

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 262 | July 2016



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WEBBER'S WORDS

By Andy Webber
News Editor

By the time you read this a few of us including Colin Masterson, Scott, Terry & Peter will have returned from Le Mans and a full write can be found in this month's magazine. Our hopes for great weather, fab racing and decent beer were delivered! Now we're out of the EU I hope the French will still be welcoming in the future!

JLR keeps upping the ante with fantastic marketing initiatives & brand enhancing opportunities, the latest being their increased presence at Goodwood Festival of Speed. For those of you visiting Goodwood you can expect quite a JLR stand with 25 vehicles on display including the new F-PACE, Jaguar's fastest selling vehicle of all time, and the new F-TYPE SVR, Jaguar's fastest F-TYPE ever - I've seen them on the road outside the Gaydon test facility in camouflage but not up close.

In addition, visitors to Goodwood will be treated to no-cost passenger rides in the Jaguar F-TYPE on a handling circuit, I'm very disappointed that I'm not making it this year! Continuing, Jaguar's rich sports car heritage at Goodwood, the iconic XJ13, the first Jaguar to be fitted with a V12 engine will be taking on the hill as well as the penultimate Long Nose D-type which raced at the 1956 Reims 12 hour and Le Mans 24 Hours where it finished 6th. I've seen the XJ13 at Goodwood previously and it sounds tremendous flying up the hill.



Another first for me this month as I've been lucky enough to ride in a race prepared, championship winning XJS this month and you can read about it in the Castle Combe write-up in this magazine, complete with our first JEC poem courtesy of Gaynor Bevan!

Great to welcome new member John to our meetings and shows in his BRG E-type and red SS replica which always turns heads. We also welcomed Andy from Ponthir at Castle Combe in his burgundy E-type and hope to see him at more shows and meetings.

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

Barry Transport Festival

This event was held on Sunday the 12th of June at Barry Island. The show is becoming more popular each year with a wide variety of classic cars attending. It is held on the old Butlins site on the headland at Barry Island. This has now been converted by the council into car parks which is used to show the commercial vehicles and the numerous different buses. The classic cars now park along the grass areas on the esplanade overlooking the beach. We have to arrive early to get a good position so we met at the Calcot Arms at 8.15. We normally have a good attendance for this show and nine of our members arrived at the Calcot Arms.

We had a good position, at the rear of the esplanade, overlooking the beach and I must say the stand looked magnificent with our gazebo behind them. The weather was good first thing in the morning and after a hearty breakfast cooked as usual by Paul we went for a walk to look at the various classic cars which were parked for the whole length of the esplanade with the overflow next to the beach. We then walked along the front through the shelters and up the coastal path to where the buses were parked.

A great deal of money has been spent on the sea front at Barry and it is certainly worth a trip to visit it. The weather cooled down in the afternoon but stayed dry and we left just after 4pm. For once the traffic was light getting off the Island and we all had a good run home.

See page 24 for a full report.

Berkeley Castle

This show was held on Sunday the 19th of June. We usually attend this event but we are always limited in numbers because the organiser limit the age of the cars which can attend. So a lot of our members with newer cars are refused entry. Paul, and myself brought E-Types, Andy and Scott in his Mk9 and Mike and Helen in their XJ6. We met as usual at the old Seven Bridge and had a pleasant drive to Berkeley Castle.

This year the organisers were quite helpful, they haven't been on previous years, and our request to have our own area up along the fence was granted. We soon had our Gazebo up and Norman from the Bristol Region wandered over for a bacon roll. Norman contributes some of the jokes which are used in our "Humour Page". Bob, Stuart and Jen



arrived in E Types and parked on the stand. Paul soon had the breakfast cooking and we then went to look over the hundreds of classic cars which had arrived and then to look around the numerous trade stands.

The weather stayed fine and after a good lunch of beef burgers we spent the afternoon walking around the huge variety of cars and looking for the elusive spare part in the auto jumble. We left just after 4pm but Scott had a few problems with the MK9 on the way home.

See page 26 for a full report.

Castle Combe Classic, Kit and Retro Action Day

The event was held on Saturday June the 25th. We had to change our usual meeting place, the lay by at the old Seven Bridge, as the bridge was closed. We met instead at the services at Magor. Nine Jaguars of all models turned up and we had a good run to Castle Combe in the fine weather. Again this year we had a different pitch which appeared to be all tarmac, we can't erect our gazebo on tarmac, but after a few phone conversations with the very helpful organisers we were told that it was part grass and there was just enough for us



to put up the gazebo. A few more Jaguars arrived and we ended up with 11 cars on the stand.

This is a good event to attend as there is so much going on. From the classic cars out on the circuit to over 75 classic cars clubs attending it has something for everyone. Paul soon had the cooker going and everyone appreciated the bacon rolls for breakfast and the burgers for lunch.

Charity rides were available and Andy paid for a few laps in a race prepared XJS. Leigh was interested in taking his XK8 out onto the track for some high speed laps. I did advise him to think carefully about this as some of the other drivers leave a lot to be desired in their driving style and ability but he decided to have a go. After a few laps he appreciated what I had said and wisely came in. Andy once again got away without buying the ice creams, but Silverstone is just around the corner and no amount of excuses with work there!

A good eventful day and a thank you to Gaynor for the cake.

See page 15 for a full report.



Le Mans Classic

A number of our members drove across France to attend this advent. They left on Wednesday and returned on Tuesday. From what I can gather they had a great time and are already planning the next one in two years time.

See page 20 for a full report.

Jokes & Humour

I would like to thank Brian Pearson and Norman Alford for continuing to send me jokes to include in our "Humour Page". It helps me greatly and if any members would like to contribute please send them to my e-mail address colin.manconi@jecsouthwales.co.uk.

Our Next Shows Are:

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 31th.

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.

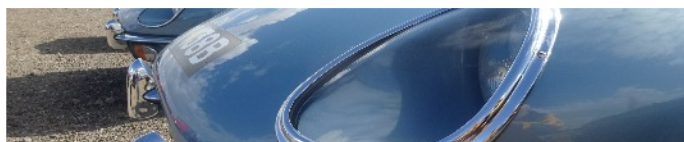
Many of us went up on the Sunday last year and had a really good time. I hope more members will attend this year to support Graham as the show is going from strength to strength. I have entry forms if you would like to come along.

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". The entry fee of £3 covers 1 car, driver and 1 passenger. Be sure to click yes to the 'Are you a member of a car club' and then select 'Jaguar Enthusiasts Club'.





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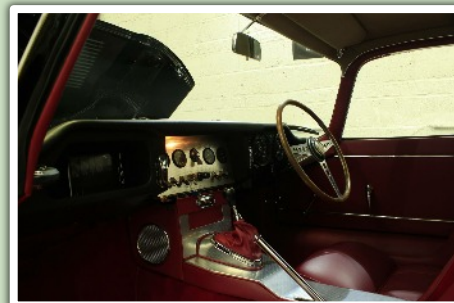
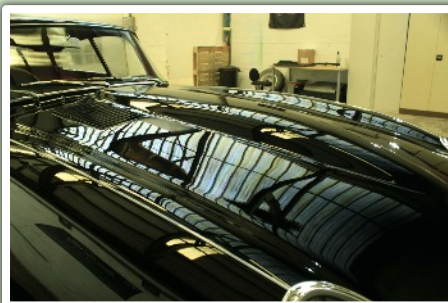
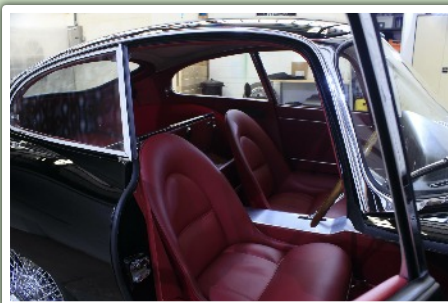
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NEWS

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



Julian Thomas won the race outright in his 1962 low-drag E-type, with Wallace finishing third overall in the Jaguar Classic Challenge and won his class racing a 1955 D-type.

Jaguars Past And Present Unleashed

Andy Wallace, Le Mans winner outright for Jaguar in 1988, was on the podium again at the famous circuit this weekend as a record grid of 65 pre-1966 racing Jaguars took part in the Le Mans Classic round of the Jaguar Classic Challenge.

