and caviar, drank champagne, danced and had a great time. Now there's just a wasteland full of garbage and my friends look miserable. What happened?'

The devil looks at him, smiles and says, 'Yesterday we were campaigning... Today you voted!'

## BRITISH HUMOUR

These are classified ads, which were actually placed in U.K. Newspapers:

### FREE YORKSHIRE TERRIER

8 years old, Hateful little bastard. Bites!

### FREE PUPPIES

1/2 Cocker Spaniel, 1/2 sneaky neighbour's dog.

### FREE PUPPIES

Mother is a Kennel Club registered German Shepherd. Father is a Super Dog, able to leap tall fences in a single bound.

### JOINING NUDIST COLONY!

Must sell washer and dryer £100.

### WEDDING DRESS FOR SALE

Worn once by mistake. Call Stephanie.

### FOR SALE BY OWNER

Complete set of Encyclopedia Britannica, 45 volumes. Excellent condition, £200 or best offer. No longer needed, got married, wife knows everything!

## EXCELLENT ADVICE

To my friends who enjoy a glass of wine and those who don't and are always seen with a bottle of water in their hand, as Ben Franklin said:

In wine there is wisdom, In beer there is freedom, In water there is bacteria.

In a number of carefully controlled trials, scientists have demonstrated that if we drink 1 litre of water each day, at the end of the year we would have absorbed more than 1 kilo of Escherichia coli, (E. Coli) - bacteria found in faeces.

In other words, we are consuming 1 kilo of poop annually.

However, We do NOT run that risk when drinking wine & beer (or rum, whiskey or other liquor) because alcohol has to go through a purification process of boiling, filtering and fermenting. Remember:

Water = Poop, Wine = Health  
Therefore, it's better to drink wine and talk stupid, than to drink water and be full of Shit!

There is no need to thank me for this valuable information, I'm doing it as a public service.



## BEING BRITISH

Being British is about driving a German car to an Irish pub for a Belgian beer, then travelling home, grabbing an Indian curry or a Turkish kebab on the way, to sit on Swedish furniture and watch American shows on a Japanese TV.

And the most British thing of all?

Suspicion of all things foreign!

Only in Britain can a pizza get to your house faster than an ambulance!

## THOUGHTS FROM BILLY

Thought from the Greatest Living Scottish Thinker... Billy Connolly.

"If women are so bloody perfect at multitasking, How come they can't have a headache and sex at the same time?"

### WE NEED YOUR JOKES!

Please email all your jokes and funnies to:

[editor@jecsouthwales.co.uk](mailto:editor@jecsouthwales.co.uk)



# SWALLOW

## COACHWORK

for the

## CONNOISSEUR

### *Austin-Swallow Sports Saloon*

THE Sports Saloon, embodying the refinements and exclusive distinction characteristic of the luxury car, makes a strong appeal to those of discriminating taste to whom such qualities are essential. Grace of outline, perfect proportions, and exquisite colours, enhanced by superlative finish are features significant of the highest standard of coachbuilders' art. This model is specially designed with spacious seating accommodation for two adult and two or three juvenile passengers.

#### *SPECIFICATION.*

**BODY FRAME**, constructed by highly skilled craftsmen, is of specially selected ash. All panels are of aluminium, ensuring strength, yet light weight. Both doors are exceptionally large and offer easy access.

**THE UPHOLSTERY** is finished in the most luxurious style, being real leather in pigskin grain with heavily pleated silk corded door casings and quarters, in colours to match the cellulose finish, in red, green, blue, brown, or black. The head lining is of first quality velour cloth.

**THE INTERIOR FURNISHINGS** are artistically finished in polished mahogany or walnut, the instrument facia board being neatly mounted with switchbox, ammeter, speedometer, and oil pressure gauge. Incorporated in the design is an artistically designed locker, providing Ladies' Companion Set. The floor coverings are of pile carpet, in colours to match the upholstery. An interior electric light with tumbler switch is fitted into the roof, and an adjustable mirror provides clear vision through the rear window light.

