

# JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

## MAGAZINE

Issue 269 | February 2017



[www.jecsouthwales.co.uk](http://www.jecsouthwales.co.uk)





# WEBBER'S WORDS

By Andy Webber  
News Editor

I always enjoy being invited to look around classic car garages and seeing what's hidden away. I was down in deepest darkest Somerset on business and was invited by a great friend to look at the progress of his Aston DB6 that was having a full restoration – he also promised that there would be some Jags there! I wasn't disappointed, firstly spotting a superb 1965 series 1 e-type that had just been finished – It turns out I know the owner! There was also a smashing XK120 that is now for sale and looked stunning in gun metal and blood red interior. And then a little surprise... the paint booth housed what looked from the rear as an e-type on testosterone, further examination showed that this was indeed a very rare beast. The owner and his brother had made a 'drifting' e-type from "two halves of bad e-types that were hanging around!", complete with replica lightweight e-type alloys and a 2.5ltr twin turbo Toyota engine that produces 500bhp! Hopefully see the car drifting at Castle Combe this summer! The bonnet had a minor ding after being dropped so was being fixed!

The garage also had a very rare Italian car on the ramp awaiting full restoration and I thought I'd run a pub quiz on what this car is as not many visitors to the garage get it right! Let me know any guesses and I'll give you the answer! The garage owner did say that he'd take the covers off it to make it easier but I assured him that you JEC chaps would get it... don't let me down!

Also in the news is the success of the F-Pace.



It's ironic that Jaguar has had to deliver a car far more suited to the Land Rover stable than the Jaguar, but all that matters is that it sells, and sells well. The success of the Jaguar F-Pace (which made up two thirds of Jaguars increased sales) made Jaguar the fastest growing brand in Europe in 2016, with sales up a remarkable 71 per cent, delivering more than three times the growth of its nearest rival Honda.

Andy Webber

*Andy Webber*

## Publication Information

**Andy Webber** News Editor  
**Michael Manconi** Magazine Editor  
**Colin Manconi** Regional Representative  
**Colin Masterson** Contributor  
**Harry Kuehling** Contributor  
**Brian Pearson** Contributor  
**Norman Alford** Contributor  
**Terry Brown** Contributor  
**Jeff Davies** Contributor

### Contributions welcome.

Please email all contributions including photographs, articles and reviews to:  
[editor@jecsouthwales.co.uk](mailto:editor@jecsouthwales.co.uk)

Deadline for all articles, contributions and adverts for the next edition is  
**March 6th.**

### ADVERTISING

Colin Manconi  
email: [advertising@jecsouthwales.co.uk](mailto:advertising@jecsouthwales.co.uk)  
Telephone: 07977 474637

### SUBSCRIPTIONS

Colin Manconi  
email: [colin.manconi@jecsouthwales.co.uk](mailto:colin.manconi@jecsouthwales.co.uk)  
Telephone: 07977 474637

Annual subscriptions are £20 per annum, payable to the treasurer.

Publication Designed and Printed on behalf of Jaguar Enthusiasts Club South Wales Region by Trendy Design Company.

Web: [www.trendy-designs.co.uk](http://www.trendy-designs.co.uk)  
email: [hello@trendy-designs.co.uk](mailto:hello@trendy-designs.co.uk)

**Disclaimer:** Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us:  
[editor@jecsouthwales.co.uk](mailto:editor@jecsouthwales.co.uk)

All information is correct at the time of print and any unauthorised copying or reproducing will constitute an infringement of copyright. All articles are copyright of their respective owners.

©Jaguar Enthusiasts Club South Wales Region Magazine 2017, All Rights Reserved.



## IN THIS EDITION



## REGULARS

- 2** Webber's Words
- 4** Regional News
- 10** Jaguar News
- 14** The Torbay Flyer
- 16** Letter From America
- 28** The History Of Jaguar
- 32** Humour & Anecdotes
- 35** Events Calendar
- 37** Monthly Meeting Info

## FEATURES

- 20** World Record Breaking Lightweight E-Type
- 20** One Mans Perfect Road & Race Machine
- 24** Jaguar D-Type Lynx Recreation
- 26** XJR-15 - A Super Car That Demands Your Attention



# REGIONAL NEWS

By Colin Manconi  
*Regional Representative*

**We held our AGM at the January monthly meeting on the 18th. As usual it was well attended.**

We started the AGM with the Regional Representative report which gave a short résumé of the shows we attended as a region in the previous year. We attended 29 shows during the year, the most we have ever attended. With our upgraded gazebo, flags and a large diverse range of different models of Jaguars we always put on a good display. This year some of our members ventured abroad to the Le Mans Classic and had such a good time that they are already planning for next year's event.



We then moved on to the treasurer's report. The accounts showed that we made a healthy increase from the previous year. It has been mentioned before that our treasurer is very mean. He hates spending the club's money! It was agreed that we would purchase some new flags for the regional stand.

The main expenditure for the club is the cost of printing the regional magazine. It was explained that last year (2016) we had a small shortfall on the amount we get from advertisements compared with the cost of the magazine, but we have just had two new firms, David Manners and Peter James Insurance, who are going to advertise in the magazine this year. This we hope will allow us to break even. It was agreed that the magazine had been a great success and we had one of the best magazines and websites in the JEC. A great number of advertisers had been attracted to the magazine as it was such good value to advertise in. It was then put to the meeting that the annual subscriptions could be reduced, but the members decided to keep the amount the same so we could purchase some new equipment for the shows.

We then thanked all the members who

came to the events during the year and helped out, especially Paul, our Michelin, no, Jaguar 5 Star Chef, who kept us from dying of hunger during the shows with his bacon rolls and beef burgers. Ruth as well, whose delicious chocolate cake always goes down very well with a cup of tea or coffee in the afternoons. When Dave had his hip replacement and Ruth was looking after him Gaynor kindly stepped in with her gorgeous cakes.

We also thanked fellow committee members Andy, Paul and Colin for all their help during the year. We must not forget our President Harry who even though he has moved to Torquay still stays in contact and sends us an article for the magazine each month. And lastly John and Janet for all their hard work arranging "Drive it Day".

We then moved on to the magazine. If you log on to the JEC website and look at what the other regions have to offer I think you will find that we probably have one of the best magazine and websites in the club. On your behalf we thanked Michael for all the work he does editing, collating, and printing the magazine and looking after the website. It is a massive amount of work.

Michael has informed us that he is working on a new website for the region and hopefully it will be "live" soon.

It would be remiss of us not to thank the members who contributed to the magazine during the year. Colin Masterson for his "Letter from America", Harry for "The Torbay Flyer", Scott for his great articles on the repairs of his cars, Andy, Mark, Jeff, Phil and Terry, for their various articles. Brian, Norman and Ray for their hilarious jokes, some of which could not possibly be printed in this magazine.

We need more articles for the magazine.



---

Any work you have done on your car, even changing the plugs oil etc, what cars have you owned during your life. Write a short article with a few pictures. Neville is finally going to finish his article on cars he has owned. That should fill a magazine by itself! It really helps in the winter when we don't have any shows to write about.

We still have a problem that we do not have many lady members at our meetings. We all agree that this would be a good thing if more would attend. Please talk to your wives and partners and see if they would like to come along. Gaynor, Stella, Heather and Sheila often come along. With your help let's see if we can attract some more.

The committee was then reappointed "on block" as all committee members had agreed to carry on for another year and they were thanked for all their hard work during the year.

Our annual "Wooden Spoon" award was then presented. The award is for the funniest or most stupid thing done by one of our members during the year. Paul Cogdon almost won this year when he was driving back from a show and his gearlever on his E Type came off in his hand, but we came up with a more deserving member.

You may remember a report in the June edition of our magazine of the JEC event at Sudeley Castle. Just to recap, Andy Webber had entered his XJS in the "Pride & Joy" competition and when he arrived he was positioned alongside the large fishpond. The weather was awful on the way up but needless to say Andy did not bring enough water to clean his car, can you guess where the rest of the water came from. That's right the filthy dirty pond water! The RSPCA were contacted about abuse to the goldfish.

We obtained half a dozen plastic goldfish,

on the internet, filled a clear plastic bag with dirty pond water, put in the goldfish, stuck on the wooden spoon and presented it to Andy. He was over the moon with his award. So next time you see Andy make sure he is looking after and feeding his goldfish!

The AGM was then closed.

Due to space in the magazine last month we missed off two events we attended last year.



#### **MONMOUTH STEAM & VINTAGE SHOW**

Some of our members attended this show and had a good time.

#### **SWCCC ANNUAL CLASSIC CAR SHOW**

Unfortunately this year the show clashed with Prescott Hillclimb, so members were split as to what show to attend. The members who did attend all enjoyed it.

---

## **Our Next Shows Are:**

### **International Spares Day**

Many of our members will be attending this show on Sunday the 26th of March, looking for an elusive part. Andy and I will be on the JEC stand helping to sell tickets for the charity car. Please come and see us.

### **Practical Classics Show**

This has changed to a three day show on Friday

*Continued >*





stewartmiller&amp;peterjamesinsurance



SM\_PJInsure



Photo: Stirling Moss Collection

"Mike Hawthorn and I remained good friends on and off the circuits throughout our careers. On this day in 1955, I had asked Mike if he would like to drive my Maserati at Crystal Palace in a formula one meeting. Our pre-race discussion must have been spot on because he won the race by nearly two seconds."

# Insurance for a lifetime...

**Your Classic Cars | Your Everyday Cars | Your Bikes | Your House | Your Business | Your Everything**

**Let Stewart Miller & Peter James provide for all your insurance needs.**

**Then you can rest easy.**

**Stewart Miller Insurance** founded 40 years ago, has been built on the finest traditions of expertise and personal service, ensuring we can advise you on the best cover for all your Commercial, Personal and Household requirements.

**Peter James Insurance** is the UK's leading Specialist Vehicle and Multi Vehicle Insurance Broker. After 40 years of serving the classic vehicle movement, we know precisely how to provide complete protection for all your precious vehicles.

**We are proud of our close working relationship with the Jaguar Enthusiasts' Club which enables us to provide unrivalled insurance expertise and the most beneficial rates for club members.**

*"Take my advice and talk to the experts today about all your insurance needs and your next quotation."*

*Stirling Moss*  
Sir Stirling Moss OBE



**We are the enthusiasts' Insurance Broker and we look forward to being of service**



**Commercial, Personal & Household**  
[www.stewartmillerinsurance.co.uk](http://www.stewartmillerinsurance.co.uk)

**0121 422 2282**

**Specialist Vehicle & Multi Vehicle**  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**0121 506 6040**

Stewart Miller Insurance is the trading name of Stewart Miller McCulloch and Co Limited;  
Peter James Insurance is the trading name of Peter D James Limited; both are authorised and regulated by the Financial Conduct Authority.

