

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

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WEBBER'S WORDS

By Andy Webber
News Editor

What a month! The JEC organised a marvellous weekend in the Cotswolds attending Sudeley Castle and the Prescott hill climb across the Saturday and Sunday. Myself and Scott have done a full write up of this superb weekend in the magazine. It was great to have a good number of our region turn out despite the weather on Saturday.

Since being a member of the club and attending many events I always enjoy just how friendly everyone is and willing to help. The owner of a beautiful & mostly original D-Type at Prescott was introduced to me and 10mins later he's taking me up the hill climb circuit at warp speed! Equally some shared stories are interesting. I spoke at length to two brothers from the Wirral whose mum had passed & left them money and wanted them to have their dream cars; Jaguar XK8's. Both were so chuffed to be attending their first Jag rally with their superb cars and were clearly delighted to meet like minded people. I introduced them to Bob Bates as they were asking about who could service the cars locally and they were so appreciative. Fellow Pride & Joy entrants were the same as I spent considerable time chatting to them about their cars history and how they came to own the car. All of these people were complete strangers but with a common interest - I guess what I'm trying to say, is what a great club we have that brings so many people together sharing hints & tips.

Recently on our 'Drive it Day' run, JJ had



difficulties with his XK and there were immediately a multitude of tools and fellow enthusiasts around the car who got it going. It's great to have such great support in a world where people are quick to step away and walk the other way.

Unfortunately for myself I ended up in a region with Colin Manconi but I guess there's exceptions to the rule!

A few of us are making the trip across to France for the Le Mans classic together with our friends from the Usk Valley Classic Car Club. This will be a first for many of us and I can't wait! Plenty of photos and a write up will follow... *Au Revoir!*

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

Sudeley Castle

This was the first time the JEC had arranged a two day show, Sudeley Castle on the Saturday and Prescott Hillclimb on the Sunday. We were not sure if this would work successfully, but if you don't try you don't know!

The weather forecast the Monday before the event did not seem promising, heavy rain forecast for both days. No matter how well you organise an event the weather is the one thing you can't do anything about. Luckily the forecast changed as the week went on, with Saturday still forecasting rain, but more showery and Sunday being dry.

Michael and myself left early on Saturday morning as I had been asked to look after "Anniversary Avenue" alongside the Castle. I had already been to the Castle with the events committee many months before to check the suitability of the site so we had no problems finding the Castle and the right entrance. It appears that even though the club paid the AA to put up signs in the village to direct members into the correct entrance they put them up the wrong way and there was a lot of confusion in the village till Graham corrected them.

It had stopped raining when we arrived and while Michael cleaned the car, thanks Mike, we had taken the XKR to put on the XK8, XKR anniversary stand, I got instructions as to where the cars were to park. Graham and James had come up on the Friday and set the two fields up so we only had to direct the members into their positions. The XK8's onto the left as you came in and the E type 2+2 onto the right. The Pride and Joy cars were a bit different as not so many had entered so the letters for the classes A,B, C etc. were changed so we had entrants arriving with different letters on their entry forms, but we soon sorted it out. The concours entrants were most impressive, we had I believe 9 entered and 8 turned up. Considering the weather conditions I thought that was most impressive.

Andy had entered his XJS in the Pride and Joy competition and when he arrived we positioned him alongside the large fishpond. You can read the results of that in the full report later in the magazine but needless to say Andy did not bring enough water to clean the car, can you guess where the rest of the water came from? The RSPCA were contacted about abuse to the fish.

After parking all the cars Mike and I walked up to the main field and went over to our region stand just in time for the bacon rolls. Any reports



that we hid around the corner and waited for the Gazebo to be erected and the bacon cooked were completely unjustified, or not proved!

The day progressed with the occasional shower but was judged to be a success even with the changeable weather. We stayed behind and helped take down all the gazebos and clean up the field.

See page 15 for the full report.

Prescott Hillclimb

Thank goodness for dry weather! After the overcast and showers of Saturday it was great to drive up to Prescott on a sunny morning. I arrived



at 7.30 as Ray Searle and myself had been told that we were in charge of running the event. How we got talked into this neither of us could understand? The great thing with Prescott there is not a lot of setting up to do and we were soon welcoming members and parking them up on the grass banks.

The stand selling bacon rolls opened and we started the morning with one each. Not as good value as the ones Paul cooks!

Our members soon arrived and I had kept an area on the tarmac for them. There has to be some advantage of being in charge!

Within no time there was a line of cars ready to run up the hill in the sunshine. Some of our members took their cars up the hill and really enjoyed it.

Lunch time saw a "marshals' meeting" on the patio of the Buggatti Restaurant, the "Prescott Real Ale" went down a treat.

The event ran smoothly through the afternoon with just one hiccup, an e type parked on the tarmac area had been left with just the handbrake on and not in gear, we all know have unreliable E Type handbrakes are, and it ran slowly across the tarmac and into Peter Purdom wife's Mini. No damage to the E type, slight damage to the Mini.

Soon the show was over and it was time to pack up and go home.

See page 20 for a full report.



Porthkerry Classics Show

This was a new event at Porthkerry Leisure Park alongside Cardiff International Airport. We met at Barry and travelled the short distance to the event. It was a great venue with the opportunity to extend the show in the large field. One we will attend next year.

See page 24 for a full report.



Vale Of Glamorgan Classic Car Show

This is always a good event in a great setting. Next year we believe the show may be moved to Romilly Park in Barry. We met as usual in the Sully Arms and had a wide range on cars arrive including Keith's Mercedes and Peter's TR. The weather was good and we all enjoyed the show.

See page 26 for a full report.

Our Next Shows Are:

Berkeley Castle Show

This on the 19th of June. We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.15am to leave at 8.30am.

Classic & Retro Action Day at Castle Combe

This on the 19th of June. We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.15am to leave at 8.30am.

Sherborne Castle Classic Car Show

This is on the 17th of July. Many of our members have attended this event over the last few years. It



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is a very popular show with over 1000 classic cars and a special display of Supercars. It is well worth attending. Please let me know if you are going.



Silverstone Classic

Billed as the “Biggest Classic Motor Racing Festival in the World” with over 10,000 classic cars attending and 24 classic races over the weekend with 1500 classic cars racing. This is three day event, Friday 29th, Saturday 30th and Sunday 31st.

We have 10 members going for the three days. Tickets are still available and can be purchased for any day, but have to be purchased in advance from the Silverstone website.



South Gloucester Show

This is being organised for the second year by Graham Searle. It is a two day event on the 6th and 7th of August at the Windmill Fisheries Showground just passed Bristol.

Many of us went up on the Sunday last year and had a really good time. I hope more members will attend this year to support Graham as the show is going from strength to strength. I have entry forms if you would like to come along.

Three Cocks Steam & Vintage Rally

This is on Sunday the 14th of August and is organised by one of our old members Howard Harper. It is a great show with a lovely run to the showground. Please see me if you require an entry form.

The Big Welsh Car Show For Leukaemia Research

This is being held at Margam Park on the 18th of September. It is supposed to replace Tredegar Park. Tickets have to be ordered on line, type in “The Big Welsh Classic Car Show” and they have to be applied for before the end of June to get the reduced entry fee of £3.

We need members to take up the challenge and supply articles and reviews 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 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

NEWS

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



World First for Jaguar and Burj Khalifa: No other commercial brand has ever used the architectural landmark as a branding space.

F-PACE Spectacular Burj Khalifa Launch

A historic world first has just been accomplished by British luxury brand Jaguar for its Middle East launch of the All-New F-PACE performance SUV.

In a fitting tribute to the renowned city of firsts Dubai was a worthy choice for Jaguar to launch the F-PACE, the brand's first SUV, to the Middle East region with a jaw-dropping show on the façade of the city's globally renowned iconic landmark - Burj Khalifa.

Thousands of Dubai residents, tourists and a handpicked selection of VIP guests turned out to watch the dramatic three

minute spectacle which was seen across the world by viewers on Jaguar's online channels.