**THE WINDSCREEN** of the Sports Vee type, is glazed with plate glass, having hinged panel on the driver's side. The pillars and channels are heavily chromium plated. Window lights are glazed with plate glass. Those in the doors are of the automatic quick-lift type, operated by a neat control mounted on the mahogany door cappings, thus providing adequate ventilation. A large ventilator is fitted into the roof.

**THE WINDSCREEN WIPER.** Automatic "Trico."

**THE WINGS.** Graceful in design, whilst being essentially of the Sports type, provide adequate protection. Constructed of heavy gauge steel, and strongly stayed, absence of drumming is assured.

**CHROMIUM FINISH RADIATOR COWL.** New and of handsome design, lends a very substantial appearance to the whole car, and at the same time enables the body to be constructed on very spacious lines.

**LIGHTING EQUIPMENT.** The head lamps are mounted on brackets between the cowl and wings and in such a position are exceptionally rigid. The side lamps, in chromium finish, of special sports design, are mounted on the wings, and fitted with powerful domed lens at the front, and ruby at the rear.



*Austin-Swallow Sports Saloon—cont.*

**CELLULOSE FINISH.** Exceptionally highly polished, in nine attractive colour schemes represents the standard finish.

Cream and Crimson ; Grey and Green ; Light Mole Brown and Deep Suede Brown ; Ivory and Black ; Cherry Red and Maroon ; Sky Blue and Danish Blue ; Cream and Violet ; Birch Grey and Battleship Grey ; Ivory and Dark Blue.

The first-mentioned colour in each case alludes to the body below the waistline ; the latter to the wings, wheels, chassis, and head above the waistline.

Any colours may be chosen to match crimson, green, blue, brown, or black trimmings; colours, however, necessitating leather other than standard can be supplied at slight extra cost. A colour pattern book, containing standard colours, can be supplied to clients.

**CHROMIUM FINISH.** All Exterior fittings and parts are of chromium finish.

*THE SWALLOW MASCOT*, of artistic design, also Licence Holder, is included in the specification.

|                        |                                  |         |                |
|------------------------|----------------------------------|---------|----------------|
| INTERIOR MEASUREMENTS, | Width of body                    | .. .. . | 39" inside.    |
|                        | Centre of backrest to pedals     | .. .. . | 43"            |
|                        | Width of doors                   | .. .. . | 27"            |
|                        | Height of backrest from cushions | .. .. . | 22"            |
|                        | Depth of body inside             | .. .. . | 45"            |
|                        | Over-all length of car           | .. .. . | 10'            |
|                        | Over-all width of car            | .. .. . | 4' 2"          |
|                        | Unladen weight                   | .. .. . | 8 cwt. 28 lbs. |
|                        | Height of car                    | .. .. . | 60"            |

**CHASSIS.** Special Sports Chassis, with raked steering, and sports silencer with 2" tail pipe.

PRICE.

|                                   | £   | s. | d. |
|-----------------------------------|-----|----|----|
| Complete to Specification .. .. . | 187 | 10 | 0  |

*EXTRAS.*

|                                               |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
|-----------------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| Splintex™ Glass                               | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7  | 10 | 0 |
| Eight-day Clock                               | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2  | 2  | 0 |
| Interior Saloon or Exterior Adjustable Mirror | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 | 6  | 0 |
| Ship's-type Air Ventilators                   | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1  | 1  | 0 |
| Rearlight Blind, with extended control        | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | 6  | 0 |
| Private lock                                  | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | 6  | 0 |

THE SPECIFICATION OF ALL MODELS IN THIS CATALOGUE ARE SUBJECT TO ALTERATIONS WITHOUT NOTICE.