---

the 31st of March, Saturday the 1st and Sunday the 2nd of April. The JEC will be having a stand at the restoration show with a variety of Jaguars in different states of repair. We will also be carrying out work on one of the vehicles. I will be helping run the stand and hope to meet you there.

## Coleford Carnival of Transport

Our first major show of the year is the Coleford Carnival of Transport on Monday the 17th of April. We have attended this show for many years and



have always enjoyed it. There is a £2.50 administration fee to be paid to Coleford. I will be collecting the money on club night. If anyone else is interested would they please inform me as soon as possible as the entry form has to be sent off.

## Royal Windsor Festival

**This is going to be one of the biggest Jaguar events ever held.**

It is being held on the 5th and 6th of May. It is organised by the JEC and has to be booked through them. Many of our members have already booked their hotel and are staying at the Beaumont Estate Windsor. I think some rooms are still available. We intend going up on Friday morning to arrive at the hotel at around 12.00pm, hopefully to avoid most of the traffic. There will be a buffet on Friday evening which we hope to attend, more details on this by the end of the month.

On Saturday you must book to display your car on the Long Walk, early bird tickets are available at £35 per car including entry a Souvenir Brochure and plaque. To park as a region we must all

come in together, an assemble area has been arranged about a mile away from Windsor for regions to meet up.

Saturday night in conjunction with Jaguar Cars the Windsor Racecourse has been booked for an evening festival. There will be music, good food, vintage fairground games, entertainment and a chance to meet with other Jaguar enthusiasts. Early Bird tickets are £30 per person, which includes food, but there is also the opportunity to upgrade to an exclusive riverside marquee with guaranteed seating and a three course meal. It is more expensive, the Early Bird Premium Festival Package is £60 per person, but we have decided to book this as it seems better value and it doesn't matter if it rains. All these have to be booked through the JEC.

All the proceeds from this event will be going to the Prince Phillip Trust.

## Silverstone Classic

Held on the 28-30th of July this is billed as the "Biggest Classic Motor Racing Festival in the World". There are 20 classic races over the week-end with over 1000 entries and over to 10000 classic cars. There is entertainment in the evenings and racing all day long.

We have attended this meeting for many years and have really enjoyed it. Fourteen of our members are going on the Friday and returning on Sunday evening. You really need more than one day to see it all. We have booked to stay the Friday and Saturday nights in a hotel not far away from Silverstone. Rooms may still be available. Please contact me for details.

The tickets for the event have to be booked over the internet on the Silverstone Classic site. The cost for 2 entry tickets plus the important car pass ticket which allows you to park on the JEC stand on the infield are £99.00. This is for Friday, Saturday and Sunday, a cost of just over £16.50 per day. Single days can also be booked. This "Early Bird" price must be booked before the 31st of March and you must enter under the Club Display Package and use the JEC code of 17004SCC

*We have a lot of shows coming up this year I hope you can support the region and attend as many as possible.*



# “DMG WILL NEVER FORGET IT'S HUMBLE ROOTS.”

*Kate Manners,  
Managing Director of The David Manners Group*

THE DAVID MANNERS GROUP (DMG) IS A FAMILY RUN BUSINESS, COMPRISED OF FOUR OF THE MOST ESTABLISHED MARKET LEADERS IN THE CAR PARTS INDUSTRY.



DMG's Oldbury Headquarters

It all started 40 years ago when founder, David Manners, couldn't find a new exhaust for his Daimler Dart SP250. Friends of David were also experiencing difficulties obtaining Dart parts, and he soon realised that this could be the basis of a successful business. After a lot of searching, he ended up commissioning an exhaust to be made especially. David went on to have 100 more made and sold them all within a month! This was all the proof he needed to switch from his dry-cleaning business to manufacturing and selling car parts.

Although DMG began specialising in Daimler spares, today the company sells parts for many modern and classic cars, including Jaguar and Daimler, Classic Mini, MG, Triumph, Morris Minor and Mazda MX-5 cars, from all under one roof.

In 2005, DMG was awarded the status of European Parts Distributor, making the company the first official European Parts only distributor for Jaguar Cars selling Jaguar Parts.

The David Manners Group is based in Oldbury in the West Midlands, and is proud to call the Black Country its home.



*Sales & Aftersales Manager Simon Oughtibridge, with Chairman & Founder, David Manners*

Whilst remembering its history, DMG is embracing the future, this year celebrating its 40th year in business, ensuring that the same family values that the company was built on stay ever-present. Whilst David still plays an active role in the company as Chairman, his daughter Kate Manners has been the Managing Director of DMG since 2011.

The company prides itself on its fully trained, specialised and knowledgeable staff, some of whom have been at the company since it was established.

Furthermore, the David Manners Group backs British business, with over 90% of its stock sourced in Great Britain.

At DMG, the focus is always on quality, whether that be through the parts they sell, or the customer service you receive when you walk through the front door.



**DAVID MANNERS LTD**  
**991 WOLVERHAMPTON ROAD**  
**OLDBURY**  
**WEST MIDLANDS**  
**B69 4RJ**

**WWW.DAVIDMANNERS.CO.UK**

**ENQUIRIES@DAVIDMANNERS.CO.UK**

**0121 544 4040**

**OPEN MONDAY - FRIDAY**  
**9AM - 5.30PM**  
**SATURDAYS 9AM - 1PM**



**PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX5**

# NEWS

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

---



The 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.

## F-Pace Named 'Best Large Corssover'

Jaguar F-PACE has been named 'Best Large Crossover' in the UK Car of the Year Awards 2017. It will now feature in the final shortlist for the overall UK Car of the Year Award which will be announced in February.

The UK Car of the Year judging panel is made up of 27 of the UK's leading motoring journalists, with representatives from publications including Top Gear, Auto Express, Autocar and Car.

The judges praised Jaguar's first SUV, and its best-selling vehicle ever, for its 'show-stopping' looks, agile

handling, and best-in-class residual values. It's all thanks to the F-PACE's Aluminium Lightweight Architecture, which creates a light, stiff body structure, allowing for great performance and emissions across the range.

This latest recognition caps an impressive first 10 months for Jaguar's first SUV, which has already received more than 25 major global awards. With more than 46,000 F-PACE models bought throughout the globe since April, it's also Jaguar's fastest-selling model ever.



## JLR Is Britain's Biggest Car Manufacturer For A Second year Running

JLR has once again been named the largest automotive manufacturer in Britain, accounting for more than 30% of all domestic car production last year. The news follows today's announcement from the Society of Motor Manufacturers and Traders (SMMT) that UK car manufacturers set a new record in 2016, producing 1,727,471 vehicles.

JLR's three vehicle manufacturing plants in Liverpool and the West Midlands increased the company's UK production output 8% over the previous year to 544,401. Jaguar Land Rover vehicles account for five of the top ten British best-sellers globally.

The latest figures further demonstrate the dramatic transformation undergone by JLR, which has increased production from its British plants by more than 240% since 2009, when total annual production stood at 158,000 units.

Andy Goss, JLR Global Sales Director, said: "Jaguar Land Rover has once again shown that investment in new models, skills and advanced technology are critically important to ensure Britain has a thriving automotive industry - even in the face of current uncertainty.

"To be the UK's largest automotive business once again is a tremendous achievement. We are proud to call ourselves a British company and are committed to ensuring manufacturing remains the backbone of the British economy."

The company's record year was driven by its unrelenting investment plan, with 15 all-new and significantly enhanced models hitting the market. The F-PACE - the brand's highest-volume model - propelled Jaguar production forward by 67%, while the Range Rover Evoque, regained the position of Land Rover's highest-volume car following the introduction of the Convertible.

Since 2010 Jaguar Land Rover has invested close to £4billion in its four British manufacturing plants, which together produce ten model lines and the company's advanced Ingenium diesel engines. This investment includes the installation of Europe's largest aluminium body shop, two new state-of-the-art press lines and significant technology upgrades across all assembly lines. To support this considerable expansion, the company's manufacturing headcount has grown from 7,700 in 2010 to more than 19,000 today, demonstrating its commitment to job creation.

With more than £3billion committed to product creation this fiscal year, Jaguar Land Rover has no plans to slow down, creating yet more exciting products to delight customers around the world.

## Police Probe Major Engine Theft At JLR's Solihull Plant

British police are investigating the "large scale theft" of engines from the Jaguar Land Rover (JLR) plant in Solihull and has offered a reward for their recovery.

JLR is not specifying the value of the engines, but reports in the UK are indicating they could be worth in the region of £3million following their removal from the Damson site in Solihull near Birmingham at some point late at night between 31 January and 1 February.

A statement from the West Midlands Police Force says: "It is believed the engines were stolen from the Damson Lane site in Solihull sometime between late night Tuesday 31 January and the early hours of Wednesday 1 February.

"An articulated truck is believed to have entered the site twice, each time hooking up to trailers carrying the engines and then leaving again through the gate.

"The empty stolen trailers have since been located and seized by police."

In a statement by JLR confirmed it was working with West Midlands Police to investigate the theft of engines from the Solihull manufacturing plant, but is declining to add to the details already released.

"A reward is on offer to anyone who has information which leads to the successful recovery of these engines," said the manufacturer. It would be inappropriate for us to make any further comment whilst this investigation is ongoing."





Policies from  
**£76\*\***



# Classic insurance redefined.

Tailor your classic Jaguar policy to suit your needs.

**Wider eligibility cover now available for members of the Jaguar Enthusiasts' Club:**

- Young enthusiasts from aged 18\*
- Jaguars covered from new\*
- Mileage limits extended up to 10,000 miles\*

\*Underwriting Conditions Apply.

To discover the Footman James difference, call our friendly UK team for a quote today.

## 0333 207 6185

or visit [footmanjames.co.uk](http://footmanjames.co.uk)



Part of the Towergate Group

Working with



**Classic benefits included\*:**

- + Salvage retention
- + Shows and events
- + Spare parts (up to a limit of £250)
- + European motoring (up to 35 days per trip)



**Cover options\*:**

- + Breakdown with options to include European cover and Homestart
- + Agreed value
- + Driving other classics
- + Drive to work
- + Track day cover
- + Wedding hire cover
- + and many more

**Specialist rates for club members**



Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade

\*All cover is subject to insurers terms and conditions, which is available upon request. Jaguars covered from new, mileage restrictions apply. \*\*Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee. † Terms and conditions apply which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No.4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCLC205.11.14



## 1963 Jaguar E-Type Lightweight Sets A World Record At Bonham's Scottsdale 2017 Sale

White/blue over black interior. 3.8-liter, 293-hp, DOHC I-6. 4-speed manual transmission. Repainted once in the early 1980s but otherwise highly original with factory-installed interior and bodywork showing the patina of decades of use on both track and street. Less than 4,000 miles indicated on odometer.