The show started with a striking projection of the Dubai cityscape across the huge central panel of the Burj Khalifa façade, with the F-PACE outline roaring into view, scaling the length of Burj Khalifa; representing the performance prowess of Jaguar's newest addition. A beautifully crafted Arabic calligraphy symbol by renowned Arab artist Wissam Shawkat then took shape on the façade before bursting off screen.



First Pictures Of Jaguar Formula E Car's Track Debut

Jaguar has run its Formula E car on track for the first time, Autosport can reveal.

The British manufacturer is returning to motorsport with a factory programme in the all-electric single-seater championship.

Details of Jaguar's season-three powertrain remain confidential but the car ran on track for the first time at Mallory Park on Wednesday.

The car completed a meaningful number of laps and appeared in a plain testing livery with #JaguarElectrifies emblazoned on its sidepods, nose and rear wing.

Autosport understands Jaguar plans to reveal the full colour scheme and demonstrate the car at the July 2-3 Battersea Park finale.

Jaguar has not confirmed its line-up for the 2016/17 campaign, though one driver is expected to be British.

DS Virgin Racing's Sam Bird, who has won twice in FE and is currently third in the drivers' standings, Toyota's 2014 World Endurance champion Anthony Davidson and Williams Formula 1 development driver Alex Lynn have been linked to the team.

Thomas and Lockie win epic Jaguar Classic Challenge race at Silverstone

The duo of Julian Thomas and Calum Lockie took their second consecutive race victory in the Jaguar Classic Challenge by a mere two tenths of a second in the International Trophy at Silverstone.

After the morning's qualifying session, Thomas and Lockie were in a strong position ahead of the afternoon race and put their low drag Jaguar E-type on pole - their second of the 2016 campaign.

Just like the last round at Donington, adverse weather added an extra dose of complexity to the race. From the green light, Lockie surged ahead closely followed by Robert Dickinson, Martin Stretton and John Pearson. The lead changed hands on several occasions throughout the first stint before the compulsory one-minute driver change/pit stop. Once Lockie swapped with Thomas after 20 minutes, the duo has maintained their lead out front and set the pace to take a second consecutive victory.

Jaguar XE Celebrates Its First Year With Major Recycling Milestone

As the Jaguar XE celebrates its first full-year of sales, 'REALCAR', the pioneering recycled aluminium project that contributes to the awarding winning saloon's aluminium-intensive body has reached a significant milestone.

JLR has reclaimed over 50,000 tonnes of aluminium scrap, the weight of 200,000 XE body shells, back into the production process during 2015/16, preventing more than 500,000 tonnes of CO2 equivalent from entering the atmosphere by not using primary aluminium material.

The JLR led research project, part funded by Innovate UK, also saw the development of a recycled aluminium-based alloy which can accept a higher percentage of the recovered scrap. In 2014, the Jaguar XE became the first car in the world to use this innovative high-strength aluminium alloy, developed by project partner Novelis.

More than £7m has been invested across JLR's own Halewood, Castle Bromwich and Solihull press shops to install intricate segregation systems to capture and distribute the aluminium scrap for re-melting, reducing waste, retaining higher quality and value in the material. The structural grade of recycled aluminium has since been tested and introduced in the lightweight aluminium bodies of the All-New Jaguar XF and F-PACE models.

REALCAR is part of Jaguar Land Rover's circular economy strategy to improve resource efficiency across the business.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon!

Unfortunately as the Daimler is still off the road, pending the completion of the engine rebuild, I have not attended many classic car shows. Consequently I've missed the shows at Killerton House on 15th May, the Den at Teignmouth on 29th May, Collaton St Mary on 30th May, Brixfest on 1st June and the Seaton Show on 5th June. Without the Daimler I'm feeling a bit out of the classic car scene. Very sad!

Club Run - Sunday 22nd May

Natali and I took part in the TOWC run on 22nd May in our Mazda. This month's club run was organised by Chris & Julie Headdon. Our starting point was at Gallows Gate near Marldon. A fantastic turnout with 47 members listed by Chris & Julie.

The meeting point was a little congested with so many dog walkers parking their cars there as well! The route to the coffee stop took us down Shiphay Avenue and up along Barton Hill Road to the St Marychurch Road "rat run" towards Newton Abbot. Not as easy as that as we turned off towards Rocombe down a narrow lane being very wary of horses & their riders! Up through a few villages (including Charlecombe) with their pretty thatched cottages, eventually arriving at the Premier Inn, alongside the Newton Abbot race course, for our coffee stop. Suitably refreshed we then made our way northwards passing, of all things a large ship's propeller! We passed Humber, Luton, Ashcombe, Mamhead and Kenn before crossing the Exe at Topsham. An excellent route with some very picturesque sections through

forests. Our lunch stop was at The Saddlers at Lymptone where we enjoyed an excellent carvery. Julian made his customary speech and we all showed our appreciation for the hard work put in by Chris & Julie.

Torbay Old Wheels Club Night - Thursday 26th May

The meeting was convened just after 8.00pm when Julian made various announcements and plans for future events especially the show at Paignton in July. I repeat, if anyone is interested in taking part in the show please get your entries in soon as space is limited & bookings are already near to capacity. A copy of the entry form may be downloaded from the club's website - www.towc1.talktalk.net

After the usual monthly



raffle draws (I won nothing as usual!) we had a "Scalextric" evening. Three different tracks were set up by Adrian and Sue Linscott. I, and a few other helpers, arrived early in the afternoon to help set up the layouts. It was great fun racing various model cars around the tracks as well as competing for the fastest lap on one of the tracks. The equipment was a far cry from the simple track I played with in the 1960s! There were specially designed lap counters as well as electronically controlled lap timers! Needless to say I did not distinguish myself! One of the model cars was of a Jaguar XJ220.

Police Warning About Classic Car Thefts

Julian read out a warning he had received about classic car thefts. He had received/noted some information as follows:

From the Capri Power Forum:

"Police are telling classic Ford owners to be aware as an increase in old Fords have been stolen recently. It has been found that thieves are attending shows and attaching tracking devices to cars. This allows them to locate the residents of the vehicle for them to steal your pride and joy. I have found this information shocking and after a quick look around there are magnetic tracking devices available for very little money. I for one will be having a thorough check around and under my car before leaving any shows in future. For those who use your cars daily this could be more of an issue as they could potentially place the device on your car while its left unattended. I am wondering if there is a way that we can detect these devices easier than having to inspect every square inch of the car. I hope this information is useful and I for one will be keeping an eye out for people looking under cars at shows."

Please keep an eye on your cars at the shows, be aware that these magnetic trackers can be placed anywhere under your car and attach in seconds. When you leave the show stop at the services



and have a good look underneath. If you have had the bonnet open, have a good look around under there to see if anything has been added. Consider investing in a bug detector to sweep the vehicle. If you do find a bug - remove the chip. The bugs are little black boxes, magnetic around 2x2" and 3/4" thick".



My Previous Daimler 2.5 V8 - JWN 58E

I've recently heard from Sergio Pilotti who bought my old Daimler. He has sorted out a blocked radiator (hence the overheating problems he experience on his way home to Italy) but now has problems with low compression on one of the cylinders. I hope it is just a matter of setting up the tappets correctly. I had to do this on ALX when I had no compression on two cylinders. Once set up with the correct gaps I had very good compressions.



Sergio has also recently used JWN for a wedding & the car looked stunning. I'm so pleased it's gone to a good home at last!