Wallace, whose '88-winning XJR-9 wowed the crowds during the 100-strong Jaguar parade lap which preceded the race, finished third overall in the Jaguar Classic Challenge and won his class racing a 1955 D-type. Julian Thomas won the race outright in his 1962 low drag E-type.

Also part of the 100-strong parade before the race were Jaguar's one-off Le Mans prototype, XJ13, and a dozen examples of its latest and fastest production car, the 575PS, 200mph F-TYPE SVR created by Jaguar's Special Operations division.





F-Pace Wins Prestigious Car Of The Year Title

The Auto Express Car of the Year award is the latest major success in an incredible launch for Jaguar's first ever SUV, which immediately became the brand's fastest ever selling model.

Jeremy Hicks, Jaguar Land Rover UK MD, said: "The response to F-PACE around the world has been absolutely sensational, both in terms of critical acclaim and sales, and for it to be named Car of the Year by the UK's biggest-selling weekly motoring magazine is a real honour. The team behind F-PACE was set on creating a car that was more desirable, great to drive, and better value than anything else in its class - we didn't want to just be a part of the performance SUV market, we wanted to own it. This award is the proof that we've succeeded, and we intend to carry this momentum into all our future products."

The F-PACE uses Jaguar's Aluminium Lightweight Architecture to create a light, stiff body structure, allowing for great performance and emissions across the range. A rear-wheel-drive 180PS diesel F-PACE emits just 129g/km, while the 380PS supercharged V6 model is capable of 0-60mph in 5.1 seconds. With chassis technology developed for the F-TYPE, the F-PACE is the sports car that all others look up to, starting from £35,020.

The F-PACE comes with a selection of high-tech equipment, too, including the Activity Key; a wristband that allows owners to leave their traditional key inside the car if they'll be taking part in activities like swimming or running. There's also a wi-fi hotspot in the car, allowing eight separate devices to connect, and an InControl app, which lets owners remotely access functions on the F-PACE, like pre-heating, checking the fuel status or even location.

Steve Fowler, Editor-in-Chief of Auto Express, said: "Jaguar last won our overall Car of the Year award in 2008, with the XF - a car that heralded a forthcoming range of excellent Jaguar models. With the F-PACE you get the sense that Jaguar is on a roll again; the XE, XJ, all-new XF and F-TYPE are all world-class models. But it's the F-PACE that really stands out for us - it's a worthy winner of our 2016 Car of the Year title."

As well as winning the overall Car of the Year award, Jaguar also took home the Compact Executive Car of the Year title for the second year running. Before the XE first won the award, it had been more than a decade since a non-German manufacturer had been named Compact Executive Car of the Year.

Ian Callum, Jaguar Design Director, and the man who styled both the F-PACE and XE, said: "What an incredible evening for us; we've got two cars competing in the most highly sought-after categories and not only have we won them both, but F-PACE is Car of the Year, too. As ever, I'm amazed and proud by what the Jaguar team is capable of."

Auto Express Hands Car Of The Year Award 2016 To The JLR Advanced Manufacturing Facility

Auto Express hands Car of the Year Award 2016 to the Jaguar Land Rover Advanced Manufacturing Facility in Solihull where the award winning F-PACE is built.

Last night, Auto Express announced Jaguar's brand new SUV, the F-PACE was Car of the Year 2016 so Editor-in-Chief, Steve Fowler hand delivered the award to the production team on the line earlier today.

This award was given at the same time that the UK's largest automotive manufacturer announces record half year sales.



Help 'Bleasie' Fill In The Gaps

The very rare and beautiful XJ-SC, or Cabriolet, is a star model in Jaguar Magazines coming edition. John Bleasdale has created a number of fantastic registers for these and other models and has details on many of these cars including some owners and some history, but needs details of more XJ-SCs around the world.

Go to John Bleasdale's Jaguar XJ-SC Register on Facebook.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny (nearly!) South Devon. More goes on this month. As noted last month I've been missing a few events because the Daimler is still off the road - see below. I missed the shows at Seaton (on 5th June) and at Morwellham Quay (on 19th June). Rather glad to have missed Morwellham as it turned out to be cold and wet! Attendees are still drying out!

Torbay Air Show - 10/ 11/12th June

Not exactly a classic car show but I thought I'd include this in my report. Although billed as the Torbay Air Show most of the aerobatics were closer to Paignton. We could see some of it from our house on Saturday afternoon. The Friday's events were cancelled because of very low cloud & poor visibility. On the Sunday I positioned myself on "Rock Walk" in

Torquay where there are magnificent views over the bay. The Red Arrows display was, as ever, very impressive. Their display route was all around the bay close to Brixham, Goodrington, Paignton and Torquay. Other aerobatic displays were rather distant over Paignton & I wished I had a longer lens with me for the camera! This was especially the case with the wing walkers on two biplanes.

Club Run & Annual Picnic - Sunday 26th June

Natali and I took part in this TOWC run & picnic in our "classic" Audi! Our starting point was at Morrisons near Paignton Zoo. A great turnout with many members taking part in all sorts of cars old and new. I didn't count the cars, but I think there were about 20 and made our way through the South Hams, passing through Totnes, Avonwick, Modbury, and

Moreleigh before arriving at the coffee stop at the Garden Centre near Dartmouth where we all enjoyed a break. The weather, unfortunately, was rather dull, not really beach weather, so we took our time getting to Blackpool Sands. Some (not us!) members were naughty and bi-passed Dartmouth. We had a couple of problems going through Dartmouth, not just with traffic, but also with miss-spelt names on our route instructions! Once at Blackpool Sands ("Sands" is a misnomer as the beach is mostly small pebbles!) we set out our pitch. If we had not been there it would have been a bit bare in the car park. Most of us sat on the beach while a few others set up on the edge of the car park overlooking the beach. There we were, served a delicious cream tea by Terry, Lisa and Julie. As the weather did not improve quite a lot made their way home at about



3.30pm. An intrepid ten members (us not included!) adjourned to the cafe for tea, coffee and Ian eating a massive piece of cake. Many thanks to all those who helped - Michelle and Chris for organizing the run, Lisa and Terry the food and Julian for getting the reduced car parking fee!

Incidentally we parked next to Chris Headon's Ford GT40 replica and, at the time of writing, he and his wife should be back from their trip in the car to the Classic Le Mans. I trust that Andy Webber & Terry Brown also enjoyed their trip there.

Powderham Steam Rally & Vintage Show - 9th & 10th July

This is a very large event based in the grounds of Powderham Castle north of Dawlish. It's possible as large as the events we used to enjoy at Tredegar Park, Newport.

As for last year's event I was accompanied by Chris Juniper who stayed with us on Saturday night. A good chinwag & few pints in my local "The Kents". No Daimler this year but, as I already had paid for an entry, we had wristbands & could avoid the long pedestrian queue. There were many exhibits on display including numerous club stands, auto-jumble, restoration companies, WWII vehicles, steam traction engines & a (very loud) band stand.

The following is Chris's report from Facebook - "Last weekend I travelled down to Devon to stay with Harry and Natasha in Torquay prior to visiting the Powderham Steam Rally and Vintage Show. The show itself had far more entries than the previous couple of years, but the autojumble like so many other shows was decidedly sparse; more jumble than auto. Lunch consisted of the usual growler followed by strawberries with clotted cream, washed down with tea. During lunch there was a parade of commercial vehicles, the most interesting of which was an Austin 7 which was built as a milk delivery vehicle with a single seat. Later in

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the afternoon there was a parade of nearly 60 steam engines of all shapes and sizes. I left the show just before 4pm to get away before the rush for the gates."

Torbay Old Wheels Club Night - Thursday 30th June

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. Bookings for the show are now full. If anyone is interested in coming down to the show there is plenty of accommodation available in Paignton or Torquay. More details on the club's website - www.towc1.talktalk.net

Julian also referred to a member's Vauxhall Viva with the English flag flying from it & offered a Welsh flag in view of England's dismal performance (losing to Iceland!) in Euro 2016! Julian is originally from Swansea.

After the usual monthly raffle draws (unusually I had two winning tickets & gave one to another member!) we had a very detailed discussion of the arrangements for the Paignton Show including the allocation of duties. I've been given the task of being the official photographer. I also had my arm twisted to organise the October monthly club run! Oops - didn't see that coming!

