

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 271 | April 2017



www.jecsouthwales.co.uk





Masterson's ~~WEBBER'S~~ WORDS

By Colin Masterson
News Editor

Due to pressures of work (don't make me laugh!) Andy Webber has asked me to write the news piece for a few months.

Any normal person who drinks anti-freeze, cooks with Castrol R and has petrol in his veins could only consider one important event that has affected the motoring scene in the last month and that is the sad passing of motor racing legend John Surtees CBE who died peacefully aged 83.

Whilst I cannot say I actually met him I have been in his presence and spoken to him briefly a few times and he came across as the most unassuming and gentle man belying his incredible career as the only man ever to have achieved World Champion status on two wheels as well as four. In my view it is a sad reflection on our honours system that he was not knighted.

He dominated the 350cc and 500cc motorcycle World Championships in the late 50's in his MV Augustas. Indeed in 1958 and 1959 he won every World Championship race he entered, an extraordinary feat. He switched to Grand Prix cars and won the 1964 Formula One world championship driving for Ferrari aged 30. That year Graham Hill scored 41 points to John's 40 but, as only the best 6 scores counted, Graham's score dropped back to 39 and John won.

He went on to found Honda Racing but was



not successful in Formula One due to lack of funding, but had some success in Formula Two. I can just imagine his wry smile when agreeing to being sponsored by johnnys (Durex) in 1976! Sadly I could find no record of John Surtees competing in Jaguar racing cars

Until next month

Colin Masterson

Colin Masterson

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Deadline for all articles, contributions and adverts for the next edition is **May 8th**.

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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
email: 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:
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REGIONAL NEWS

By Colin Manconi
Regional Representative

Hello everyone. I have had a busy few weeks with first of all Spares Day at Stoneleigh, then an invitation to go to the Silverstone Press Day for the Silverstone Classic and then 4 days at the Practical Classic & Restoration Show at the NEC. All good fun!

I see that Jaguar has revealed a four-cylinder version of the F-type sports car, which joins the existing V6-engined coupé and convertible versions in its line-up. The newcomer, which will also be offered in closed-roof and soft-top forms, is powered by a 1,997cc turbocharged Ingenium petrol engine developing 296bhp at 5,500rpm, with 295lb ft of torque from 1,500-4,500rpm. How successful it will be remains to be seen.

Retail sales for Jaguar were a record 172,848 vehicles in the financial year, up 83% compared to the prior year primarily driven by the successful introduction of the F-PACE and solid sales of the XE and XF. Jaguar retails in the Fourth Quarter were 53,972 vehicles, up 81% on the same quarter last year, and 27,820 units in the month of March, up 83% compared to March 2016. Great news!

Silverstone Classic Press Day

I was invited to the press day by Don Law Racing, who looks after my XJ220. Don in conjunction with the organizers of Silverstone Classic is hoping to get 40 to 50 XJ220 to the show to celebrate the cars 25th anniversary. Don had three of his 220's there and was taking journalists around the circuit. A full report in next month's magazine.

International Spares Day

This was held on the 26th of March at the Stoneleigh Park National Agricultural Centre in Warwickshire. I drove up early on Sunday morning to help man the stand and sell raffle tickets for the new charity car, all proceeds going to The Prince Phillip Trust. As usual many of our advertisers were in attendance. SNG Barratt had their whole isle. BAS from Cwmbran were rushed off their feet as usual. David Manners were in their usual position on the right.

We were busy all day selling lots of raffle tickets and signing up many new members. We started taking the stand down at about 4.00 pm and were home not long after 6.30.

A full report is on page 27.



The Practical Classics Restoration Show

This year the show had been extended from two days to three. Friday the 31st of March, Saturday the 1st of April and Sunday the 2nd of April. Michael, Neville and I travelled on the Thursday to help set up the stand and man it for the three days.

Over 21,000 enthusiasts attended the show, over 1000 cars were on display and 200 cars were entered into the Classic Car Auction.

An ideal club stand display included a vehicle in need of restoration, one being worked on at the show and one in excellent restored condition so that visitors can behold and interact with the whole restoration process. We based the JEC stand on doing work on a V8 engine having an XKR with the same engine on the stand and having a restored XJ40. The idea worked very well and brought lots of enthusiasts to the stand to watch the work being done.

