

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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WEBBER'S WORDS

By Andy Webber
News Editor

April saw us take to the roads for 'Drive it Day' organised by our own members John & Janet James.

This is always a superb event starting at the beautiful Coed-y-Mwstwr hotel and taking in a mystery route specially selected by the James' including a mid-morning refreshment stop and this year finishing back at the hotel itself for a fantastic meal. Fresh back from America, Colin Masterson joined us and has done a write-up in the magazine. A big thank you to John & Janet for organising a terrific day - including the weather!!

For a while now chief economists have been writing about the Chinese economic boom and although this continues it is much slower than previous years. JLR has capitalised on this by increasing the dealerships in China, which have dramatically grown the brand, sales and revenue.

JLR have now gone a step further and announced a special long wheelbase version of the XF specifically for the Chinese market only and aimed at chauffeur driven passengers - the XFL. This car will be built at JLR's plant in China and includes styling tweaks, WiFi, the new InControl Touch Pro Infotainment system, folding rear tables, heated/cooled/massaging rear seats as well as a whole host of new technology. Examples of this technology include 'clear exit detection' - a safety system warning passengers against opening doors into cars approaching from the behind as well as Cabin air ionisation and many new driver's aids; this promises to be quite a car. However, I can't help



thinking that these clients would opt for an XJ over an extended XF..... time will tell but you can see a picture of the new XF above.

Looking forward into 2017 the JEC has announced an extra special weekend in Windsor that we can register an interest in now, see the JEC magazine for details. This promises to be a one of a kind event with car parades, drinks receptions and concours all in the name of raising money for charity.

We're looking forward to the Jaguar Cotswold weekend where we'll have many members attending both days at Sudeley Castle and Prescott Hill Climb - this promises to be a really fantastic weekend and we'll have a write-up and pics next month.

Andy Webber

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20



15

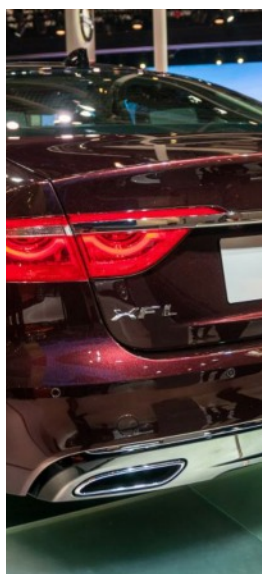


17



30

IN THIS EDITION



REGULARS

- 2** Webber's Words
- 4** Regional News
- 6** Jaguar News
- 10** The Torbay Flyer
- 32** Humour & Anecdotes
- 35** Events Calendar
- 37** Monthly Meeting Info
- 38** History Of Jaguar

FEATURES

- 13** Baby F-Pace Spotted?
- 15** XF Sportbrake Plans
- 17** Daily Driver: X-Type
- 19** E-Type Charity Drive
- 20** Drive It Day
- 24** Royal Windsor Jaguar Festival 2017
- 29** Cars Thieves Busted!
- 30** Driven: Jaguar F-Pace 2.0d R-Sport



REGIONAL NEWS

By Colin Manconi
Regional Representative

Drive It Day

I would like to thank John and Janet James for all their effort in arranging Drive It Day.

On Sunday the 24th of April around 60 JEC members from South Wales, Shropshire and Bristol regions attended Drive it Day.

We started at the Coed-y-Mwstwr Hotel at Pencoed and travelled through some wonderful countryside to our first stop overlooking the South Wales Valleys and the Bristol Channel. We then travelled on towards Groes Faen. Unfortunately as we turned into Groes Faen John's car stopped right on the junction. John had conveniently arranged to break down right alongside a local pub so we pushed his car into their car park. The following members presumed this was a scheduled stop and pulled in behind us. We were unsuccessful at first at getting John's car going so the rest carried on with the run.

They had a coffee stop at the Sportsmans Rest Public House and an then carried on through Llantwit Major on to St Donats and then to South-erndown and Ogmores-by-Sea. The route then ran back to the Coed y Mwstwr for lunch.

In the meantime we had repaired John's car and went straight back to the Coed y Mwstwr. We had a very good lunch and then 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 20.



have booked a place on the stand please indicate when you arrive at the show ground that you are on the South Wales Region Stand.

Sherbourne Castle

This event is on the 17th of July. I have arranged for a large combined club stand with the Bristol and Dorset Region and have spare entry forms if anyone needs one.

Please note that the form does not ask if you wish to be on a club stand. Make sure that you enclose a note asking to be put on the Jaguar Enthusiast Club Stand. Last year some of our members were put into general parking



JEC Cotswold Jaguar Festival 21/22 May 2016

This is a two day event. The first event is on Saturday the 21st of May at Sudeley Castle. This is celebrating the 50st Anniversary of the E type 2+2 and the 20th Anniversary of the XK8 and the 10th Anniversary of the XK. I have been to the Castle and it is a spectacular setting for a car show.

The second day on Sunday the 22nd of May is at Prescott Hillclimb. Many of our members have been to Prescott before and it is a great day out with the opportunity to drive up the hill. We have a Regional Stand at Sudeley Castle. If you

Vale Of Glamorgan Show

This is held on the 30th of May at the Sully Sports and Leisure Club. We have attended this event for the last three years it has been held and it has gone from strength to strength. It is a great venue with views over the sea and is a small but good show.

Barry Festival Of Transport

This is the 4th year this event has been held at Barry Island. It is being held on Sunday the 12th 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 25th 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.

Berkeley Castle 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



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 be of interest and welcomed by our other members. Even if you don't get to the monthly meetings or shows, we still would like to hear from you about your Jaguar experiences. Don't worry about the design or look of any content you submit, the design company who produce the magazine for us will take care of that. So what are you waiting for, get writing that article! To submit any articles or reviews simply email it together with any photos to: editor@jecsouthwales.co.uk



Even Ferrari 512s aren't safe from London traffic wardens!

When the folks at Fiskens momentarily left a fabulous 1970 Ferrari 512 M in their quiet London mews during a routine showroom reshuffle, the last thing they expected to find upon their return was a traffic warden giving the car a parking ticket.

Valued at around £10m, the Ferrari prototype must be among the most valuable cars to ever receive a parking ticket in the capital. Regardless, it makes for an interesting entry in the car's history file - and we're sure Fiskens will have taken care of the fine, should you be interested in buying the car.



Dave Housley

In last month's magazine I wrote about the sad news that one of our old members Dave Housley had passed away. I was reading June's Classic Car magazine when on page 92 there was "The Life Story of an MG Midget". Dave had purchased the MG 46 years ago and it gave a 5 page story of the numerous restorations Dave had done to the car. A fitting epitaph.

NEWS

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



Two 2.0-litre and one 3.0-litre supercharged V6 petrol engine will be offered, with all versions getting an eight speed auto box driving the rear wheels.

Long Wheel Base XF Makes Beijing Debut

Jaguar took the wraps off an extended version of the XF at the 2016 Beijing Motor Show, with 140mm added to the wheelbase giving rear passengers 157mm more legroom.

According to Jaguar, 90% of executive saloon cars are bought in China in long wheelbase form, with the new XF L being the first aluminium-bodied car built in China. It's being built as part of JLR's joint venture with Chery at a new state-of-the-art manufacturing plant in Changshu.

As many of these cars will be chauffeur driven, there'll be

wifi for rear passengers, along with the option of folding tables, massaging seats and electric window blinds. And for the driver, the latest InControl Touch Pro infotainment system with its 10.2-inch touchscreen works alongside a configurable 12.3 inch digital instrument cluster.

Although the XF L has the same interior layout as the standard car, it will be offered with a slightly different trim, as Jaguar design director, Ian Callum, explained to us. "We have put more chrome in the car because we felt it was more in keeping with local tastes," he told us.



New 2017 F-Type Facelift Spied On Test

A facelifted version of the Jaguar F-Type Coupe has been spied testing near the brand's Nurburgring test facility in Germany. Snapped on both road and track, the snarling sports car is likely to go on sale some time in 2017.

While details are currently quite scarce, it's clear that the F-Type will get a subtle nip and tuck both front and rear as with many mid-life facelifts. We expect the production model to get updated headlamps, presumably full LED, alongside a re-sculpted grille and lightly revised bumpers.

Along with the new styling, Jaguar is likely to tweak the engine for performance and efficiency improvements. These are expected to be incremental rather than ground breaking, resulting in just a few more miles per gallon and perhaps a few tenths of a second off the car's 0-62mph sprint.

With no images of the revised F-Type convertible, expect the same changes to apply to the drop-top model. Inside, expect the F-Type to get the XF and F-Pace's updated infotainment system with widescreen display and pinch-to-zoom functionality. The same low-slung driving position and quality dashboard will feature, too.