My Daimler V8 250 - ALX 442H

Progress has been slow on the engine rebuild. I have finally collected the block, crankshaft & cylinder heads from Hamlin's in Bridgwater. They have done an excellent job on internal cleaning as well as pressure & crack testing etc. They decided to replace two of the cylinder liners because of corrosion. When I delivered the parts I also took an extra cylinder head from the old engine taken out from the car. I did this



because one of the heads on the supposedly rebuilt engine had a couple of two inch squares welded into the top of the head. I'm pleased that Hamlin's made the

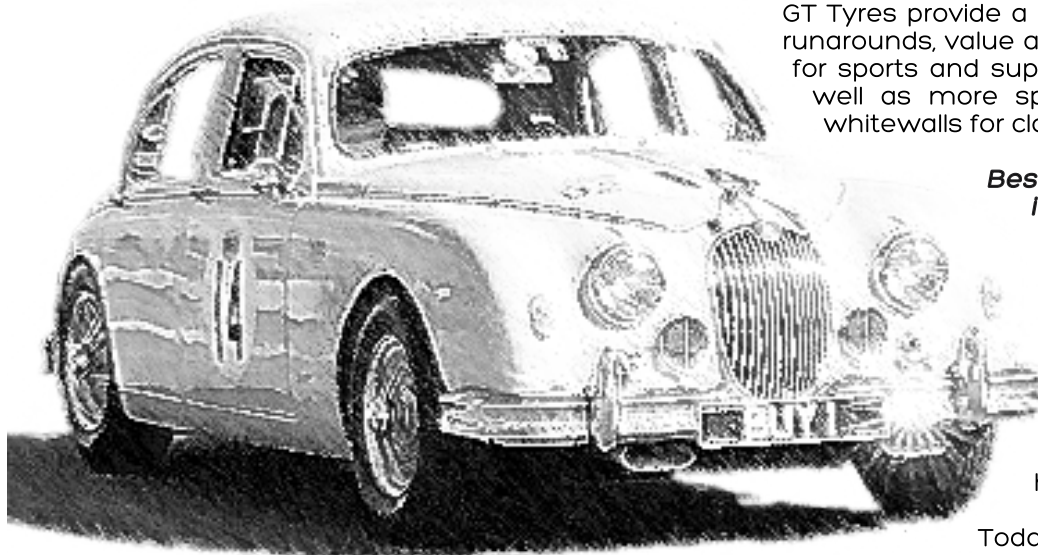
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decision to use that extra head as we all had doubts about the welded head. They replaced all the valve guides & fitted valve stem seals – something not done on the original design of the engine. I collected all the parts from Hamlins on Thursday 26th May, this time in the Audi!

While I was at Hamlins, Mark Hamlin gave me a guided tour of the works. It was fascinating seeing the different engines being worked on. I was surprised to see so many classic car engines & not too many modern engines. There were engines for a racing Maserati, "T" series MGs, Riley 1.5, Jaguars 4.2 XK and V12 etc. The company has been in existence since 1896 and some of the old machinery was still in evidence with old belts & pulleys!

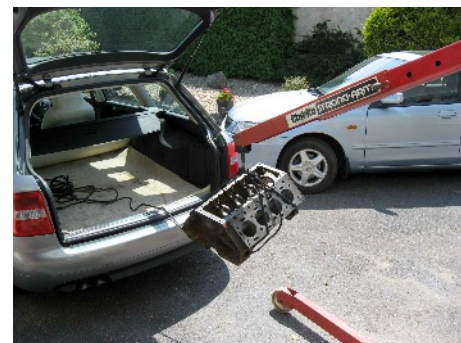
More next month!

...and finally:

One day, a mechanical engineer, electrical engineer, chemical engineer, and computer engineer were driving down the street in the same car when it broke down.

The mechanical engineer said, "I think a rod broke." The chemical engineer said, "The way it sputtered at the end, I think it's not getting enough gas." The electrical engineer said, "I think there was a spark and something's

wrong with the electrical system." All three turned to the computer engineer and said, "What do you think?" The computer engineer said, "I think we should all get out and then get back in."



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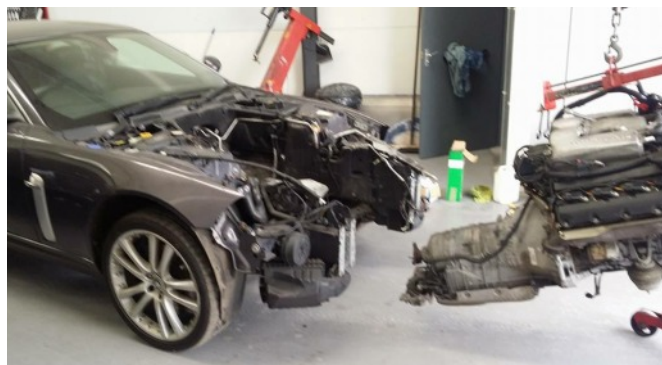
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Cotswold Jaguar Festival Sudeley Castle

The first instalment of The Cotswold Jaguar Festival, Saturday, brought a mix of sun and showers - welcome to summer!



Top: Andy looking dismayed and worried - and so he should! **Middle:** Ray Searles asking if the 'Tree Trunk' steering wheel was FSC certified. **Bottom:** Andy showing his protective side toward his new best friend and 3rd place helper - Pond Water!

The weather wasn't kind as we headed off from Newport in the early morning towards Gloucestershire. The car wasn't greatly prepared for the Pride & Joy competition that it was entered into but I was relying on some time up in the castle grounds to get her sparkling. There weren't many cars in the grounds when we arrived and we parked up next to another XJS as the second Pride & Joy arrival. I spent some time cleaning the car after driving through heavy rain, mud, gravel and freshly cut grass that clung to the car! It was quite a job with just a bit of *pond water* to help me! This was hardly the best preparation for my first Pride & Joy and I enlisted the only help I could... Mike Manconi!! I really was desperate!

As we cleaned my XJS the cars started to arrive with

the anniversary avenue filling up with E-types and XK8's and as well as the club stands in the top field. I must admit that for 3 hours I was unaware of much else going on, as I was prepping the car, drinking my tea and chatting to the other P&J entry owners - by this time 6 other XJS has arrived and an early XJ.

I really enjoyed the banter as the judges walked over... our own Colin Manconi had been given my class to judge together with Ray Searles who I judged the same class with last year. I'm sure you can imagine the scrutiny my car was given and the joy that was taken in highlighting my cars shortcomings! It was great banter and I'm sure the other contestants also enjoyed it! I'm sure they'll be some amusing pictures published in

Continued >





the magazine!

Competition finished, I was able to finally have a wander around and see some of the other cars. It was great to see so many modern XK's together and I have to admit to missing mine, the lines of those cars are timeless and the V8 gives a beautiful burble - with some fettling to the exhaust! The showground had Meguiars and Adamesh along, both of which I'd visit and make purchases, taking advantage of the event discounts.

Over to Scott who had more time to walk around the event and see things.

As Andy said the weather was not kind starting off in the morning, Terry and myself made our way in my XK8, to meet Paul and his E-type at Monmouth, (thankfully at a more reasonable time in the morning than Andy and Heather!) and then headed on to Sudeley Castle. On arrival it was clear that the weather obviously had not been much better than where we came from as the

grounds were already very soft. As we slid onto our South Wales Region stand we met Dave and Ruth, who were already waiting with their new XE and very quickly we made a unanimous decision to erect the gazebo before the rain pays another visit! Although, without Colin to show us how it's done, there was slight confusion at times! We later learnt that Colin was watching from a distance along with Mike waiting for Paul to get the Bacon

Continued >





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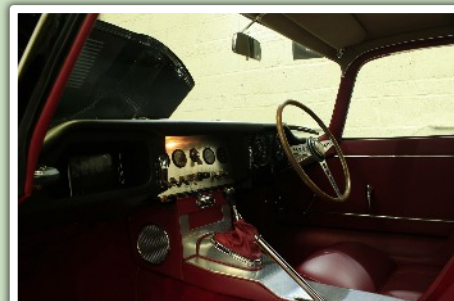
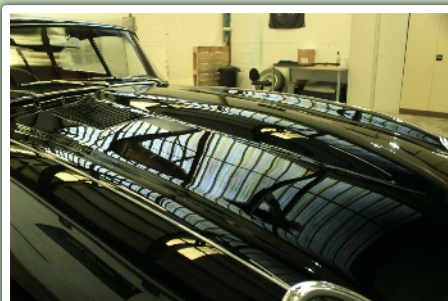
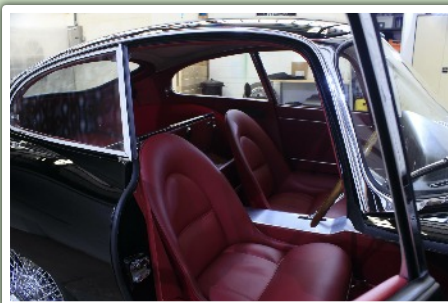
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Rolls on the go. So in no time at all (that's what it felt like anyway!) the Gazebo was up and the smell of bacon brought Mike and Colin Manconi over from their safe viewing area!