We signed up a record amount of new members (including a couple from South Wales) and sold a considerable amount of raffle tickets.

A full report is on page 22.

Our Next Shows Are:

Coleford Festival Of Transport

Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held

on Easter Monday. This year Easter Monday is on the 17th of April. Over 15 of our members have already entered. Easter is late this year so let's hope for a warm sunny day. We will be meeting in the car park at Monmouth at 8.00 am for an 8.15 start. We have to be at Kaplans Café early for breakfast!

A full report in next month's edition!

Drive It Day 2017

The South Wales Region will once again be holding a Drive it Day event on the 23rd of April.

We will meet at the Priory Hotel, High Street Caerleon, Newport, NP18 1AG, between 10 am and 11am for coffee/tea and bacon rolls and will leave at 11am sharp. Please use the rear car park. There is a pleasant run planned through the Wye Valley. We will have a comfort stop for coffee en-route and some stops for sightseeing then an organised lunch back at the Priory Hotel at approximately 3.00pm.

A full report in next month's edition!

Monmouth Steam & Vintage Show

This is being held on the 29th to 30th of April. I have entry forms if anyone requires one.

Royal Windsor Festival

This is going to be one of the biggest Jaguar events ever held. Over 1000 Jaguars have already booked including members from all over the world! 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 at the Beaumont Estate, which we will be attending. Please book as soon as possible as it is filling up very quickly. Security has been arranged at the Beaumont Estate to look after the cars during the night.

On Saturday you must book to display your car on the Long Walk, tickets are available from the JEC Head office and include 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. Again tickets are available from the JEC head office which includes food, but there is also the opportunity to upgrade to an exclusive riverside marquee with guaranteed seating and a three course meal. 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 so be quick.

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

SWCCC Classic Car Show

This is being held at Cardiff City Football Ground on the 21st of May. I have entry forms if you require them.

Continued >

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Porthkerry Classic Car Show

I have just received forms for this show. It is on Saturday the 27th of May. We attended last year and it was a good event. I have entry forms if you need them.

Vale Of Glamorgan Show

This is held on the 29th of May at the Sully Sports and Leisure Club. We have attended this event for the last few years it has been held and it has gone from strength to strength. It is a great venue with views over the sea and is a small but good show. We will meet at the Sully Arms at 8.00am to leave at 8.15.

Barry Festival Of Transport

This is the 5th year this event has been held at Barry Island. It is being held on Sunday the 11th of June. We have to arrive early and all together to get a space on the promenade overlooking the sea. We will be meeting at the Calcot Arms, Calcot Road, Barry, CF62 8UJ to leave at 8.00 am.

ST Fagans Classic Car Show

This show I believe has been moved to the Caerphilly Motoring Festival at Llancaiach Fawr nr Nelson and the date has been changed to the 2nd of July.



The EA1 Anniversary Run

This year is the 60th anniversary of the building of EA1 and we will be re-running its famous journey from Brecon to Carmarthen to recreate the original drive by Christopher Jennings, then editor of Motor, with a convoy of XK 120, XK150, C-Types, and E-Types. The run will end at Christopher's old house at Gelli-Deg, Llandyfaelog, Kidwelly, Carmarthenshire. Edwin Atkinson is Christopher Jennings's relative and now lives at the house.

The date of the event is fixed at 15th July 2017 and will be starting from the Castle Hotel, Brecon on the Saturday morning. To enter or more information please contact Jeff: Jeff.wales@ntlworld.com

Silverstone Classic

Silverstone Classic will be held on the 28/29/30 of July 2017. This is always a great event with over 10000 classic cars attending and 1500 racing. The club has its own stand on the top of the banking. As usual we will be staying in a hotel near-by Silverstone on the Friday and Saturday nights. I have booked 13 rooms for our members. Rooms may still be available if you are quick. Please contact me on 07977474637 if you are interested in booking a room. I have also booked the pub/restaurant "The Cromwell Cottage" where we will have our usual meal on the Friday and Saturday night. To book the tickets for Silverstone please use their website www.silverstoneclassic.com. The JEC code 17004SCC which will give you the car pass.