Jaguar Land Rover Celebrates A Classic Future

The rebranded division will continue to provide cars, services, parts and experiences for Classic Jaguar and Land Rovers and their owners.

Jaguar Land Rover Classic can now accommodate full restorations of classic vehicles at its UK sites, as well as providing a repair and maintenance service for customers from its historic Browns Lane facility, where the six continuation Lightweight E-types were built and a newly developed Land Rover Classic workshop at Solihull for the restoration of Land Rovers. Fully factory restored Jaguars and Land Rovers are now also available for purchase.

Jaguar Land Rover Classic Parts supplies genuine parts for models whose range has been out of production for over a decade. The parts catalogue has over 30,000 individual and guaranteed parts, available to order from Jaguar Land Rover's global retail network. Specialist technical advisors have extensive product knowledge and selected parts are available to order on the day for collection at local retailers.

Record Sales At JLR

JLR Group has announced yet another record month of global sales selling 41,341 vehicles in April. The latest figure represents an 11% rise over April 2015 and is the Coventry car maker's fourth consecutive record-breaking month. This means the company has now sold 200,154 vehicles in the first four months of 2016 - 24% up on the same period in 2015.

Retail sales for April were up year-on-year across all regions with the biggest rise in the company's home market the UK, which saw a 25 per cent rise.

China saw a rise of 11 per cent, Europe ten per cent and North America two per cent. Other overseas markets were up five per cent year-on-year.

Andy Goss, JLR group sales operations director, said: "This is a positive start to our second quarter sales and continues the growth trend seen in the first three months of the year. Sales of the Jaguar XE remain solid across many of our key markets and we look forward to its start of sales in America next month. Furthermore, response to the new Jaguar F-Pace in its first full month of sales has been extremely positive. We are also seeing the progressive impact of the all-new Discovery Sport, with approaching 44,000 cars sold in the first four months of this year."

Land Rover sold 33,348 vehicles in the month (up 4% year-on-year). Best-sellers were the Discovery Sport (9,422 vehicles) and the Evoque (8,293 vehicles) Calendar year-to-date sales for Land Rover have now reached 162,307 vehicles, 19 per cent up on the prior year.

Jaguar recorded its best April in more than a decade, delivering 7,993 vehicles, up 49% on the previous year, largely due to sales of the XE.

Calendar year-to-date sales for Jaguar were 37,847, up 53 per cent year-on-year.

The Jaguar F-Pace has proved a hit from the off, with more than 1,500 vehicles sold - making it the fastest selling Jaguar ever.



JLR's Bid For Silverstone Moves A Step Closer

The Northamptonshire circuit - the historic home of British motorsport - is owned by the British Racing Drivers' Club (BRDC). Members of the BRDC, including Formula One drivers Jenson Button and Lewis Hamilton, have voted in favour of further exploring a £23million deal.

JLR is thought to be interested in acquiring a 249-year lease on the circuit, which hosts the British Grand Prix, while BRDC will still own the site. The carmaker has given little away but it is believed the company wants to use the circuit as a base for up to 1,000 sales and marketing staff and 700 engineers. There are also plans to create a five-star hotel, heritage centre, motor industry museum and vehicle design workshop.

A statement from the BRDC read: "The members of the BRDC voted in favour of the EGM resolution to enable their board to continue negotiations to conclude a deal to lease the circuit property to Jaguar Land Rover (JLR) while enabling the BRDC to retain ownership of Silverstone Circuits Limited and preserve Silverstone as the UK's premier racing circuit. The potential deal, which will only be completed if the board can agree terms with JLR that it believes to be in the best interests of the BRDC, would align Silverstone with two premier British brands and put the BRDC on a stronger financial footing. The board will reflect on a wide range of views expressed by members during the EGM in determining its next steps."

A JLR spokesman said: "Jaguar Land Rover regularly evaluates opportunities to support its long-term and sustainable growth in the UK. As part of this, we are exploring potential options at Silverstone with the British Racing Driver's Club, but it is too soon to share details at this stage."

Silverstone's managing director said in September last year that the future of Formula One's British Grand Prix was at risk without major investment in the circuit.

It is understood any agreement would allow Silverstone to remain the home of motorsport, and keep such as the GP, Moto GP, World Superbikes and the British Touring Car Championship.

Coventry University automotive expert David Bailey believes JLR's bid would be good news for the carmaker. He said: "I think it is a positive move. Jaguar Land Rover is growing very quickly, its office functions have expanded, and needs more space. For Jaguar Land Rover having operations based at Silverstone adds to the kudos of the brand and its history and heritage and I think it makes sense."

Electric SUV Delayed

It seems Jaguar has delayed the arrival of its electric SUV until 2018 but we could still see it before the end of this year.

Jaguar's radical all electric SUV has been put on ice, perhaps until 2018, after the firm shelved plans to give the car a public debut at this autumn's Paris Motor Show.

The car is still expected to make production - most likely at Magna Steyr's facility in Graz, Austria - but a proposed reveal at this autumn's Paris Motor Show has been knocked back. Jaguar Land Rover is gearing up to launch the next generation of the Discovery at the event, and is said to have decided to postpone the all-electric Jaguar SUV's reveal to allow the big Land Rover a clearer run of publicity.

The decision does not automatically mean that the Jaguar won't make production in 2017 - the car could conceivably appear at this year's Los Angeles Motor Show in late autumn - but if a public debut slips much beyond that slot, it's likely to bring the Jaguar's on-sale date more closely into line with the Audi's.

Both of these cars will therefore be well behind Tesla's Model X; early customers have already taken delivery of their examples of the gull wing doored SUV, and full production ramp-up is expected over the next 12 months.

Jaguar has recently registered the I-Pace and I-Type names, prompting speculation that these could be linked to the all-electric SUV. Auto Express believes that the registration is purely a case of Jaguar 'fencing off' the names for future use - although there's an outside chance that one of them could feature as part of the firm's Formula E race programme, which starts in September this year.



JLR Inline-6 Engines

JLR may be about to follow the lead of BMW and launch new 3- and 6-cylinder inline engines based on the design of its Ingenium-branded inline-4, first seen in the 2017 Jaguar XE.

According to CAR, the next Ingenium engine will be an inline-6 displacing 3.0 liters and delivering between 270 and 500 horsepower thanks to turbo-charging. It's said to be arriving next year.

The engine is to replace the current 3.0-liter V-6 which Jaguar Land Rover sources from Ford Motor Company. It's possible the engine's first application will be in the LR4-replacing Discovery SUV currently doing the rounds as a prototype.

Last year, JLR said it planned to double capacity of its Ingenium engine plant in preparation for the expanded portfolio.

JLR's Ingenium engine has been designed from the ground up to be fully scalable in both directions. The engines have also been designed to cater to rear-, all- and four-wheel drive applications, as well as manual and automatic transmissions and even hybrid technology. The engines also come in both diesel and gasoline.

Though popular in the past, inline engines with more than four cylinders fell out of favor due to the greater difficulty in packaging them, especially in regards to crash safety. Now it appears there's a definite resurgence on.

The good news is that JLR doesn't plan to phase out its V-8 engines anytime soon.



Coventry And Warwick Councils Approve JLR £500m expansion plans

JLR plans to create an estimated 2,000 jobs by taking up half of a 60-acre site south of its existing Whitley base next to the A45, with the remaining 30-acres earmarked for its suppliers.

Coventry City Council's planning committee gave permission to the elements of the expansion proposals within the city boundary earlier today, with Warwick District Council's planning committee following suit.

Both Jaguar Land Rover and Coventry City Council made representations in support of the application, while representations against it were made by a number of ward councillors and Baginton, Bubbenhall and Stoneleigh/Ashow parish councils.

Welcoming Warwick District Council's decision, Jonathan Browning, chairman of Coventry and Warwickshire Local Enterprise Partnership, said: "This is extremely positive news for Coventry and Warwickshire and the wider West Midlands. The expansion of Jaguar Land Rover's research and development centre at Whitley will create new jobs and improved infrastructure and will firmly cement Coventry and Warwickshire's place as a global centre of research and development in the advanced manufacturing and engineering sector, which is a key economic driver for this area. Coventry and Warwickshire has a very vibrant supply chain and research and development presence, and a large number of companies also stand to benefit from the continued growth of Jaguar Land Rover. The LEP has played a significant role in pushing through investment in infrastructure to ensure that we are geared up to help our companies achieve their potential."

Last week, the Telegraph revealed sources in Westminster had indicated government funding for £35million of infrastructure including a new bridge over the A45 - the key to unlocking the project - was likely to be signed off.

If the plans go ahead, the existing Whitley site is expected to become occupied entirely by research and development staff with back office staff moved to the new location south of the A45 previously referred to as Coventry Gateway North.

