

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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WEBBER'S WORDS

By Andy Webber
News Editor

With Christmas behind us, it's time to think about the 2016 car event calendar and indeed get the cars in shape to do them! The newly formed UskValley Classics Club are meeting every month at a pub just outside Usk (The Star Inn, Llansoy) on the second Wednesday of every month. Several of us attend and enjoy the different array of cars and stories - please let me know if you'd like to join us.

I've caught up on my reading over Christmas having had some time off, and there's been some exciting news from Jaguar on 'Formula E' as well as a possible bid for Silverstone. The Formula E announcement is official and shows how Jaguar is concentrating on the future by developing electric technology already prevalent in Hybrid cars. The theory being that this technology will then cascade down from Formula E to form the basis of new Jaguars in the future.

As for Silverstone, it is only a rumour at this stage, but what an iconic partnership it would be! Britain's most recognised racing brand, coupled with Britain's historic, world famous racing track - a logical tie up and let's hope that it progresses. I for one, would be interested in Jaguar events held at Silverstone - remember the E-Type 50th anniversary celebrations!!

Last month I mentioned that the F-Pace had been seen on the M4/M5 around Bristol but

we didn't have a picture... well this month we have! It's due to hit the dealerships in March but testing continues on the roads, and as you can see it's quite a size - even the dealership have told me that they were surprised at it's size at a recent event.

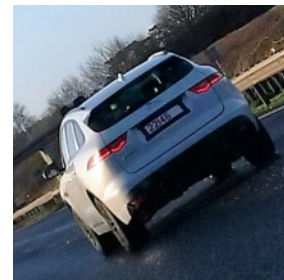


Photo credit to AC Photographic solutions

And finally an important date for your diary. Colin has arranged for Rob Jenner, our former JEC Chairman to give a talk about his Jaguar experiences on the night of our March meeting. Any one who has met Rob will know how great his stories are (Jaguar and non Jaguar related!), so please show your support and come along on Wednesday March 16th.

Venue as normal, BBC Social Club, Landaff, 7.30pm start - members new and old always most welcome.

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

Happy New Year to all our readers. I hope the weather improves, surely this rain cannot continue? Please keep in contact to see which events we are attending as a region.

Below is a list of the events we attended as a region in 2015. It adds up to an amazing 25 events.

International Jaguar Spares Day at Stoneleigh

This being one of the first events of the year Andy, and myself were asked to help out on the JEC stand selling raffle tickets for the new charity car. Colin Masterson offered to help so we all travelled up together. We were to pick Andy up at 6.15 am but despite many phone calls on the way Andy was not ready. He does not like to get up in the mornings.

Practical Classics Restoration Show at the NEC

This was a two day show on Saturday the 28th and Sunday the 29th of March. This is the second year this has been run at this venue Unlike the NEC show in November there is more of an emphasis on showing cars which are in the process of being restored. The JEC had a stand at the restoration show with a variety of Jaguars in different states of repair.

Launch of the new Jaguar XE, Stratstone Cardiff

Some of our members attended the launch of the new XE Stratstone Jaguar in Cardiff.

SWCCC Annual Classic Car Show and Auto Jumble

The bad weather of the last two years has meant that the show has lost a lot of money so this year it was decided to hold the show on tarmac at the Cardiff City Football Stadium car park. The show was a reasonable success with about 600 classic cars attending and a considerable amount of money was raised for charity. I am still of the opinion that a Classic Car Show is much better on grass.

Vale of Glamorgan Show at Sully Sports & Leisure Club

We had 15 cars attend this event. It is an ideal venue for a classic car show and it is going from strength to strength. Well worth attending.

Coleford Carnival of Transport

We had 20 cars on our stand the most ever, with a fabulous range of models. This year the forecast was warm and sunny and but for some early morning mist that's how the day progressed.

Jaguar Drive It Day

Many thanks to John and Janet James for all their effort in arranging Drive It Day. Over 40 of our members including members from the Shropshire and Bristol Regions attended. We started at the Coed-y-Mwstwr Hotel, had a lovely lunch at the Greyhound Inn and after great run finished up at the Mumbles.

Steam & Vintage Show Monmouth

Unfortunately even though many of our members were entered for the show the adverse weather conditions meant that we did not attend.

Barry Festival of Transport

This is the third year the event has been held at Barry Island. Again this year we were on the grass on the top of the promenade, a great position.

Berkeley Castle Classic

There is always a good mix of classic cars which attend, coupled with a large auto jumble; it always makes a good show.

Usk & Abergavenny Classics Club

One of our members Nigel Wilcox has started a new classic car club based around the Usk/ Abergavenny areas. Some of us have gone to the meetings and have enjoyed the wide range of different classic cars which have attended.

Ponthir Music Festival

Andy Webber who is involved with the Music Festival asked if we could take some classic cars along to the event. There was a very nice hog roast stand which also had a large selection of beef burgers and hot dogs, a bar and lots of different acts on the stage playing a wide variety of music.

JEC Bristol Region BBQ

The Bristol Region made us very welcome, the food was great and everyone had a great time.



Castle Combe Action Day

This is a good event to attend as there is so much going on. From the classic cars out on the circuit to over 75 classic cars clubs attending it has something for everyone. This year the "Area W Drift Team" gave us a marvellous display of power drifting through the corners, That if you could see them through the tyre smoke!

Sherborne Castle

Over 1600 classic cars attended the show which included a Car Auction and a large auto jumble area. Our Jaguar Stand was a combination of Bristol, Dorset and South Wales areas and was situated right in the middle of the Showground. We had a huge variety of cars on the stand ranging from early E types right up to a modern F Type R. Our stand won 3rd prize for best club stand.

Silverstone Classic Festival

The world's biggest Classic Motor Racing Festival with over 10,000 classic cars and over 1000 cars racing. A group of us went for the weekend and we had a great time. This is one show where you need 3 days to see it all.

South Gloucester Show

This is the 2nd year of new event organised by Graham Searle of the JEC. This is one to put in your diary for 2016. It was a great show with lots to do for the family with over 350 classic cars, a beer festival, music festival and large fairground. The JEC sponsored a camel in the camel racing and it won. All suspicions of a JEC fix were unfounded. (They could not prove it!)



Three Cocks Vintage Society Annual Show

We enjoy this show every year. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines. This year the weather was good, last year the event was rained off.

Continued >



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The Big Welsh Classic Car Show at Margam Park

This new event at Margam Park was the idea of the members of the Cardiff Branch of Leukaemia Research to replace Tredegar Park. In the past we have attended classic car shows at Margam Park. It is a great setting with the House in the background with lots of grass fields in front for the cars to park in. For a first attempt it went very well and we expect it to go from strength to strength.

JEC Western Day at Bodelwyddan Castle

This was a great event at one of the Warner Hotels. A group of us had a lovely drive up through Wales stopping off for lunch on the way. As it was the 40th anniversary of the XJS a "time line" of XJS's was arranged which included just about every variant of XJS's ever made. A great weekend which we all enjoyed.

Castle Combe Autumn Classic

This is the 4th year of the event and it just gets better and better. We had a much bigger stand this year with over 60 Jaguars parked on it.. One of our advertisers Grant Williams of GT Tyres entered his MK1 "BUY 1" in the Jaguar race and won the saloon car class. Definitely one to attend next year.

Lancaster Insurance Classic Motor Show at the NEC

Many of our members attended the show. The JEC had a fabulous stand alongside the Jaguar Heritage Stand, which was enormous, by far the biggest stand in the NEC. You need more than one day to see everything at this event with over a thousand of the best classic cars and more than 250 car clubs.

South Wales Region Annual Christmas Dinner

As usual this was held at the St Mellons Golf Club. The evening was a great success with 50 members, family and friends attending, including many members from the Bristol Region. An excellent meal was provided by the very friendly staff.



Malvern Classic Show

8 members attended this show. The weather was much better than last year and they had a good run back through the Malvern countryside.

International Spares Day

The show itself is still very busy, perhaps not like it used to be, but I think eBay and the internet is to blame, as it is so much easier to sell items on line than stand in a cold draughty agricultural building. Still it is nice to walk around meet old friends and hunt for the elusive part.

JEC AGM at Castle Bromwich

I attended the AGM on behalf of the region. As usual everything ran very smoothly. Rob Jenner has now retired from Club Chairman after two and a half years and Peter Purdom is now the new Chairman. Rob will be coming to our meeting on the 16th of March to give one of his "famous Talks". I hope you can all attend.

NEWS

What's going on in the world of Jaguar & Jaguars



Convertibles get an additional eight litres of bootspace. A small improvement – but an improvement nonetheless.

F-TYPE British Design Edition

Playing on its heritage, the British Design Edition comes in a range of colours – including Ultra Blue, Caldera Red and Glacier White. Ultimate Black is also an option.

With the 375bhp 3.0-litre V6 S engine, mated to an eight speed automatic gearbox and all-wheel drive, all cars get the Sport Design pack, gloss black front splitter and body coloured side sill extensions and British Design Edition badges front and rear together with satin grey 20-inch Cyclone wheels and uprated brakes with red calipers.

Inside, you'll find a full leather interior, complete with contrast stitching and 14-way electrically adjustable sports seats with embossed headrests, an upgraded infotainment system over the standard V6 S. Cars equipped with the InControl Touch setup benefit from a 10-speaker 380W Meridian stereo, while those with InControl Touch Plus get a 770W system with 12 speakers.

On sale now, priced from £75,225 for the Coupe and £80,390 for the Convertible. Deliveries will begin in the spring.