We have lots of shows coming up in the next few months please see the events calendar for more information.



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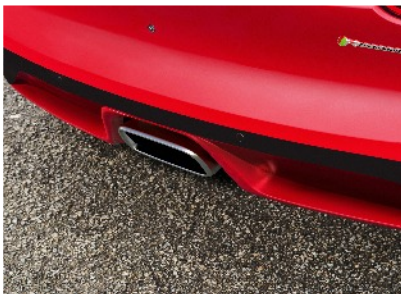
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NEWS

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



The new F-TYPE with the introduction of the state-of-the-art four-cylinder Ingenium petrol engine. The award winning F-TYPE family now spans from the entry-level four-cylinder model to Jaguar's 200mph all-weather supercar - the F-TYPE SVR.

F-TYPE Four Cylinder

Jaguar is broadening the appeal of the new F-TYPE with the introduction of the state-of-the-art four-cylinder Ingenium petrol engine. The award winning F-TYPE family now spans from the entry-level four-cylinder model to Jaguar's 200mph all-weather supercar - the F-TYPE SVR.

The pairing of Jaguar's all-aluminium two-seat sports car with the advanced 300PS 2.0-litre turbocharged power-plant delivers Jaguar sports car DNA with enhanced agility and improved efficiency and affordability. This is a true F-TYPE,

with its own unique character.

The new model retains the performance expected from the F-TYPE, and can accelerate from 0-60mph in only 5.4 seconds and achieve a top speed of 155mph. The turbocharged engine's high maximum torque of 400Nm, generated from just 1,500rpm, together with the eight-speed Quickshift transmission, delivers exceptional response throughout the rev range.

New F-TYPE four-cylinder goes on sale from spring 2017, priced from £49,900.



F-PACE Voted 2017 Best & Most Beautiful Car In The World

The Jaguar F-PACE is officially the best and most beautiful car in the world after double success at the 2017 World Car Awards, scooping the prestigious World Car of Year and World Car Design of the Year titles.

The performance SUV is the fastest selling model Jaguar has produced and is only the second vehicle to claim the historic double in the 13-year history of the World Car Awards. To win the pair of trophies, the F-PACE saw off the competition in a vote of 75 influential motoring journalists from 24 countries.

The awards brace is the first overall success for Jaguar at the World Car Awards. The XE sports saloon was a finalist for the 2016 World Car Design of the Year title. The F-PACE triumphed over finalists the Audi Q5 and Volkswagen Tiguan to claim the 2017 World Car of the Year prize.

The World Car Awards jury comprises influential motoring journalists and to win the 2017 World Car Design of the Year prize the F-PACE saw off the Mercedes-Benz S-Class Cabriolet and Toyota C-HR in the final three.

The F-PACE is Jaguar's first performance SUV and has contributed to record sales growth by attracting new customers to the brand.

Engine options for the F-PACE range from the efficient and innovative four-cylinder 2.0-litre Ingenium diesel, with CO2 emissions as low as 126g/km* to the high-performance 380PS, supercharged V6 petrol model that can accelerate from 0-62mph (0-100km/h) in just 5.5 seconds.

The last 12 months have seen the launch of three completely new product lines, and successful growth across many of Jaguar's existing products. Sales are still increasing strongly and Jaguar is now Europe's fastest-growing car brand.

Sales Top 600,000 vehicles

JLR, the UK's largest manufacturer of premium luxury vehicles, today reported record retail sales of 604,009 vehicles (including sales from our China joint venture) in the financial year, up 16% compared to last year, exceeding 600,000 for the first time in the company's history. Retail sales for the Fourth Quarter were 179,509 vehicles, up 13% on the same quarter a year ago, and March sales reached 90,838 units, up 21% on March 2016.

Panasonic Jaguar Takes The Points in Mexico

Panasonic Jaguar Racing earned its first championship points in style after a thrilling race where Mitch Evans and Adam Carroll finished in P4 and P8 respectively, in only the fourth FIA Formula E race for the British team.