Despite receiving the backing of both councils the scheme may have another hurdle to cross before it becomes reality and is likely to be called in by the Secretary of State for review.

It does still face some opposition, including from the Campaign to Protect Rural England, due to some of the development taking place on green belt land.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon! The new season of local classic car events continued as follows:

Drive It Day - Sunday 24th April

Unfortunately as our Daimler was off the road, because of the on-going engine rebuild, we were unable to take part in this year's "Drive it Day" run - old cars only being allowed. I did drive up to Dawlish in the afternoon to meet up with members & take some photos. The following report has been copied/edited from the TOWC newsletter.

"The meeting point for this year's run was at Morrisons (near Paignton Zoo). Leaving Morrisons in brilliant sunshine, St. George's Day flags flying everywhere, and showing off the club's classic cars, we made our way through Paignton, Torquay sea front and onto Jacks Patch Garden Centre

near Teignmouth for coffees. At noon we continued on through Teignmouth to the lunchtime stop at Dawlish Green. A great location - old cars filled the whole of the area and everyone enjoyed a beautiful day's sunshine. A lot of the general public came to look at the cars before we made our way to Powderham for the customary cream tea! A lovely Drive-it-Day out made wonderful by the weather."

BMAD Motor Show - 29/30th & 1st May

I went along to this year's BMAD (Bikers Make a Difference) show at Paignton Green on 1st 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 I was leaving. Some were in absolutely stunning condition. A very busy show as there was a large funfair on the neighbouring part of the green. Even Darth Vader and a couple of Storm-troopers came along to the show! More details on their website - <http://www.bmad.co.uk/festival.html>

Torbay Old Wheels Club Night - Thursday 28th April

The main event for our club meeting was a talk by Ray Hifle on Coastwatch Torbay. A fascinating talk on the workings of this voluntary organisation. They have a watch tower at Daddyhole Plain and are in direct contact with the RNLI based in Brixham as well as Devon Air Ambulance etc. Ray is an ex RAF helicopter pilot and



showed some films of actual rescues - some very hairy indeed!

The meeting continued with various announcements and plans for future events especially the show at Paignton in July. If anyone is interested in taking part in the show please get your entries in soon as space is limited & bookings are already well up on previous years. A copy of the entry form may be downloaded from the club's website - <http://www.towc1.talktalk.net/>

Dave Housley

Natasha & I were very sorry to read in last month's magazine of the passing of Dave Housley. I've known Dave for over 30 years after he bought a very nice Jaguar Mk 2 3.4 MOD in grey. At the time I also had a grey Mk 2 but his always looked in better condition! Sadly his Mk 2 succumbed to terminal rust. Over the years Dave rebuilt the MG Midget he had originally bought new. He did a brilliant job also changing the colour from yellow to black. The car was beautiful and appeared on the front cover of an MG magazine. Dave and Kate also travelled extensively in the MG including several tours in mainland Europe. Dave & Kate got married in September 2011 and Natasha & I went along to their wedding reception party at their home in Penarth. Some photos of Dave from 1990, 2003 & 2011 are attached.



My Daimler V8 250 - ALX 442H

Last month I said that the next stage on the engine rebuild was to take the block, cylinder heads & crankshaft to Adrian's recommended machine shop Hamlin's in Bridgwater. These items are to be cleaned internally as well as pressure & crack tested. As our Audi was away having a knock from the new clutch being sorted I used Natasha's little Mazda to transport the block, heads & crankshaft up to Bridgwater. I was a little concerned if I should get a puncture as the engine covered the spare wheel well & would have been rather difficult to lift out of the way! As I passed Exeter a Series 3 E Type roadster (in dark blue - same as the Daimler) came by on the M5! Delivery to Hamlin's was on 15th April & I have not yet had the engine back.

In the meantime I bought a parts cleaner & have cleaned up most of the parts ready for the rebuild. Much easier with a proper parts cleaner! I have also cleaned up the engine bay & am very pleased that the body is in a very sound, rust free condition. An area that can rust badly is just under where the radiator mounts. The original paint is still on these mounts.

Other jobs in progress are

the renovation of the upper steering column with new rollers, rubber gaiter & UJ as well as the heater box, pipework & controls. The flap on the top of the scuttle is proving to be extremely obstinate as it is seized in the slightly open position - typical for Mk 2s.



...and finally:

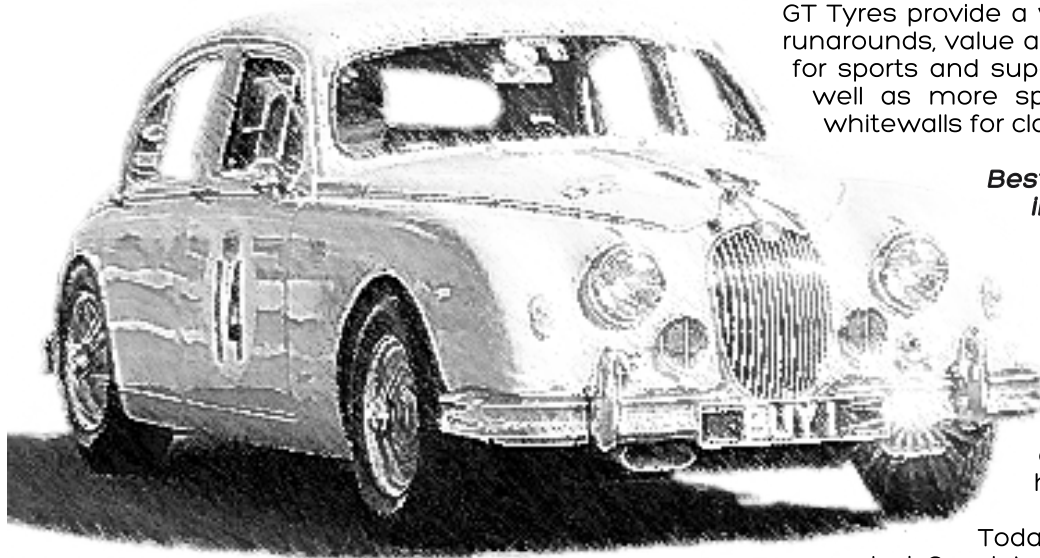
Little Johnny attended a horse auction with his father. He watched as his father moved from horse to horse, running his hands up and down the horse's legs and rump. After a few minutes, Johnny asked, "Dad, why are you doing that?" His father replied, "Because when I'm buying horses, I have to make sure that they are healthy and in good shape before I buy." Johnny, looking worried, said, "Dad, I think the UPS guy wants to buy Mom."

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Baby 'F-Pace' on the road?

Jaguar is planning a compact 'E-Pace' SUV model to slot in below the F-Pace, as our spy shots and exclusive pics show.

The model is expected to be called E-Pace, and is code named internally as X540. Our spy photographers caught this Range Rover Evoque test mule in the Midlands – but the car is actually registered with the DVLA as a Jaguar, revealing that engineers have begun UK tuning of the smaller crossover that will sit below the F-Pace in the line-up. A public debut is expected next year, with sales due in 2018.

The 2.0-litre diesel Evoque in our pictures also has a few modifications that reveal its true identity. Its wheelbase is slightly longer than normal and the rear track looks a little wider. The nose is slightly compressed and despite the disguise, it's clear that a different radiator solution is being evaluated, pointing to early work on the E-Pace's cooling systems.

The test mule doesn't give us a great indication of what to expect styling wise, but it's likely that Jag will use a Russian doll approach like that seen on the XE and XF saloons; therefore, an evolutionary redesign of the larger F-Pace as seen in our exclusive image is to be expected.

However, the fact that Jaguar is using an Evoque at all proves that it has given up on the idea of basing its smaller crossover on the same aluminium chassis technology as the F-Pace. That's likely to have been ruled out on grounds of cost and complexity – and forced Jaguar to look towards the Evoque's simpler, older and considerably cheaper LR-MS platform.

LR-MS's lineage can be traced back to the



Ford-sourced chassis that underpinned the Freelander 2, but it is said to be flexible in terms of wheelbase – the larger Discovery Sport already uses it – and extremely cost-effective, since it allows Jaguar to benefit from sharing components bought for two big-selling Land Rovers.

The slightly stretched wheelbase gives us a better idea of how Jaguar is trying to slot its SUVs into the gaps between models from rivals. Adding 100mm to an Evoque's set-up would give the E-Pace a wheelbase that's only slightly shorter than a BMW X4's, but a full 200mm less than an F-Pace's.

The use of LR-MS does mean that the E-Pace is almost certain to be the first Jaguar to be offered only with four-cylinder engines. It'll get Ingenium 2.0-litre petrol and diesels, paired mainly with JLR's nine-speed auto transmission. An ultra-efficient version with a 148bhp diesel engine and a manual gearbox, called e-Capability, is also likely.