So after filling our tanks with Paul's much appreciated bacon rolls some of us decided to seek out Andy, and criticise... I mean admire his XJS, which as you know by now, was entered in the pride and joy!

On the walk over to the pride and joy stand it was obvious the turnout of Jaguars, despite the weather, was spectacular, ranging from the most recent fabulous F-Types to an even more impressive MK8. Walking past all these magnificent machines we approached the castle which I must add, as I'm sure many people will agree was a stunning and perfect venue to hold this JEC event.

The miserable weather could not dampen the mood. As we passed the Anniversary Drive,

which had a fantastic array of E-types and XK8s/XKRs, we met up with the rest of the gang, who had already given Andy many pointers, how to improve his XJS for Pride and Joy. Although I don't know who advised Andy to wash the car with *pond water!*

After some more wandering we found the cars advertised for sale, which included a very impressive MKV Saloon and a very unusual 4.0 XJS coupe which had a unique T-top roof with the removable sections, obviously owned by a very dedicated and clever owner indeed. There was also a very impressive 1998 XJR which in my opinion offer fantastic value for money for the prices they fetch. Meanwhile in the arena the fire stunts were underway, no matter how many times you see this chap he is always very entertaining to watch! We then had a wander around the rest of the regional stands and then back to our own stand.

Before the end of the show Terry, myself and John (who braved the weather and joined us with his spectacular Suffolk SS100) decided to have a wander in the Castle which was breath-taking. The present structure was apparently built in the 15th century and may have apparently been on the site of a 12th-century castle. The current owners are Elizabeth, Lady Ashcombe and her two children who still live and use certain rooms of the castle, obviously out of bounds to the public as told to us by a member of staff. But between the spectacular building and stunning gardens I couldn't think of a better venue to host this fantastic JEC event!

As the show came to a close we packed the gazebo up and made our way back to sunny Wales although to be honest it was not really that sunny, surprise surprise! Nonetheless a fantastic day and show!





Cotswold Jaguar Festival Prescott Hill Climb

Prescott was much more positive from the outset with clouds parting for some great sun throughout the day.



Top: Andy saying how its so unfair he was "asked" to pay for a round of ice creams. **Middle:** Andy storms off when Paul asks for nuts on his 99. **Bottom:** Colin enjoying his 99 knowing its Andy turn to buy at Silverstone!

Myself and Scott met at our usual meeting place in Newport and then on to our other usual meeting point in Monmouth where we met Nigel and Alison in their XK140, Dave and Ruth in their XK8 and Paul in his E type. We then left in convoy and made our way up the M50. Terry later caught us up as he was having terrible difficulties leaving Newport due to the cycling event - Velathon Wales caused chaos closing many roads! Myself and Scott had never visited Prescott before and it didn't disappoint! We were able to park up close to the exit and entrance point to the hill thanks to Colin saving a spot, so we were in the fortunate position to see all the cars entering and going up the hill. We walked over to watch the cars starting off up the hill and with burning rubber in the air from

Rob Jenner's wheel spinning start in his manual XJR (X300) we ate our bacon rolls - perfect!

There followed a continuous stream of cars, mostly Jags, accelerating up the hill - this was a great way to spend a day. Although there were a few other cars also joining in such as an Audi RS4 who was very enthusiastic and we all lost count to how many times he did the run up the hill! And also a small, what looked like a Caterham was also joining in enthusiastically with its young passenger looking like he was having a fantastic time in what I presume must be his father's weekend toy.

Despite myself and Scott saying we weren't going to attempt the run, we saw how much fun everyone seemed to be having. The temptation was too much for us and so we both



decided to take our cars up the hill, myself in the XJS and Scott in his XK8 albeit both at a leisurely pace, with Scott being slightly more cautious by doing the run once. Once wasn't enough for me! It was a great experience to drive the hill and a tick off the list but it's only when you tackle the hill yourself, you realize it's not quite as easy as it looks. A marshal told us of a Ferrari being too enthusiastic ending badly the previous week, which sticks in your mind as you

approach the twists and turns, especially the last right hand corner at the top of the hill, where if misjudged you'll fall a long way!!!

It really demands a proper race car and they don't come much better than a D-Type replica. We had parked opposite a terrific D-Type replica in Ecurie Ecosse colours with an original 1958 prototype Jaguar engine and many of the original Jaguar factory D-Type parts. Simon Cronin introduced me to its

owner Trevor, who was happy to take me up the hill and he really didn't take it leisurely! This was a truly awesome experience and over far too quickly. Fish tailing out of corners and very late braking into them took us up the hill in around a minute - wow! Later on in the day I was taken up the hill by Rob Jenner in his XJR and despite the fact that it's a 4 door saloon and couldn't be more different to a D-Type it felt as quick, although a completely

Continued >







different experience with much more body roll and understeer!!

It was great that our new member Leigh took his XK8 up the hill which was quite a historic moment for Leigh as his Parents, when he was young frequently visited Prescott but unfortunately they never actually made a trip up the hill and was something he had always wanted to do himself. Leigh couldn't resist a number of trips up the hill and I accompanied him on one run - I must say that it was very 'spirited'! Thanks Leigh!!



Later in the day Myself, Terry and Scott visited the Bugatti museum just opposite the starting line of the hill climb, which was fantastic, with a fascinating display of vehicles and cutaway models showing various innovative engineering designs such as the first oil cooled valves, a clutch operating with centrifugal force and his unique radiator designs.

There was even a 25 litre U-16 aircraft engine which has two eight-cylinder banks mounted vertically side by side,



each bank driving its own crankshaft, the two crankshafts are geared driving a single airscrew shaft, producing around 500HP, all entirely designed by Ettore Bugatti in 1915. Ettore Bugatti was a remarkable man with his technological achievements and state of the art designs! Well worth a visit.

As the event came to an end, we all eventually made our way home after a fantastic day and a superb, all Jaguar, weekend!





By Colin Manconi

Porthkerry Classic Car Show

This was a new show run for the first time at Porthkerry Leisure Park alongside Cardiff International Airport.

I met Paul at Castleton and we drove to Barry to meet the rest of the boys at the Calcot Arms for an 8.30 start. Dave and Ruth and Scott arrived then Peter rang to say he had gone to the wrong pub! Luckily it was on our way so we picked him up on the way to the show.

Our sat nav took us straight to the field, aren't sat nav's great, well most of the time! The field was at the back of the leisure park overlooking the sea, a good place for a classic car show.

For once the marshals were great. They directed us to a place on the field where we could put up our gazebo and seemed really pleased to see us, unlike some of the shows we go to when they treat us as they don't want us there!

The cars started to trickle in and by 11.00 there were over 200 cars in the field.

The weather was dry and sunny and we soon had the gazebo erected. I must say that our "new" gazebo may be much stronger than the old one but it definitely is more complicated to put up. Our resident chef, Paul, set up his "kitchen" and

soon there was the fabulous smell of bacon cooking. There is nothing as good as a bacon roll first thing in the morning.

We then went for a walk around and met up with Keith Ryall, who not realising we were coming to the show, had brought his TR.

There was a bit of a "boot sale" going on as well so there were plenty of different stalls to look around.

Lunch time came around and Paul soon had





the burgers cooking. We sat around in the sunshine eating burgers, drinking coffee and talking cars, what more could you want!

As with most of these shows there were a wide variety of cars around the field from "fast Fords", Rovers, TR's, Porsches, American Cars, VW's and a smattering of Jaguars involved in other car clubs.

Ruth produced one of her delicious chocolate cakes and we all had a slice of it with a tea or coffee.