*Austin-Swallow Sports Saloon*





## 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.

### MAY 2015

Mon 25th Vale of Glamorgan Classic Car Show

### JUNE 2015

Sun 14th Barry Festival of Transport

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

Sun 5th Pontarddulas 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](http://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](http://www.classicshowsuk.co.uk)

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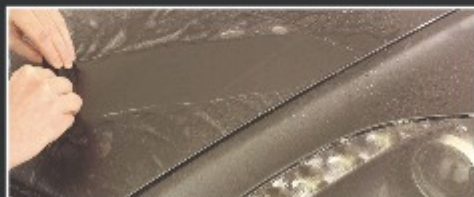
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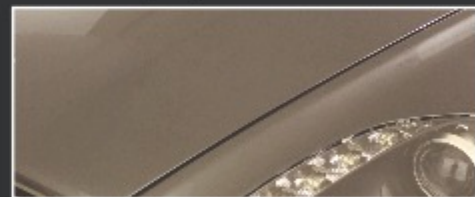
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**[www.autodetailingstudio.co.uk](http://www.autodetailingstudio.co.uk)**





## SOUTH WALES REGION COMMITTEE

### REGIONAL REPRESENTATIVE

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email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

### SECRETARY

Mike Jones

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Tel:

### TREASURER

Colin Manconi

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Telephone: 07931 538434

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Andy Webber

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Telephone: 07771 852703

Colin Masterson

email: colin.masterson@jecsouthwales.co.uk

*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 17th June

Wednesday 15th July

Wednesday 19th August

Wednesday 16th September

Wednesday 15th October

Wednesday 20th November



## 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**

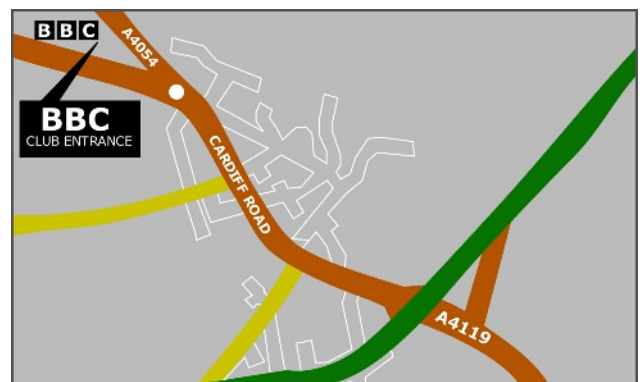
### HOW TO FIND OUR MEETINGS:

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

Web: [www.cardiffjag.co.uk](http://www.cardiffjag.co.uk)

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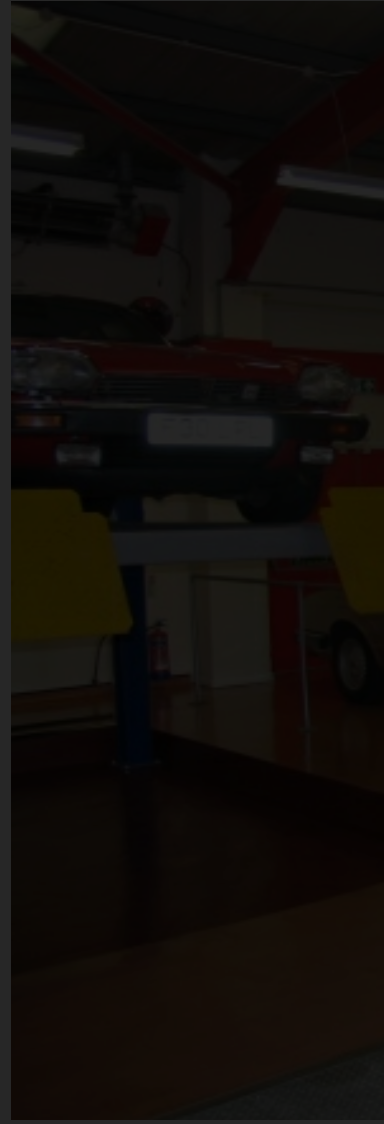