Jaguar is likely to outsource production of the car to Magna-Steyr in Austria – perhaps alongside the Evoque Convertible – although it could conceivably place the production line in its forthcoming facility in Slovakia, allowing it a greater profit margin than if the smallest model was built in the UK. The E-Pace should make up a fair chunk of the 200,000 models Jaguar aims to be selling globally by the end of the decade.



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

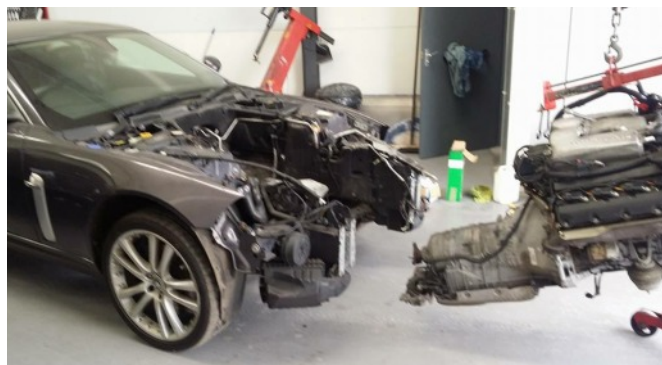
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Plans for XF Sportbrake revealed

Jaguar XF Sportbrake estate will be unveiled next year, and will be joined by extreme SVR version to rival the Audi RS6.

Jaguar's highly acclaimed XF saloon will spawn an estate version – and it's likely to debut towards the end of next year.

Jaguar design director, Ian Callum, had previously been reported as saying that the firm would not build another estate, but he was keen to put the record straight in an exclusive interview with Auto Express.

"I was misquoted saying we'd never build another wagon," Callum told us. "I was asked if we'd ever build an XE wagon – and we won't." When asked about an XF estate, he added: "That would be a very pretty car."

Auto Express understands the new estate has already been signed off and could debut at the Frankfurt Motor Show in September 2017, before going on sale later that year.

Our exclusive images show how the car could look, sporting the same sleek front end as the new XF, with its more upright grille. The swept-back headlamps with Jag's J-blade LED light signature also feature.

The rear profile will not be too different to the outgoing model's, adopting a more coupe-like shape than a traditional estate. We expect the back

Avarvarii



window to be shallower – as it is on the F-Pace SUV – with the distinctive twin half-hoop LED lights from the saloon.

Boot space is set to be slightly up on the saloon's, at around 600 litres, while with the rear seats folded, space will be larger than before – 1,700 litres is feasible. The usual floor rail fixing system and powered tailgate are expected, too.

Callum also told us: "I'm a wagon fan. And there's a sense of obligation that once you've started a range, you need to continue for your customers and hope to grow with it."

The design director went on to confirm that there was interest in the XF Sportbrake from the traditionally estate-averse Chinese market. "I've spoken to a number of Chinese about wagons," he said. "There's a general feeling that as the market changes and families grow, the need for a more practical car than a sedan becomes more necessary."

We'd expect engines and trims to mirror those in the saloon range, with entry-level 161bhp and 178bhp 2.0-litre diesels in Prestige, R-Sport and Portfolio specs. There will also be an S car with 297bhp, a 375bhp V6 petrol and an extreme SVR model to rival the Mercedes-AMG and Audi RS estates.



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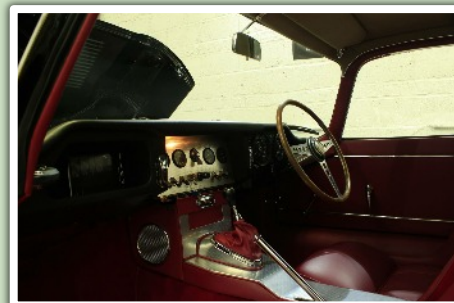
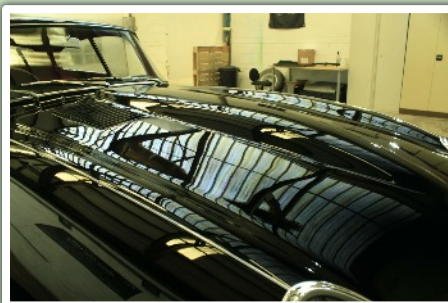
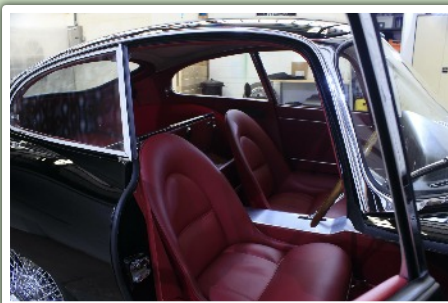
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Article by Mark Williams

Daily Driver - Living With An X-Type

After ten years of reliable motoring in my ford focus estate I felt it was time for a change.

Already a proud owner of a 2001 XK8 coupe, desires were set on a S-Type 2.7 diesel but after further investigations it was not only longer than the XK8 it was also wider and would have created a problem getting out of the car when docked in the garage.

While viewing a S-Type at Motorplus Cwmbran attentions were drawn towards a metallic grey 2006 X-Type 2.0D SE. With only two owners and low mileage of only 62k. After a quick test drive and thirty minutes later the purchase was made.

The X-Type, not always loved or rated by Jaguar enthusiasts, has surprised me with its creature comforts. With a full black leather interior, heated seats, arm rests with double storage and a burr wood dash with sat nav, all makes for an attractive interior. The exterior is equally attractive with plenty of chrome, maybe too much - as I discovered on the first wash and polish!

Now in my eleventh month of ownership and after covering over 7000 miles, the average MPG stands at 48.8 with a run to Bournemouth achieving an impressive 51.8 MPG.

Teething issues have been minimal, with loss of tyre pressure on three of the wheels solved with a visit to Ponthir tyre services. Apparently Jaguar and Vauxhall alloys can become pitted so two tyre rims were cleaned and the tyres re-fitted, while the third tyre had cracking to the inner wall

so a new tyre was fitted solving all problems.

With many X-Types not demanding high prices, bargains are out there and with cars being scrapped through minor accidents opposed to repair will this make the X-TYPE collectable, because I believe it warrants serious inclusion as a modern classic.





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E-Type Club Rallies Owners For Charity Drive

The Jaguar E-type Club is calling on owners to join its charity tour of Britain's coastal roads in September.

"Calling All E-types" is the message. The **Jaguar E-type Club** is inviting all E-type owners to join its charity drive around the coastal roads of Great Britain in September. Working with **Prostate Cancer UK**, the aim is to involve as many E-types Jaguars as possible, including cars from overseas, in a very different, and possibly unique, driving event.

Organised to raise money for Prostate Cancer UK, the event will see E-types from all across the country tackle 18 one-day stages with an average daily mileage of 180 miles.

The cars will set off from Goodwood the day after the Revival (12-29 September).

Founder of the Jaguar E-type Club and author of more than 30 motoring books Philip Porter has just recovered from the disease: "I was lucky. I had the tests, caught it early, had the operation and recently received the all-clear," he said. "Our aim with this event is to not only raise funds, working with Prostate Cancer UK, but also awareness. With the support of E-type owners, this national event can do just that."

All E-types are welcome, with owners encouraged to take part in as many stages as possible.

"Our E-types can play a major role in the important fight against this indiscriminate killer cancer. We can also have a lot of fun and enjoy an amazing drive through many of the most stunning parts of Great Britain while helping a very good cause," he concluded.

All E-type Jaguars of every model, colour, condition and year are welcome. Philip Porter will be leading the charge driving his red E-type Roadster that appeared in the iconic film, *The Italian Job*. 848 CRY has been featured on television on *Top Gear* and *The Car's The Star*, and in many publications.





South Wales Region Drive It Day 2016

Once again John and Janet James organized our Spring time Drive it Day, the day on which all classic car owners and clubs are encouraged to awaken their sleeping chariots and get them on the road, to shake off the cobwebs and generally get them ready for the season.

The day started with some 60 members, significant others and friends meeting at the Coed-y-Mwstwr Hotel in Pencoed for coffee and a bacon roll and a chat. After a briefing from John, who handed out the route directions, we started on the first of two road runs through the country with a coffee stop between them and a leisurely lunch back at our starting point. We normally stop somewhere out in the country at a pub for lunch but the hotel owner has, for some time, provided us with our meet-up refreshments without charge and so it was only right that we provided him with our patronage on this occasion.

After leaving Pencoed we headed to Coity, passing the castle built in 1126 by Sir Payne "the demon" de Turberville, one of the 12 knights of Glamorgan, and headed up a hill along a very narrow country lane without passing places. I had visions of another "Drive it Day" contingent coming the other way and our being stuck for the rest of the day trying to sort out who should reverse the mile to the previous passing place!