Jaguar Returns to racing in FIA Formula E Championship

The rumours are true, Jaguar have confirmed they are entering the Formula E championship with a full factory team in 2016.

Williams Advanced Engineering, which was involved in the original Formula E car and worked with Jaguar on the hybrid C-X75 concept hypercar, will be the official technical partner when the team joins the championship in the autumn of 2016.

Formula E boss Alejandro Agag said "Jaguar is a brand with a rich sporting heritage and the fact that it is returning to global motorsport with Formula E is a huge endorsement of the championship and its ability to influence the development of electric cars. Jaguar brings with it a passionate fan base that will drive the popularity of the championship across the world and once again shows that Formula E is the future of motorsport."



Jaguar and the Jet Man

The Jetman Dubai pilot Yves Rossy, took on his first ever live race when he went head-to-head against a Jaguar XJR driven by former Formula One star Martin Brundle in a unique contest deep in the Dubai desert.

Brundle said: "This was the most unique race I have ever taken part in. I have never seen anything like the Jetman wing, full of technology and innovation, and Yves is an extremely brave man. It turns out he is also a very fierce competitor! The Jaguar XJR gave him some stiff competition. The smooth, effortless drive was exceptional and it also handled superbly when I had to avoid sand that had blown onto the road. But as for who won - you'll just have to watch the film." <https://www.youtube.com/watch?v=xssOxHoEhrk>



New Slovakia factory Confirmed

Located in the city of Nitra, the fourth largest city in Slovakia and one of the oldest, the new factory will manufacture the latest range of aluminium Jaguars and Land Rovers, with construction beginning in 2016.

The £1 billion facility will initially have a capacity of 150,000 vehicles, and as production ramps up it will eventually employ 2,800 people. It is unknown which models will be produced there but expect it to be the latest models, such as the Jaguar XE and Land Rover Discovery Sport.

The Slovakian Prime Minister Robert Fico said: "We are glad that Jaguar Land Rover has chosen Slovakia for its new world-class manufacturing facility. This decision shows that, with a stable and solid business environment, Slovakia is an attractive place for investors. And the marriage of Slovak craftsmanship and British engineering holds great promise."

An evening with Rob Jenner

Our illustrious ex Chairman will be joining our monthly March meeting to give us a talk on all thing Jaguar.

Sure to be a great night with stories no doubt to make your toes curl!

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



I trust that everyone had a great Christmas and are now looking forward to the coming year's events. Not too much to report on this month.

Torbay Old Wheels Club Night - Thursday 17th December

The monthly meeting was brought forward in order to avoid a clash with Christmas Eve. The evening was well attended with members eagerly looking forward to being entertained again by Dave & Kath Doyle aka "After Dark" with more songs with a Christmassy content. A brilliant performance as they also do this professionally. Quite a few of us took the opportunity to have a little dance as well including yours truly dragged onto the floor by Natasha. Julian (Pinocchio!?) & Sue (Little green elf) dressed up for the occasion!

Annual Dinner at the Redcliffe Hotel, Paignton - Saturday 10 January

There was a bit of a gap until 10th January when we had our annual dinner, this time at the Redcliffe Hotel, Paignton. (See - <http://www.redcliffehotel.co.uk/>). This was a change in venue as last year's dinner in the Grand Hotel, Torquay was very disappointing. The Redcliffe Hotel is where Natasha & I used to go on our ballroom dancing weekends in previous years - winning the "Wooden Spoon" award on one occasion for missing the Tredegar Park show! It was good to be back in the hotel and the occasion brought back many happy

memories. Prior to the dinner a short run was organised by John & Jill Read along a very scenic route. Over 70 members attended the dinner and all agreed the food and service was excellent. The Redcliffe has already been booked for next year's annual dinner.

After the meal a raffle was held raising approx. £225 for club funds. A couple of trophies were also presented - one for the member attending most classic car and club events and a second trophy for the members who have done most for the club during the year. We were very pleased when the second trophy was presented to Dave & Kath Doyle. Finally there was a short auction held by Rex Elston for a bottle of brandy donated by Barbara Eastley (who owns a beautiful Jaguar 240). Rex also auctioned a plastic Harrods bag



What a coincidence

In November I was watching an episode of "Celebrity Antiques Road Run" with celebrities Colin Jackson & Jonathan Edwards and experts Natasha Raskin & Catherine Southon. What surprised me was to see a Morgan +8 registered "F149WWP" being used. I was its first owner (briefly!) in 1989! Fantastic to see it again after all these years.

[illegible][illegible]

Proper neighbour

Last year we met a close neighbour (Peter) who owned a restored Austin Healey 3000. I was very pleased when he recently bought a superb 1950s Jaguar XK150 Roadster. The car is an ex-concourse car and has won trophies in the USA. I'm looking forward to seeing it at events this coming year.

My Daimler V8 250 - ALX 442H

Not much to report this month. The plan is to arrange for the engine to be rebuilt at our house by an expert, Adrian Linscott, from the TOWC. Adrian has visited us & we discussed how to approach the task as well as what additional equipment would be needed including a degreasing tank and an engine stand. He will probably start work later this month.



...and finally:

One of us

A guy walks into a bar in Arkansas and orders a white wine. Everybody sitting around the bar looks up, surprised, and the bartender looks around and says, "You ain't from around here, are ya? Where ya from, boy?" The guy says, "I'm from Iowa." The bartender asks,

"What the heck you do in Iowa?" The guy responds, "I'm a taxidermist." The bartender asks, "A taxidermist? Now just what the heck is a taxidermist?" The guy says nervously, "I mount animals." The bartender grins and shouts out to the whole bar, "It's okay boys, he's one of us!"

*All for now and a very
Happy New Year to everyone.*



By Colin Masterson

Letter from America



A new show for me this year was the Winter Park Concourse, a magnificent display of some of the most beautiful cars including many foreign cars, mainly British and German. Last year the show was laid out in downtown Winter Park, an upmarket place with a very pleasant old brick paved downtown with plenty of nice shops and restaurants. Netta and I looked at houses in the area last time we moved but they way out of price range! This year everything moved to the local golf course that provided an excellent setting for the show.

One part of the show was devoted to, and partly sponsored

by, a number of high end motor manufacturers like Ferrari, Maserati, Alfa Romeo, Rolls Royce, Bentley, Jaguar, Audi, BMW and Mercedes and supercars like McLaren, Lamborghini. Some of these were quite rare like the TZ3 Alfa Stradale and a development of the latest Ford GT40

Packard was the marque being celebrated at the show with some magnificent examples on display. I used to own a 1928 example and know first hand how well these cars were made and how advanced they were for their time. There were a couple of V16 examples and I would defy anyone to hear them at tick-over.

You would certainly hear the clock ticking on these - how irritating would that be!

There were a few Jaguars on display including an XK120, XK140, several E Types and a very nice '66 S Type. A number of immaculate British sports cars like a "Frog eye" sprite (which they call the "Bug eye" sprite, a sprinkling of Austin Healeysetc and even a more mundane Morris Minor. Not many of those are to be seen here as most of them have been turned into fire breathing dragsters, the fate also enjoyed by the likes of Ford Anglias and Austin A35s Anyone who has been to Santa Pod Raceway





(love the name) in Northamptonshire will have seen these as Nostalgia Fuel Altered - methanol or nitro methane burning altered, worth a visit if you have never been.

You can tell we are still in redneck country here when the local TV has a public announcement for Thanksgiving warning people to defrost their turkeys before they put them in their deep fat fryers or they will explode!

Some neighbours asked if we would join them for a Thanksgiving meal at our clubhouse grill. We never celebrate thanksgiving, being Brits, but it was nice to join in a typical American tradition and learn about some of their customs. The food was good too!

Continued >



R ENGINEERING is a family business run under the watchful eye of Mark Greenwood the well known former Jaguar Sports and Motor Sport technician.

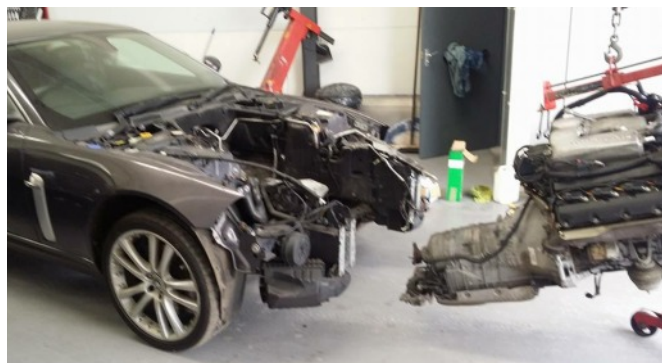
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The final event for the month was the Apopka Christmas parade, just before we flew home for Christmas. I have now been doing this parade for a number of years and it is always an amazing experience. This time I was honoured to have pride of place leading the parade in the Cadillac which was suitably dressed for the occasion.

As usual, the 20 convertibles that were to lead the parade met up in the town hall car park and then joined the other units of the parade in various street leading to the wide Park Avenue. We had time to finish dressing the cars with bows, tinsel and in some cases strips of flashing

lights and other Christmas decorations - all very festive. There was time for a doughnut and coffee before the dignitaries arrived who were to ride in our cars. "My" dignitary was a retired US Navy Captain with his son and two grandsons. He started his Naval career as an ensign on an aircraft and progressed through various submarine, diesel and nuclear until he was commander of one and then he finished his career as commandant of the naval base at Pearl Harbour. His involvement in many charitable organisations including the organisers of this event resulted him in being appointed the Grand Marshall of

the parade.