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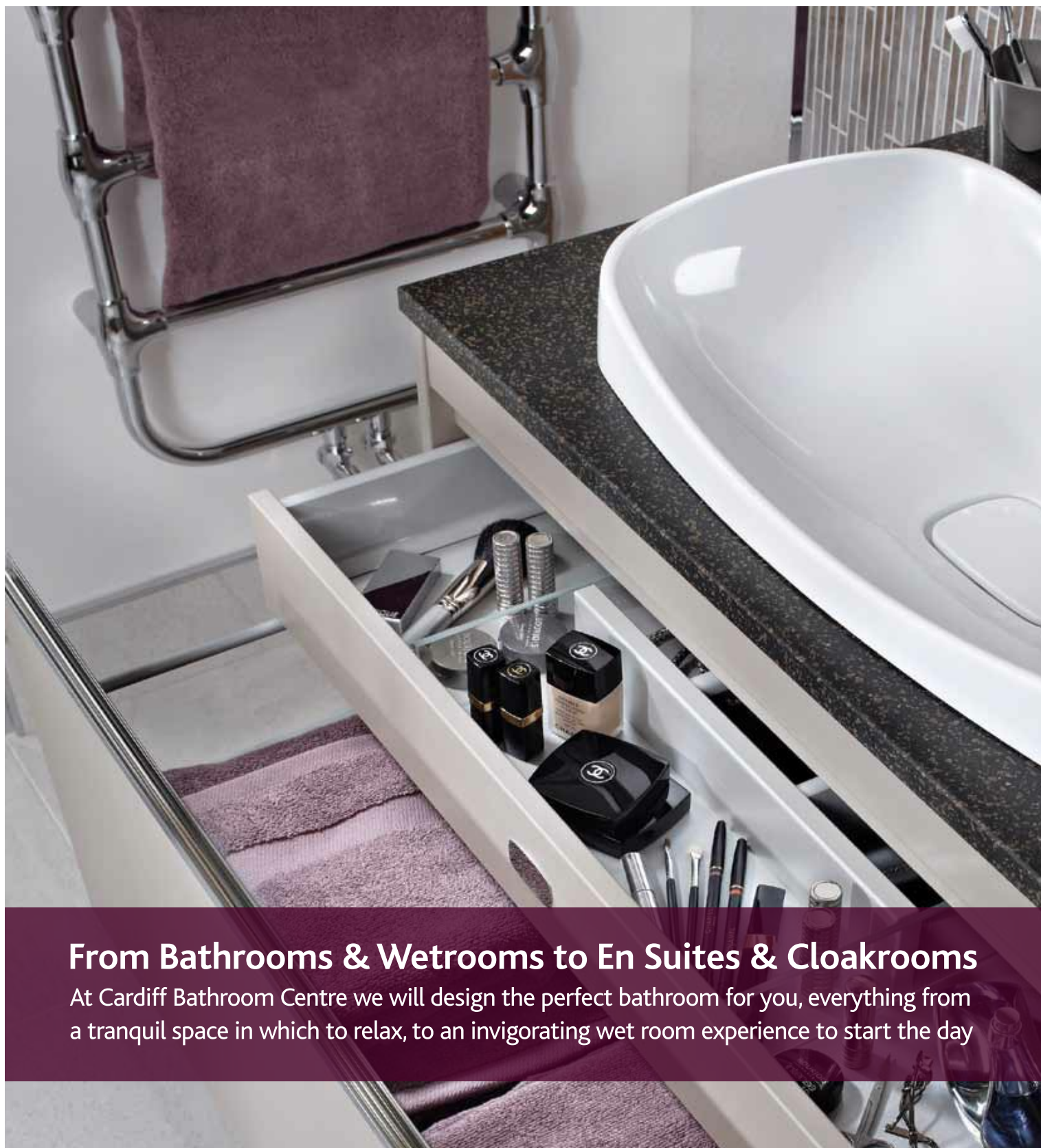


Our courteous staff will make you feel at home in our comfortable reception area and will be happy to offer you refreshments while your vehicle is with us and your vehicle will receive a complimentary wash and vacuum. Full Valet service available subject to time and availability.

So next time your pride and joy needs some TLC, give us a call or pop in for a chat, we would love to add you to our growing list of satisfied customers. *We look forward to seeing you soon.*

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