Eventually we emerged onto a high common where we all stopped to admire the magnificent views overlooking, on one side, the Bristol Channel with Somerset in the distance



Right on cue John James XK140 came to a abrupt stop out side a pub of all places! After much pointing, poking and prodding normal service was resumed. The joy of classic car ownership!



and, in the opposite direction, the Brecon Beacons some miles away. Descending from the heights we were motoring towards our coffee stop.

John, who was leading the procession, suddenly ground to a halt. We wondered if it was because we were right next to a pub but, no, the XK140 had definitely decided to proceed no further. We pushed the car up into the pub car park, the bonnet was raised and what looked like half the club members crowded round offering advice. Soon the tool bags were out, sleeves rolled up and various members set to work trying to resolve the problem: Petrol seemed OK but there was no spark on cranking the engine. The coil was changed, the points changed and gapped and finally it was discovered that there was no power going to the coil. In the meantime Neville had kindly gone back to his garage to pick up a trailer in case it was needed. Some of the surplus amateur mechanics had pressed on to the coffee stop. A jerry-rig power supply to the coil eventually got the engine going - hooray! - but too late for all those remaining behind to help to complete the

remainder of the run.

After the coffee break the route passed St Illtyd's Church in Llantwit Major located at the site of the oldest college in the United Kingdom that was founded c. 395 AD in honour of the Roman Emperor Theodosius. We then passed the medieval St Donat's Castle overlooking the Bristol Channel. The earliest surviving parts of the castle, the keep and what is now the inner curtain wall, were built in the

late 12th century. After seeing photographs of the castle in Country Life magazine, William Randolph Hearst bought it in 1925. He was renowned for holding lavish parties at St Donat's; guests included Charlie Chaplin, Douglas Fairbanks, and a young John F. Kennedy. Upon visiting St Donat's, George Bernard Shaw was quoted as saying: "This is what God would have built if he had had the money." Since 1962 it has been used to

Continued >







house the International Atlantic College.

Our run finally took us along the pretty coast road overlooking the Bristol Channel through Southerndown and Ogmore and past Ogmore Castle, which is a Grade I listed castle ruin located on the south bank of the River Ewenny and the east bank of the River Ogmore. It was one of

three castles built in the area in the early 12th century, the others being Coity Castle and Newcastle Castle. It was in use until the 19th century for a range of purposes, including a court of justice and a prison, but is now a substantial set of remains and a local landmark.

Gathering back at the Coed-y-Mwstwr we took our places at pre-arranged tables for our

meal. Being at set tables was a good idea as the meals of choice were delivered swiftly to the right tables.

We were lucky with the weather as the day fell in a window between cold and wet days. Once the meal ended there was time to sit out and enjoy some sunshine, chatting with friends before it was time to say goodbye and head for home.





By Colin Manconi

Royal Windsor Jaguar Festival 2017

As you will now be aware in May 2017 the Jaguar Enthusiast Club has been invited to hold a very prestigious event at Windsor Palace. It is to raise funds for the Prince Phillip Trust and will be one of the biggest gatherings of Jaguar, Daimler and SS cars to have ever taken place.

The event will begin with a champagne reception in St George's Hall in Windsor Castle, as the JEC welcome 400 guests to discuss our shared passions and join us in doing everything possible to raise as much money as possible for a truly worthy cause.

The following day will see up to 250 Jaguars from ranges past and present participating in a stunning parade through the centre of Windsor, heading into the Windsor Castle Quadrangle before forming a display at the Frogmore Cricket Club for the public to enjoy.

Joining them, a further 750 Jaguars of all shapes, kinds and colours will form a spectacular line up on The Long Walk, constituting a fleet truly capable of showcasing the diversity in Jaguar's venerated history.

Things are being kept tightly under wraps for the moment, but as the year rolls on a whole

host of details and additional plans will be confirmed, starting very soon with the exact dates and proceeding to bespoke hotel packages, add-ons, and community events - and JEC members will have exclusive access to early notifications and booking opportunities. Please go on the JEC website www.jec.org.uk and register your interest.

The event was to be launched at The Prince Phillip Trust Raceday at Ascot in April. The JEC events committee were asked to provide a display of cars on the day. We decided to try to have a range of cars from an early car to one of the latest. Then Jaguar Cars stepped in and agreed to provide some of their very historic cars for the display. This was fine as you are aware they have some great cars to put on display.

Unfortunately on the Friday before Ascot, the event was the next Wednesday, Jaguar decided they could not send any cars (internal politics) so we only had a couple of days to arrange some cars.

Graham agreed to bring his Mk8, Ray his XKR, James a borrowed E Type, Terry his F Type, my XJS and after some ringing around we managed to get an Mk2 and a XK120 from some local



members. Unfortunately James E type broke down just after he picked it up so it left us one car short, but still not a bad range of Jaguars.

Jan and myself drove up early Wednesday morning, we had to be there before 10.00am or we would not be let in. Heavy traffic on the M4 slowed us down but we got there by 9.40. Security was quite high and we even had sniffer dogs go around the car before we could enter. Of course Jan wanted to get out and play with them! The weather was good and we soon had the cars displayed on the grass right in front of the main stand. We missed the E Type but the display still looked good.

We had been invited to have lunch in the Pavilion Restaurant and met the guest of honour Prince Edward, who was representing his father Prince

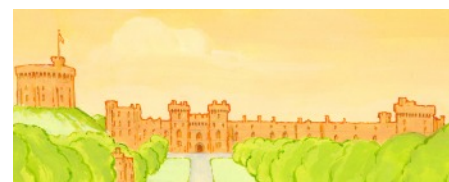
Phillip. He came over to our table and had an interesting discussing about the cars and the club. After lunch Graham took Prince Edward to the cars to show him the different models.

On our table we had Tim Hannig, director of Jaguar Classic Business, he is in charge of the building of the new light-weight E type and the XKSS and Dan Connell who is Global Brand Manager. It was very interesting to talk to these people and see the direction Jaguar is taking.

After lunch we walked over to watch the racing and Graham and myself had a small bet on a couple of races. Unfortunately I think we picked the horses with only three legs! So we won't be buying new F Types. We then went back to the Pavilion for afternoon tea with some delicious scones with lots of cream and jam.

We had to wait for everyone to leave the racecourse before we could remove the cars so it was after 6.00 by the time we left. The traffic was stop start all the way back to the motorway and then we hit very heavy rain storms on the way back. It took all the next day to clean the car!

If you intend to come to this event next year please make sure you go onto the JEC website and register your interest. Unfortunately the numbers will be limited to 1000 cars and with interest from all around the world you will need to register as soon as possible.



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8th - 10th July 2016

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Busted! Classic car thieves get six and a half years

Two men who carried out a classic car crime spree have been sentenced to six and half years in prison. The pair stole 13 classic Minis and sold the parts via eBay.

Stephen Fiddimore, 36, of Shearwater, Longfield, in Kent pleaded guilty to conspiracy to steal motor vehicles and was sentenced to three-and-a-half years in prison.

Sam Metten, 28, of Polsteads, Basildon, in Essex denied the offences, but was found guilty of conspiracy to steal motor vehicles after a week-long trial and jailed for three years.

The Metropolitan Police's Organised Vehicle Crime Unit eventually closed in on the pair, who may have been responsible for as many as 40 vehicle thefts across London, say detectives. Many of the cars were hot-wired, while searches of their home addresses revealed property relating to their crimes, including two vehicles, which were found to have been stolen and cloned. Fiddimore and Metten used their specialist knowledge to get into the vehicles and tamper with the immobilisers in order to drive them away.

Detective Inspector Caroline Clooney, of the Met's Organised Vehicle Crime Unit, said: "These men systematically targeted owners of classic Minis across the south east. Many of the vehicles had been lovingly restored and were their owners' pride and

joy. Discovering that their cars had been stolen obviously caused them much distress and inconvenience."

"I am pleased with the sentences handed down and hope it sends out a message that the Met is serious about tackling car crime and will always seek to destroy the activities of individuals involved in it."





Driven: Jaguar F-Pace 2.0d R-Sport review

We get a first taste of the Jaguar F-Pace 2.0-litre diesel on UK roads in R-Sport guise.

We've already driven the Jaguar F-Pace in what will be best-selling 2.0-litre diesel form, and were impressed by the blend of performance, upmarket appeal and comfort. But it's here on UK roads where it matters most, and now we've been given our first taste of the potentially game-changing car for Jaguar on British tarmac.

In mid-range R-Sport spec with the brand's 178bhp 2.0-litre Ingenium diesel engine, the F-Pace – Jaguar's first ever SUV – is a fine example of how a sporty crossover should behave.