The Jaguar duo scored 16 points and leaped one position in the Team Standings to ninth place.

The Jaguar I-TYPEs started alongside each other in P10 and P11 on the grid, and quickly got to grips with the warm and dusty circuit in the heart of Mexico City.

Both drivers stayed cool amidst the chaos around them to consistently battle within the top ten points-scoring places.

The newest team to join the all-electric Championship, Panasonic Jaguar Racing has worked hard between races, improving with each event by refining both the set-up of the cars and the team's operations to the unique demands of a Formula E race day.

James Barclay, Team Director, Panasonic Jaguar Racing: "A great result for the team. We had a solid strategy today and kept our cool by managing our energy and racing hard. We've made another step forward since Buenos Aires and have learnt more valuable lessons. Both Adam and Mitch raced really well and showed pace when they needed to. To get ourselves to this position after only four races is a good sign of what is to come but we are very realistic on what we need to build on. It is a huge boost for everyone in the team and has put a skip in everyone's step. For a new team it gives you energy and it is a bit of payback for the long hours and effort that everyone has put in. Monaco is going to be a really interesting race with both Mitch and Adam having raced in the principality before and we can't wait to get to the European leg of the championship."



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Jaguar Classic Debuts Its First New 'Reborn' E-Type At Essen.

Jaguar Classic debuted its first 'Reborn' Jaguar E-Type at the Techno-Classica Essen show in April. An initial batch of 10 expertly sourced and comprehensively restored examples of the iconic E-type are now offered for sale direct from the new Jaguar Land Rover Classic Works facility in the UK.

E-type Reborn is a complete service from Jaguar Classic, which offers prospective customers the unique opportunity to purchase an original and highly collectible E-type direct from the vehicle's original manufacturer. The launch of E-type Reborn is a first for Jaguar and extends the successful initiative previously introduced for Land Rover's Series I and Range Rover Classic models, which will also be on show at Essen.

Every E-type Reborn, which starts with a base vehicle sourced by Jaguar's E-type experts, is completely restored according to the company's original 1960s factory specification. Unique access to build records and original drawings held by the Jaguar Heritage Trust, and the team's decades of experience in restoration up to concours-winning standard, ensure absolute authenticity. Jaguar Classic Parts are used throughout, to maximise the vehicle's quality, longevity and collectability.

Tim Hannig, Director, Jaguar Land Rover Classic, said: "The launch of E-type Reborn is a hugely exciting development for Jaguar Classic. The E-type is the most iconic sports car of all time, so we are delighted to be able to give new life to expertly selected examples for discerning customers around the world to own and enjoy.

"The resources and information available to

Jaguar Classic's expert technicians are unrivalled, which results in the most authentic E-type restorations possible."

The first vehicle to go through the complete E-type Reborn process is an Opalescent Gunmetal Grey Series 1 4.2 Fixed Head Coupe. Originally exported to California in May 1965, the car recorded 78,000 miles before being stored in 1983. It retains its original matching numbers bodyshell, engine and gearbox, all of which have been completely rebuilt by Jaguar Classic technicians.

As much of the original vehicle as possible is retained or refurbished to correct specifications, while any safety-critical parts are replaced with new items from Jaguar Classic Parts. Body panels from Jaguar Classic's reverse-engineered panel programme are fitted where necessary, to remove corrosion and restore the E-type's iconic looks with the best fit possible. The E-type Reborn team's meticulous attention to detail even extends to recreating the correct type of spot-welding when refitting those panels.

A number of sympathetic upgrades from later E-types can be incorporated into the restoration process at extra cost, subject to the customer's wishes, including improved cooling (using Lightweight E-type-derived parts), all-synchromesh gearbox (if not fitted to the vehicle originally), or Series 2 front brake calipers.

Prices for E-type Reborn restorations from Jaguar Classic are dependent on specification, starting from £285,000.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny (at last!) South Devon. At the time of writing we've had some very fine hot sunny weather – a welcome relief after the seemingly long drawn out winter. We have been kept busy with a few TOWC activities to keep us amused.