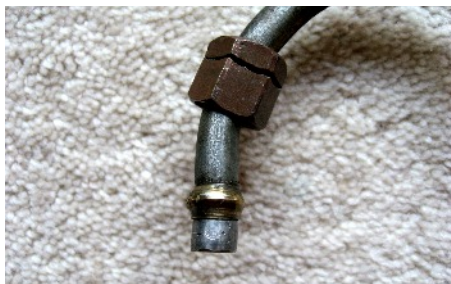
My Daimler V8 250 - ALX 442H

After collecting the engine parts from Hamblins in Bridgwater progress has been quicker on the engine rebuild. Adrian is very attentive to detail & was very careful to ensure all oilways etc. were scrupulously clean. He also gave me some homework to do, in particular, stripping and cleaning the tappet assemblies. At the time of writing this report the engine & gearbox are back in the car & some parts & ancillaries have been bolted back on. Adrian used an adjustable balance mechanism with the engine hoist & this was brilliant to balance the engine & gearbox at the steep angle



needed to insert them into the car.

We have hit a snag in respect of the oil cooler pipes running from the automatic gearbox to the base of the radiator. The nuts clamping them in place on the top of the gearbox have cracked and are useless. Ironically I had another set of pipes in Cardiff but threw them out prior to moving to Torquay! Aargh! New olives have been ordered from SNG Barratt but they cannot supply new nuts. David Manners can supply but may take a week which leaves me very little time to finish prior to the Paignton Show. David Manners could also supply the olives but only with a minimum order of 10 at approx. £3 each + VAT! I only need two! Barratts supplied them for £1 each but with a minimum postage charge of £4.50! An



expensive envelope for two tiny olives! More Aargh!

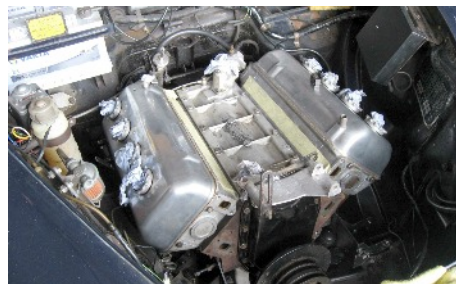
More next month!

...and finally seen on Facebook:

"As May becomes PM and Hammond is lined up to become Chancellor, Top Gear fans eagerly await news of who will become foreign secretary"

My comment - "Clarkson is the obvious choice as he is so tactful!"

"A Scotsman and his wife walked past a swanky new restaurant. "Did you smell that food?" she asked. "It smells absolutely incredible!" Being a kind hearted Scotsman, he thought "What the hell - I'll treat her!" So they walked past it again!"



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Castle Combe Classic & Retro Action Day

A highlight and a must for anyone who likes their cars built when the Cold War was in full swing!



Top: Dave & Keith manning the tent, guarding the bacon rolls and chocolate cake! **Middle:** Cobra replicas are always a popular sight at Castle Combe. **Bottom:** Andy bags a ride in a championship winning XJS.

We met at Magor services as old Severn bridge was closed, with a great turnout of members waiting for me as usual! Keith in his XK140, Mike & Gaynor, Leigh, Scott, Peter and Dave Fisher in the modern XK's with John in the SS. Colin in his XJS for a change and Paul in the E-type led the way down the M4 and into the country lanes to Castle Combe with blue skies all around us - perfect!

The circuit was already busy but we had an excellent spot with just enough room for the cars and the Gazebo right in the middle of the paddock area. Andy, a new member from Pon-thir had met us enroute & Keith (Bristol), and Bob joined us in their E-types as well as a chap in an F-Type join us.

The tannoy announced that charity passenger rides were

available in a race prepared, championship winning XJS that had just taken to the track - I didn't need a second invitation! The owner and previous owner were both on hand to get me strapped into the XJS, which was quite a task as the straps had only just been added and needed adjusting. As they strapped me in they explained the cars history, winning the Class A championship in 2013 and having raced successfully at many circuits all over Europe. The owner (Richard) was the driver who also worked at the castle combe rally school as an instructor - his roots were firmly in rally racing but he took to tarmac 2 years ago. Richard explained that he had just had the engine rebuilt (straight 6) with some extra modifications, and

Continued >



was in test mode. The car now developed around 300bhp and had the usual suspension modifications including polybushes all aiding the handling of the big cat.

He had only bought road tyres with him, so wouldn't have the grip of his usual slick tyres and would be "sliding around a bit today"!! Unfortunately, we had a lot of traffic on the circuit ahead of us, so the racing was a bit slower as Richard jinked past cars and avoided those that clearly weren't looking behind them for fast approaching race cars! I was really enjoying sliding around the corners as opposed to the very accurate racing cars that I'd been in previously including XKR-S' and two seater race cars. It gave me an idea of how fast the car was, as we passed a large S-Class Mercedes AMG and a Caterham-esque kit

car. It's safe to say that it was a different car to my XJS's, the cat had got angry and certainly wasn't the GT car it was designed as!

Many other cars on show included 3 Lotus Carltons (Scott's favourite car of all time!) and a variety of Cobra's and many other kit car creations. Cars on the track including modern convertible Mercedes, through to a very fast Peugeot 205 GTI, and modern Ford GT40. There was also a V8 MGB GT that must've been very heavily modified as it passed everything on the track including me in the XJS!

For the first time in quite a while there was a photographer on a corner just before our entrance to the circuit, you used to see these more often but I guess high show costs puts some off attending. Anyhow the company had a stand in the circuit and displayed the photos taken on our way in and so quite a few of us treated ourselves to printed pictures, excellent quality and shots giving good value. I treated myself to a mug and coaster with the picture of the XJS on and the Castle Combe logo, which I thought was good value at £17 on the day - printed for me within an hour.

Leigh also took his XK8 on a parade lap of the circuit with me as passenger behind the four vintage buses completing

three laps. Leigh enjoyed this so much that he got a feel for it and booked in to take his XK8 for some high speed laps, complete with a hired helmet. Leigh has written on his experience:-

'Opting to drive Castle Combe for the first time ever and sharing it with a lot of people who clearly had a great deal of experience was probably a mistake. It was completely different to my recent Prescott hill climb fun where I only had myself to blame if I binned it.'

The safety briefing had laid out various rules and regulations to follow but once out on track they were largely ignored by most other drivers and, after being pushed off the track twice at the bottom chicane, I decided discretion was the better part of valour and left the track.

Having said that, when I wasn't avoiding the more serious racers, I found my XK8 to corner pretty well and I enjoyed really pushing it, particularly through Quarry bend, knowing that lifting off mid corner would send me into a spin. The chicanes were good fun too.

So think twice, or get some good practice, before taking your pride & joy out into that environment.'

And a big thanks to John who bought us ice-creams and to Gaynor for bringing a cake & writing a poem on her day:-





June 2016 was all going wrong,
Summer, it seemed had come and gone.
The Brexit vote had won the day
And the country was in disarray.
But not to worry, a day trip loomed
'Cos we were going to Castle Combe.

Once there the boys could disappear
Amongst engines, cars and pints of beer.
The girls would hog the JEC marquee
Drinking Pimms and wine and cups of tea.
We could talk about our brand new dress,
About Heather's bump or our husbands' mess.

At 8 we met at the chosen place -
Disappointment surely showed on my face:
Where was Heather? where was Stell?
Jan and Ruth and the others as well?
I had been abandoned, I was on my own,
Good job for my iPad! good job for my phone!

By now I was worried, what had I done?
Didn't they like me? Why hadn't they come?
The boys soon got busy with bacon to cook,
(I was really glad I had brought my book).
The reading though, it had to wait
When I had to save Lee's XK8!

Suddenly it occurred to me
Exactly where my friends might be -
Sick and tired of talking 'bout Jags
The Jaguar widows had joined the WAGs.
And from Cardiff, Barry and The Vale
They were all supporting Gareth Bale!

The boys made me welcome it is true
But next time ladies, can I come with you?

I'm sure you'll all agree that this is a superb bit of writing! Thank you Gaynor!