Despite its size, the aluminium construction means it's lighter than its main rivals, weighing in at 1,775kg. This also means the engine serves up a decent hit of performance, with 0-62mph taking 8.2 seconds. But there's plenty of refinement too, thanks to the snappy but smooth eight-speed automatic.

While a rear-drive-only car is available, we had the keys to the grippier AWD model. Despite this, in normal conditions even this F-Pace is still rear-wheel drive, boosting efficiency but also giving it a typically Jaguar feeling from behind the wheel.

Jaguar has tuned the F-Pace's chassis so it

offers similar qualities to its XE and XF saloons, except with the longer travel suspension and raised ride height the F-Pace rides even better. The chassis flows with the road, and on broken, uneven surfaces there's plenty of composure and poise.

It means you can drive the car hard and the chassis lives up to expectations, with plenty of traction in tight turns thanks to the four-wheel drive system effectively shuffling power around from front to rear and vice versa.

Double wishbone front suspension – a rarity on an SUV – and fast, direct steering also give the



F-Pace impressive agility for a 4x4. But unlike rivals such as the BMW X3, it doesn't feel like this dynamic ability comes at the expense of comfort.

On the motorway the Jag is hushed and relaxing to drive, controlling body movement well over gentle undulations and filtering out nasty bumps despite riding on optional 20-inch alloys.

But it's not all perfect. Just like the XE there are some issues when it comes to material quality. Some of the plastics on the doors and lower down underneath the dashboard, would look more at home in a supermini for instance.

The cabin wraps around you to give a cocooning, sportier feel, combining this with the security you get from the elevated driving position. But awkward features like the strangely placed window switches and outer air vents just take the shine of what's otherwise an interesting cabin filled full of tech.

Jaguar's widescreen infotainment system with InControl apps and sat-nav is standard, as are heated leather seats, cruise control, keyless go, Bluetooth and autonomous braking. So even though this R-Sport model costs a not inconsiderable £40,360, you won't want for extra kit.

A 650-litre boot (the same as a BMW X5, and 100 litres larger than an X3) and a standard power tailgate mean the F-Pace also cuts it when it comes to practicality. It offers more than enough legroom for tall adults, while despite the sporty coupe-like roofline, the low bench seat in the rear gives good headroom. Plus its 40:20:40 split adds an extra element of versatility over some competitors, too.

You don't have to pay a price at the pumps for those sporty looks either, as this four-wheel drive R-Sport auto model returns a claimed 53.3mpg combined and 139g/km CO2.

But the real draw here is how the F-Pace drives, combining this with ride quality and refinement that'd shame more luxurious cars from the class above.

Key Specs

Model: Jaguar F-Pace 2.0d R-Sport AWD

Price: £40,360

Engine: 2.0-litre 4cyl turbodiesel

Power/Torque: 178bhp/430Nm

Transmission: Eight-speed auto, four-wheel drive

0-62mph: 8.2s

Top speed: 129mph

Economy/CO2: 53.3mpg/139g/km

On sale: Now

Our Verdict



In 2.0-litre diesel form, the Jaguar F-Pace has to be one of the most appealing cars on sale. Style, speed, agility and comfort combine to deliver a convincing SUV that's not only great to drive but nicely refined, efficient and well equipped. It's a sporty crossover that works brilliantly on British roads. Bravo Jaguar.



Corbin 'Incorrect'

Mr Corbyn was visiting a London primary school. The class was in the middle of a discussion related to words and their meanings. The teacher asked Mr Corbyn if he would like to lead the discussion on the word: 'Tragedy'. So Mr Corbyn asked the class for an example of a 'Tragedy'.

A little boy stood up and offered: "If my best friend, who lives on a farm, is playing in the field and a tractor runs over him and kills him, that would be a tragedy."

"Incorrect," said Corbyn. "That would be an accident."

A little girl raised her hand: "If a school bus carrying fifty children drove over a cliff, killing everybody inside, that would be a tragedy."

"I'm afraid not," explained Corbyn; "That's what we would refer to as a great loss."

The room went silent. No other children volunteered. Corbyn searched the room. "Isn't there someone here who can give me an example of a tragedy?"

Finally, at the back of the room, little Johnny raised his hand and said: "If a plane carrying you and Mr Balls, Mrs Harman and all the other Labour Party members was struck by a 'friendly fire' missile and blown to smithereens, that would be a tragedy."

"Fantastic" exclaimed Corbyn, "and can you tell me why that would be a tragedy?"

"Well", said Johnny, "it has to be a tragedy, because it certainly wouldn't be a great loss, and it probably wouldn't be a bloody accident either."

Cheap Flights

Bruce was in the pub having a beer with his mates. He said, "My wife walked into my study last night and asked me what I was doing on the computer. So I explained to her that I was looking for cheap flights."

He continued, "Well she became quite lovey-dovey very

humour

Members jokes & anecdotes

quickly."

He continued by saying, "She then said, 'I love you, Bruce' and then she got all excited, she quickly undressed, and then we had great sex " He carried on telling his mates, "It was all very nice, but very very odd, because in all the years we have been married, she's never shown any interest in darts before!!"

Tech Support

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slowdown in overall system performance, particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend 5.0. In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5 and then installed undesirable programs such as: NBA 5.0, NFL 3.0 and Golf Clubs 4.1.

Conversation 8.0 no longer runs and House cleaning 2.6 simply crashes the system. Please note that I have tried running Nagging 5.3 to fix these problems but to no avail.

What can I do?

Signed, Desperate

The response (that came weeks later out of the blue):

Dear Desperate,

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an operating system. Please enter command: I thought you loved me.html and try to download Tears 6.2. Do not forget to install the Guilt 3.0 update. If that application works as designed,

Husband 1.0 should then automatically run the applications Jewellery 2.0 and Flowers 3.5.

However, remember, overuse of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0 or Beer 6.1. Please note that Beer 6.1 is a very bad program that will download the Farting and Snoring Loudly Beta version. Whatever you do, DO NOT, under any circumstances, install Mother-In-Law 1.0 as it runs a virus in the background that will eventually seize control of all your system resources.

In addition, please do not attempt to re-install the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0. In summary, Husband 1.0 is a great program but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Cooking 3.0.

Good Luck!

The Bible

From Genesis: "And God promised men that good and obedient wives would be found in all corners of the earth."

Then he made the earth round... and he laughed and laughed and laughed!

He Must Pay!

Husband and wife had a tiff. Wife called up her Mum and said, "He fought with me again, I am coming to live with you."

Mum said, "No darling, he must pay for his mistake... I'm coming to live with you!"

5 Things

1. We all love to spend money buying new clothes but the best moments in life are enjoyed without clothes.

2. Having a cold drink on hot day with a few friends is nice, but having a hot friend on a cold night after a few drinks is PRICE-LESS.

3. Breaking News: Condoms don't guarantee safe sex any more. A friend of mine was wearing one when he was shot dead by the woman's husband.

4. Arguing over a girl's bust size is like choosing between Fosters, Heineken, Carlsberg & Budweiser. Men may state their preferences, but will grab whatever is available.

5. A recent study found that women who carry a little extra weight live longer than the men who mention it.

Math Assistance

The owner of a golf course in Port Douglas was confused about paying an invoice, so he decided to ask his secretary for some mathematical assistance.

He called her into his office and said, "You graduated at the James Cook University and I need some help."

If I were to give you \$20,000 minus 14%, how much would you take off?"

The secretary thought for a moment and then replied, "Everything but my earrings."

Anniversary

My husband and I were sitting at a table at my 20th anniversary secondary school reunion, and I kept staring at a drunken man swigging his drink, as he sat alone at a nearby table.

My husband asked: "Do you know him?"

"Yes," I sighed. "He's my old boyfriend. I understand he started drinking right after we split up many years ago, and I hear he hasn't been sober since

"My God!" says my husband. "Who would think a person could go on celebrating that long?"

Paddy In Jail

Paddy's in jail. Guard looks in his cell and sees him hanging by his feet.

"What on earth are you doing?" he asks.

"Hanging myself" Paddy replies.

"It should be around your neck" says the Guard.

"I know" says Paddy "but I couldn't breathe".

New Phone

A young man wanted to get his beautiful blonde wife something nice for their first wedding anniversary. So he decided to buy her a mobile phone. He showed her the phone and explained to her all of its features. Meg was excited to receive the gift and simply adored her new phone.

The next day Meg went shopping. Her phone rang and, to her astonishment, it was her husband on the other end.

"Hi Meg," he said, "how do you like your new phone?"

Meg replied, "I just love it! It's so small and your voice is clear as a bell, but there's one thing I don't understand though..."

"What's that, sweetie?" asked her husband.

"How did you know I was at Marks & Spencers?"

Missing Dog

An old Irish farmer's dog goes missing and he's inconsolable.

His wife says "Why don't you put an advert in the paper?"

He does, but two weeks later the dog is still missing.