Later on it was decided that an ice cream was called for as the weather was so hot and Andy

take note, I paid for them without the normal hysterics, "I've forgotten my wallet, Bankers bonus's are not what they used to be" and all the excuses we have when you are asked to pay for them. The best part of this was that the ice creams were only £1 each not the £3 of £4 they are at Silverstone and guess who's turn it is to buy the ice creams at Silverstone Andy.

It was soon time to pack up the gazebo and head off home. This was a nice show in a good position with the prospects of expanding it into a much bigger event.





By Colin Manconi

Vale Of Glamorgan Classic Car Show

Once again we were lucky with the weather for this the 4th Car Show organised by the Rotary Club of Dinas Powis. It was set in the grounds of the Sully Sports and Leisure Club.

We met as usual in the car park of Sully Inn so we could all park up together. This year we had a joint club stand with the Mercedes Club as Keith and Susie brought their 300SL Roadster and 280SL. We had E Types from Paul, Colin and Andrew, Neville's MK5 and MK2, Scott and Derek's MK9, the XK8's of Dave & Ruth and Leigh. Peter brought his new TR6. A new JEC member Peter Fellows and his wife Bina brought along his magnificent red V12 E type on which he has just spent the last 7 months doing a full restoration. I must say it is one of the best restorations I have seen.

We had our usual discussion with the marshals about where we could put our stand with the gazebo, last year we ended up with the club stand in one place and the gazebo in another place! I asked the marshal if we could go to the end of the field where there was lots of room and put the stand and gazebo up there and was given permission. No sooner had we stopped there than another marshal ran up and told us we had to go back to

the front of the field! Never mind we ended up with a nice stand which included the gazebo.

Paul soon set about cooking the usual bacon rolls which we soon devoured. There's nothing like having to erect the club stand to make you hungry!

We then had a walk around. Like most of the shows nowadays there was not much auto jumble and I blame the internet for that. As usual with these shows there were a large variety of





different makes and model in the show fields including various Jaguars.

Lunch was as usual burgers cooked by Paul with Ruth's delicious chocolate cake with tea or coffee in the afternoon.

At last it was time to announce the "Car of the Show" awards which are the results of the public's judging of the best car in the show. We have been

fortunate in previous years with Andrews E Type winning two years ago and coming third last year. This year it was almost a JEC lock out, with Neville's MK5 winning Car of the Show with Peter's E Type coming second. Congratulations to both of them.

It was then time to pack away the gazebo and make our way home. The event is getting bigger each year and I am sure we will attend next year.



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Scott & Derek Morgan Get Their MK9 On The Road

Many of you who attended the last region meeting will know by now that the Mk9 has finally got it's MOT and is now on the road.

The day of the MOT was slightly chaotic as an hour before we were about to leave, a pool of coolant under the MK9 was spotted! Which in usual classic car style was a complete unwanted surprise as since ownership (and many trips around the block to make sure all was ok) the car has never lost any coolant. So one mad dash to find the leak was underway! A poorly fitting water pipe to the water pump and an ancient Jubilee clip was the culprit but as a temporary fix another jubilee clip was added to the neck of the pipe and thankfully cured the drip. So immediately after the quick fix the trip to the MOT station was underway.

Thankfully the five mile trip for the mot was pretty much uneventful as was the MOT really, well apart from yet another little surprise that must have obviously occurred during the journey, the brake lights had stopped working. Luckily it didn't take too much finding as it was only a wire snapped on the brake light switch. 45 Minutes later the MK9's MOT was being printed out with only a few advisories such as a tyre and a bush in the steering column needs replacing. All in all not bad for a fifty five year old car that's been halfway around the world! But

the main thing was, all the hard work and perseverance of many evenings and weekends had payed off meaning the car could now legally be driven and used at last.

So the JEC region meeting was the MK9's first real trip as it's the furthest we had driven the car, and it didn't disappoint! The car drove superb not missing a beat, and was surprising as it really doesn't feel as big and heavy as it actually is. The power steering and disc brakes make a huge difference to a car of this size, from this era and, in my

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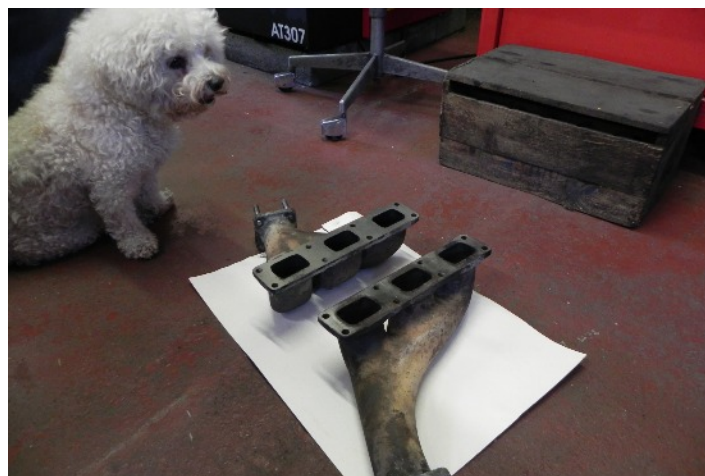
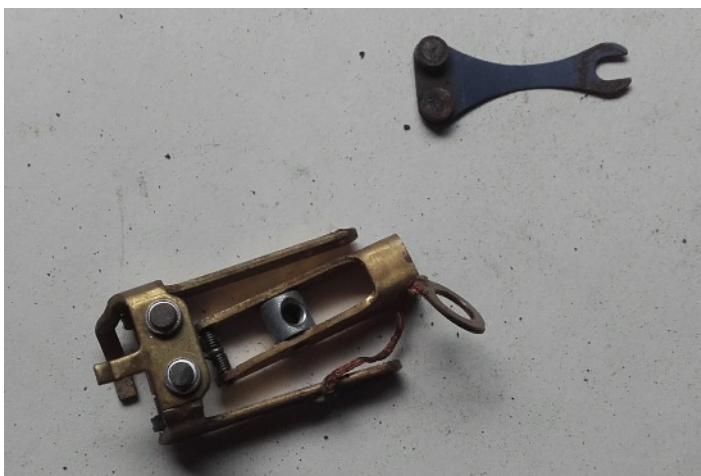


opinion, really shows how far advanced Jaguar was compared to many other competing car manufactures at the time. Many people would disagree with leaving the slightly larger 4.2 engine in the MK9 and would replace it with the original engine, but after taking the car on a few trips we are in no rush to do so as the car really does accelerate and perform superbly considering it's almost 2 tonnes in weight. The one thing that was obvious after these few short journeys was there really is a need for two fuel tanks in this car. So we decided we had better fit the missing fuel tank to try and reduce the local petrol station visits.

Sometime during the previous ownership the off side fuel tank had been removed to be repaired and thankfully had been repaired to a good standard, so after filling the tank with a small amount of petrol and ensuring there are no leaks the tank had a fresh coat of paint and was refitted relatively easily. Which is mostly due to Simon from Worcester classic spares as he kindly supplied all the missing fittings for the tank and the petrol gauge sender unit which had obviously been lost sometime since removal. One thing that we expected though due to the lack of use was the second SU fuel pump not working. But luckily all that was needed was to clean the points of corrosion. (I wish modern cars had problems this simple to repair!). Once the fuel pump points were cleaned and reassembled the car burst into life and ran beautifully.

So the next trip or should I say the first show for the MK9 was Sully (Vale of Glamorgan Classic Car Show) which was a great day out with great weather and a great turnout of Jaguars. A big congratulations to Neville who won car of the show with his stunning MKV by the way! Closely followed by in, second place, a flawless V12 E-type from Ross On Wye that is a credit to its owner!