Jaguar Land Rover rolls out £1bn investment across UK retail network

ALL Jaguar Land Rover retailers – more than 200 nationwide – are investing between £2m and £15m in new premium sites with the brand's new global corporate design.

The investment, which totals more than £1bn, will be the quickest implementation of a new corporate identity, and the most significant expansion of capacity that any brand in the UK has ever undertaken.

Ten UK retailers have already completed the development, including sites in Battersea, Stockport and West London. Meanwhile, a further 13 are in the process of being built and 23 will be ready by the end of 2016.

According to Sarah Nemes, Jaguar Land Rover UK network development manager, the entire UK network will have adopted the design by the end of 2018.

She told Car Dealer Magazine: 'We're working with our network to make sure the new infrastructure is right for our partners and right for our brand. Our showrooms are future-proof beyond 2020 and the sites will be larger to accommodate the increased numbers of JLR products on the road – by 2018, there will be close to an additional 1,000 service bays available.'

To coincide with the nationwide makeover, JLR is also rolling out new schemes and training programmes, which will see 1000 technical apprentices join the brand's retail network by 2018.

The British car maker is encouraging its retailers to take on at least one apprentice per year,



totalling around 200, adding up to nearly 1,000 by 2020. It is also encouraging its retailers to change the way its staff are paid, shifting from high-commission salaries to high basic salaries.

Nelmes added: 'Our retail network will be world-class in terms of its design and facilities, and we're also ensuring we have the best possible staff working at our sites.'

'We and our retail partners invest more than £10m each year in the training of technicians and apprentices across the business to make sure each interaction our customers have at one of our retailers exceeds our customers' expectations.'

Jeremy Hicks, Jaguar Land Rover UK MD, continued: 'We have invested massively in our vehicles and production facilities in recent years and now, to accommodate the shift in quality of those vehicles and the numbers of them being built, we're transforming our retailer network.'

'By 2020, 86 per cent of our retailer sites will be dual-brand Jaguar Land Rover sites, compared to 34 per cent today - all consistent in look and feel, with a premium design and high-quality materials. 'We're investing in our future and being much smarter in the way we use our data, because we're adapting to the changing market and the modern buyer. People used to visit roughly eight dealerships before choosing which one they'd actually enter - that's now down to about one or two, because customers are more informed and know exactly what they want. We need to make sure our dealers are ready for these customers and contacting them first. I've always said "we build demand and they fulfil the demand".'

In 2015 Jaguar Land Rover recorded its sixth year of consecutive growth, selling double the volume of 2009 and record UK sales of 100,363. In the



first half of 2016, the manufacturer sold 62,314 vehicles - up 24 per cent on the same period last year. To put that in perspective, JLR sold a car every four minutes in the first half of this year.



INTRODUCING THE

Royal Windsor Jaguar Festival 2017

In aid of the Prince Philip Trust, we're bringing the classic car community to Windsor in May 2017 for one of the largest ever displays of Jaguars, Daimlers and SS cars - and you can join us.

We'll be releasing more details about dates, promotions and packages soon, with some fantastic limited-access opportunities just over the horizon. Demand will be heated, so don't miss out - register your interest today to be notified of developments before anyone else.

To Find Out More & Register Your Interest please visit:

www.jec.org.uk



Top: A comprehensive tool kit - the sign of classic car ownership! **Middle:** Shell's share price increased 10% after Andy & Peter had filled up their cars. **Bottom:** Andy admiring the mirror finish on this Lotus 7, and his own reflection!

The 'Usual Suspects' at Le Mans Classic

Colin Masterson, Scott, Terry, Peter and some of our friends from USK Classic Car Club take on the Le Mans Classic.

Every year since 1923, Tertre Rouge provokes cold shivers; cars roar down the Mulsanne straight leaving a whistle in their wake, and at Arnage brakes squeal an engines scream. Since 2002 the Le Mans Classic has added a historic echo with numerous races spread over 24 Hours, 18 brief silences, 18 thunderous starts with races in various aged groups run from 4pm on Saturday to 4pm on Sunday with qualifying and free practice on Friday - Wow! This was going to be at least as good as Silverstone Classic which we look forward to each year.

At 16:00 on the Sunday the flag came down on this biennial event celebrating the history of the Le Mans 24 Hours and which has become a real crowd-puller over the years as it offers an increasingly appealing and

successful festival for spectators and participants alike.

Exceptional weather, 24 hours retracing the history of the greatest endurance race in the world over the period 1923-1993, 550 cars on the track, 1000 drivers, 10 former winners of the 24 Hours including the latest, Romain Dumas, the eagerly-awaited Group C event and the Jaguar Classic Challenge racing for the first time as curtain-raisers.

In addition, 8500 cars representing 180 makes' clubs, the celebration of BMW's centenary and the 50th anniversary of the Ford GT40's first victory in the Le Mans 24 Hours, the Concours Le Mans Heritage Club, Little Big Mans, the special exhibition devoted to racing team transporters, the long list of exhibitors and the entertainment and activities in the village



meant that all the right ingredients were in place to make this huge celebration of motor sport. This weekend no fewer than 123,000 people flocked to the Le Mans circuit.

The trip was organised by Nigel and Alison Wilcox of the Usk Valley Car Club who drove their Swallow Doretti. From JEC there was Andy & Scott (XJS), Colin & Peter (XKR), Terry and a friend, Steve (E type coupe) also there was a couple of Scots, Alan & Andrew (Doretti) who had

driven 650 miles from Aberdeen to join us at Portsmouth. Once at Le Mans we were joined by another Doretti, an Aston Martin DB9, a Lotus Elan an Austin Seven special and a French Talbot.

We met up on Wednesday afternoon for the Channel night crossing which arrived around breakfast time on Thursday morning for the 150 mile or so trip to our base for the next 5 days, 20 miles South of Le Mans. The queue for the ferry was like a car show in itself and Andy

wasted no time in inviting himself to sit in a Lotus Eleven, he was in there like a rat up a drain pipe as soon as the driver opened the door for him. Before we even left Portsmouth several bonnets were up and repairs were under way on some of the other passengers cars.

Arriving at our destination we settled into our comfortable Chalets, which had excellent facilities including a swimming pool, a lake for

Continued >





bathing with its own sandy beach, and a café with screen for watching the Euro football. The lake was very pleasant relief from pretty hot days that were around 30c during the day. No sooner had we arrived than one of our party, who shall remain nameless (but you all know who he is!) produced a football and commenced to show us his ball skills.

On Friday morning we set off in convoy at an early hour to arrive at the Southern tunnel entrance at Arnage to get to the area set aside for the Usk Valley club in among the Jaguar Clubs and we walked to the track side to see the start of practice,

As well as the six grids organised by date, the highlight for many of us was the Jaguar Challenge Race. At least we knew that a "cat" would win that race! With around 60 cars representing the Coventry make, including the most iconic like the Types C, D, E, XKs and Mk I and II. Victory went to British driver Andy Wallace (19 starts in the Le Mans 24 Hours including outright victory in 1988) at the wheel of the D-Type, which won the race in 1955 driven by Mike Hawthorn and Ivor Bueb.

Another exciting grid was for Group C cars including

Porsches, Jaguars, Mercedes, Toyotas, Nissans and Mazdas and Peugots. The Group C offers a serious and spectacular curtain raiser to the event and they are still capable of performances very close to those of the present day prototypes, as their top speeds exceed 300 km/h! Unfortunately they didn't run at night like the other grids as it would have been great to watch them run down to Mulsanne or the even faster section, now there are chicanes in place down to Indianapolis.

There was a fine display in the Jaguar club enclosure including a very rare 1951 Jaguar Oblin Coupe based on a 3.4 litre XK120. This unique Jaguar was bodied in aluminium by Martial Oblin in Brussels. In the 1951 Liege-Rome-Liege, the car finished second overall, driven by Herzet. In 1952, it took part in the Tour de France and in the Coupe des Alpes.

Also there was a French touring club with numerous moderns, including a Project Seven F Type. Jaguar had brought twelve of the new F Type SVR to take the press (lucky bastards!) for trips round the track. We went to the Jaguar hospitality enclosure and tried to

blag a ride ourselves without success.