The Jaguar E-type Lightweight is a legend in its own right. Built with lightweight aluminum bodywork and a fixed hardtop that, along with the modified tail, provides aerodynamic advantages over the standard E-type bodywork, the car also features significant performance modifications to the engine, transmission, brakes, and suspension. These transform the standard E-type into a competitive race car on an international level.

Lightweights were built by the factory early in E-type production partly as a means of helping to promote the new Jaguar XKE through victories on the race track. Although plans existed to produce 18 of these factory-built racers, just 12 were made, with this car being the 10th example to leave Coventry.

This car was actively campaigned from new by its first owner, Robert "Bob" Jane, a racer, tire store owner, and Jaguar importer based in Australia. Under his ownership, Lightweight E-type serial number S850667 competed in events throughout Australia and Europe over the next several years, including winning the 1963 Australian GT Championship race. During its career, the factory engine block was damaged significantly enough to need replacement. A factory-fresh block was supplied by

Jaguar, which the car retains to this day.

By the end of 1966, the Lightweight had been retired. It was used as a promotional piece for Jane's tire stores before it was put into storage, where it sat until it sold in 1980.

The second owner repainted the car in the current white/blue livery and used it occasionally through the next two decades on the road and in Jaguar club and vintage race events. The car's third owner purchased it in 1999 and has used it sparingly since, judging by the low miles.

Bonhams marketed this Jaguar E-type Lightweight as perhaps one of the most original examples in existence today, owing to its original bodywork and interior, in-period factory replacement engine block, and period factory modifications (including a 45-gallon fuel tank for longer European-style endurance races). These Lightweights tended to be used often and hard when they were new, as they were race cars from the outset and incurred all the wear, tear and outright damage common to competition cars. As a result, it's difficult to find a Lightweight today that still wears so much of its original equipment.

Clearly, the high bidder felt the same way, smashing the world record for Jaguars sold at auction with a \$7,370,000 sale price. While Jaguar is building (and has already sold) a new run of six neo-Lightweights to complete the original production goal of 18, there's nothing like owning the real, '60s-built deal.

# THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon. As the classic car season has not yet started we still have TOWC club activities to keep us entertained.

## TOWC Annual Dinner - Saturday 22nd January

As for last year the club's annual dinner took place in the Redcliffe Hotel, Paignton. This occasion was a celebration of the club's 25th anniversary and some older ex members were contacted and invited to join in. The dinner was preceded by a short run in the morning commencing at Fermoys Garden Centre near Newton Abbot.

Natali and I just went along to the dinner in our Daimler V8 250. I had also been asked to film the speeches etc. as our usual "film producer" David Doyle was unable to attend because of a painful kidney infection.

Thankfully I had enough notice in order to charge up the battery for my old video camera. Once at the Redcliffe we helped set up some stands with photos of members & outings over a number of years.

Not too many classic cars in the car park as there were concerns over salt on the roads especially by those doing the run. I spotted Julian & Sue Smith's vintage Morris, Chris Headon's GT40 replica as well as a classic Mini, Triumph Stag, Mercedes convertible as well as our Daimler.

Approx. 100 members attended the dinner. Once again the dinner provided by the Redcliffe staff was excellent. It was subsequently decided in our monthly club meeting to return to the Redcliffe next year. After the dinner we had speeches from Julian Smith and Joan Banks which I filmed while Natali and Phil Haste took a number of still photos.

There were three trophies to be awarded. The Ian Hannaford Trophy (for the member who did most for the club in the last year) went to Alan Turner. Two other Points Trophies were awarded to Andrew & Frances Rice (for attending the most events in a classic car) with the runner up trophy going to Terry & Lisa Court.

We then had a rather long winded raffle draw. It was long winded as there were 108 raffle prizes! It got a bit embarrassing for us as we won no less than six prizes! Phil, who always says "I never win anything" won four prizes! Finally there was an auction, by Rex Elston, of some bottles of Champagne donated by a couple of members. In all over £200 was raised on the raffle for club funds.

A great event with fine sunny weather & marvellous views from the Redcliffe over the whole of Torbay.



## Torbay Old Wheels Club Night - Thursday 26th January

Traditionally the main item of discussion at this meeting is the initial planning for our annual show on Paignton Green in July. Julian went through a long agenda including the allocation of various duties for individual members. As for last year I have been given the task of being the official photographer.

The club normally organise a feature car to be included in the show. Last year we had been let down by someone who was supposed to display his replica of the "Back to the Future" De Lorean. In the event another De Lorean was on display but we also had an original "Saint" Volvo P1800 as well as a mock up of the "Flinstones" car. If anyone reading this knows of a feature car or vehicle please let me know in order that I may pass it on. Perhaps an XJ220 would be nice!! Subtle hint!

Julian also took the opportunity to thank certain members for their hard work in organising the annual dinner, raffle prizes, display boards, donations of raffle prizes etc.

## Jaguar MK 2 Viewing

In last month's report I noted that I had agreed (as a so called "Jaguar Guru") to view a 1963 3.4 litre

Jaguar Mk 2 automatic (TSY227) in Newton Abbot together with a fellow TOWC member - Phil Haste. The car was advertised at just under £22,000. Phil already has a superb Morris 1000 & is presumably looking to upgrade to a proper car! We went to see the car which looked very nice and shiny on top. However, when looking more closely we could see that the restoration work had been done to a mediocre standard and many corners had been cut. The interior in particular had poor quality carpets (no edge trimming), the woodwork was old & wrinkled and the seats thickly covered in paint. There was no proper boot hardura - just a bit of a mat, the front number plate was just hanging on a couple of screws without the proper backing plate, etc. Phil also found a lot of rust when looking under the front wheel arches. He then told the vendors "This is not the car for me" which took the pressure off me! Phil is still searching.

**...and finally, two jokes this month!**

### Joke 1

A man died and went to Heaven. As he stood in front of the Pearly Gates, he saw a huge wall of clocks behind him. He asked, "What are all those clocks for?"

St. Peter answered, "Those are Lie-Clocks. Everyone who has ever been on earth has a

Lie-Clock. Every time you lie, the hands on your clock move."

"Oh", said the man. "Whose clock is that?"

"That's Mother Teresa's", replied St. Peter. "The hands have never moved, indicating that she never told a lie."

"Incredible", said the man. "And whose clock is that one?"

St. Peter responded, "That's Abraham Lincoln's clock. The hands have moved twice, telling us that Abraham told only two lies in his entire life."

"Where's Donald Trump's clock?" asked the man.

St. Peter replied, up there, "We're using it as a ceiling fan."

### Joke 2

A bus full of MPs crashed in a farmer's field. When the Police arrived there were no bodies alive or dead to be seen so they asked the farmer where the passengers had gone. "Buried them" was the answer "What! Are they all dead?" asked the Police. "Well some said they weren't, but you can never trust a politician"





By Colin Masterson

## Letter from America



Well I don't know but I think I may be the only member of the JEC to go to my first car show of 2017 on 1st January - how cool is that! A lovely sunny day with a cloudless sky and 82F, that's 27C to those of you freezing your nuts, apologies ladies, in the UK. It meant sacrificing some of the festivities on hand for the New Year the night before but some things are worth sacrificing for.

The event was a Car Show/Swap Meet at the Sumpter County Fairground at Bushnell. I was joined by my son, Rupert, whom some of you have met and who was over for the holidays, and I gave him a first decent run in the Stingray. I was on the lookout for hubcaps as I've decided to start a new collection and managed to snag a really nice Cadillac hubcap with an enamelled central badge that looks great on the garage wall.

Later in the month the 2nd

Annual Winter Wonder Car, Truck and Jeep Show was held in conjunction with two Corvette shows that took place at Sun'n Fun airfield at Lakeland at the same time. The show was sponsored by the Central Florida Street Rod Association with music by the DJ WBJB, a DJ who hails his sound trailer around to various shows providing a PA system and music.

The journey was about 60 miles or so from Groveland, with the first 40 or so along pleasant uncluttered country roads allowing a bit of heavy right-foot work whilst checking for the local sheriffs. Then there were around 12 miles on Interstate 4 and then around 4 miles to my destination. Fortunately the I7 stretch was heading South West as in the opposite direction I4 travels though the centre of Orlando on very worn out elevated sections. Netta won't go near it as it is very windy with a bumpy rolling

surface and the locals insist on travelling on mass with 5 lanes each way in a mad 70mph tailgating scramble when there is a 50mph speed limit. Incidentally, tailgating in the US doesn't mean following someone closely it means turning up the game early to have a tailgating party in the parking lot - ie having barbecue on the back of your pickup's tailgate! Every now and again the Highway Patrol hit the mid-town section of I4 and pull over dozens of people, but they never seem to learn. They have just started a 7-year programme to sort it out so things are even worse than normal.

There was a large contingent of Corvettes at the show that was obviously of great interest to me and these ranged from the very first models to the latest. I gate crashed the local Lakeland branch which has over 300 members and around 25 turned up





with their cars to their stand. I parked up next to an almost identical Corvette; the owner had an interesting history, as he was a parachutist in what he called "Special forces", which is similar to our SAS. Other Corvette clubs were also in attendance and there must have been over 200 in total at the show.

As this was a National event there was concourse judging in one of the aircraft hangers. There must have been well over 100 regional judges so there was more Corvette expertise in that one hanger than you could shake a stick at. They seemed to be unbelievable picky, treating the whole exercise with much more

seriousness than we seem to in the UK. I stood next to a couple of judges who proceeded to crawl under one of the cars being judged. One was obviously was teaching the other about the finer points of judging "Hey Rick, we're looking to see that there are still Sombbrero washers in place" I looked at a nervous looking guy sitting in a chair next to the car who was obviously the owner and asked him what the Sombre-ro washers were - he had no clue! It transpired that they are a certain type of washer that holds on the body panels and which slightly crushes when tightened - who knew?