Following behind us were a number of marching bands, dance troupes and all kinds of decorated floats representing various local organisations. There must have been around 20,000 people in the crowds lining the avenue

As I am home for Christmas and won't have much to report on next month I will include a write-up of my trip to Daytona for the annual Turkey run in the next issue of the magazine. I hope that you all enjoyed the Christmas bash at the St Melons golf club and may I wish you all a happy and prosperous new year.





By Scott Morgan

Gearing up to it

More MK9 gearbox woes again this month, along with a water leak on the XK8 - no rest for the wicked - even if it is Christmas!

Firstly I hope everyone had a good Christmas and would like to wish everyone a Happy New Year!

Since my father took the plunge and bought a 1960 Jaguar MK9, it has been difficult to find the time to do the necessary work, so over the Christmas Holidays we had planned to attempt fixing some of the little problems plaguing the MK9. Unfortunately that didn't quite go to plan due to family commitments (and maybe the lack of motivation caused by too much Christmas Pudding!).

The one job I did manage to achieve was to stop yet another oil leak on the automatic gearbox. After replacing the anti-creep switch and thinking that was the worst leak, we discovered the solenoid for holding the gearbox in gear (Intermediate Hold) was leaking just as bad! Once the solenoid was removed and after further inspection we noticed that the solenoid was inoperable and more than likely had not worked for many years. So a quick phone call to Simon at Worcester Classic Spares a new replacement was soon on its way.



Derek working under the watchful eye of the workshop 'Boss' above.

Removing the solenoid was the easy part as the small rubber "bellows" also has to be changed to avoid oil leaking into the new solenoid causing damage, as advised by Simon. This however is not quite as easy as the oil pump for the gearbox has to be removed first. Once that is removed access to the bellows can then be obtained. Removing the bellows can prove difficult as it is fixed on to a sleeve which is then held in place in the gearbox by a small threaded t-piece shaft with a slot in the t-piece end for a screw driver. Unscrewing it is not difficult but starting the thread again in the gearbox can be very difficult as access is very limited and cannot be started by hand. Luckily we have a tool for such occasions that grips inside screw heads.

Simon also advised to use a sealant with the rubber bellows to prevent future leaking into the solenoid. So once the Bellows had been replaced, the oil pump and solenoid was then "reassembled in reverse order" as the manuals say, using all new seals. So once again another oil leak has been rectified and the new solenoid now works as it should.

'the previous owner told us the original engine broke up'

Another bit of news regarding the MK9 was the original engine arrived just before Christmas. After initial inspection, still on the pallet, it was not obvious as to what the reason was why it was changed. The head and sump was already removed so was quite easy to inspect but again not really obvious what the problem was, as the previous owner told us the original engine "broke up" but after speaking to the previous owner again it sounds as though a broken piston ring was the cause of the engine failure. A decision is yet to be made as to when we will investigate the engine further as much work is needed elsewhere on the car at the moment and the replacement engine seems to be running very well! But the main thing is we have the original engine and as I'm sure you'll all agree is very important, making it a matching numbers car.

'not easy to do but does seem to have been successful'

My attention was then drawn to my XK8 as I noticed it's developed a slight water leak. But unfortunately I don't mean coolant leak, I mean rainwater which in my opinion is even worse! Which is hardly surprising as to the amount of rain the whole of the UK has been enduring these past months. The XK8 is usually or mostly kept undercover in the garage but since the MK9 has taken its space in the back of the garage, it means when busy with work the XK8 is sometimes left outside during the day when working on customers cars, hence in the rain!

After much struggling (and swearing) in the drivers footwell it was suspected that the water was seeping through under the panel the brake master cylinder is bolted too. Thankfully after removing the plastic cover under the bonnet, access was not too bad. Rather than remove this panel I sealed the seam with Tiger seal, a sealant adhesive which has always proved very successful with us. It was not easy to do but does seem to have been successful as I now have a dry footwell once again.

So with much work still needed on the MK9 it's going to prove quite a rush to get it ready before the first show of the year at Coleford, but we haven't given up yet!





By Andy Webber

Morgans Mid Winter Mile Muncher

Amongst the floods of the North the South had one day over the Christmas period that although cloudy was going to be dry according to the weather forecast. I was due to visit Scott anyway and it was decided that I'd take my XJS coupe up and we'd see about a drive into the beacons.

Although Newport was damp it wasn't raining and I connected the battery on the XJS and bought it out of hibernation. I'm not sure the old girl was too happy as the engine light issue that I had last year came on again – it doesn't affect the car so I drove on to Pontypridd. Arriving at Pontypridd Scott had just crawled out of bed and was barely out of his pj's so I had a cuppa. Following some improvising with a clamp to ensure my battery stayed connected we headed North up into the Brecon Beacons following the A470. We then headed off the A470 and briefly onto the A465 before taking the Trefechan road North East eventually heading past Morlais and to Pontsticill reservoir. Although cloudy we could see the Brecon mountain railway steam engine chugging down the track on the opposite side of the reservoir – myself and Mrs W will definitely be taking a trip on that in 2016.



A look of disappointment or constipation, its hard to tell!



We continued to head North into the woods of the national park stopping off at various points along the way to take in the breath-taking views – even though it was dull, you could still see for quite some distance. We eventually ended up alongside Talybont reservoir and carried on up to the north edge, which had a feature run off for the water providing a waterfall effect. I imagine this would be extremely picturesque in the summer months. As you see in the photos, there was a ‘No swimming’ sign – you can imagine how disappointed myself and Scott were...we both had our speedo’s ready!

We carried on North towards Talybont-on-Usk stopping at the White Hart Pub in the middle of the village for a superb meal – www.breconbunkhouse.co.uk.

Following a very good chilli and Scott’s gammon & egg we headed south on the B4558 to Llangynidr and onto Crickhowell and then Gilwern on the A4077. It was still dry at this point although there had been some deep puddles on the country roads. We stooped on the A465 and as the dark clouds descended we called it a day, Scott able to go West to Ponty and myself dropping down to Pontypool and home.

It had been a great impromptu day out and with regular stops enroute we were able to get some good pictures, albeit with dull cloudy weather! Getting home in the light I was able to wash the car and dry it before putting it away in the garage for another couple of months.



By Auto Express Test Team

The All NEW Jaguar XF

Jaguar has taken the elements that make the smaller XE compact exec saloon so great and upscaled them for this new Jaguar XF four-door, improving on its predecessor with better rear seat access and more space once you're inside. Sharp styling, a strong range of engines and an engaging chassis mean the XF is right at the top of its class. Another hit from Jaguar.

Following the challenging retro looks of the Jaguar S-Type, the first Jaguar XF was a big hit when it was launched back in 2007, with more modern styling, a sweet range of engines and Jag's typically easy-going ride quality. But it wasn't perfect.

Compared to the BMW 5 Series and Audi A6, the XF was cramped in the back, but with this new XF Jaguar has gone back to the drawing board, thoroughly re-engineering its executive saloon and come back with a class leader.

The aluminium chassis serves up agile handling and decent efficiency with the new range of engines under the bonnet helping with the latter. Jaguar's latest Ingenium engine family powers the XF, while tech inside the car is a match for the sophisticated way it drives thanks to a new infotainment system.

And the Jaguar XF will need all these developments to compete in one of the most hotly contested classes, as the car goes up against rivals like the BMW 5 Series, Audi A6 and Mercedes E-Class. Up to now the German manufacturers have mostly had this sector their own way, but the XF changes the status quo.

There are four trim levels on offer: Prestige, R-Sport, Portfolio and S. The first three are only available with Jaguar's 2.0-litre four-cylinder turbodiesel Ingenium engine, featuring two different power outputs, while the sportiest S model comes with a choice of high-power 3.0-litre V6 diesel and petrol engines.

Expect an XF R super sports saloon to appear in time, which will rival the likes of BMW's M5 and Mercedes' E63 AMG. At the moment there's no word on a replacement for the previous XF Sportbrake estate, though – Jaguar is assessing its options. With the F-Pace SUV



launching in 2016, there might not be a need for a more spacious estate version of the saloon.

Engines, performance and drive

Smooth performance and slick auto gearboxes define the range - but the 2.0 diesel could be more refined.

Thanks to the aluminium underpinnings, the XF is relatively light compared to its rivals, which helps the way it rides and handles. The suspension keeps the body tied down nicely during cornering, so there's plenty of composure - but there's also lots of comfort on offer, as the XF boasts that typically plush ride quality big Jag's have always possessed.

Show the XF a twisty road and the fast steering helps the chassis devour bends. The car turns in sharply and while it can feel over alert at times, we prefer this responsive nature to sluggish, overly relaxed steering.

Both S models only come with the eight-speed auto, while they're also the only versions to get Jaguar's

Adaptive Dynamics adjustable suspension as standard. It's an option on the 178bhp models elsewhere, and using the adjustable driving modes the car's damping characteristics can be tweaked.

In Dynamic mode the car feels tauter and more alive, responding to direction changes quickly and cornering flatter. But in Comfort the ride quality is good, even on big wheels, and the dampers filter out most lumps and bumps, with only

serious road imperfections being felt inside the car.

As many XF buyers will be business users, CO2 emissions are vitally important in this sector - which is why Jaguar has opted to go almost exclusively for diesel in the latest engine line up.