Walking past the camp site at Tetre Rouge we saw a magnificent pyramid of beer cans up against the fence with a sign above "Do not feed the animals" in both English and French. Alan, who is something of an expert on all things Triumph and who regaled us with an endless supply of jokes, invited us into the Triumph area of the site. They were well set up with a dining area for everyone camping there and they had brought over a burger van from England and offered all day breakfasts and such delights as curries in the evening. They even had a large marquee with a satellite dish so they could watch the British Grand Prix highlights. Whereas the concessionaires were offering a 4% beer at 8 Euros a time. The TR crowd were selling 8.6% beer, which I had never seen before, at 2 Euros - no contest!. Mind you, drinking that while sitting in the sun was not really conducive to concentrating on the racing.

During the weekend, an auction was held for classic cars and racing cars and the highest price achieved was 1.3 million euros for a client competition



Like a scene out of the 'Usual Suspects' or more like the male version of 'St Trinian's'? You decide!



works Porsche 935 that had raced in the Le Mans 24 Hours three times. Ten out of the 115 lots in the auction reached a price of 200 000 euros, and three exceeded 500,000 euros.

There was also a fine display of transporters, including the EcurieEcosse Commer, powered a three cylinder horizontally-opposed two-stroke diesel engine, which we last saw at Castle Combe just before Dick Skipworth sold it in 2013 for £1.8 million, as part of the sale of his

car collection for £8.8 million.

In the evening, back at the campsite, we alternated between going to the little café by the lake, which produced excellent pizzas and steaks, among other things, and producing our own exotic al fresco meals on the chalet patios in a convivial atmosphere with plenty of local wines and beers to keep us going. We went to the café to see both the Wales semi final of the Euro football and then the Final when France was beaten by

Portugal. Terry made joke about our being able to sleep that night as there was not going to be much celebrating, but we suspect the French thought we were amused by their loss - queldamage!

All in all it was a great trip, even if we didn't get back till 2 am on Tuesday due to a delay in the ferry, and the company couldn't have been better, Certainly one for the diary in 2 years time, when the next have the Le Mans Classic.





By Colin Manconi

Barry Festival Of Transport

Barry Island provided another great backdrop for this car show which was attended by nine cars from the club. Paul brought his E-type Keith his XK140 Scott his MK9, Neville his MK5 and MK2, Dave and Ruth their XK8, Leigh his XK8, John his SS and myself in my XJS.

We met up in the Calcot Arms car park and travelled down in convoy. You need to be early to get the best position and we always arrive by 8.30 which is usually all right but this year apparently the Ford Club had arrived at 7.30 and bagged the best position. We were offered a position on the lower promenade but this was all tarmac and we would not be able to put up our gazebo so we accepted a position on the grass alongside the road.

We soon had the gazebo up and Paul had the bacon on. This show is getting better every year. It is organized by the Cardiff Transport Preservation Group based in Barry. The main interest of the CTPG is classic buses which they display in the main car park on the headland with the classic cars on the grass area above the promenade and now with so many more cars attending they are using the lower areas of the promenade alongside the beach.

After breakfast we went for a walk along the promenade and were surprised to find the shelters full of more modern cars. Some of these enthusiasts spend a fortune on the engines of these cars with chrome everywhere. We then walked up onto the headland to view the buses. All sorts were there from old double-deckers to more modern single-deckers. One bus always takes my interest. It is an old double-decker nicknamed "Babs". It is owned by Sue and her husband. Sue works in Cyril Rogers





M.O.T. Station in Newport and they always M.O.T. all my cars. Sue provides me with coffee and toast when I take all my cars over for M.O.T.

The old buses provide trips around Barry and the Island and also to the old bus garage in Barry town centre where there is a large display of old buses.

We all arrived back in time for lunch, with Paul providing some great burgers. The afternoon was spent talking to people about the cars and sampling some of Ruth's delicious chocolate cake.

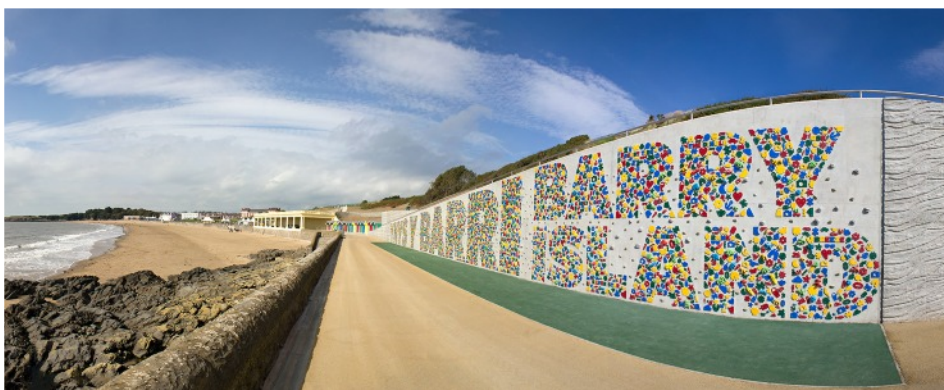
Scott's mother had put a flower arrangement in the back of the MK9 and numerous people

enquired about booking it for their wedding.

Despite my best attempt at arranging this, and of course taking a small commission, Scott was having none of it. I think he was concerned at having to wear a suit and a chauffeur's hat to do the weddings.

The weather stayed fine and soon it was time to take down the gazebo and make our way home.

Barry is always a good event and unlike some of the shows the organizers and marshals are always very friendly and helpful.





Berkeley Castle Classic Car Show

Scott had decided to take his Mk9 on its biggest trip yet, across the bridge and into a foreign country! I was only too willing to ride along in the sumptuous leather interior of the big old 1960 monster Jaguar. I enjoyed the smooth ride although there was a disappointing lack of in car refreshments apparently the tea lady had the day off!

We met at the usual Chepstow meeting point and took the motorway for a short time before heading for the country roads to Berkeley. Colin & Paul led the way with myself and Scott behind and Mike & Helen in the XJ6. Arriving at Berkeley we got in and set up our Gazebo. Paul had the bacon rolls on in a jiffy to set us up for the day.

The stalls sell everything and anything at Berkeley, it's definitely not just an auto jumble with military memorabilia including old rifles, weighing scales from the turn of the century, and many other odd antiques on sale. Myself and Colin benefitted from one stall selling model cars both picking up bargains with an XJ220 for a fiver and a TWR XJS for me - mine was only 50p.....although it wasn't much bigger than a 50p piece!

The cars had turned out in good numbers

with around 500 cars including Rollers and Bugatti's.

Even the public car park had many classics with many owners turning up without passes, it's always worth a quick walk around.

The UVCCC had joined the show and set up opposite us with a good turnout and we welcomed several members including Nigel & Terry into the Gazebo for burgers and bacon rolls.

On the way home the Mk9 started playing up a bit and Scott was unable to get the car into





3rd gear through the auto box leaving us with a top speed of about 40mph and so we had to pull in. Scott had come prepared and got some gearbox oil out of the boot and after a quick refill it seemed to do the trick. Soon we were back on our way and up to the usual 55-60mph cruising speed, on a shorter trip this wouldn't have happened but finding the leak will keep Scott busy!

The rain had started and Scott had the wipers on for a while, they don't really do too much but you can see ok and as the rain eased he switched them off. A couple of minutes later and the rain started again but the wipers didn't! The petrol gauge had also died completely, Scott said that it could be the fuse and to read the manual in the glove box! I identified that fuse 4 controlled the wipers so we knew what to check unfortunately

the rain was now quite heavy! Scott had sprayed the windscreen with 'Rainex', which helps the water bead off the windscreen but it was still tricky to drive.

More bad luck followed as the infamous fuse 4 also controlled the brake lights, indicators and a carburettor function - apparently it was a 50amp fuse!! I called Colin behind us who said he may have a fuse in the boot so we stopped at Magor services for running repairs! Sure enough we found the fuse, which had blown - little wonder as it was only 15amps! Colin found a 35amp fuse and it did the trick back home - thank you Colin!

I stayed with Scott until Cardiff when I met Heather who took me home - by this time it was lashing down and we really needed the little bit of help that the wipers would give! The joy of old cars eh!