For the first year they have

introduced a new judging class called "Concourse" which on closer examination was not a Concourse D'Elegance as we would know it but was based on Resto-mods, which are classics which have been restored to include modern engines, alloy wheels but have to "look good" according to one of the judges I spoke. This is very typical of the US attitude to such cars. Whilst it goes a bit against the grain from a UK perspective there are far more of these cars around so it is not like they are destroying their heritage and they do end up with some very practical cars with all of the benefits of new technology with

*Continued >*





# FOR YOUR JAGUAR

## BIG NAME BRANDS...

## NEW PRODUCTS...

### E-TYPE WARNING LAMP MODULE BMK1092JU



WE'RE ALWAYS STRIVING TO BRING NEW AND UPDATED PRODUCTS TO MARKET. THIS FLASHER UNIT IS BRAND NEW TO

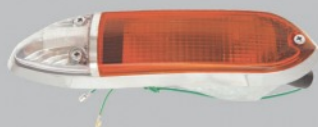
OUR RANGE AND HOUSES MODERN, SOLID-STATE ELECTRONICS INSIDE THE ORIGINAL LOOKING HOUSING GIVING OUR CUSTOMERS ORIGINAL LOOKS AND IMPROVED RELIABILITY.

### SPIN-ON OIL FILTER KIT OFK17/1



NOT ONLY DO WE SUPPLY A RANGE OF AFTERMARKET AND UPGRADED PRODUCTS. WE ALSO KEEP THE FULL RANGE OF GENUINE JAGUAR PRODUCTS AVAILABLE. SPEAK TO US ABOUT THE ADVANTAGES OF BUYING YOUR GENUINE JAGUAR PRODUCTS VIA SNG BARRATT.

## UPGRADES...



### FRONT/SIDE INDICATOR LAMPS C16080 (RH) / C16081 (LH)

WE MAKE MANY THOUSANDS OF PRODUCTS IN HOUSE AT OUR BASE IN SHROPSHIRE. THIS INCLUDES THE FULL RANGE OF E-TYPE LIGHTS

## MADE IN-HOUSE...



### LOCKHEED BRAKE MASTER CYLINDER C26767#

WE WORK WITH A RANGE OF BIG NAME SUPPLIERS TO BRING THESE WELL-KNOWN BRANDS TO THE CLASSIC SCENE - SUCH AS BRAKING COMPONENTS FROM LOCKHEED.

PARTS & ACCESSORIES  
FOR  
CLASSIC & MODERN JAGUARS

[WWW.SNGBARRATT.COM](http://WWW.SNGBARRATT.COM)





the look of the original cars (alloy wheels excepted!).

These shows often attract all sorts of other organisations and the local sherriff's office turned up with their SWAT vehicle. I had a chat with the deputy who had come with the vehicle and had a display of automatic weapons, tear gas launchers etc. He said that it wasn't a military vehicle but the armour plated sides, thick bullet proof glass and loopholes down the side to shoot out of seemed to indicate otherwise! I tried to talk to him about gun control but Americans just don't get it so I was basically talking to a brick wall! It is scary that most people in our community

have guns and several have gun collections.

There was a delightful old guy in his 80's with a new Corvette. He told me that he was too old to drive the car so his wife drives it for him: Shoot me someone if I get that old! He had a close association with Flying Tigers who flew P40's in the Korean war and also ran transport aircraft for the Army Air Corps; the organisation was eventually absorbed into the FedEx freight business. Anyway, his car had been expertly wrapped in a mat olive green colour with added decals of shark's teeth and eyes. A very eye catching (no pun intended) exhibit.

Rather randomly parked in the middle of the car show was an ex cold war MIG 23 fighter with no explanations. Still, the show was at an airfield so I guess you have to expect this sort of thing! They have just been rebuilding the control tower and other facilities as the storm tracker research aircraft are being relocated at Lakeland field at the end of the month. These are the crazies who fly into the eyes of hurricanes to investigate what is going on in them. Rather than me is all I can say on that subject!



# This E-Type Became One Man's Perfect Road-And-Racing Machine

Growing up in Washington Heights, New York, you were in one camp or the other. You were a 'Vette guy, or you were an E Type guy. Not Chevrolet Corvette. Not Jaguar XKE. It was 'Vette or E Type, and you knew what that meant.

Bob Millstein was an E Type guy. From a young age he was drawn to British cars. His older brother got into racing and started out with an MG TC, then moving on to an Austin Healey Sprite. Following his brother to the track got young Millstein even more addicted. His fate was sealed while hanging out in Carl's garage in upper Manhattan—that was where he was able to get up close and personal with an E Type Jaguar being raced by "The Sugar Hill Racing Mob".

As he grew up, Millstein fed his desire with ever-increasing doses of British machinery. He started with a Bug Eye Sprite; that led to a Mini Cooper, which grew into an MGB; then on to an Austin Healey Mk III; then, finally, the E Type. Each step was a quantum leap in horsepower and handling, climbing the evolutionary scale until he reached the pinnacle: his dream car.

A 4.2 litre, six cylinder, double overhead cam, triple carburetors, independent rear suspension, 4 wheel disc brake dream machine.

When Millstein got the car, it was more nightmare than dream. It was a wreck that had been sitting in the back of a garage for many years, unwanted and unloved. A friend owed Millstein some money; he took the car to settle the debt. First, he had to replace the bonnet and get the car running... not a problem, as a few years earlier he'd opened his own shop, Briarcliff Classic and Imported Car Service. When finished, it truly hit home what a special car the E Type was. It was on a par with the Ferraris and Astons of the time... a very cool car indeed!

The Jaguar became his road car. In 1976, a friend was heading up to Mount Equinox in

By Sean Smith | [petrolicious.com](http://petrolicious.com)

Manchester, Vermont for a hill climb. Millstein and the XKE followed along.

This was the beginning of a 40 year relationship with the Jag. It was his multi-purpose machine. Along the way, the engine and suspension were rebuilt with competition in mind; better brakes and other go-fast items were also added. It was driven to and raced at Lime Rock, Bridgehampton, Watkins Glen, and other local events. In 1987, the duo headed to Speed Week in the Bahamas to race around the streets of Paradise island.

Millstein moved on to more serious racing in the SCCA, running an H production Sprite. He became the New York regional champion and a North American road racing champion in the Sprite—but still observed his annual pilgrimage to Equinox in the Jag, taking multiple fastest times of the day over the years.

Around this time, another Jaguar came into his life: the Hansgen Jaguar Special built by racer Walt Hansgen. It won the 1953 Watkins Glen Grand Prix with Hansgen behind the wheel.

It was also in sad shape when Millstein acquired it; he brought it back to fighting trim and raced extensively in the VSCCA. The E Type was put away, but

not forgotten.

After a number of years, it was time to rebuild the E. The years of hard driving had taken its toll on the Jaguar. A ten year nuts-and-bolts, ground-up restoration was begun.

The car was given a new look. Taking a page from Jaguar racing history, he gave his rebirthed XKE the look of its lightweight racing relatives. The engine was balanced and blueprinted, forged pistons and Isky cams were added, along with triple Weber carbs. Headers and a stainless steel exhaust helped bring the horsepower somewhere north of 300; a 5-speed gearbox was added to give the car a more modern ride. D-Type style Dunlop wheels and Avon tires added the final touch.

The E Type has had many stable mates. Other Jaguars, 120s, the Jaguar special. Aston Martin DB4s and DB4 GTs have come and gone. The E Type is always a constant. Millstein has been through a lot with the E—even almost losing his life several times in the car. There are too many miles and too many memories to let it go. At the time of its release, Enzo Ferrari called the XKE, “The most beautiful car ever made”.

Bob couldn't agree more!



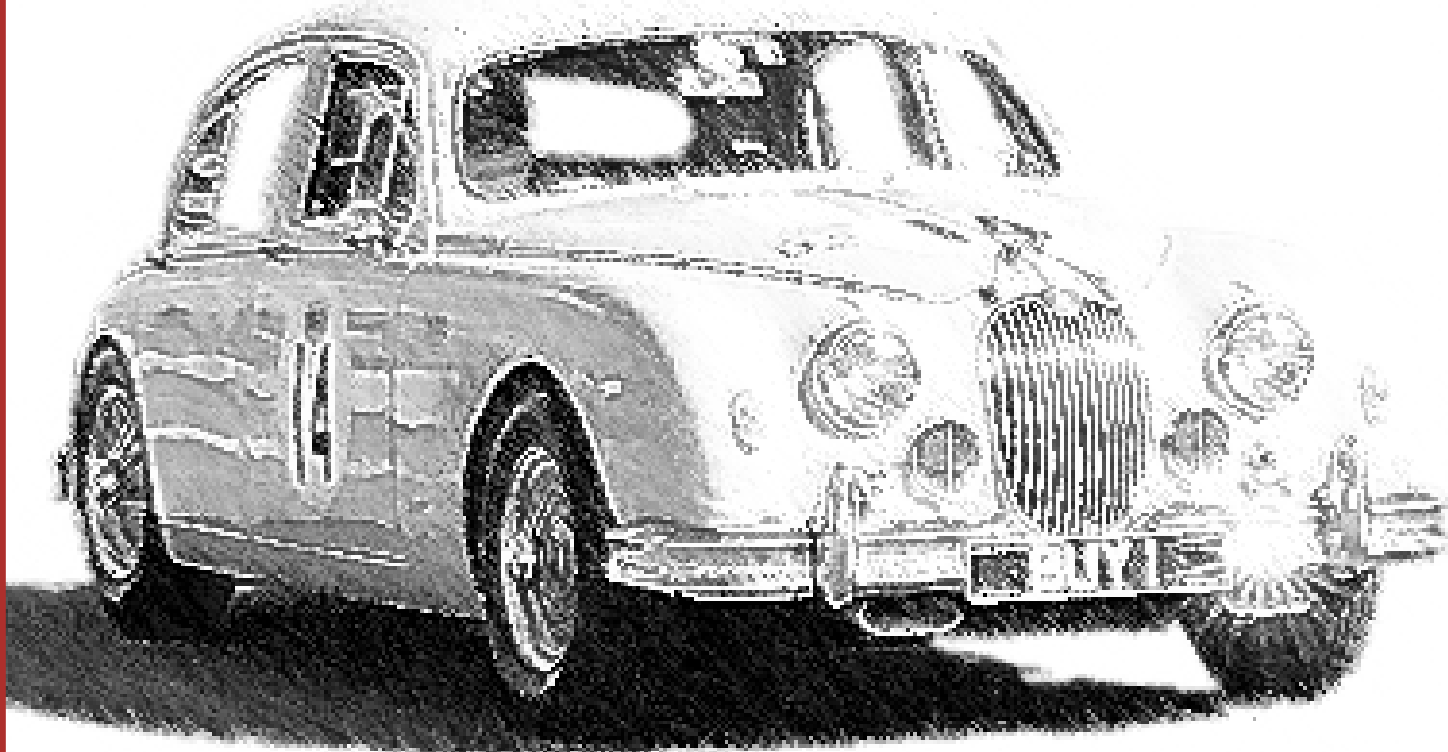


Call us now on:

**01495 272770**

Mobile: **07977 797750**

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



GT Tyres provide a wide range of tyres from budget, for runarounds, value and premium high performance tyres for sports and supercars, 4x4 and commercial tyres as well as more specialised tyres such as radial and whitewalls for classic cars.