There are two power outputs available in the 2.0-litre four-cylinder diesel, with 161bhp or 178bhp on offer. Both engines come with a choice of six-speed manual or eight-speed automatic



Continued >

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INTERIM SERVICE	£199	£199	£199	£199	£199	£199
MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
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FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
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REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
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gearboxes, but we'd stick with Jag's smooth eight-speed auto.

It makes motorway journeys effortless, while with steering wheel-mounted paddles as standard, there's a nice element of driver involvement. We'd go for the higher-power of these 2.0-litre Ingenium units, as the extra 17bhp and 50Nm more torque (making 430Nm in total) mean progress is swifter in this sizeable saloon.

The engine is eager and pulls strongly. The 0-62mph sprint takes 8.1 seconds in the auto, while the lower-powered model completes the same test in 8.7 seconds. However, at higher revs refinement is an issue, as the engine emits a diesel growl that the best rivals keep a lid on. Keep to a more subdued cruise and the XF is as quiet as you'd expect.

At the top of the range sits the XF S. With a massive 700Nm of torque from the twin-turbo 3.0-litre V6 diesel – and a healthy 296bhp – the Jaguar packs some serious overtaking punch. It's not quite as fast as the petrol version, with 0-62mph taking 6.2 seconds, but its huge reach gives incredible flexibility.

The supercharged 3.0-litre V6 petrol S hits 62mph from rest in 5.3 seconds, making it a proper performance saloon. Borrowing the engine from the F-Type sports car, it snarls as you rev it hard, but it's hushed on the motorway and gives a great balance between driver involvement and refined cruising ability.

MPG, CO2 and running costs

Low CO2 emissions make the XF cost-effective family transport. If you're after a real CO2 champion, the lower-powered 2.0-litre diesel manual is the one to go for. In this spec the XF emits just 104g/km – less than some superminis – but unless you're a business buyer really looking to save some cash, the

109g/km auto is a better bet, as it won't cost any more in road tax.

With the auto fitted, Jag this entry-level XF will return 68.9mpg on the combined cycle, while the 178bhp 2.0D offers 65.7mpg on paper. The latter equates to 114g/km CO2, which is the same as for the manual model. Road tax is £30 per year, and £10 cheaper for the 161bhp version.

Despite its punchy performance, the diesel S is actually surprisingly efficient, returning 51.4mpg and 144g/km CO2, which means it'll cost £145 to tax per year.

The petrol S will, unsurprisingly, be costlier to run. Claimed efficiency of 34.0mpg and 198g/km CO2 means you'll pay the price at the pumps compared to the rest of the range. Road tax will cost £265 per year.

Insurance groups

Insurance costs should be on a par with its rivals, but for the higher-powered XF Prestige 2.0D auto we were quoted £557 for our sample driver, which was cheaper than the equivalent BMW and Audi, at £651 and £591 respectively.

The XF's insurance group ratings range from 25 to 42, with the S models rated higher. The diesel S will attract the highest

premium at group 42, while the petrol S comes in at group 38.

Interior, design and technology

Modern design, plenty of tech and extra space make the XF a great place to sit out a long journey – but material quality could be better in places.

As with the exterior styling, the XF borrows many of its design cues inside the cabin from its smaller sibling, the XE. As soon as you open the door and lower yourself into the plush leather seat, it's clear Jaguar's interiors have moved on to the next generation with its new tranche of cars.

The eight-inch widescreen infotainment system sits in the middle of the dash, and with sharper graphics it's a big improvement on the previous XF's multimedia setup. Below this are two rows of buttons, which give a logical layout to the heating controls.

At night it all lights up in a cool blue glow, which gives the cabin an appealing look. However, in some areas quality is lacking, especially compared to the solid and slick cabin in the BMW 5 Series.

The design is more modern in the XF though, and the highly adjustable seats mean you can easily find a comfortable driving position.



Continued >

Compared to its predecessor, access to the back is much better thanks to the large rear doors, while space once you're back there is good, too.

Sat-nav, stereo and infotainment

Equipment levels are strong, with even the entry-level Prestige model receiving Bluetooth, sat-nav, USB, DAB radio, heated electric leather seats, cruise control and dual-zone climate control as standard.

Most of these systems are controlled by Jaguar's touchscreen multimedia setup, which is easy to navigate. There are big buttons at either side to take you to certain key areas – like audio, nav and climate – but although the layout is intuitive, the touchscreen sometimes takes a while to respond.

The standard sound system is good, and there's the option to upgrade it to a more powerful Meridian stereo. It's easy to pair your phone using the Bluetooth, while Jaguar's InControl apps provide another neat feature.

These let users monitor functions like their car's remaining fuel level and security status on their smartphone, for extra peace of mind.



Practicality, comfort and boot space

Big boot, plenty of space and strong ride quality means XF covers many bases

The XF's impressive usability stems from its improved rear access and legroom, as despite the low roofline it's easy to climb into the back. There's acres of space once you're in there, so even taller adults should be comfortable on longer journeys. Comfortable seats mean it's easy to while away the miles, helping you feel fresh when you reach your destination.

Size

The XF is 1.88 metres wide, which makes it wider than both the BMW 5 Series and Audi A6. It also means there's plenty of width in the back, so space across the rear bench should accommodate three adults for shorter trips.

It's also slightly longer than its German counterparts, and slightly higher too. However, the narrow window opening and flowing roofline helps to elongate the car's elegant shape, making it look lower and longer than it is. A sensible ride height makes it easy to get in and out of.



Leg room, head room & passenger space

Despite the tapering roofline towards the rear of the car, there's ample headroom in the back, and with a large wheelbase, passenger space inside is maximised.

Boot

At 540 litres, the XF boasts a bigger boot than the BMW 5 Series (520 litres) and the Audi A6 (530 litres). It's a good shape, too, so should take almost everything a company car driver or family can throw at it.

But if you need even more space, Jaguar offers a split-folding 40:20:40 rear seat as an option, which increases luggage room to 963 litres. Plus this configuration, with a foldable middle seat, helps accommodate long loads.

Reliability and Safety

Strong standard safety kit and good Driver Power results mean the XF should be trouble free

In the 2015 instalment of our annual Driver Power customer satisfaction survey, Jaguar finished second only to Lexus. That's a great result for the British brand, backed up by the performance of its dealer network, which scored a third place.

Owners of the previous XF praised the car's ride quality, and handling and performance, so with the new car improving in both areas, the XF should find favour with buyers.

Plus there's lots of safety kit as standard. Even the entry-level Prestige model comes fitted with lane departure warning and autonomous braking, unlike the Audi A6 or BMW 5 Series. In the latest round of Euro NCAP crash testing, this and the solid body shell helped the XF earn a full five-star safety rating.

Warranty

The XF comes with a three year



unlimited mileage warranty, which is standard for the sector. There's also three years' roadside assistance, so if the car should breakdown inside the standard warranty period, you'll be covered by Jaguar's breakdown policy.

Servicing

Jaguar's five-year/50,000-mile servicing package comes in at £525, which is exactly the same price as BMW's five-year/50,000-mile offering on the 520d. There's the option to extend this to a five year or

75,000 -mile option for drivers who cover long distances for an extra £150.

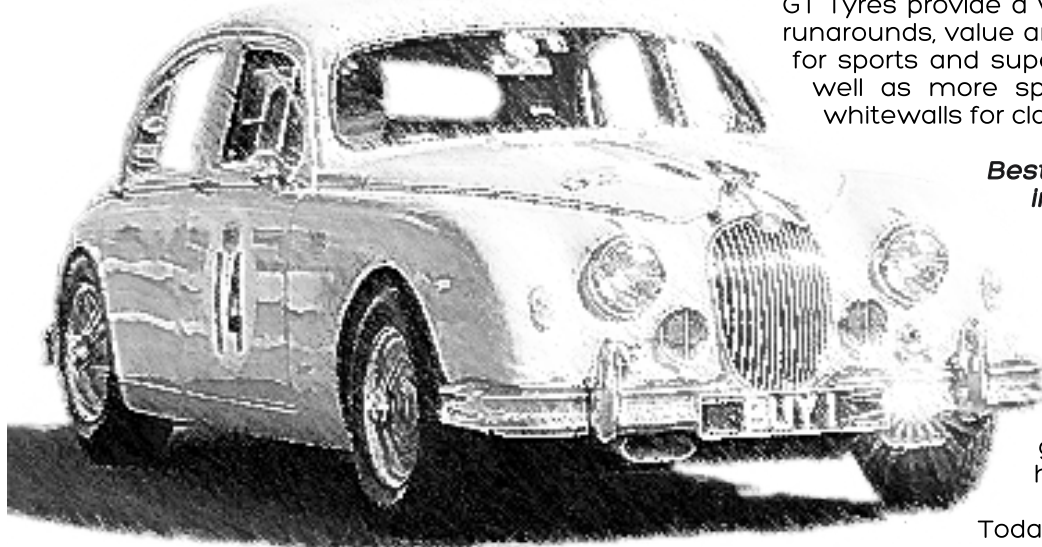
If you go for the petrol S, routine maintenance will be a bit more expensive, as Jaguar charges £899 for its five-year/50,000-mile pack on the supercharged 3.0-litre V6.

Our Choice

Jaguar XF R-Sport 2.0D 180 auto

Our Rating





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Jaguar Heritage Challenges Returns For A Second Season

The 2016 Jaguar Heritage Challenge will take place over four race weekends between April and August and drivers will have the opportunity to race on renowned circuits in the UK and Germany.