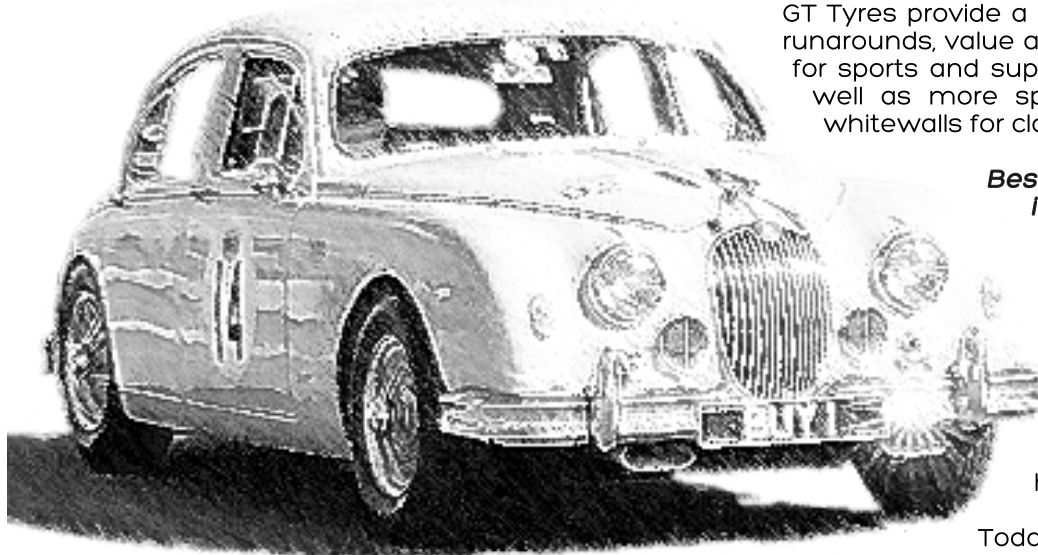


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Jaguar XE Crowned Compact Executive Car For The Second Year Running At The Auto Express Awards

The Jaguar XE has picked up its 47th major global award, winning the prestigious Auto Express Compact Executive Car of the Year title for the second year running. The XE continues to disrupt the premium compact executive sector in a way that no other recent model has managed. In fact, before the XE's arrival, the last time a non-German manufacturer won Auto Express' Compact Executive title was more than a decade ago.

Jeremy Hicks, Jaguar Land Rover UK MD, said: "To win the Compact Executive Car of the Year for a second year in a row just proves what a special car the XE is. Since it last won, we've seen brand new rival models from our competitors, but the XE's mix of desirable styling, incredibly low running costs and engaging handling has ensured it has come out on top again. It's really disrupted the premium executive class, not only for awards wins but also for sales both in the UK and across the world."

Using Jaguar's advanced Lightweight Aluminium Architecture, and high-tech Ingenium engines, the XE is the most efficient non-hybrid car in its class with fuel economy of up to 75mpg and CO2 emissions as low as 99g/km. As well as its business-friendly emissions the XE also boasts the highest three year/60,000-mile residual value* in the segment.

As a result XE has contributed to the doubling of Jaguar's share of the corporate market since its

introduction, and disrupted the premium executive market in a way that no other competitor has managed. Earlier this year it picked up the Game Changer award from Britain's oldest motoring magazine, Autocar, for setting new standards and defying conventions by turning the established order on its head.

Steve Fowler, Editor-in-Chief of Auto Express, said: "There's no doubting the Compact Executive award is one of the most hotly contested, but the Jaguar XE just stacks up every possible way you look at it. It's stylish and luxurious, but it's also a joy to drive and makes a great deal of sense to fleet buyers, too. The XE disrupted a run of more than a decade of continuous German wins in this category, and it's going to take something very special to topple it."

As well as winning the Compact Executive Car of the Year award, Jaguar also won the biggest award of the night, with F-PACE being named as the Auto Express Car of the Year 2016, as well as the Compact SUV of the Year.

Ian Callum, Jaguar Design Director, and the man who styled both the XE and F-PACE, said: "What an incredible evening for us; we've got two cars competing in the most highly sought-after categories and not only have we won them both, but F-PACE is Car of the Year, too. As ever, I'm amazed by, and proud of, what the Jaguar team is capable of."



The Jaguar F-Type SVR has arrived, and it's quick.

Final specifications for the F-Type SVR Coupe and Convertible have been revealed, and it's not really much of a surprise that it's quick, very, very quick.

With 567bhp and 516b ft from a supercharged 5.0-litre V8, it requires Jag's all-wheel drive to hit 3.5 seconds to 60mph (roughly 0-62mph in 3.7/8), making it more than just a Coupe/Convertible version of the glorious Project 7 limited-run F-Type - a car that required either a delicate throttle foot or a massive tyre budget. The Coupe also hits a 200mph top speed, making it the fastest of a breed that wasn't renowned for being particularly tardy in the first place. After all, the stock R managed 186mph.

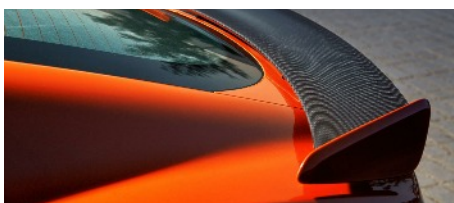
Highlights - apart from that monster engine - include a bigger, more aerodynamically effective front bumper and splitter, a flat underfloor, carbon fibre active rear wing and rear venturi, plus an exhaust made from lightweight titanium and Inconel, the same stuff they make F1 cars' exhausts out of. So it sounds even more gravel-gargling than the standard R, with what Jaguar refers to as a 'harder-edged' sound, though if the F-Type noise gets much harder-edged, it'll be scything through motorway bridge supports. It also looks suitably meaner, though it's nice to see that Jaguar hasn't gone mental with the styling - Ian Callum's superior penmanship still makes this one of the best-looking sports cars on the

road, even in full steroid mode.

To keep it all going in the right direction, the chassis has had the usual kind of go-faster upgrades, so we're looking at a new set of dampers and anti-roll bars, stiffer suspension knuckles, wider tyres and lightweight wheels, standard Adaptive Dynamics, Torque Vectoring and stability control, plus what Jaguar calls 'bespoke calibrations' for the 8-speed auto and all-wheel drive.



The damage? Expect to pay from £110,000 for the Coupé and £115,485 for the Convertible, with deliveries starting in summer.



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4th September 2016 Ripley Castle - Harrogate

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call 0117 969 8186 email office@jec.org.uk visit www.jec.org.uk

The Hypnotist

It was entertainment night at the senior citizens' centre. After the community sing along led by Alice at the piano, it was time for the star of the show - Claude the Hypnotist!

Claude explained that he was going to put the whole audience into a trance. "Yes, each and every one of you and all at the same time." said Claude.

The excited chatter dropped to silence as Claude carefully withdrew from his waistcoat pocket a beautiful antique-gold pocket watch and chain.

"I want you to keep your eyes on this watch" said Claude, holding the watch high for all to see.

"It is a very special and valuable watch that has been in my family for six generations" said Claude.

He began to swing the watch gently back and forth while quietly chanting: "Watch the watch --- Watch the watch --- Watch the watch"

The audience became mesmerized as the watch swayed back and forth. The lights were twinkling as they were reflected from its gleaming surfaces.

A hundred and fifty pairs of eyes followed the movements of the gently swaying watch. They were hypnotized. And then, suddenly, the chain broke!!! The beautiful watch fell to the stage and burst apart on impact.

"SHIT" said Claude. It took them three days to clean the Senior Citizens Centre and Claude was never invited there again!

Priests Don't Sin

Three Irishmen are sitting in the pub window seat, idly chatting and watching the front door of the brothel across the road.

They see the local Baptist pastor appear, knock on the door and quickly go inside.

"Would you look at that!"

humour

Members jokes & anecdotes

exclaims the first Irishman. "Didn't I always say what a bunch of hypocrites those Baptists are?"

No sooner are the words out of his mouth than a Rabbi appears at the brothel door, knocks, and also disappears inside.

"Dere's another one trying to fool everyone with pious preaching and silly hats!"

They continue drinking while roundly condemning the vicar and the rabbi when they see their local Catholic priest knock on the brothel door.

"Ah, now dat's sad," says the third Irishman, "One of the girls must have died."

Old Dog

A German Shepherd starts chasing rabbits and before long, discovers that he's lost. Wandering about, he notices a panther heading rapidly in his direction with the intention of having lunch.