*Best of all, our tyre prices always include FREE fitting & balancing helping you to save money!*

For over 50 years GT Tyres as it is known today has been helping customers from all over Wales with their motoring needs. From a simple tyre puncture repair to a complete engine rebuild, three generations of the Williams family have led from the front.

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the the ex-Coombs Mk1 "BUY1". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

So whatever your motoring requirements you can be sure the team at GT Tyres have it covered!

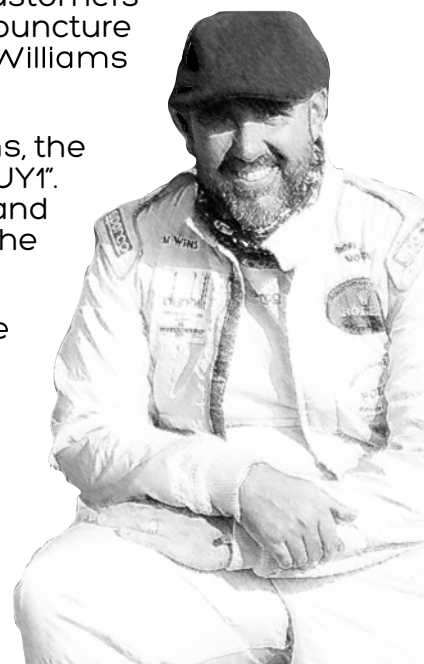
*A family run business for over 50*

FRIENDLY EXPERT ADVICE FROM  
PEOPLE WITH OVER 50 YEARS  
EXPERIENCE OF JAGUARS

■ RACING TYRE EXPERTS

■ COMPETITIVE PRICING

■ WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE



**GT Tyres | Valley Service Station | Cwmcarn | Newport | NP11 7NF**



# B|A|S

# International

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

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

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

JUST ASK OTHER JAGUAR OWNERS.



## B|A|S Jaguar

## British history in the making.



Trade enquiries for finished parts or raw materials welcome



**INTERIORS**



**HOODS**



**TRIM MATERIALS**



**PLASTIC MOLDINGS**

## World Renowned Jaguar Interiors

Check out our website [www.bas-international.com](http://www.bas-international.com)

10-13 Llantarnam Park Industrial Estate, Cwmbran, South Wales  
Telephone: 01633 873664 Email: [enq@bas-international.com](mailto:enq@bas-international.com)  
Web: [www.bas-international.com](http://www.bas-international.com)

We know about Jaguars!



# B|A|S International



## Jaguar D-Type Lynx Recreation My Personal Dream Car. *By Paul Martin*

D-Types are unicorns. There's effectively none of them, but science can't entirely rule them out. Now, I'm no scientist, but this unicorn is as real as it gets. Paul Martin is a set designer for big budget commercials by day, and an obsessively detailed recreationist by night. He's commissioned a Peter Brock blessed Shelby Daytona (that we'll be profiling at a later date) and this gorgeous example of a long nose, pre-wing, 1955 FIA legal D-Type.

To spend a few minutes with it, was, as you'd expect, awesome.

Ted Gushue: All right, Paul, tell me the story of your Jaguar D-Type.

Paul Martin: The Jag was commissioned three years ago, it's a recreation of a 1955 Le Mans Jaguar D-Type. The body style is actually right before they went to the built-in aerodynamic fin in

'56, so we have a short-nosed rear of the car and a long-nosed front, which makes for what I consider the perfect D-Type silhouette.

The car is full FIA-spec. It's all built on original Jaguar running gear. We have a dry sump engine. We have a Jag box, Jag rear, Jag brakes. The car's built around an aluminum monocoque. It's all period correct. It is, in fact, a tool room copy of the original car.

TG: What does that mean, 'tool room'?

PM: The expression means it's absolutely correct, as if the original guys were in the tool room, grabbing the tools off the bench. It's a sort of standard term they're using for perfect replicas now. It took about two-and-a-half years to build. It was built by a company in England, Phil and Ollie Cottrell. It's just a father and son team. They're

both ex-Jaguar racing mechanics.

TG: How did you choose them and not, let's say, the guys from Eagle or the other guys that were around? What made you choose these guys?

PM: These guys originally built my C-Type I commissioned four years previous, and I was so impressed with their build and their attention to detail. That's why I picked them to build the D-Type. They managed to get their hands on the very last remaining Lynx body because they're actually making their own D-Types now. This was one of the last Lynx bodies, which was a very, very well-built.

TG: Tell me about Lynx.

PM: Lynx was really viewed as being the best D-Type out there. They're commanding pretty high prices, six-figure





prices, even today. Their cars were originally based on E-Types, and then they went to full FIA-spec cars. You'll see a lot of them actually racing in historics. Quite a few of these will be Lynx FIA cars. They were just incredibly accurate and very, very well made. That's the story of the body and chassis on the car.

**TG:** Very cool. Why D-Type? It seems like a silly question, but I imagine you could have had your choice in exquisite recreations no?.

**PM:** I was captivated by

the Mike Hawthorn black and white films. Most people have seen this incredible film of in-car footage of Mike Hawthorn, going round Le Mans. The cockpit, when I first got in one of these cars, it was like sliding into a Spitfire. It envelops you. You have these period correct, analog rev counter and speedometer. You're wrapped in there with a Plexiglass windscreen. You've nothing but a huge aluminum hood in front of you. I think it's probably the closest you could get to driving a Spitfire on the road.

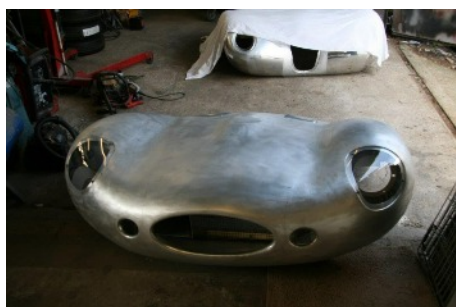
I think it's an absolutely beautiful car. It's iconic. That along with having owned a C-Type, it was the natural progression. I've also done an E, so one could say I went backwards.

**TG:** Have you tracked it yet?

**PM:** Nope. The car's relatively new to me, so we've just got it into California. This is really about its third trip out.

**TG:** What a great future it has ahead of it!

**PM:** Indeed.





## The Jaguar XJR-15 Is A Supercar That Demands Your Full Attention

You're looking at the world's first full carbon fibre road car, a car equipped with a proper Group C-spec mid-mounted V12 engine. It's capable of more than 200 mph and is possibly one of the best looking supercars from the 1990s—is the Jaguar Sport XJR-15 truly a forgotten supercar that never got the recognition it deserved? At this year's Silverstone Classic, two appeared at the circuit where the car was first unveiled in November 1990, so I went to uncover their story.

Although not an 'official' Jaguar product, the XJR-15 was developed by Jaguar Sport, a subsidiary to Tom Walkinshaw Racing and Jaguar. Following the success of the XJR-9 at the Le Mans in 1988, Walkinshaw put forward the idea of a road going version of the Le Mans champion—an idea that caught the attention of many racing enthusiasts who were keen to

own such a vehicle.

Enlisting the help of designer Peter Stevens, the project to design this 'road-going racer' was initially dubbed the R-9R. Although modified to increase cabin space and access, the resulting XJR-15 was essentially an XJR-9 wrapped in the world's first road going carbon fibre shell. Meanwhile, sitting directly behind the cabin was a naturally-aspirated 450 horsepower V12 derived from the Group C car that inspired its creation.

But they weren't all confined to the road, with just under 20 examples (two of which are pictured here) taking part in the Jaguar Intercontinental Challenge in 1991. A one-make championship created to support multiple rounds of Formula 1 at circuits like Monaco, and featuring a grid of the supercars driven by both professional drivers and wealthy racing enthusiasts from

around the world, it was used as an opportunity to showcase the technology, speed and cool factor of the Jaguar brand. However, the championship was not as well-received as it should have been, and perhaps best reflects the XJR-15's perception in the motoring world at the time.

Unfortunately for the XJR-15, it was arguably a car doomed to be forgotten by most from the very beginning. With a pricetag of \$1 million in 1990, it was one of the most expensive cars in the world, and although the V12 produced 450 hp, the Ferrari F40 being sold at the same time had more power, was faster, and far cheaper.

Being a road car, its ride height was also too high to benefit from any aerodynamic advantages like the XJR-9, furthermore, it was also being built at the same time that the 'official' Jaguar supercar, the XJ220 was in its final stages of development. By 1992, the legendary McLaren F1 had also been released to put a final nail in



the car's outright performance credentials—courtesy of a BMW-supplied, naturally-aspirated 627 horsepower V12 and agility to match.

The story of the XJR-15 can be said to be a series of 'what if's?' If it had been built a few years earlier, or if the price had

been better, if it had more power maybe the XJR-15 could it have been a more memorable attempt at the supercar?

However, I had to disregard these questions upon seeing these two examples at this year's Silverstone Classic, the '15' is a stunning, super, car, full stop.



# THE HISTORY OF JAGUAR

BY BROCHURE

*Supplied by Colin Masterson*

No. 22  
PIRANA

## THE TELEGRAPH'S PIRANA



The Pirana is a dream come true. Every motorist at some time or other thinks up the ideal car he would create for his own pleasure if funds were unlimited.

The Pirana was built by Nuccio Bertone of Turin for The Daily Telegraph Magazine, after we had set down our specifications. It really runs and will be seen on the roads of Britain after the London Motor Show and the Motor Show in Turin. The chassis is basically that of a Jaguar E-type 2 + 2 - with a widened track and Dunlop racing tyres.