"What did you put in the paper?" his wife asks.

"Here boy" he replies.

The Explorer

An explorer walked into a clearing and was surprised to see a

pigmy standing beside a huge dead elephant. "Did you kill that?" he asked. The pigmy answered: "Yes".

"How could a little bloke like you kill something as huge as that?"

"I killed it with my club" replied the pigmy.

"That's amazing," said the explorer. "How big's your club?"

The pigmy replied: "There's about 150 of us"

Culture

A bit of cultural news for a welcome change. David Is To Be Returned To Italy.



After a two year loan to the United States, Michelangelo's David is being returned to Italy...



His Proud Sponsors Were:





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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.

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CALENDAR

WHAT'S ON IN 2016

MAY

1	Monmouth Steam & Vintage Show
14	JEC XF Seminar
21	JEC Studley Castle Cotswold Jaguar Festival
22	JEC Prescott Hill Climb Cotswold Jaguar Festival
21-22	Beaulieu Spring Autojumble
22	SWCCC Annual Classic Car Show
28	Porthkerry Classic Car Show
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
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
4	JEC Rally Ripley Castle
9-11	Goodwood Revival
18	The Big Welsh Classic Car Show Margam Park

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 website www.classicshowsuk.co.uk

OCTOBER

1	Castle Combe Classic Action Day
9	Malvern Classic Car Show

DECEMBER

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





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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/ 2017 Dates

Wednesday 15th June 2016
Wednesday 20th July 2016
Wednesday 17th August 2016
Wednesday 21st September 2016
Wednesday 19th October 2016
Wednesday 16th November

Wednesday 21st December
Wednesday 18th January 2017
Wednesday 15th February 2017
Wednesday 15th March 2017
Wednesday 19th April 2017
Wednesday 17th May 2017

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 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.



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

THE HISTORY OF JAGUAR

BY BROCHURE

Supplied by Colin Masterson

No. 13
1959 MKII



JAGUAR

MARK 2 MODELS

I N T R O D U C T I O N

From the moment of their introduction the 2.4 litre and 3.4 litre Jaguar saloons scored such instantaneous successes and created such a world wide demand that a doubling of the Company's output became necessary. Even so, demand still exceeds supply, a situation which, so far from inducing complacency, has spurred the Company to further efforts in effecting improvements to cars already of outstanding design and performance.

These efforts are crystallised in the new Mark 2 Jaguars comprising 2.4, 3.4 and 3.8 litre models and have gained much inspiration from the close relationship which has for long existed between owners and the Company, and which has found expression in the many thousands of letters addressed to us from every part of the world. These range from the eulogistic to the frankly critical, and a very high proportion proffer suggestions covering a multitude of subjects. Because we consider the enthusiastic interest thus displayed to be of the greatest value, we maintain a special research department whose function it is to receive, analyse and collate the contents of all such letters and to disseminate the information derived to the heads of divisions concerned with design, development and experimentation.

Thus, it can be fairly stated that much of the wealth of improvement to be found in the new Mark 2 models has been derived from owner sources, and it is significant that, to a large extent, the improvements relate to comfort, safety and driver and passenger amenities rather than to matters concerning speed, acceleration and roadholding which are already accepted by public and press alike as being not merely adequate, but exceptional. Nevertheless, for those who require the utmost in performance, a 3.8 litre model with limited slip differential has been made available.

An examination of this catalogue will reveal such advantages as greatly enhanced all-round vision, super efficient disc brakes and clear-view instruments with conveniently grouped hand controls within instant reach. Interior heating has received special attention and, with it, adequate ventilation. Even such seemingly trivial details as the number, size and location of ashtrays, the interior illumination of the glove locker and the provision of a luminous cigar-lighter socket have been worked out with as much care as the development and positioning of the brake-fluid level indicator.

The full specifications to be found in this catalogue will repay the closest study, for they reveal that in technical excellence and in appointments and fittings, the Mark 2 Jaguars represent the most advanced and lavishly equipped luxury cars ever to be presented by this Company whose standards are acknowledged to be amongst the highest in the world.



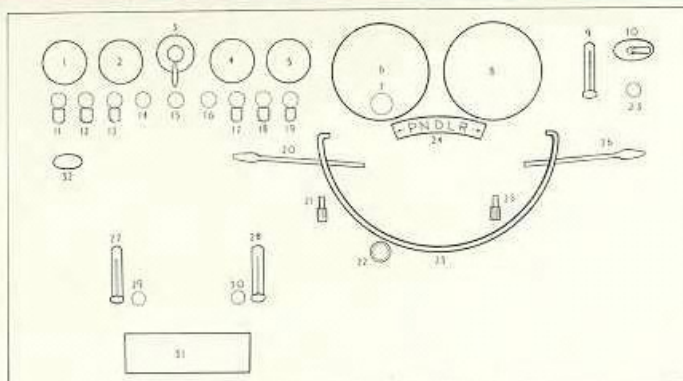
J A G U A R C A R S L T D . C O V E N T R Y E N G L A N D

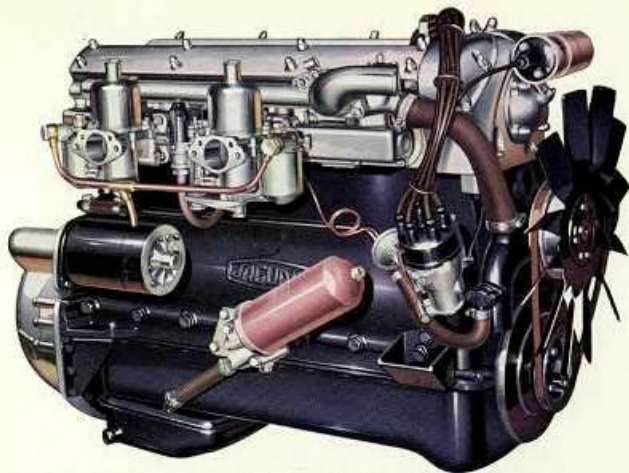
FUNCTIONAL EFFICIENCY ALLIED TO BEAUTY



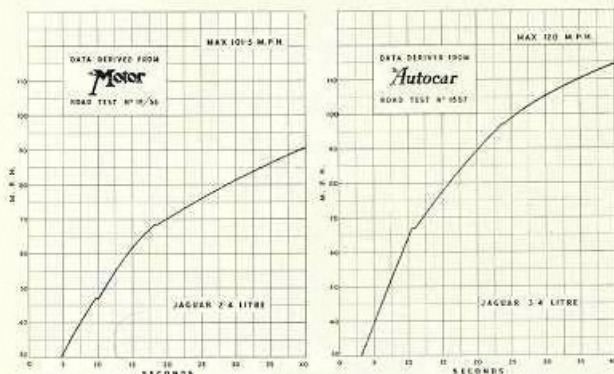
KEY TO INSTRUMENT PANEL

- | | |
|-----------------------------|---|
| 1. Ammeter. | 18. Electric screen wiper control. |
| 2. Fuel gauge. | 19. Electric screen washer control. |
| 3. Exterior lights switch. | 20. Automatic Transmission lever. |
| 4. Oil pressure gauge. | (Automatic model only) |
| 5. Water temperature gauge. | 21. Clock setting. |
| 6. Revolution counter. | 22. Headlamp dip switch. |
| 7. Electric clock. | 23. Horn ring. |
| 8. Speedometer. | 24. Automatic transmission & flasher warning. |
| 9. Choke (2.4 model only). | 25. Trip recorder setting. |
| 10. Intermediate gear hold. | 26. Direction indicator & flasher lever. |
| (Automatic model only) | |
| 11. Interior lights. | 27. Heater control (temperature). |
| 12. Panel light. | 28. Heater control (volume). |
| 13. Heater fan control. | 29. Radio control (when fitted). |
| 14. Ignition switch. | 30. Radio control (when fitted). |
| 15. Cigar lighter. | 31. Radio panel (when fitted). |
| 16. Starter button. | 32. Scuttle vent lever. |
| 17. Map light switch. | 33. Brake fluid level indicator. |





This is the 3.4 litre twin overhead camshaft XK engine. With a capacity of 3442 c.c. (210 cu. ins.) it develops 210 b.h.p. at 5,500 r.p.m. The 3.8 litre engine has 87 m.m. bore x 106 m.m. stroke with cubic capacity of 3,781 c.c. (230.6 cu. ins.) and develops 220 b.h.p. at 5,500 r.p.m. Compression ratio 8 to 1.