The old German Shepherd thinks, "Oh, oh! I'm in deep shit now!"

Noticing some bones on the ground close by, he immediately settles down to chew on the bones with his back to the approaching cat. Just as the panther is about to leap, the old German Shepherd exclaims loudly,

"Boy, that was one delicious panther! I wonder if there are any more around here?"

Hearing this, the young panther halts his attack in mid-strike, a look of terror comes over him and he slinks away into the trees.

"Whew!" says the panther, "That was close! That old German Shepherd nearly had me!" Meanwhile, a squirrel who had

been watching the whole scene from a nearby tree figures he can put this knowledge to good use and trade it for protection from the panther. So, off he goes.

The squirrel soon catches up with the panther, spills the beans and strikes a deal for himself with the panther.

The young panther is furious at being made a fool of and says, "Here, squirrel, hop on my back and see what's going to happen to that conniving canine!"

Now, the old German Shepherd sees the panther coming with the squirrel on his back and thinks, "What am I going to do now?" But instead of running, the dog sits down with his back to his attackers, pretending he hasn't seen them yet, and just when they get close enough to hear, the old German Shepherd says... "Where's that squirrel? I sent him off an hour ago to bring me another panther!"

Moral of this story... Don't mess with the old dogs. Age and skill will always overcome youth and treachery! Bullshit and brilliance only come with age and experience.

The Optimist

The old bloke always looked on the bright side. He would constantly irritate his friends with his eternal optimism. No matter how horrible the circumstance, he would always reply, "It could have been worse."

To cure him of his annoying habit, his friends decided to invent a situation so completely bad, so terrible, that even the old bloke could find no hope in it.

On the golf course one day one of them said, "Hey, did

you hear about Tom? He came home last night, found his wife in bed with another man, shot them both and then turned the gun on himself!"

"That's awful," said the old bloke, "but it could have been worse."

"How in the hell," asked his angry friend, "could it have been worse?"

"Well," replied the old bloke, "if it happened the night before, I'd be dead now!"

Airlines

Mother and her young inquisitive son were flying Singapore Airlines from Singapore to New York.

The son (who had been looking out the window) turned to his mother and asked, 'If dogs have baby dogs and cats have baby cats, why don't planes have baby planes?

The mother (who couldn't think of an answer) told her son to ask the pretty flight attendant.

So the boy dutifully asked the flight attendant, 'If dogs have baby dogs and cats have baby cats, why don't planes have baby planes?'

The flight attendant responded, 'Did your mother tell you to ask me that?'

The little boy admitted that she did.

"Well, then, tell your mother that there are no baby planes because Singapore Airlines always pulls out on time. Now, let your mother explain that to you!

Case Study

I was having a drink at a local restaurant with my friend Justin when he spotted an attractive woman sitting at the bar. After an hour of gathering his courage, he approached her and asked, "Would you mind if I chatted with you for a while?"

She responded by yelling at the top of her lungs, "No, I won't come over to your place tonight!"

With everyone in the restaurant staring, Justin crept back to our table, puzzled and humiliated.

A few minutes later, the woman walked over to us and apologized.

"I'm sorry if I embarrassed you," she said, "but I'm a graduate student in psychology and I'm studying human reaction to embarrassing situations."

At the top of his lungs Justin responded, "What do you mean, two hundred dollars?"

Lady Driver

A policeman looked up to see a woman racing down the center of the road at 100 m.p.h. He pulled her over and said,

"Hey, lady, would you mind telling me why you're going so fast down the middle of the road?"

"Oh, it's okay, Officer," she replied. "I have a special license that allows me to drive like that."

"Oh, yeah?" Let's see it." The cop looked at the license and then concluded, "Ma'am, there's nothing special about this. It's just a temporary license."

"Look at the very bottom, though," the woman insisted. "See? It says 'Tear along the dotted line.'"

..

A therapist has a theory that couples who make love once a day are the happiest. So he tests it at a seminar by asking those assembled, "How many people here make love once a day?" Half the people raise their hands, each of them grinning widely. "Once a week?" A third of the audience members raise their hands, their grins a bit less vibrant. "Once a month?" A few hands tepidly go up. Then he asks, "OK, how about once a year?"

One man in the back jumps up and down, jubilantly waving his hands. The therapist is shocked—this disproves his theory. "If you make love only

once a year," he asks, "why are you so happy?"

The man yells, "Today's the day!"

Will You...

Ah, marriage. I was standing in front of the bathroom mirror one evening admiring my reflection, when I posed this question to my wife of 30 years: "Will you still love me when I'm old, fat, and balding?"

She answered, "I do.





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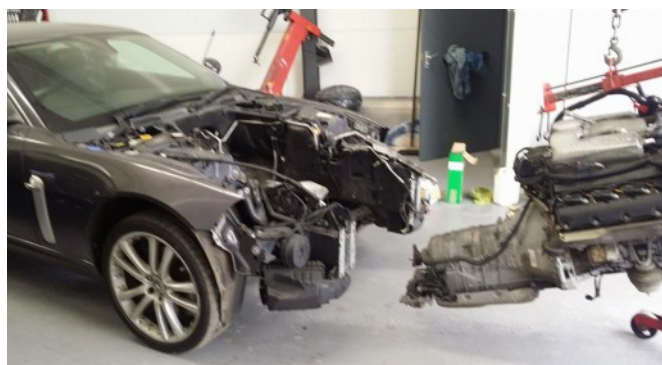
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CALENDAR

WHAT'S ON IN 2016

JULY

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

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



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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 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
Wednesday 21st June 2017
Wednesday 19th July 2017

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

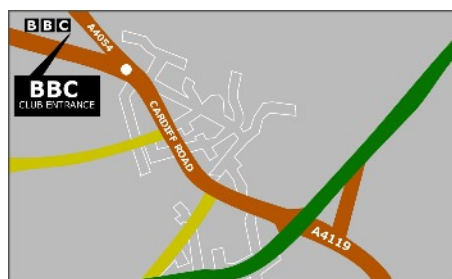
HOW TO FIND OUR MEETINGS:

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. 15
1961 E-Type



JAGUAR "E" TYPE

SPECIFICATION

ENGINE. Six cylinder twin overhead camshaft 3.8 litre XK Jaguar 'S' type engine. 87 mm. bore - 106 mm. stroke (3.425 ins. - 4.1732 ins.). Cubic capacity 3781 c.c. (230.6 ins.). Compression ratio 9 : 1 (8 : 1 optional). Power output (9 : 1): 265 b.h.p. at 5,500 r.p.m.; torque: 260 ft. lbs. at 4,000 r.p.m. Three S.U. carburettors, type HD.8 with manual choke control. Forced lubrication by submerged pump system incorporating a full flow filter. Chrome iron cylinder block fitted with dry type cylinder liners. Special 'straight port' cylinder head of high tensile aluminium alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 70° included angle. Aluminium alloy pistons. Steel connecting rods fitted with lead indium big end bearings. 2½ ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatically controlled electrically driven fan.

TRANSMISSION. Manually operated four speed, single helical synchromesh gearbox. Centrally positioned change speed lever. Synchromesh on Top, Third and Second gear ratios. Borg and Beck 10 ins. single dry plate clutch with hydraulic operation. Hardy Spicer needle bearing propeller shaft. Hypoid rear axle fitted with limited slip differential. Ratios 3.31 : 1. Optional ratios: 2.93, 3.07, 3.54. Differential unit mounted in sub-frame carrying the rear suspension.

SUSPENSION—FRONT. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted to lower wishbones.

SUSPENSION—REAR. Fully independent rear suspension incorporating, on each side, a lower transverse tubular link pivoted at the wheel carrier and sub-frame adjacent to the differential case and, above this, a halfshaft universally jointed at each end. These serve to locate the wheel in a transverse plane. Longitudinal location is provided by the rubber mountings locating the sub-assembly in the body structure and by a radius arm between the lower link and a mounting point on the body structure. Twin coil springs, each enclosing a telescopic hydraulic damper, provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable sub-frame which is located in the body structure by rubber mountings.