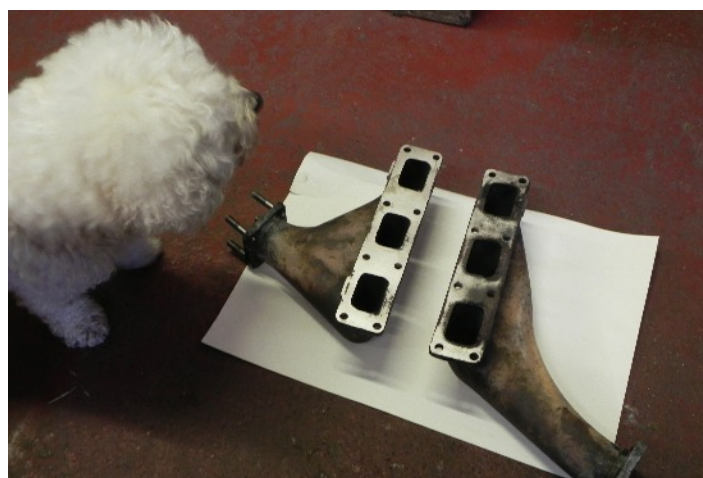
The MK9 again drove superb down and back but especially the journey back considering the miles of traffic it had to endure, and without a working temperature gauge is slightly nerve wracking! Another job on the "to do list". As the car is fitted with a later 4.2 engine which was fitted with an electrical temperature sensor and the original gauge fitted to the car has the mechanical capillary tube



type fitting makes things interesting, especially as the capillary is damaged anyway, and no longer works meaning the gauge needs to be replaced. So as a temporary measure until we replace the original gauge and tap a new thread into the inlet manifold water way for the original mechanical type sensor, a separate electric smiths gauge has been fitted in an inconspicuous place on the dash connecting the electric sensor already fitted to the engine, as I'm sure many people will agree it is vital to monitor a car's temperature, especially any car of this age.

The most recent annoying job I kept putting off was a blow on the exhaust downpipe where it connects to the exhaust manifolds but last week I decided to tackle the job and as expected many problems were uncovered such as snapping rotten studs and warped manifolds. It never seems as simple as to just changing a gasket! So after removing the downpipes and seeing the black marks surrounding both exhaust manifolds I decided to remove them and see how bad the distortion was as usually this is the case and not just a blown gasket. After removing the manifolds it was obvious where the exhaust leaks have been so we decided to machine the manifolds on our planetary grinder so the gaskets had a chance of sealing the manifold to the head. As you can see in the photographs the manifolds in various stages of machining show how bad they were. The most time consuming task was drilling out the snapped studs and re tapping and refitting new studs in the manifolds. Regardless of heat and penetrating oil the studs were in such condition they would never have undone. Thankfully no studs snapped in the cylinder head which can sometimes happen. A job well worth doing as once refitted with new gaskets (and flatter surfaces!) there is no longer any exhaust blows and the MK9 now sounds as it should.

On another note my XK8 nearly got overlooked for its MOT as so much time has been spent on the MK9 but after a trip to the MOT station I am very pleased to report it passed with no advisories. Although I must say as much as I love my XK8, it doesn't seem to be half as much fun to drive and distracting to other road users as the MK9!



Wife Spotting

Two guys, one old, one young, are pushing their carts around Wal-Mart when they collide. The old guy says to the young guy, "Sorry about that. I'm looking for my wife, and I guess I wasn't paying attention to where I was going."

The young guy says, "That's OK, it's a coincidence. I'm looking for my wife, too... I can't find her and I'm getting a little desperate."

The old guy says, "Well, maybe I can help you find her, what does she look like?"

The young guy says, "Well, she is 27 yrs. old, tall, with red hair, blue eyes, is buxom... wearing no bra, long legs, and is wearing short shorts. What does your wife look like?"

To which the old guy says, "Doesn't matter, let's look for yours."

Lets Get Married

A man met a beautiful blonde lady and decided he wanted to marry her right away.

'She said, 'But we don't know anything about each other.'

He said, 'That's all right, we'll learn about each other as we go along.'

So she consented, they were married, and off they went on a honeymoon at a very nice resort.

One morning they were lying by the pool, when he got up off of his towel, climbed up to the 10 metre board and did a two and a half tuck, followed by three rotations in the pike position, at which point he straightened out and cut the water like a knife. After a few more demonstrations, he came back and lay down on the towel. She said, 'That was incredible!'

He said, 'I used to be an Olympic diving champion. You see, I told you we'd learn more about each other as we went along.'

So she got up, jumped in

humour

Members jokes & anecdotes

the pool and started doing lengths, after seventy-five lengths she climbed out of the pool, lay down on her towel and was hardly out of breath.

He said, 'That was incredible! Were you an Olympic endurance swimmer?'

'No,' she said, 'I was a prostitute in Liverpool but I worked both sides of the Mersey.'

O'Reilly Toast

John O'Reilly hoisted his beer and said, "Here's to spending the rest of me Life, between the legs of me wife!" That won him the top prize at the pub for the best toast of the night!

He went home and told his wife, Mary, "I won the prize for the Best toast of the night."

She said, "Aye, did ye now. And what was your toast?"

John said, "Here's to spending the rest of me life, sitting in church beside me wife."

"Oh, that is very nice indeed, John!" Mary said.

The next day, Mary ran into one of John's drinking buddies on the street Corner. The man chuckled leeringly and said, "John won the prize the other night at the pub with a toast about you, Mary."

She said, "Aye, he told me, and I was a bit surprised myself. You know, he's only been in there twice in the last four years. Once I had to pull him by the ears to make him come, and the other time he fell asleep".

The Farmer

A farmer drove to a neighbour's farmhouse and knocked at the door. A boy, about 9, opened the door. "Is your dad or mom home?" said the farmer.

"No, they went to town."

"How about your brother, Howard? Is he here?"

"No, he went with Mom and Dad."

The farmer stood there for a few minutes, shifting from one foot to the other, mumbling to himself, when the young boy says, "I know where all the tools are, if you want to borrow one, or I can give Dad a message."

"Well," said the farmer uncomfortably. "No, I really want to talk to your Dad, about your brother Howard getting my daughter Suzy pregnant".

The boy thought for a moment, then says, "You'll have to talk to my Dad about that. I know he charges \$500 for the bulls and \$150 for the pigs, but I have no idea how much he charges for Howard

The 'Or What'

A man complained to his doctor that his wife never wanted to have sex. The doctor made an appointment for her to have a checkup. When she arrived, the doctor asked her about her libido.

"Well, doctor," she replied, "the truth is that every morning I take a cab to work and the cabbie always asks me, 'So are you gonna pay today or what?' And since we don't have much money, I always give him the 'or what' which makes me late for work so my boss yells at me, 'So are we going to dock your salary or what?' And since we need the money, I always give him the 'or what.' By the time I get home, I don't feel like having any more sex."

"Hmmm," thought the doctor, "I see. So, are we going to tell your husband about this, or what?"

Birthday Surprise

"You never ever surprise me anymore" moaned a demanding woman one day to her long suffering husband.

"Buy me a surprise for my birthday. Something Italian, really beautiful in design that can accelerate from 0 to 150 in under 4 seconds and I'd prefer a metallic blue one!" she hinted.

Happy and excited she was counting down the days to her birthday. And finally she got the sleek beautiful present her husband had so thoughtfully chosen for her....



He's dead now ... but he died a legend!

Clothes Shopping

While shopping for vacation clothes, my husband and I passed a display of bathing suits. It had been at least ten years and twenty pounds since I had even considered buying a bathing suit, so I sought my husband's advice.

'What do you think?' I asked. 'Should I get a bikini or an all-in-one?'

'Better get a bikini,' he replied. 'You'd never get it all in one.'

He's still in intensive care.

Redneck Hunting

Two Tennessee rednecks are out hunting, and as they are walking along they came upon a huge hole in the ground.

They approach it and are amazed at the size of it.

The first hunter says, "Wow, that's some hole; I can't even see the bottom. I wonder how deep it is?"

"The second hunter says," I don't know. Let's throw something down there, listen and see how long it takes to hit bottom." The first hunter says, "Hey, there's an old automobile transmission over there. Give me a hand, we'll throw it in and see."

So they pick it up and carry it over and count one, two, three and heave it in the hole.

They are standing there listening, looking over the edge, when they hear a rustling behind them. As they turn around, they see a goat come crashing through the underbrush, run up to the hole and, without hesitation, jump in the hole headfirst.