During the 2015 season, nearly 100 drivers took to a selection of the greatest tracks in the UK along with a spectacular race at the Nurburgring Oldtimer Grand Prix to compete for overall class honours during the successful first season of the new race challenge.

A large variety of Jaguar's Heritage models were represented over the course of 2015 including an ex-Sir Jackie Stewart E-type (SSN 300), which, driven by Mike Wilkinson and John Bussell, won overall at the last round at Oulton Park.

In addition a selection of stunning D-types, MkI and MkII Saloons, low-drag E-types plus XK120 and XK150s competed wheel-to-wheel.

The announcement of the new race calendar coincided with the announcement of the 2015 Jaguar Heritage Challenge award winners in recognition of a thrilling season of memorable historic racing.

Taking overall honours for a thoroughly consistent and outstanding season was Andy Wallace, driving his Heritage MkI Saloon. With two

second place finishes at the opening race at Donington Park and Brands Hatch, Andy then registered three Class B wins to gather the most points after the final reckoning.

Wallace said: *"It is a genuine honour to receive the top award for the Jaguar Heritage Challenge as it has been tremendous fun to race competitively with so many talented drivers and in such a varied grid of Jaguar Heritage models, too. I'm very much looking forward to the close and competitive racing again in the Challenge in 2016."*

Tim Hannig, Director, Jaguar Land Rover Heritage, said: *"Along with the Heritage Parts and restoration businesses, the Jaguar Heritage Challenge aims to support and nurture the passion for the Jaguar brand and its iconic models. The racing and camaraderie between the drivers was fantastic to witness and provided a fitting tribute to the brand's rich racing pedigree."*

Race Meeting Dates

Donington Historic Festival: 30th April - 2nd May

Brands Hatch Super Prix: 2nd - 3rd July

Nurburgring Oldtimer Grand Prix: 12th - 14th August

Oulton Park: 27th - 29th August

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discount schemes in the same way. Call from landlines are typically charged up to 1p per minute, call from mobiles typically cost between 1p and 40p per minute. Call from landlines and mobiles are included in many free call packages. Please check with your supplier. Booking



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JEC Ireland - Newcastle, County Down
29th May - 3rd June 2016

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French back in 1896, so we are following in famous footsteps by exploring this area during the JEC Ireland tour in 2016.
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mountains, we will be exploring the loughs of Carlingford and Strangford as well as the Ards peninsula, with its
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Tour Price:
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THE 3½ LITRE JAGUAR XK140 OPEN 2-SEATER

JAGUAR XK140 *Specification* OPEN 2-SEATER

ENGINE. Six-cylinder 3½ litre Jaguar engine, 83 mm. bore x 106 mm. stroke, 3462 c.c. developing 190 h.p. Compression ratio 8.1. 30° twin overhead high lift camshafts driven by a two-stage duplex roller chain. High grade chrome iron cylinder block. Cooling by pump and 16 in. fan with by-pass thermostat control. Cylinder head of high tensile aluminium alloy with hemi-spherical combustion chambers. Aluminium alloy pistons, steel connecting rods. Forced lubrication throughout by submergent pump with full flow filter. Twin 5.5 l. horizontal exhausters with electrically controlled automatic choke. 2½ in. diameter counterweighted crankshaft carried in seven large steel-bushed precision bearings.

FRAME. Straight plate steel box section frame of immense strength, torsional rigidity ensured by large box section cross members.

TRANSMISSION. Four-speed single helical synchromesh gearbox. Ground teeth gear running on needle bearings. Synchromesh on 2nd, 3rd and top. Hydraulically controlled overdrive unit with manual control switch mounted on the face panel (Overdrive models only).

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Overdrive 3.19; Top 4.89; 3rd 4.95; 2nd 5.16; 1st and reverse 12.4.

SUSPENSION. Independent front suspension incorporating transverse wishbones and long torsion bars with telescopic shock absorbers. Rear suspension by large alloy-encased and half elliptic springs controlled by telescopic shock absorbers.

BRAKES. Lockheed hydraulic with two leading shoe front brakes and 12 in. diameter drums. Friction lining area 189 sq. ins. Central handbrake operating on rear wheels only.

STEERING. Rack and pinion steering, rubber mounted to the chassis. 17 in. diameter steering wheel adjustable for reach. Left or right-hand steering optional.

WHEELS AND TYRES. Pressed steel hub-on disc wheels with Daxipac 600/16 in. Road Speed tyres.

FUEL SUPPLY. By large capacity 5.5 l. electric pump from a 14 gallon tank. Petrol level warning light.

ELECTRICAL EQUIPMENT. Lucas 12 volt 60 amp. hour capacity battery. Constant voltage controlled overhead dynamo. 10 hour discharge. Flush fitting head and wing lamps, integral stepped lamps with built-in reflectors. Reverse light. Flashing direction indicators with warning light operated by time switch on instrument panel. Front lights. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil cut ignition.

INSTRUMENTS. 3 in. diameter 140 m.p.h. speedometer, 3 in. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, petrol gauge with warning light. Electric clock.

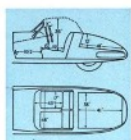
BODY. Aerodynamically two-door body. Double seat and sports upholstery in first quality leather. Seats, adjustable for reach, fold forward for access to boot. Road made of finest quality material, concealed behind mesh when folded and fitted with removable rear light. Detachable side screens stored in a tray in the boot compartment. A sunscreen cover is provided. Instrument panel and cockpit surround finished in first quality leather. Interior heater incorporating windscreen defroster.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tool jack and wheel brace are housed in the spare wheel compartment.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a spacious rear locker, provided with an automatic light. Front and rear boot bags down to increase storage space for golf clubs, etc. Carabiner pockets are provided in the doors.

JACKING. Centrally located jacking sockets on each side of the car enable the front and rear wheels on either side to be raised simultaneously by means of a special easy lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 6 in.; track front, 4 ft. 7 in.; track rear, 4 ft. 7 in.; overall length (incl. bumpers), 14 ft. 8 in.; overall width, 5 ft. 4 in.; overall height, 4 ft. 7 in.; ground clearance, 7 in. Turning circle, 33 ft. Dry weight, 241 cwt.



SPECIAL EQUIPMENT MODEL

Special equipment models offering an even higher degree of performance than the standard range are available and carry the following equipment. Special "CC" type cylinder head with modified porting which, in conjunction with revised ignition curve and dual exhaust system combine to produce the extremely high power output of 210 h.p. at 5750 r.p.m. Special equipment engines are also fitted with special high-speed crankshaft dampers. Knock-on wire wheels and twin adjustable fog lamps and windscreen washers complete the items of special equipment.



THE 3½ LITRE JAGUAR XK140 2-3 SEATER COUPE

JAGUAR XK140 *Specification* FIXED HEAD COUPE

ENGINE. Six-cylinder 3½ litre Jaguar engine, 83 mm. bore x 106 mm. stroke, 3462 c.c. developing 190 h.p. Compression ratio 8.1. 30° twin overhead high lift camshafts driven by a two-stage duplex roller chain. High grade chrome iron cylinder block. Cooling by pump and 16 in. fan with by-pass thermostat control. Cylinder head of high tensile aluminium alloy with hemi-spherical combustion chambers. Aluminium alloy pistons, steel connecting rods. Forced lubrication throughout by submergent pump with full flow filter. Twin 5.5 l. horizontal exhausters with electrically controlled automatic choke. 2½ in. diameter counterweighted crankshaft carried in seven large steel-bushed precision bearings.

FRAME. Straight plate steel box section frame of immense strength, torsional rigidity ensured by large box section cross members.

TRANSMISSION. Four-speed single helical synchromesh gearbox. Ground teeth gear running on needle bearings. Synchromesh on 2nd, 3rd and top. Hydraulically controlled overdrive unit with manual control switch mounted on the face panel (Overdrive models only).

Clearance: Top 5.54; 3rd 4.95; 2nd 5.16; 1st and reverse 10.55.

Overdrive 3.19; Top 4.89; 3rd 4.95; 2nd 5.16; 1st and reverse 12.4.

SUSPENSION. Independent front suspension incorporating transverse wishbones and long torsion bars with telescopic shock absorbers. Rear suspension by large alloy-encased and half elliptic springs controlled by telescopic shock absorbers.

BRAKES. Lockheed hydraulic with two leading shoe front brakes and 12 in. diameter drums. Friction lining area 189 sq. ins. Central handbrake operating on rear wheels only.

STEERING. Rack and pinion steering, rubber mounted to the chassis. 17 in. diameter steering wheel adjustable for reach. Left or right-hand steering optional.

WHEELS AND TYRES. Pressed steel hub-on disc wheels with Daxipac 600/16 in. Road Speed tyres.

FUEL SUPPLY. By large capacity 5.5 l. electric pump from a 14 gallon tank. Petrol level warning light.

ELECTRICAL EQUIPMENT. Twin 6 volt batteries giving 12 volt 60 amp. hour capacity. Constant voltage controlled overhead dynamo. 10 hour discharge. Flush fitting head and wing lamps, integral stepped lamps with built-in reflectors. Reverse light. Flashing direction indicators with warning light operated by time switch on instrument panel. Front lights. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil cut ignition.

INSTRUMENTS. 3 in. diameter 140 m.p.h. speedometer, 3 in. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, petrol gauge with warning light. Electric clock.