BRAKES. Dunlop bridge-type disc brakes featuring quick-change pads, are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted inboard of halfshafts adjacent to differential unit. Bellows type brake servo operating directly on to brake pedal. Pedal operates twin master cylinders through a compensator device which divides the system into two entirely independent hydraulic systems to front and rear brakes. Centrally positioned handbrake operates on rear wheels only. Brake fluid level warning light operates on both systems.

STEERING. Rack and pinion. 16 ins. steering wheel with separate adjustments for height and reach. Number of turns, lock to lock, 2½. Turning circle, 37 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 6-40 x 15 type RS.5 tyres and tubes. Dunlop R.5 racing tyres available as optional equipment. 6-00 x 15 front. 6-50 x 15 rear on special wheels.

FUEL SUPPLY. By Lucas electric pump fitted into tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located in engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas 12 volt system. Large capacity battery giving 57 amp-hours at 10 hour rate with current voltage control. Ventilated dynamo. Eight fuse control box, fully labelled, located behind hinged central fascia panel for ease of access. Side lamps. Lucas PL 700 head lamps with hand-operated dipping control on fascia. Separate lever actuating head lamp flashing. Separate Stop-Tail direction and reflector units mounted in a single assembly. Rear number plate lamps. Flashing direction

indicators with self-cancellation and warning light on fascia. Instruments and labelled switches illuminated by internal floodlighting controlled by a two-position dimmer switch. Map reading light. Interior light. Twin-blended note horns. Triple blade two-speed self-parking windscreen wiper unit. Electrically-operated windscreen washers. Cigar lighter with luminous socket. Starter motor. Vacuum and centrifugal automatic ignition control. Oil coil ignition. 5 ins. diameter 160 m.p.h. speedometer incorporating total and trip distance recorders. 5 ins. diameter electrically-operated revolution counter incorporating an electric clock. Ammeter. Electrically-operated water temperature gauge, oil pressure gauge, fuel gauge with low level warning light. Choke warning light. Combined handbrake and brake fluid low level warning light. Wiring harness in quickly detachable front body section connected to main circuits through an eight-pin connector mounted on engine compartment bulkhead.

BODY CONSTRUCTION. Stressed shell steel body of unique patented monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and forward hinged front section.

BODY—FIXED HEAD COUPE. Two door two seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. Counterbalanced forward opening front section provides excellent accessibility to all mechanical components. Large counterbalanced panel at rear, with release catch located in car, incorporates rear window and gives unobstructed access to luggage compartment, spare wheel and tools. Lipped shelf provided immediately behind seats for small parcels, etc., and whole of body behind seats available for luggage. Hinged luggage retainer at front of compartment drops down to increase floor space if required. Large window area together with wraparound windscreen and thin screen pillars provide superb all round visibility. Door lights completely concealed within doors when fully lowered. Hinged rear quarter lights act as air extractors if required. Wraparound bumpers with overriders at front and rear. Chrome finishers on rain gutters and windscreen frame. Twin bucket seats, adjustable for reach, upholstered in finest quality Vaumol leather over Dunlopillo foam rubber cushions. Three panel fascia together with screen rail matt grained finished to eliminate reflections. Comprehensive instrumentation with revolution counter and speedometer positioned in front of driver. Central panel contains separate instruments for oil pressure, water temperature, fuel gauge and ammeter, together with row of labelled tumbler switches controlling ancillary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra) together with an ashtray. When no radio is fitted the speaker grilles are retained and the radio control panel aperture is blanked off with an escutcheon. Panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-spoked polished alloy lightweight steering wheel with wood rim and central horn push. Sun visors for driver and passenger. Wide angle vertically adjustable rear view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpets over thick felt underlay. Special roof lining to roof panel to provide maximum headroom.

HEATING AND DEMISTING. High output fresh air heating and multi-point windscreen demisting system incorporating a two-speed fan controlled by switch on fascia. Temperature and volume of air to windscreen and car interior regulated by controls mounted on fascia panel. Ducts direct air to each side of compartment.

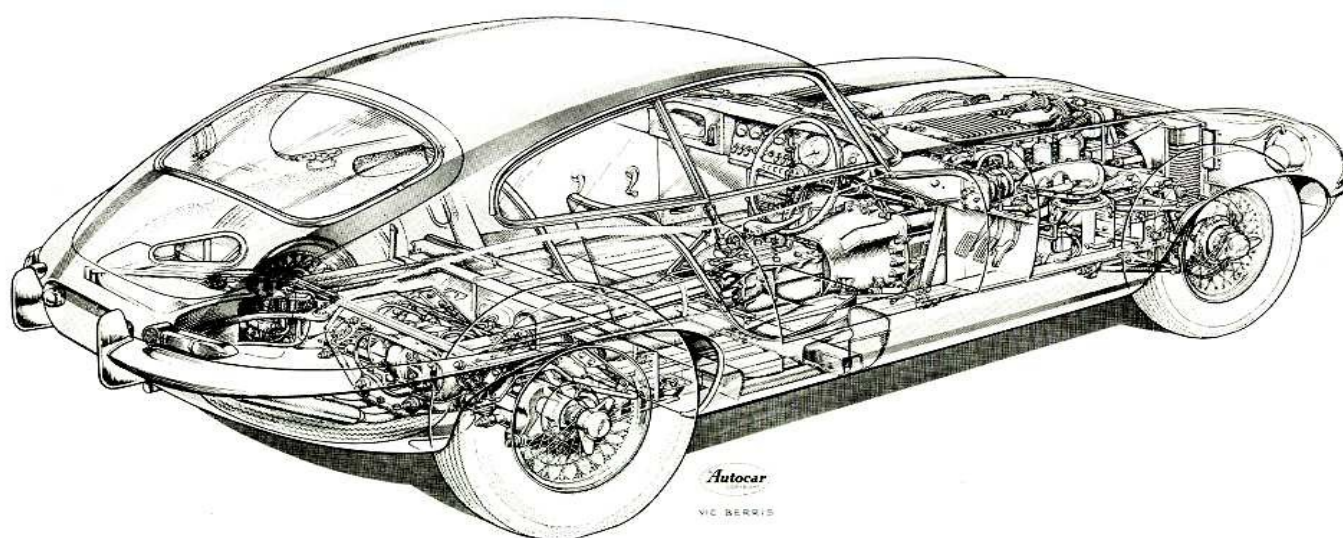
SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools are housed in the spare wheel compartment together with the jack and wheel hammer.

JACKING. Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of the manually-operated screw type easy-lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 0 ins. Track, front and rear, 4 ft. 2 ins. Overall length, 14 ft. 7 ½ ins., overall width, 5 ft. 2½ ins. Overall height, 4 ft. 0 ins. Ground clearance (laden), 5½ ins. Dry weight (approx.), 22½ cwt.



THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ



THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ

This sectioned drawing of the Coupé model is reproduced by courtesy of "The Autocar" and provides much information concerning design and general construction.



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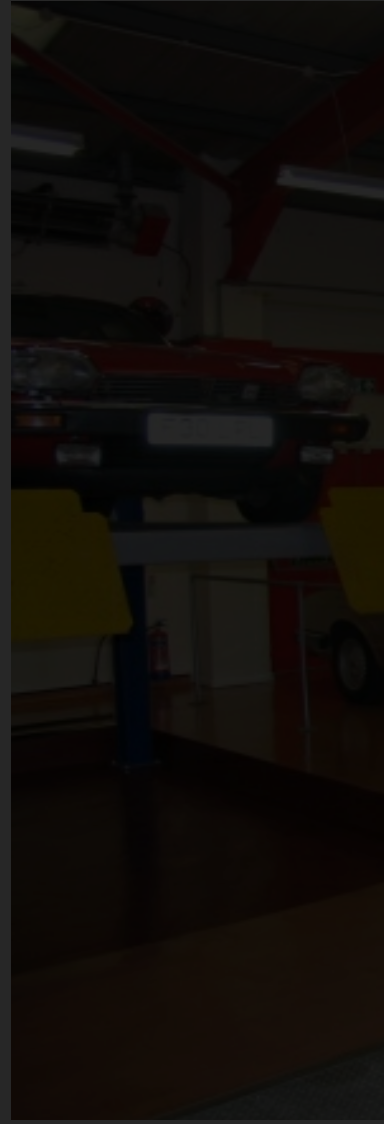


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