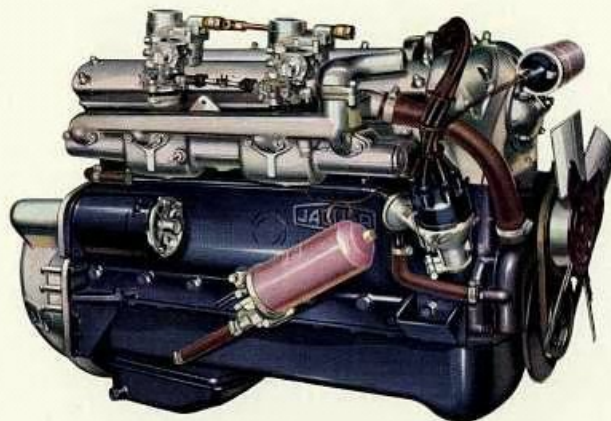
Acceleration and maximum speed figures from "Autocar" and "Motor" road tests. At the time of printing this catalogue, no road test figures for the 3.8 litre model from independent sources were available.

THE WORLD FAMOUS XK ENGINE

Acknowledged throughout the world as a perfect expression of engineering efficiency, the Jaguar XK engine has carried works entered and privately owned and entered Jaguar cars to success after success on the racetracks of the world including no less than five record-breaking victories in the most gruelling race of all — the Le Mans 24-hours International Grand Prix d'Endurance.

In either 2.4 litre, 3.4 litre or 3.8 litre form, it incorporates every desirable feature available in the light of present day knowledge of automobile engine design. Twin overhead camshafts act directly upon valves set at 70° in hemispherical combustion chambers contained in a specially designed aluminium head incorporating Weslake patents. The finely balanced massive crankshaft is carried in seven exceptionally large bearings of 2½ ins. diameter thus ensuring complete absence of vibration or "whip". The most stringent inspection is applied throughout every stage of manufacture and assembly, and every engine is subjected to a 4-hours bench test followed by a road test check.

No engine in the world has earned a higher reputation for longevity and complete reliability under all conditions than the Jaguar XK.



The 2.4 litre engine has the same bore dimension (83 m.m.) as the 3.4 litre but has a shorter stroke (76.5 m.m.). With a capacity of 2,483 c.c. it develops 120 b.h.p. at 5,750 r.p.m.

DETAIL REFINEMENTS FOR COMFORT AND SAFETY



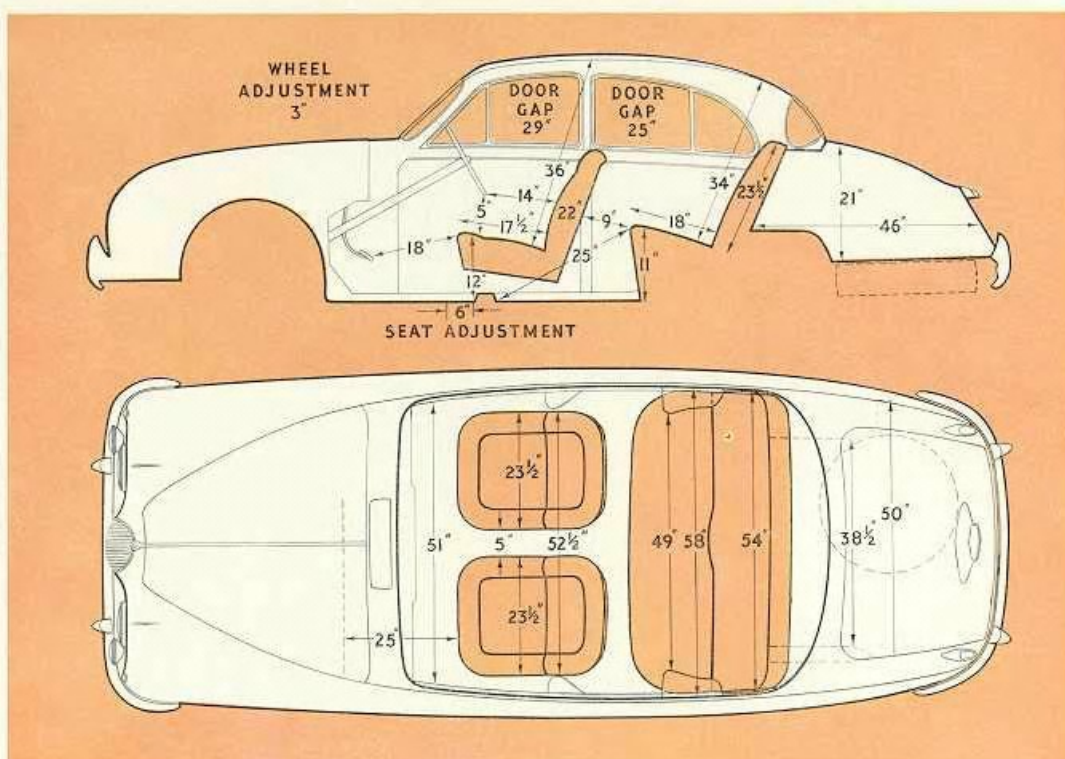
With every instrument plainly in view and all hand controls within inches of the driver's fingertips, all peering, groping and fumbling are entirely eliminated. The extra large no-fume ashtray is as readily accessible to the driver as it is to his front seat passenger.



Courtesy lights are provided above the centre pillars and additional interior lights are located in the rear quarters. All operate by the opening and closing of any door and are independently operable by the driver. Exceptionally large ventilating windows provide maximum extraction of stale air. Ashtrays are conveniently placed in armrests. Note also the exceptional degree of rearward vision afforded by the extra wide semi wraparound rear window.



The large capacity luggage compartment permits the carrying of an exceptional quantity of luggage including golf clubs. The floor, beneath which the spare wheel and hand tools are carried, is covered with thick felt-backed Vynide which is easily cleaned and affords protection to suitcases. When side lights are in use, the interior is automatically illuminated when lid is raised.



SEATING DIAGRAM AND GENERAL DIMENSIONS

WHEELBASE 8'11³/₁₆". FRONT TRACK 4'7". REAR TRACK 4'5¹/₈". OVERALL LENGTH 15'0³/₁₆". WIDTH 5'6¹/₂". HEIGHT 4'9¹/₂".
(Exterior and interior dimensions are the same for all three models).

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 COLOUR ALTERNATIVES
Pearl Grey	Red ; Light Blue ; Dark Blue ; Grey
Imperial Maroon	Maroon
Cream	Red ; Light Blue ; Dark Blue
Claret	Red ; Maroon
Cotswold Blue	Dark Blue ; Grey
Black	Red ; Tan ; Grey
Mist Grey	Red ; Light Blue ; Dark Blue ; Grey
Sherwood Green	Tan ; Suede Green
British Racing Green	Tan ; Suede Green
Cornish Grey	Red ; Light Blue ; Dark Blue ; Grey



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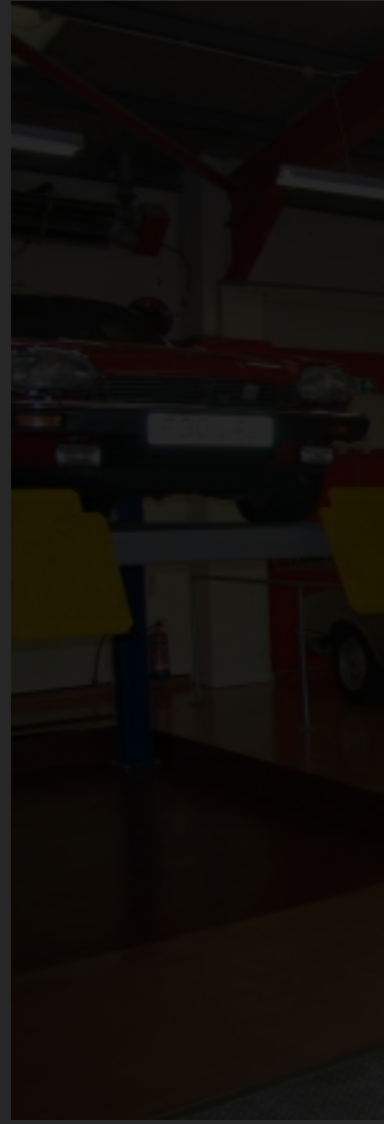


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comprehensive range of services...



As one of the leading UK's Jaguar Specialist our policy of continual growth and improvement ensures our impressive understanding and knowledge of the Jaguar marque. Operating from a state of the art premises we offer our customers old and new a comprehensive range of services ranging from bodywork repairs (small and large), servicing, maintenance, repairs, MOT facility and sales of Pre Owned performance vehicles.

not just jaguars...

We specialise in mainly Jaguar and Mercedes vehicles but offer the same extensive range of services for other performance vehicle marques.

time served craftsmen...

Our staff are fully trained and offer over 50 years experience and we are confident that we are able to meet all customer expectations. Our stores are fully stocked with genuine spares and all work is guaranteed, vehicle warranties are not affected by the services we provide.

welcoming environment...



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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