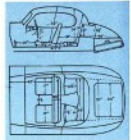
BODY. Aerodynamically two-door body with fixed head coupé. Two individually adjustable seats with seating accommodation in rear for one adult or two children. Seating upholstered in finest quality leather. Instrument panel and garnish rails finished in finest quality figured walnut. Glass compartment on passenger's side, central door and lock. Windscreen wiper completely when fully lowered. Doors and quarter lights fitted with non-draggable ventilator windows. Interior heater incorporating windscreen defroster. Sun visors for both driver and passenger.

SPARE WHEEL AND TOOLS. The spare wheel and tools are carried in a separate waterproof and dustproof compartment beneath the boot floor.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a spacious rear locker provided with an automatic light. Front and rear boot bags down to increase storage space for golf clubs, etc.

JACKING. Centrally located jacking sockets on each side of the car enable the front and rear wheels on either side to be raised simultaneously by means of a special easy lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 6 in.; track front, 4 ft. 7 in.; track rear, 4 ft. 7 in.; overall length, 14 ft. 8 in.; overall width, 5 ft. 4 in.; overall height, 4 ft. 7 in.; ground clearance, 7 in. Turning circle, 33 ft. Dry weight, 252 cwt.



SPECIAL EQUIPMENT MODELS

Special equipment models offering an even higher degree of performance than the standard range are available and carry the following equipment. Special "CC" type cylinder head with modified porting which, in conjunction with revised ignition curve and dual exhaust system combine to produce the extremely high power output of 210 h.p. at 5750 r.p.m. Special equipment engines are also fitted with special high-speed crankshaft dampers. Knock-on wire wheels and twin adjustable fog lamps and windscreen washers complete the items of special equipment.

JAGUAR XK140 *Specification* DROPHEAD COUPE

ENGINE. Six-cylinder 3½ litre Jaguar engine, 83 mm. bore x 106 mm. stroke, 3462 c.c. developing 190 h.p. Compression ratio 8.1. 30° twin overhead high lift camshafts driven by a two-stage duplex roller chain. High grade chrome iron cylinder block. Cooling by pump and 16 in. fan with by-pass thermostat control. Cylinder head of high tensile aluminium alloy with hemi-spherical combustion chambers. Aluminium alloy pistons, steel connecting rods. Forced lubrication throughout by submergent pump with full flow filter. Twin 5.5 l. horizontal exhausters with electrically controlled automatic choke. 2½ in. diameter counterweighted crankshaft carried in seven large steel-bushed precision bearings.

FRAME. Straight plate steel box section frame of immense strength, torsional rigidity ensured by large box section cross members.

TRANSMISSION. Four-speed single helical synchromesh gearbox. Ground teeth gear running on needle bearings. Synchromesh on 2nd, 3rd and top. Hydraulically controlled overdrive unit with manual control switch mounted on the face panel (Overdrive models only).

Clearance: Top 5.54; 3rd 4.95; 2nd 5.16; 1st and reverse 10.55.

Overdrive 3.19; Top 4.89; 3rd 4.95; 2nd 5.16; 1st and reverse 12.4.

SUSPENSION. Independent front suspension incorporating transverse wishbones and long torsion bars with telescopic shock absorbers. Rear suspension by large alloy-encased and half elliptic springs controlled by telescopic shock absorbers.

BRAKES. Lockheed hydraulic with two leading shoe front brakes and 12 in. diameter drums. Friction lining area 189 sq. ins. Central handbrake operating on rear wheels only.

STEERING. Rack and pinion steering, rubber mounted to the chassis. 17 in. diameter steering wheel adjustable for reach. Left or right-hand steering optional.

WHEELS AND TYRES. Pressed steel hub-on disc wheels with Daxipac 600/16 in. Road Speed tyres.

FUEL SUPPLY. By large capacity 5.5 l. electric pump from a 14 gallon tank. Petrol level warning light.

ELECTRICAL EQUIPMENT. Lucas 12 volt 60 amp. hour capacity battery. Constant voltage controlled overhead dynamo. 10 hour discharge. Flush fitting head and wing lamps, integral stepped lamps with built-in reflectors. Reverse light. Flashing direction indicators with warning light operated by time switch on instrument panel. Front lights. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil cut ignition.

INSTRUMENTS. 3 in. diameter 140 m.p.h. speedometer, 3 in. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, petrol gauge with warning light. Electric clock.

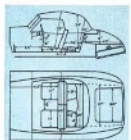
BODY. Aerodynamically two-door drop head coupé. Two individually adjustable seats with two sun beds suitable for small children. Seating upholstered in finest quality leather. Instrument panel and garnish rails finished in finest quality figured walnut. Glass compartment on passenger's side, central door and lock. Windscreen wiper completely when fully lowered. Doors fitted with non-draggable ventilator windows. Coupe top covered in rubber with fully lined interior. Head can be raised and lowered from inside the car.

SPARE WHEEL AND TOOLS. The spare wheel and tools are carried in a separate waterproof and dustproof compartment beneath the boot floor.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a spacious rear locker provided with an automatic light. Front and rear boot bags down to increase storage space for golf clubs, etc.

JACKING. Centrally located jacking sockets on each side of the car enable the front and rear wheels on either side to be raised simultaneously by means of a special easy lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 6 in.; track front, 4 ft. 7 in.; track rear, 4 ft. 7 in.; overall length, 14 ft. 8 in.; overall width, 5 ft. 4 in.; overall height, 4 ft. 7 in.; ground clearance, 7 in. Turning circle, 33 ft. Dry weight, 262 cwt.



SPECIAL EQUIPMENT MODELS

Special equipment models offering an even higher degree of performance than the standard range are available and carry the following equipment. Special "CC" type cylinder head with modified porting which, in conjunction with revised ignition curve and dual exhaust system combine to produce the extremely high power output of 210 h.p. at 5750 r.p.m. Special equipment engines are also fitted with special high-speed crankshaft dampers. Knock-on wire wheels and twin adjustable fog lamps and windscreen washers complete the items of special equipment.



THE 3½ LITRE JAGUAR XK140 DROPHEAD COUPE

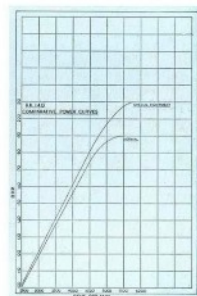


THE 3½ LITRE JAGUAR XK140 DROPHEAD COUPE

THE MOST EFFICIENT PRODUCTION ENGINE IN THE WORLD



This is the XK engine which has earned a world wide reputation not only as the engine used in the Jaguar competition models, but as the best power unit for the entire Jaguar range of cars. Its high power output and low fuel consumption coupled with an unsurpassed degree of silence and freedom from vibration is an engine which has been described as "one of the engineering masterpieces of the century".



This graph shows the power curves of the standard and special equipment engines. It will be seen that the standard engine develops 100 h.p. at 5200 r.p.m., whereas the special equipment engine develops 210 h.p. at 5750 r.p.m. This has been achieved by the use of the "CC" type cylinder head which, combined with a revised ignition curve and dual exhaust system, results in an extremely high power output with low oil consumption and low vibration.

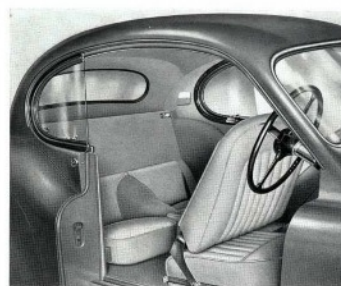
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COLOUR SCHEMES

The colour schemes listed below are standard, and any deviation involving special treatment of coachwork and/or upholstery will entail extra charges for which a quotation will be given at the time of ordering.

COACHWORK	INTERIOR			TOP	
	OPEN TWO-SEATER	FIXED HEAD COUPE	DROPHEAD COUPE	OPEN TWO-SEATER	DROPHEAD COUPE
Black	Red, Black and Red two-tone	Red, Tan, Grey, Black	Red, Tan, Grey, Black	Black	Black, Sand
Black Grey	Red, Black and Red two-tone	Red, Blue, Grey	Red, Grey, Pale Blue	French Grey, Black	French Grey, Black
Pastel Green	Sand Green	Sand Green	Sand Green, Grey	Tan, Black	Fawn, Black
Pure Grey	Red, Blue, Grey	Red, Blue, Grey	Red, Blue, Grey	Blue, Black, French Grey	Blue, Black, French Grey
Purple Blue	Blue, Grey	Blue, Grey	Blue, Grey	Blue, Black	Blue, Black
British Racing Green	Tan, Sand Green	Tan, Sand Green	Tan, Sand Green	Greenish, Black	Greenish, Black
Dark Grey	Tan, Black	Tan, Black	Tan, Black	Fawn, Sand, Black	Fawn, Sand, Black
Sand Green	Sand Green	Sand Green	Sand Green	French Grey, Black	French Grey, Black
Red	Red, Black and Red two-tone	Red	Red	Fawn, Black	Fawn, Black
Lavender Grey	Red, Sand Green, Pale Blue	Red, Sand Green	Red, Sand Green, Pale Blue	Fawn, Black	Fawn, Black
Barbich Grey	Red, Black and Red two-tone	Red, Grey	Red, Grey, Black	Greenish, Black	Greenish, Black
Cream	Red, Black and Red two-tone	Red	Red, Pale Blue	Fawn, Black, Blue	Fawn, Black, Blue
Pure Blue	Light and Dark Blue two-tone, Blue	Light Blue	Light Blue	French Grey, Black, Blue	French Grey, Black, Blue
Maroon	Red, Black	Red, Black	Red, Black	Black, Sand	Black, Sand

We reserve the right to amend any of the specifications contained in this catalogue from time to time as may be considered necessary for the purpose of improvement or by reason of circumstances beyond our control.