While they are standing there staring at each other in amazement, peering into the hole, trying to figure out what that was all about, an old farmer saunters up.

"Say there," says the farmer, "You fellers didn't happen to see my goat around here anywhere, did you?"

The first hunter says, "Funny you should ask, but we wuz just standing here a minute ago and a goat came running out of the bushes doin' 'bout a hundred miles an hour and jumped headfirst into this here hole!"

The old farmer said, "Naw, that's impossible, I had him chained to an old transmission."

The Job Centre

A retired man went into the Job Centre in Bradford and saw a card advertising for a Gynecologist's Assistant. Interested, he went in and asked the clerk for details. The clerk pulled up the file and read;

"The job entails getting the ladies ready for the gynecologist. You have to help the women out of their underwear, lay them down and carefully wash their private regions, then apply shaving foam and gently shave

off the hair, then rub in soothing oils so they're ready for the gynecologist's examination. The annual salary is £65,000, and you'll have to go to Blackpool."

"Good grief; is that where the job is?"

"No sir -- that's where the end of the line is right now."

Blonde Drivers

Two girls speed down the highway at 90 mph.

"Hey," asks the brunette at the wheel. "Do you see any cops following us?"

The blonde turns around. "As a matter of fact, I do."

"Damn!" says the brunette. "Are his flashers on?"

The blonde turns around again. "Yup. Nope. Yup. Nope. Yup."

There is more money being spent on boobjobs and viagra than on Alzheimer's research, which means by 2040 the elderly will have perky boobs, stiff willies and no idea why.





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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

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 |

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

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 |

OCTOBER

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

DECEMBER

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

Driving with the JEC Events & Tours



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Book early to avoid disappointment



Call our team on: **0333 202 0304*** (open 9am-5pm 7 days a week)
Visit: warnerhotels.co.uk Quote: **PHCJAGUAR**



4th September 2016 Ripley Castle - Harrogate

Join us for our Northern Jaguar Rally at **Ripley Castle** in Harrogate - an historic 14th Century riverside Castle set in lovely country gardens.

Take advantage of the excellent 3 night package at Warners Nidd Hall only 2 miles from Ripley.

For all information or to book the events at Ripley Castle
call 0117 969 8186 email office@jec.org.uk visit www.jec.org.uk

Terms & Conditions: *Prices are from prices per person based on two people sharing Standard accommodation full board. Offers are subject to availability, valid for new bookings only and cannot be combined with any other offer. Supplements apply for attributes such as parking, views and suites where applicable. All terms and conditions apply as in our current brochure or website. Everyone in your booking must be over 25 years of age. Cuts cost no more than calls to geographic numbers (03 or 02) and must be included in inclusive minutes and discount schemes in the same way. Cuts from landlines are typically charged up to 1p per minute. Cuts from mobiles typically cost between 1p and 40p per minute. Cuts from landlines and mobiles are indicated in many free call packages. Please check with your supplier. Bounce



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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.



Committee Members

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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. 14
1961 MK10



J A G U A R M A R K T E N



NEW GRACE...NEW SPACE...NEW PACE

The Jaguar Mark Ten, although an entirely new car in construction, design and appearance, stems from a long and illustrious line of outstanding models which have been identified during the past decade by the symbols Mark VII, Mark VIII and Mark IX. All have been highly successful in their own right and have formed important links in a chain of developments culminating in the creation of the finest car yet to be produced in the Jaguar big saloon tradition — The Jaguar Mark Ten.

This elegant model is of monocoque construction and is powered by the world-famous Jaguar XK 'S' type 3.8 litre twin overhead camshaft engine with three carburetors.

This highly versatile engine, by reason of its flexibility, smoothness and silence, is ideally suited for use in such a car as the Mark Ten, where every emphasis has been placed upon refinement of performance. Independent suspension front and rear and disc brakes on all four wheels enable full advantage to be taken of this performance with safety and comfort, whilst the luxurious furnishings and appointments include such refinements as reclining seats, folding tables and a high-efficiency heating installation.

With new grace in its smooth flowing lines, with new space in its roomier interior and with new pace in its magnificent road performance, the Jaguar Mark Ten provides —

A SPECIAL KIND OF MOTORING WHICH NO OTHER CAR IN THE WORLD CAN OFFER



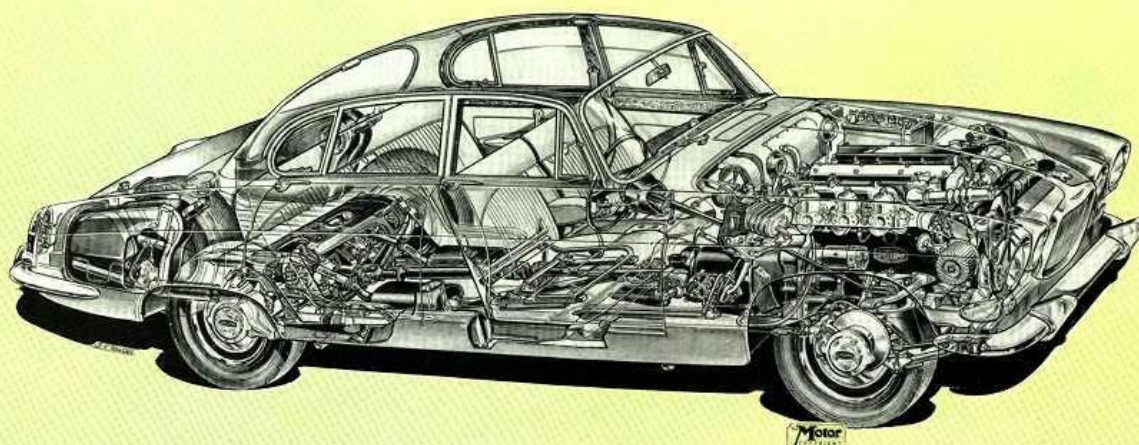
*The elegant appearance of the Mark Ten
Jaguar saloon has been achieved
by a blend of balanced proportions
and clean flowing lines with
a complete absence of flamboyant
decoration or purposeless embellishment*



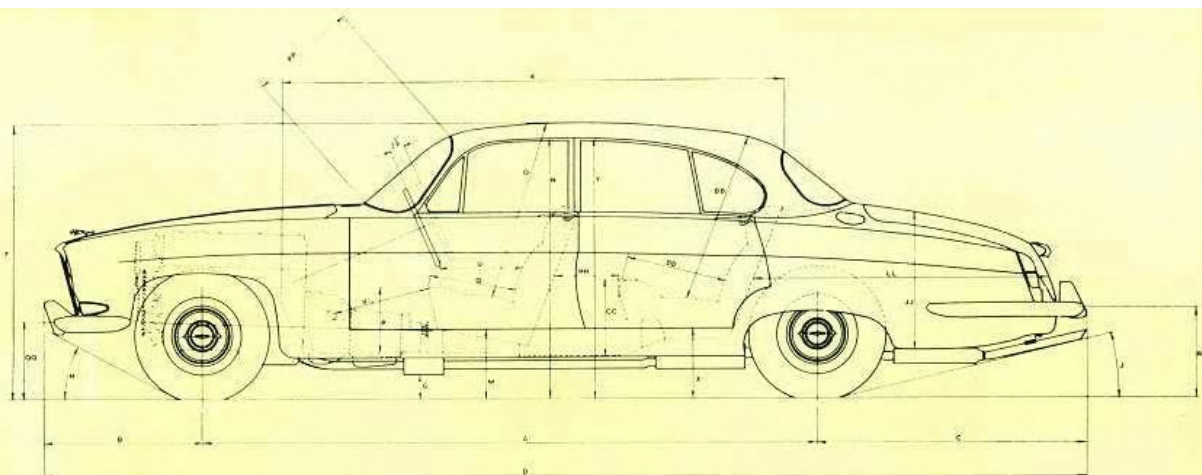
True Luxury and Refinement in the

This comprehensive view of the spacious interior shows the luxurious accommodation provided for five adults whose every comfort has been carefully studied. Upholstery is in finest quality Vaumol leather hide over deep Dunlopillo foam rubber cushions. Centre folding arm rests are fitted in both front and rear compartments — Deep pile carpets are fitted throughout. A comprehensive range of instruments together with a row of clearly labelled switches are mounted in a handsome figured-walnut panel. A glove compartment — with interior light — and a full width shelf provide ample accommodation for personal effects. A completely new high-efficiency heating and ventilating system is provided with individual controls for each side of the car as well as a separate delivery system to the rear compartment.