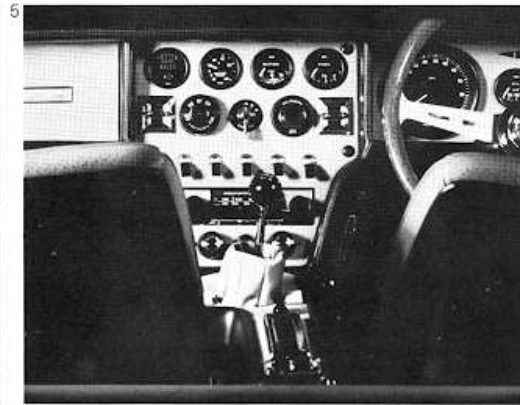
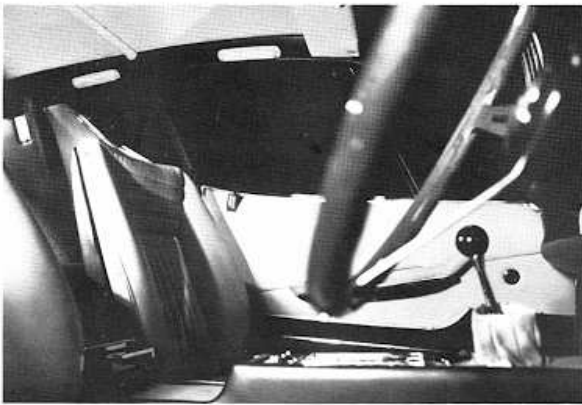
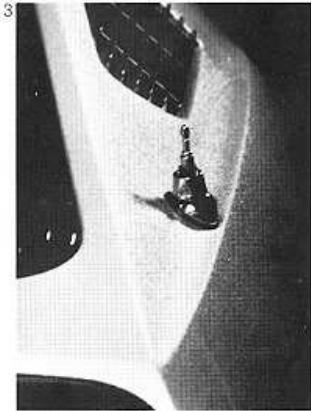
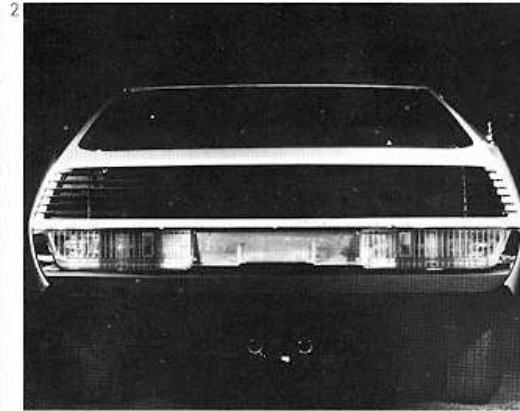
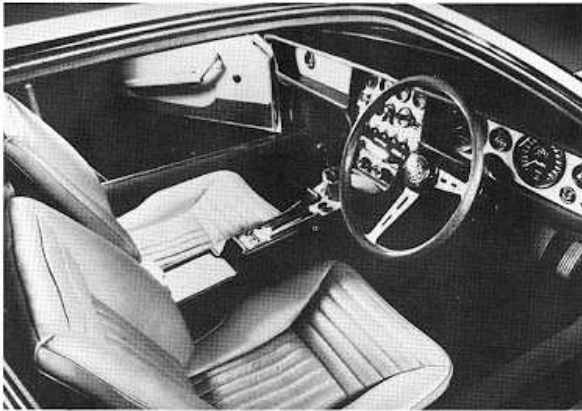
The Pirana was built in Turin, by Carrozzeria Bertone SAS, in under five months. Other firms who contributed are Smiths Industries (special air conditioning system, new instruments and tape recorder/radio system); Triplex (special glass for the windscreen and rear windows);

Joseph Lucas (Electrical) Ltd. (who fitted new type lights); Connolly Bros (who supplied a special new leather called Anela); and Britax (London) Ltd. (safety belts).

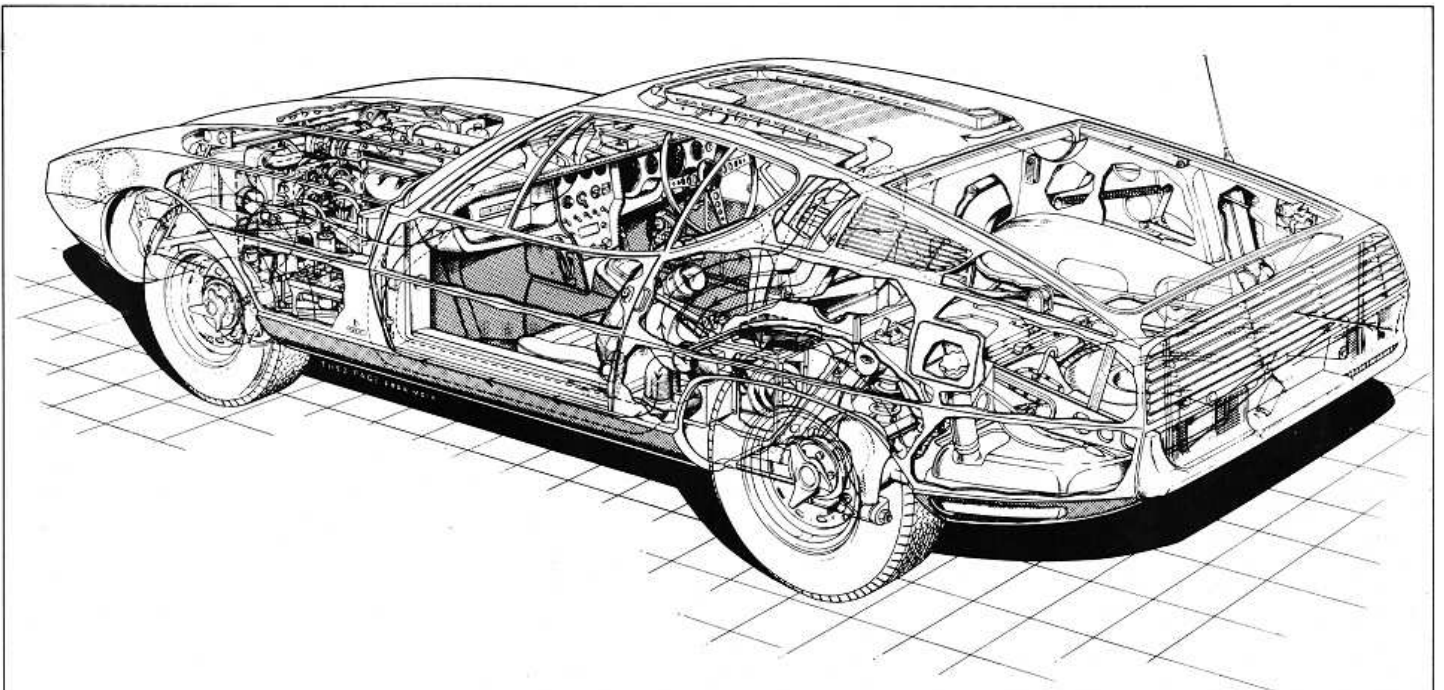
PIRANA STYLED BY CARROZZERIA BERTONE SAS, Corso Can Allamano 201, Grugliasco, TORINO, Italy.

BRITISH CONCESSIONAIRES FOR BERTONE:

M.T.C. (Cars) Ltd., 173 Westbourne Grove, LONDON, W.11  
Directors: Mario Tozzi-  
Condivi & John Fuelling.



1. The luxurious interior of the Pirana; with seats covered by Connolly Bros. with a soft new leather, Anela.
2. The rear window (and windscreen) of tinted Sundym glass made and fitted with new heating elements by Triplex Safety Glass Co. Ltd.
3. Windows, the radio aerial and other fittings on the Pirana are electrically controlled.
4. The air conditioning system of the Pirana, made by Smiths Industries, is arranged so that warm air rises from the floor and cold air distributed through the roof.
5. New instruments have been installed by Smiths; an automatic speed control warns if a selected speed is exceeded; a special sign warns if seat belts are not fastened.



The Pirana is the "ideal car" designed by the leading Italian stylist Nuccio Bertone on a specially widened Jaguar E-type 2 + 2 chassis. This car was built for The Daily Telegraph Magazine: it is a 145 m.p.h. two-seater GT and this cut-away drawing shows the way in

which Bertone has cleverly fitted a low and sleek body of clean and interesting design, with many new mechanical features, on a wide-stance chassis. Smiths Industries have prepared a new air conditioning system allowing the car to cruise quietly at over 100 m.p.h.

- Full & Part Restorations
- Panel Repairs & Spraying
- Lead Loading Repairs
- Engine & Gearbox Rebuilds
- Rewiring & Re-trimming
- Servicing & Tuning



**With over 40 years experience of classic vehicle restoration I employ old school skills and methods on all projects.**

**We pride ourselves on the quality of our workmanship, combined with a personal friendly affordable service.**



[www.jacobsandharris.co.uk](http://www.jacobsandharris.co.uk)

## **FOR ALL YOUR FINANCIAL NEEDS**

**Pensions, Retirement Planning, Investments,  
Inheritance Planning, Protection, Mortgages**

Following the pension reforms announced in the budget, it is more important than ever to understand your retirement options.

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

**Director Peter Harris BA DipPFS**  
**t 07770 822115 e [peter@jacobsandharris.co.uk](mailto:peter@jacobsandharris.co.uk)**

23, Orchard Castle, Thornhill, Cardiff, CF14 9BA. Authorised and Regulated by the Financial Conduct Authority



# GLAMORGAN CLASSIC CARS

## Jaguar Specialists

Est 1968.

STATION APPROACH, PENARTH, CARDIFF, WALES, CF64 3EE

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

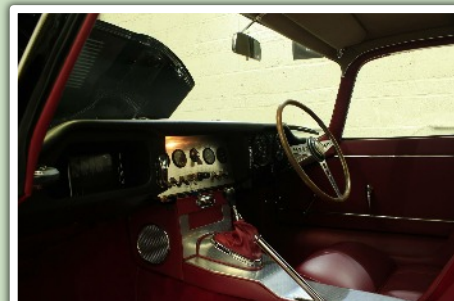
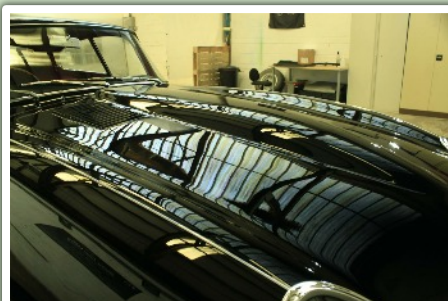
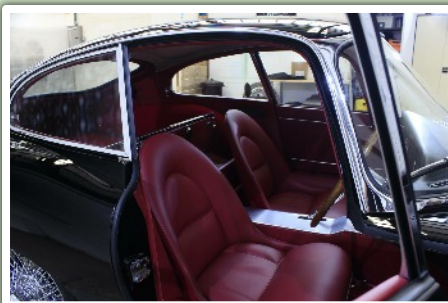
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



### Full Body | Mechanical | Interior | Restoration Service



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



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

**Andrew Douglass on 02920 708005**  
or email [info@classiccarswales.co.uk](mailto:info@classiccarswales.co.uk)  
[www.classiccarswales.co.uk](http://www.classiccarswales.co.uk)

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)  
[www.vbra.co.uk](http://www.vbra.co.uk)

Retail Motor Industry Federation (RMIF)  
[www.rmif.co.uk](http://www.rmif.co.uk)



## Husband Store

A store that sells new husbands has opened in Melbourne, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates:

You may visit this store **ONLY ONCE!** There are six floors and the value of the products increase as the shopper ascends the flights. The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband. On the first floor the sign on the door reads:

Floor 1 - These men Have Jobs. She is intrigued, but continues to the second floor, where the sign reads:

Floor 2 - These men Have Jobs and Love Kids.