The Fixed Head Coupe



The above illustration shows the rear seating arrangement whereby two children or one adult can be accommodated behind the front seats. When the rear seats are not in use the front panel of the luggage locker (seen above the seat backrest) drops forward to form a platform, thus greatly increasing the carrying capacity of the locker. The illustration on right shows the volume available for luggage when the front panel is in the horizontal position. Such large bulky articles as golf clubs can be carried with ease.

The Drophead Coupe



The illustration above shows the rear seating arrangement in the Drophead Coupe whereby two children can be accommodated behind the front seats. When the rear seats are not in use, the front panel of the luggage locker drops forward thus forming an extension platform enabling golf clubs and other bulky articles to be carried in the locker. The illustration at left shows the coupe in open form with the top neatly concealed beneath a quickly removable canvas cover. If desired the windows can be wound down to disappear completely within the doors.

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Contact Peter to arrange a personal financial review at no cost to you.

Director Peter Harris BA DipPFS
t 07770 822115 e peter@jacobsandharris.co.uk

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The dog lover

A dog lover, whose female dog was in heat, agreed to look after her neighbours' male dog while they were away on vacation.

She had a large house and believed that she could keep them apart.

As she was drifting off to sleep, she heard awful howling and moaning sounds. She rushed downstairs and found the two dogs locked together in obvious pain and unable to disengage (as so frequently happens when dogs mate).

She was unable to separate them and didn't know what to do. Although it was late at night, she called the Vet, who answered in a very grumpy voice.

She explained the problem to him. The Vet said, "Hang up the phone and place it down alongside the dogs.

I will then call you back and the noise of the ringing will make the male lose his erection and he'll be able to withdraw."

"Do you think that will work?" she asked.

"It just worked for me," he said and hung up.

Old guy goes Thai

Two Thai girls asked me if I'd like to go bed with them; they said it would be just like winning Lottery! I agreed, and they were right.

We all stripped off, and to my horror, we had six matching balls!

At the airport

Angela Merkel arrives at Passport Control in Athens airport.

"Nationality?" asks the immigration officer.

"German," she replies.

"Occupation?"

"No, just here for a few days."

humour

Members jokes & anecdotes

Your friends could be my friends too!

Brains of older people are slow because they know so much. People do not decline mentally with age, it just takes them longer to recall facts because they have more information in their brains, scientists believe this also makes you hard of hearing as it puts pressure on your inner ear.

Much like a computer struggles as the hard drive gets full, so too, do humans take longer to access information when their brains are full.

Researchers say this slowing down process is not the same as cognitive decline. The human brain works slower in old age, said Dr. Michael Ramscar, but only because we have stored more information over time. The brains of older people do not get weak. On the contrary, they simply know more.

Also, older people often go to another room to get something and when they get there, they stand there wondering what they came for. It is NOT a memory problem, it is nature's way of making older people do more exercise... SO THERE!!

I have more friends I should send this to, but right now I can't remember their names. So, please forward this to your friends; they may be my friends, too.

Its amazing just what you find in a cave these days!

Two Indians and an Irishman were walking through the woods.

All of a sudden one of the Indians ran up a hill to the mouth of a small cave. 'Wooooo! Wooooo! Wooooo!' he called into the cave and listened closely until he heard an answering, 'Wooooo! Wooooo! Wooooo! He then tore off his clothes and ran into the cave.

The Irishman was puzzled and asked the remaining Indian what it was all about. 'Was the other Indian crazy or what?'

The Indian replied 'No, It is our custom during mating season when Indian men see cave, they holler 'Wooooo! Wooooo! Wooooo!' into the opening.. If they get an answer back, it means there's a beautiful squaw in there waiting for us.

Just then they came upon another cave. The second Indian ran up to the cave, stopped, and hollered, 'Wooooo! Wooooo! Wooooo!' Immediately, there was the answer. 'Wooooo! Wooooo! Wooooo!' from deep inside. He also tore off his clothes and ran into the opening.

The Irishman wandered around in the woods alone for a while, and then spied a third large cave. As he looked in amazement at the size of the huge opening, he was thinking, 'Ho, man! Look at the size of this cave! It is bigger than those the Indians found. There must be some really big, fine women in this cave!'

He stood in front of the opening and hollered with all his might 'Wooooo! Wooooo! Wooooo!' Like the others, he then heard an answering call, 'WOOOOOOOOOO, WOOOOOOOOOO WOOOOOOOOOO!'

With a gleam in his eye and a smile on his face, he raced into the cave tearing off his clothes as he ran.

The following day, the headline of the local newspaper read..... You'll like this....

NAKED IRISHMAN RUN OVER BY TRAIN!!!

Days of the empire

In the great days of the British Empire, a new commanding officer was sent to an African jungle outpost to relieve the retiring colonel.

After welcoming his replacement and showing the usual courtesies (gin and tonic, cucumber sandwiches etc) that protocol decreed, the retiring colonel said, "You must meet my Adjutant, Captain Smithers. He's my right-hand man, and really the strength of this office. His talent is simply boundless."

Smithers was summoned and introduced to the new CO, who was surprised to meet a humpbacked, one eyed, toothless, hairless, scabbed and pockmarked specimen of humanity, a particularly unattractive man less than three feet tall.

"Smithers, old man, tell your new CO about yourself."

"Well, sir, I graduated with honours from Sandhurst, joined the regiment and won the Military Cross and Bar after three expeditions behind enemy lines. I've represented Great Britain in equestrian events, and won a Silver Medal in the middleweight division of the Olympic boxing. I have researched the history of....."

Here the colonel interrupted, "Yes, yes, never mind that Smithers, he can find all that in your file. Just tell him about the day you told the witch doctor to flick off."

Disco night

I took the wife to a disco at the weekend. There was a guy on the dance floor giving it everything he had; breakdancing, moonwalking, back flips, the works.

My wife turned to me and said, "See that guy? 35 years ago he proposed to me and I turned him down."

I said, "Looks like he's still celebrating!"

Breakfast

I woke up this morning at 8.00 and could sense something was wrong.

I got downstairs and found the wife face down on the kitchen floor, not breathing! I panicked. I didn't know what to do.

Then I remembered, the local cafe serves breakfast until 11.30.

Lawyers xmas card

As a gesture of goodwill, and without any acceptance of liability, on a "without prejudice" basis we extend to you best wishes for the forthcoming winter holiday. This is on the clear understanding that the wishes are gender neutral and do not imply any discrimination for your personal religious beliefs or if you have none, your lack of them, and further such wishes, should not be considered to reflect the beliefs or otherwise of the writer, Lawgistics or anyone working therein.

Night out

Went out last night and got really wasted.

I woke up this morning next to a fat old bird who was snoring and farting ... so, at least I got home OK.

At the grave side

As the coffin was being lowered into the ground at a Traffic Warden's funeral, a voice from inside screamed:

"I'm not dead, I'm not dead. Let me out!"

The Vicar smiles, leans forward, sucking air through his teeth and mutters, "Too late, mate, the paperwork's already done."

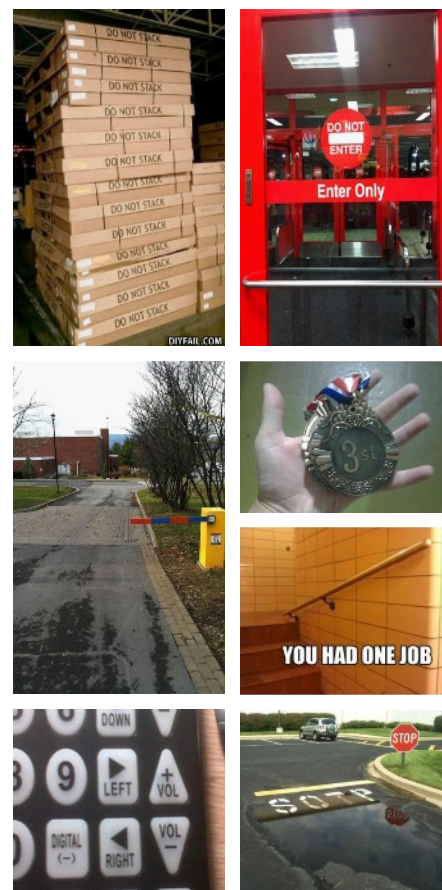
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I got downstairs and found the wife face down on the kitchen floor, not breathing! I panicked. I didn't know what to do.

Then I remembered - the local cafe serves breakfast until 11.30.

They had one job





GLAMORGAN CLASSIC CARS

Jaguar Specialists

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At Glamorgan Classic Cars we have over 40 years experience dealing with all types of car restoration, mechanical and body work repairs. We provide expert friendly advice from a routine service to a full mechanical and body restoration and take pride in providing an exceptionally high level of quality of service and attention to detail. For rebuilds we always include a picture file, an example of which is shown for a JAGUAR E TYPE Series 1 left hand drive conversion/rebuild.