SALIENT FEATURES OF THE JAGUAR MARK TEN



- Full five seater — lavishly equipped and superbly finished.
- Independent suspension and disc brakes on all four wheels.
- Power assisted steering as standard equipment.
- 6 cylinder, twin overhead camshaft, Jaguar XK engine.
- Completely new high efficiency heating and ventilating system.
- Completely new body styling in the finest Jaguar tradition.
- All steel body of monocoque construction for maximum strength and rigidity.
- Choice of manual transmission with or without overdrive, or fully automatic transmission.

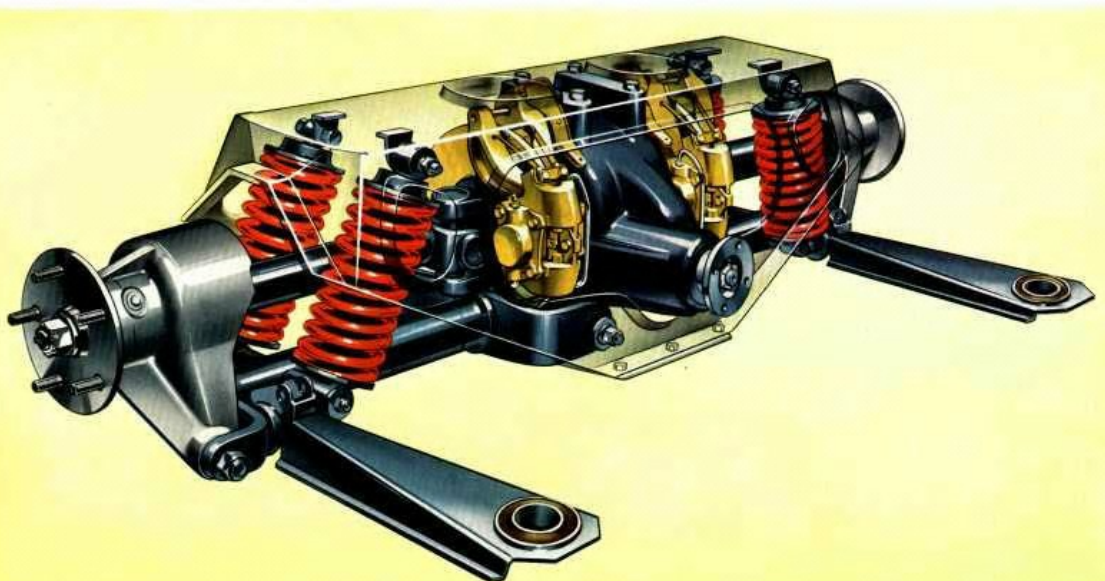
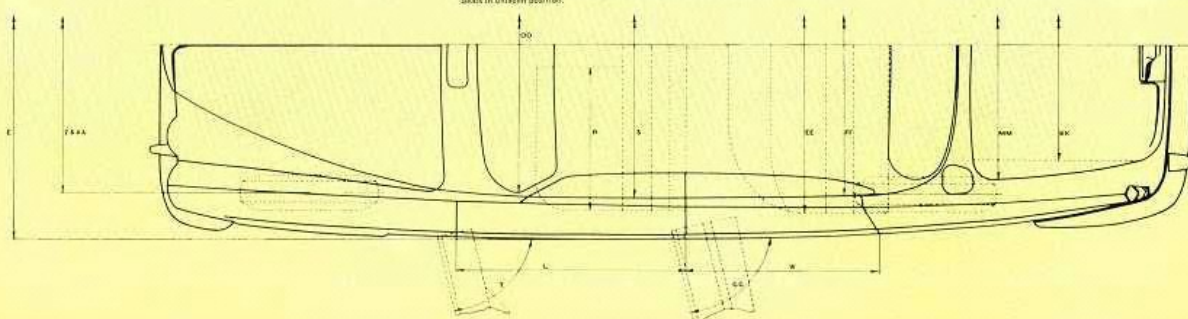


JAGUAR MARK TEN GENERAL DIMENSIONS

	English	Metric		English	Metric		English	Metric
A Wheel Base	108	269	P Seat Height	15	38	DD Seat Depth—Rear	20	51
B Front Overhang	37	93	Q Seat Depth	18	46	DE Seat Width—Rear	40	102
C Rear Overhang	57	145	R Seat Width	28	71	FE Shoulder Room	57	145
D Overall Length	202	513	S Shoulder Room	50	127	GF Door Opening—Front	70	178
E Overall Width	38	96	T Door Opening—Angle	75	19	HH Knee Room—Rear	10-11	25-42
F Overall Height	54	137	U Steering Wheel to Seat Back	16	41	JJ Maximum Height Trunk	30	76
G Ground Clearance (Unladen)	8	20	V Pedals to Seat Cushion	10	25	KK Maximum Width Trunk	40	102
H Front Clearance—Angle	58	28	W Door Opening—Width	36	91	LL Maximum Depth Trunk	35	89
J Rear Clearance—Angle	14	3	X Side Height	14	36	MM Width at Opening Trunk	49	125
K Passenger Compartment Length	81	206	Y Ground to Top of Door	51	129	NH Windscreen Width	57	146
L Front Door Opening	45	114	Z Track Front	50	127	PP Windscreen Depth	18	46
M Front Door Step Height	14	36	AA Track Rear	50	127	QQ Front Bumper Height	15	38
N Ground to Top of Door	51	129	BB Maximum Rear Seat	34	86	RR Rear Bumper Height	17	43
O Headroom	38	97	CC Seat Height—Rear	14	36			

Unless otherwise stated, all dimensions are in inches and centimeters, applicable to a sedan car.
Seats in unladen position.

Note: Front seat shown in mid position ("adjustment").



SMOOTH RIDE AND SUPERB ROADHOLDING

The independent rear suspension unit (illustrated) is carried in a sub-frame mounted in the body by rubber blocks and bushes which insulate the whole assembly from the body and thus eliminate road-excited noise and vibration. The suspension medium is provided by twin coil springs enclosing telescopic hydraulic dampers mounted on each side of the differential casing. The employment of fully independent suspension on all four wheels endows the Mark Ten with superb roadholding and ride characteristics.

Tel: 02920 540800

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Email: nick@cardiffjag.co.uk

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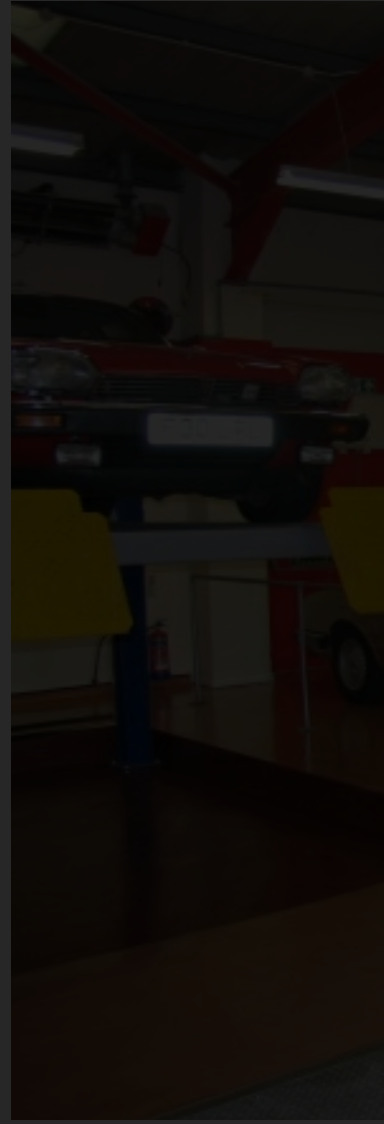


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