'That's nice,' she thinks, 'but I want more.' So she continues upward. The third floor sign reads:

Floor 3 - These men Have Jobs, Love Kids, and are Extremely Good Looking.

'Wow,' she thinks, but feels compelled to keep going. She goes to the fourth floor and the sign reads:

Floor 4 - These men Have Jobs, Love Kids, are Drop-dead Good Looking and Help With Housework. 'Oh, mercy me!' she exclaims, 'I can hardly stand it!' Still, she goes to the fifth floor and the sign reads:

Floor 5 - These men Have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and Have a Strong Romantic Streak. She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

Floor 6 - You are visitor 31,456,012 to this floor. There are

# humour

## Members jokes & anecdotes

no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

### PLEASE NOTE:

To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

The first floor has wives that love sex.

The second floor has wives that love sex and have money and like beer

The third, fourth, fifth and sixth floors have never been visited.

## Shipwrecked

A man washed up on a beach after a shipwreck. Only a sheep and a sheepdog were washed-up with him. After looking around, he realised that they were stranded on a deserted island.

After being there a while, he got into the habit of taking his two animal companions to the beach every evening to watch the sunset.

One particular evening, the sky was a fiery red with beautiful cirrus clouds, the breeze was warm and gentle - a perfect night for romance.

As they sat there, the sheep started looking better and better to the lonely man. Soon, he leaned over to the sheep and put his arm around it.

The sheepdog, ever-protective of the sheep, growled fiercely until the man took his arm from around the sheep.

After that, the three of them continued to enjoy the sunsets together, but there was no more cuddling.

A few weeks passed-by

and, lo and behold, there was another shipwreck. The only survivor was Nicola Sturgeon, Leader of the Scottish Nationalists.

That evening, the man brought Nicola to the evening beach ritual. It was another beautiful evening - red sky cirrus clouds, a warm and gentle breeze - perfect for a night of romance.

Pretty soon, the man started to get those feelings again. He fought the urges as long as he could but he finally gave in and leaned over to Nicola and told her he hadn't had sex for months.

Nicola batted her eyelashes and asked if there was anything she could do for him?

He said, 'Take the dog for a walk.'

## What Goes Up Hill

A lawyer and a senior citizen are sitting next to each other on a long flight. The lawyer is thinking that seniors are so dumb that he could put one over on them easily. So, the lawyer asks if the senior would like to play a fun game.

The senior is tired and just wants to take a nap, so he politely declines and tries to catch a few winks.

The lawyer persists, saying that the game is a lot of fun. "I ask you a question, and if you don't know the answer, you pay me only \$5.00.

Then you ask me one, and if I don't know the answer, I will pay you \$500.00," he says.

This catches the senior's attention and, to keep the lawyer quiet, he agrees to play the game.

The lawyer asks the first question. "What's the distance from the Earth to the Moon?"

The senior doesn't say a word, but reaches into his pocket, pulls out a five-dollar bill, and hands it to the lawyer.

Now, it's the senior's turn. He asks the lawyer, "What goes up a hill with three legs, and come down with four?"

The lawyer uses his laptop to search all references he could find on the Net.

He sends E-mails to all the smart friends he knows; all to no avail. After an hour of searching, he finally gives up.

He wakes the senior and hands him \$500.00. The senior pockets the \$500.00 and goes back to sleep.

The lawyer is now going nuts not knowing the answer. He wakes the senior up and asks, "Well, so what goes up a hill with three legs and comes down with four?"

The senior reaches into his pocket, hands the lawyer \$5.00, and goes back to sleep.

## No One Believes Seniors Anymore

An elderly couple was celebrating their sixtieth anniversary. The couple had married as childhood sweethearts and had moved back to their old neighbourhood after they retired. Holding hands, they walked back to their old school. It was not locked, so they entered, and found the old desk they'd shared, where Jerry had carved I love you, Sally.

On their way back home, a bag of money fell out of an armoured car, practically landing at their feet. Sally quickly picked it up and, not sure what to do with it, they took it home. There, she counted the money - fifty thousand dollars!

Jerry said, We've got to give it back.

Sally said, Finders keepers. She put the money back in the bag and hid it in their attic.

The next day, two police officers were canvassing the neighbourhood looking for the money, and knocked on their door. Pardon me, did either of you find a bag that fell out of an

armoured car yesterday?

Sally said, No.

Jerry said, Shes lying. She hid it up in the attic.

Sally said, Don't believe him, hes getting senile

The agents turned to Jerry and began to question him.

One said: Tell us the story from the beginning.

Jerry said, Well, when Sally and I were walking home from school yesterday...

The first police officer turned to his partner and said, We're outta here!

## Hard To Find

Earl and Bubba are quietly sitting in a boat fishing,

Chewing tobacco and drinking beer when suddenly

Bubba says, "Think I'm gonna divorce the wife - she ain't spoke to me in over 2 months."

Earl spits overboard, takes a long, slow sip of beer and says, "Better think it over ...women like that are hard to find!

## The Pet Shop

An English man, Scots man and Irish man all apply for a job at a pet shop.

The interviewer tells all three men that they can have a job as long as they can sing a song which includes a dog in the lyrics.

The English man stands up and confidently sings "How much is that doggy in the window".

The Scots man quickly follows up with the old rock classic "You ain't nothing but a hound dog".

The Irish man without hesitation sings "Strangers in the night.... Scooby doo be doo be doo".

## Golfer Killed

A foursome of men waited at the men's tee while a foursome of women was hitting in front of them taking their time.

When the final lady was ready to hit her ball, she hacked it 10 feet. Then she went over and missed it completely.

Then she hacked it another ten feet and finally hacked it another five feet.

She looked up at the patiently waiting men and said apologetically, "I guess all those f%#king lessons I took over the winter didn't help."

One of the men immediately responded, "Well, there you have it. You should have taken golf lessons instead!"

He never even had a chance to duck. He was only 43.

## Frustrated

A rather 'frustrated' woman went to the supermarket to try to take her mind off her overly erotic thoughts.

As she moved through the aisles she saw bananas and apples and so many things that made her recall rather than forget her erotic mood. She ended up buying far more than she needed.

When she arrived at the checkout there was a young man packing bags. As he packed her bags his muscles gleamed under the fluorescent lights and she could make out the contours of his fit body under his tight T-shirt and trousers. She could hardly control herself.

After she paid she asked the young man if he could help her to her car with her many heavy bags of groceries. The young man willingly obliged.

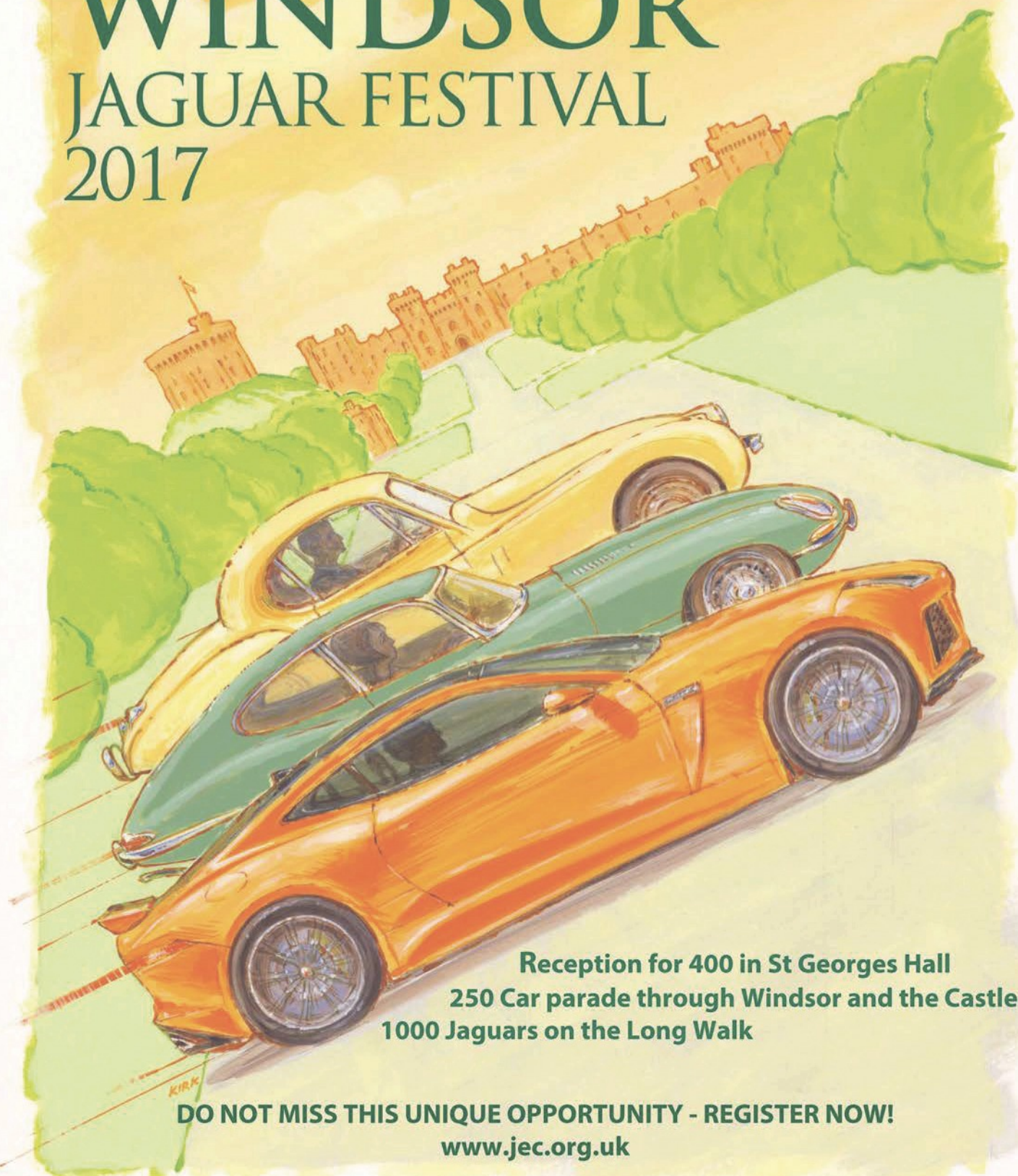
As they walked through the carpark the lady finally lost control. She placed her hand on the young man's bum and said "I have an itchy pussy".