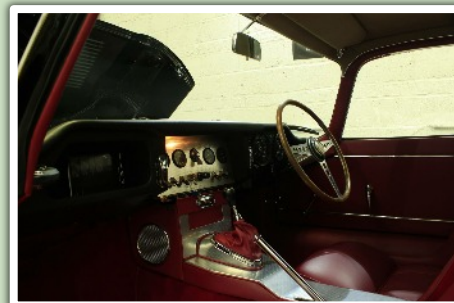
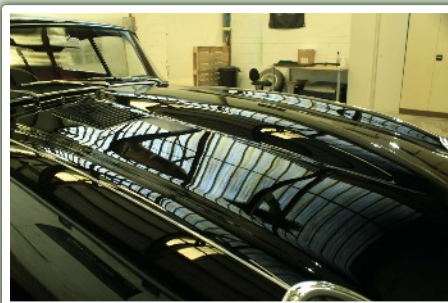
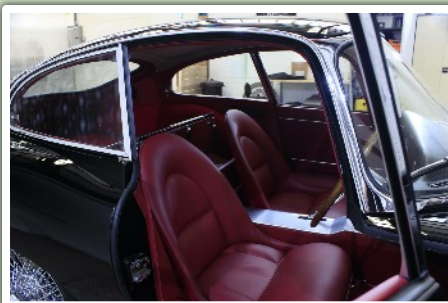
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



Full Body | Mechanical | Interior | Restoration Service



This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or replaced and re-fitted to create this concours example of a British icon.



For a friendly chat about the work your Jaguar requires, please call

Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk



CALENDAR

WHAT'S ON IN 2016

MARCH

- | | |
|-----|--|
| 5-6 | Practical Classics Restoration Show |
| 20 | Jaguar International Spares Day Stoneleigh |
| 28 | Coleford Carnival of Transport |

APRIL

- | | |
|------|--|
| 24 | South Wales Region Annual Drive it Day |
| 30-2 | Donington Historic Festival |

MAY

- | | |
|-------|------------------------------------|
| 1 | Monmouth Steam & Vintage Show |
| 22 | SWCCC Annual Classic Car Show |
| 21 | Cotswold Jaguar Festival |
| 22 | JEC Prescott Hill Climb |
| 21-22 | Beaulieu Spring Autojumble |
| 30 | Vale of Glamorgan Classic Car Show |



JUNE

- | | |
|-------|---|
| 12 | Barry Festival of Transport |
| 18 | Bristol Classic Car Show |
| 19 | Berkely Castle Car Show |
| 25 | Castle Combe Classic & Retro Action Day |
| 25 | Porthkerry Classic Car Show |
| 23-26 | Goodwood Festival of Speed |

JULY

- | | |
|-------|---|
| 8-10 | Le Mans Classic |
| 10 | Pontardulas Classic Motor Club Show |
| TBA | Vintage Festival At Pembrey County Park |
| 17 | Sherborne Castle Classic Car Show and Rally |
| 29-31 | Silverstone Classic |

AUGUST

- | | |
|-----|-----------------------------------|
| 6-7 | South Gloucester Show |
| 14 | Three Cocks Steam & Vintage Rally |

SEPTEMBER

- | | |
|------|--|
| 3-4 | Beaulieu International Autojumble |
| 9-11 | Goodwood Revival |
| 18 | The Big Welsh Classic Car Show Margam Park |

OCTOBER

- | | |
|---|---------------------------------|
| 1 | Castle Combe Classic Action Day |
| 9 | Malvern Classic Car Show |

DECEMBER

- | | |
|-----|---------------------------|
| TBA | Regional Christmas Dinner |
|-----|---------------------------|



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



B|A|S

International

When it comes to choosing CLASSIC JAGUAR TRIM PARTS it's a decision not to be taken lightly if you want to retain your car's investment value.

BAS has not only been manufacturing Jaguar trim for over 30 years but also manufactures the original specification base materials including wool carpet, furflex, vinyls, hardura, seat diaphragms, foam seat cushions, pvc extrusions and plastic injection mouldings.

In this respect BAS is considered as the worlds leader in the supply of the best and most authentic trim available.

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British history in the making.



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HOODS



TRIM MATERIALS



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Web: www.bas-international.com

We know about Jaguars!



B|A|S International

South Wales Region Monthly Meetings

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!

2016 Dates

Wednesday 20th January	Wednesday 20th July
Wednesday 17th February	Wednesday 17th August
Wednesday 16th March	Wednesday 21st September
Wednesday 20th April	Wednesday 19th October
Wednesday 18th May	Wednesday 16th November
Wednesday 15th June	Wednesday 21st December

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 then turn 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 storey's 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.



Committee Members

REGIONAL REPRESENTATIVE

Colin Manconi

email:

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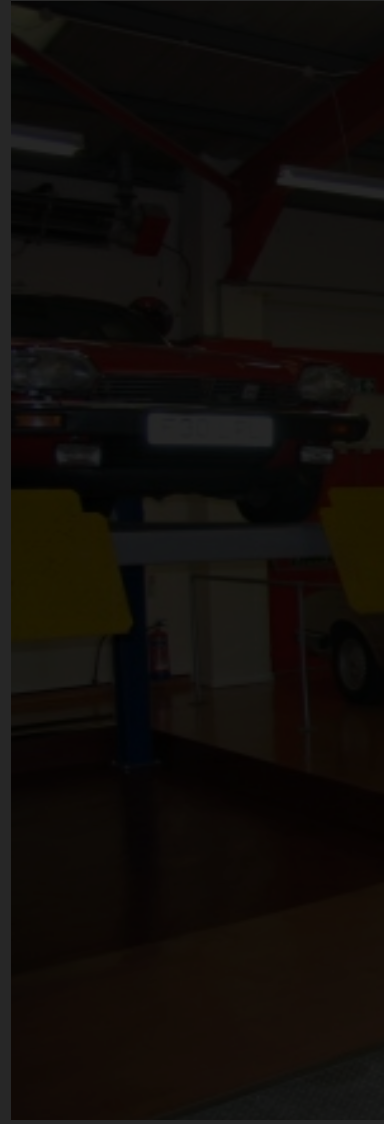


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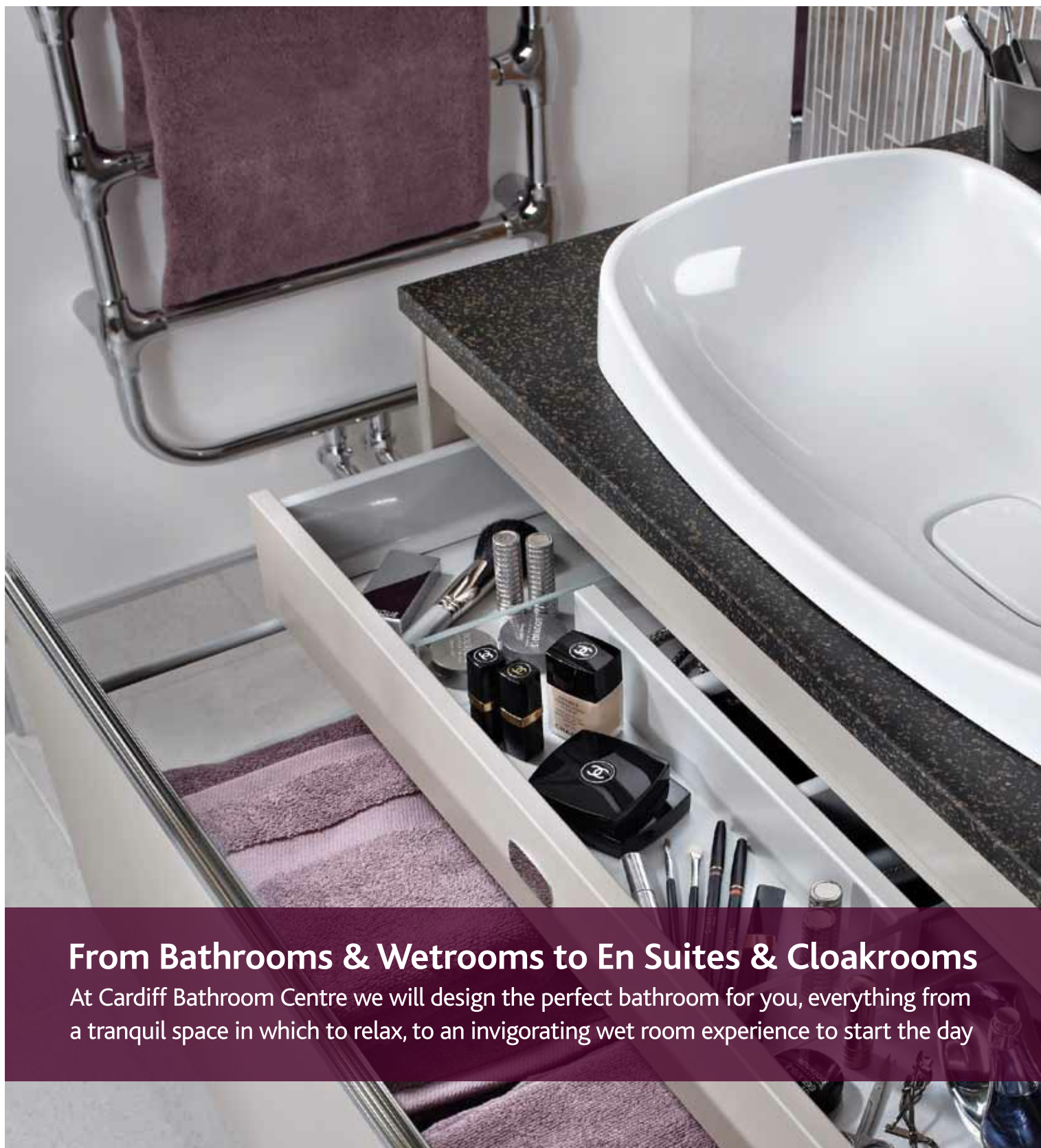
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