To which the young man replied "You'll have to show me where it is 'cause all these Japanese cars look the same to me".

### WE NEED YOUR JOKES!

Please email all your jokes and funnies to:  
[editor@jecsouthwales.co.uk](mailto:editor@jecsouthwales.co.uk)

# ROYAL WINDSOR JAGUAR FESTIVAL 2017



Reception for 400 in St Georges Hall  
250 Car parade through Windsor and the Castle  
1000 Jaguars on the Long Walk

**DO NOT MISS THIS UNIQUE OPPORTUNITY - REGISTER NOW!**  
[www.jec.org.uk](http://www.jec.org.uk)



In aid of the **Prince Philip Trust**  
Organised by **The Jaguar Enthusiasts' Club**  
Supported by **Jaguar Land Rover Classic**



# CALENDAR

## WHAT'S ON IN 2017

### FEBRUARY

**23-26** London Classic Car Show

### MARCH

**26** Jaguar International Spares Day Stoneleigh

**31-2** Practical Classics Restoration Show

### APRIL

**17** Coleford Carnival of Transport

**23** South Wales Region Annual Drive it Day

**28-30** Donington Historic Festival

**29-30** Monmouth Steam & Vintage Show

### MAY

**5-6** Royal Windsor Jaguar Festival

**21** SWCCC Annual Classic Car Show

**29** Vale of Glamorgan Classic Car Show

### JUNE

**11** Barry Festival of Transport

**17-18** Le Mans 24 HEURES DU MANS

**29-2** Goodwood Festival of Speed

### JULY

**15-16** Sherborne Castle Classic Car Show

**16** St Fagans Classic Car Show

**16** Berkely Castle Car Show

**28-30** Silverstone Classic

### AUGUST

**5-6** South Gloucester Show

**TBA** Three Cocks Steam & Vintage Rally



### SEPTEMBER

**2** Beaulieu International Autojumble

**8-10** Goodwood Revival

**17** The Big Welsh Classic Car Show Margam Park

### OCTOBER

**TBA** Castle Combe Classic Action Day

**8** Malvern Classic Car Show

**8** Jaguar International Spares Day Stoneleigh

### NOVEMBER

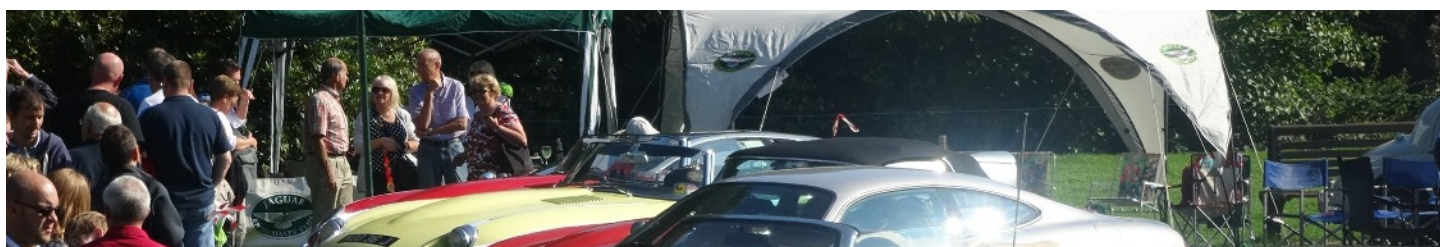
**TBA** Jaguar Enthusiasts' Club National AGM

**10-12** Lancaster Classic car Show - NEC

### 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](http://www.jec.org.uk) In particular, there are lots of tours, seminars and the JEC race series. Also see the web site - [www.classicshowsuk.co.uk](http://www.classicshowsuk.co.uk)



## GENUINE JAGUAR PARTS

Maintain the true Jaguar experience with **Jaguar Genuine Parts**.

**Jaguar Genuine Parts** are designed, tested and manufactured according to our uncompromising standards for quality, fit and durability. Each part is engineered specifically for your vehicle to contribute to its optimum performance and to help maximise its life span.



### Brakes

Your defence against accident and injury.



### Steering and Suspension

Vital to your ride, handling, comfort and responsiveness.

### Oil

The essential fluid for your Jaguar engine.

### Filtration

The essential fluid for your Jaguar engine.



### First Time fit

Original equipment parts to maintain original performance.

### Warranty

Peace of mind for every part.

**2 YEAR WARRANTY**  
on all parts supplied



## PARTS 02920 549339

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

All prices include VAT

| Pricing                                         | XF 2.7D<br>3.0 & 4.2 | XF 3.0D<br>& 5.0 | X-TYPE<br>Up to VIN:J60204 | X-TYPE<br>From VIN:J60205 | XJ (Prior) | S-TYPE |
|-------------------------------------------------|----------------------|------------------|----------------------------|---------------------------|------------|--------|
| INTERIM SERVICE                                 | £199                 | £199             | £199                       | £199                      | £199       | £199   |
| MAJOR SERVICE DIESEL                            | £329                 | £329             | £299                       | £329                      | £329       | £329   |
| MAJOR SERVICE PETROL                            | £245                 | £275             | £245                       | £245                      | £275       | £275   |
| CAMBELT CHANGE**                                | £375                 | -                | -                          | -                         | £375       | £375   |
| FRONT BRAKE PADS                                | £129                 | £129             | £109                       | £129                      | £129       | £129   |
| FRONT BRAKE PADS<br>INCLUDING SENSORS           | -                    | £169             | -                          | -                         | -          | -      |
| FRONT BRAKE PADS<br>AND DISCS                   | £295                 | £295             | £225                       | £255                      | £295       | £295   |
| FRONT BRAKE PADS AND<br>DISCS INCLUDING SENSORS | -                    | £325             | -                          | -                         | -          | -      |
| REAR BRAKE PADS                                 | £129                 | £129             | £129                       | £129                      | £129       | £129   |
| REAR BRAKE PADS<br>INCLUDING SENSORS            | -                    | £169             | -                          | -                         | -          | -      |
| REAR BRAKE PADS AND DISCS                       | £295                 | £295             | £295                       | £295                      | £295       | £295   |
| REAR BRAKE PADS AND DISCS<br>INCLUDING SENSORS  | -                    | £325             | -                          | -                         | -          | -      |
| BRAKE FLUID CHANGE                              | £55                  | £55              | £55                        | £55                       | £55        | £55    |
| FRONT WIPERS                                    | £45                  | £45              | £45                        | £45                       | £45        | £45    |

There's no need to compromise on your next service.

As an owner of a Jaguar over three years old, you can now have the premium service you desire at a truly competitive price.

With **Jaguar 3+** there's no hidden costs, just a clear fitted price for Jaguar scheduled servicing and routine repairs such as brake pad and disc replacement.

You also get the reassurance of Jaguar Trained Technicians, using advanced diagnostic equipment, and Genuine Parts.

And it's covered by a 12-month warranty.

**£199**  
FIXED PRICE  
INTERIM SERVICE\*  
QUALIFYING MODELS



## SERVICE 02920 546702

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

\*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months old from date of 1st registration booking with a participating dealer for work to be carried out within the period of the relevant promotion. An interim service includes oil and oil filter replacement, a major service additionally includes air filter and fuel filter replacement (Diesel) (where specified by the vehicle service schedule). In addition all functional and safety checks will also be completed in accordance with the defined service schedule. Additional items not specified for automatic renewal/replacement (e.g. seat air filters / spark plugs) will be replaced based on age / mileage at an additional cost. All R / Super Charged models are excluded. \*\*Camber replacement offer only available on the following qualifying models with 2.7 Diesel engines, Jaguar XF 2008-10, S-Type 2004-08 and XJ 2006-09. Cannot be used in conjunction with any other offer and may be amended or withdrawn at any time. Please consult dealer for full terms & conditions applying to their supply of parts and services.

# 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!

## 2017/ 2018 Dates

Wednesday 15th March  
Wednesday 19th April  
Wednesday 17th May  
Wednesday 21st June  
Wednesday 19th July  
Wednesday 16th August

Wednesday 20th September  
Wednesday 18th October  
Wednesday 15th November  
Wednesday 21st December  
Wednesday 17th January 2018  
Wednesday 21st February 2018

**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

### **REGIONAL REPRESENTATIVE**

Colin Manconi

email:

colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

### **SECRETARY**

Mike Jones

email:

mike.jones@jecsouthwales.co.uk

### **TREASURER**

Colin Manconi

email:

colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

### **PRESIDENT FOR LIFE**

Harry Kuehling

email:

harry.kuehling@jecsouthwales.co.uk

Telephone: 07931 538434

### **COMMITTEE MEMBERS**

Paul Cogdon

email:

paul.cogdon@jecsouthwales.co.uk

Tel: 01600 860969

Andy Webber

email:

andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

Colin Masterson

email:

colin.masterson@jecsouthwales.co.uk

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

**Tel: 02920 540800**

Fax: 02920 541313

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

Email: [nick@cardiffjag.co.uk](mailto:nick@cardiffjag.co.uk)

Unit 3 & 4 Wharfedale Road,  
Pentwyn, Cardiff ,CF23 7HB.

**FREE MOT**

With every full  
Jaguar service

on production of this ad

SALES

SERVICING

MOT TESTING

MECHANICAL WORKS

ENGINE & GEARBOX REBUILDS

AIR CONDITIONING

ELECTRICAL

DIAGNOSTICS

PARTS

FULL & PART RESTORATIONS

BODYWORK & PAINT REPAIR

ACCIDENT REPAIR

RE-TRIMMING

PROFESSIONAL VALETING

INSURANCE

FREE COURTESY CARS AVAILABLE (SUBJECT TO AVAILABILITY AND REQUEST)



# a local specialist for all your classic & modern jaguar needs...



Established in the late 1990s, Cardiff Jag & Performance Ltd is set in a prime location on the outskirts of Cardiff with easy access to junction 30 of the M4 motorway.

## comprehensive range of services...



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

## not just jaguars...



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

## time served craftsmen...



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

## welcoming environment...



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

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

**ALLIANCE CARS CARDIFF**



**Browse through more than 100  
beautiful bathroom & shower displays**

**Cardiff**  
**bathroom**  
CENTRE



*Simply add water...*

Cardiff Bathroom Centre, Hadfield Road, Cardiff CF11 8PW Tel 029 2034 0861  
[www.cardiffbathroomcentre.com](http://www.cardiffbathroomcentre.com)