Treasure Hunt - 12th March

The club treasure hunt run was organised by Roger & Julie Conway. As usual our meeting point was at Gallows Gate near Marlton. Natali & I used the little Mazda on this occasion as it is far easier to stop, start or turn around looking for clues in narrow lanes. We made our way, collecting lots of clues on the way, to Buckfast Abbey, which was the coffee stop. This is one of the rare occasions that the club has stopped there for a break. Dave Doyle arrived

with his microphone and video camera so we're sure there will be plenty to see in next October's film show. Members gradually left for the second half going through the lanes to Staverton and Broadhempston – getting a bit confused because one clue had disappeared from the week before when Roger and Julie did the route. I also understand Julian caused a little confusion climbing over a gate to look for a clue! Everyone arrived safely at the Wellington in Ipplepen for an excellent carvery lunch. After much deliberation by the markers the winner was announced as Ivan Waltham and his son. Ivan kindly said he would organize next year's event which was greeted with relief. Normally the organiser "volunteered" for the next treasure hunt is drawn from a hat! The Club then split up with

a few members going off to Totnes to see the Vintage Film Show in the travelling bus converted into a cinema (as seen on TV).

Skittles Match/ Evening At Forde Hall, Newton Abbot - 23th March

On Saturday 25th March we had a skittles match against the Westcountry Classic Vehicle Club. Natali & I both went along for the evening although Natali did not play. She had been busy preparing some food for the event as the TOWC was requested to provide the food whilst the WCVCC provided the raffle prizes. Some of our members made up the numbers for the other side and we "graciously allowed" them to win by just two points! I did OK scoring 8 points on each of my two rolls.



Club Meeting - Thursday 30th March

With the lighter evenings at last, I actually drove the Daimler to this meeting – the only classic car there on the night! The meeting commenced with our usual business, information on future events, club raffle etc. This also included the arrangements for “Drive it Day” which we are looking forward to. Natali and I were unable to take part last year as our Daimler was in pieces with the engine rebuild in progress! We were also updated on entries etc. for the TOWC show on Paignton Green in July. Entries were coming in very quickly & it looks like spaces will be filled very soon.

The main event for the evening was an auction to raise funds for the club. Members brought along items to be auctioned by the very able Rex Elston. We had previously been requested to bring “quality rather than quantity”. This was certainly the case as the total raised during the evening was a record £300. Phil Haste provided a couple of very nice clocks which attracted many bids. One clock was a converted classic Mini speedometer while the other was a vintage Jaeger clock. Both were fully working & guaranteed as Phil is a qualified clock repairer.

Dave Doyle provided us with unexpected entertainment as he accidentally smashed a couple



of china candle holders. They were in the style of ‘Clarice Cliff’ (not genuine!) and Dave got rather a lot of stick!

...and finally:

Half a Cauliflower

A man went into a Torquay supermarket asking to buy half a cauliflower.

The young produce assistant told him that they sold only whole cauliflowers.

The man persisted, and asked to see the manager; so the boy went to find him.

Walking into the stock room, unaware that the customer was following him, the boy said to his manager, “Some idiot out there wants to buy half a cauliflower.”

As he finished his sentence, he

turned and was horrified to find the customer now standing right behind him so, quick as a flash, he added, “And this gentleman has kindly offered to buy the other half.” The manager approved the deal, and the man went on his way.

Later, the manager said to the boy, “I was impressed with the way you got yourself out of that situation earlier. We like people here who think on their feet. Where are you from, son?” “Cardiff, sir,” the boy replied. “Why did you leave Cardiff?” the manager asked.

The boy replied, “Sir, there’s absolutely nothing there but prostitutes and rugby players.” “Really?” said the manager, “My wife is from Cardiff.” “You’re kidding!?” replied the boy. “What position did she play?”





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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."

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We catch up with JLR's Tim Hannig

At Techno Classica, Jaguar Classic premiered its new innovative restoration program, the E-type Reborn. Classic Driver spoke to Tim Hannig, director of Jaguar Land Rover Classic, about the revival of these icons.

Like Range Rover Classic's Reborn, which debuted at Rétromobile earlier this year, the Series 1 E-type Reborn is completely faithful to the original, built to factory specifications. The program has invested in a special workshop in Coventry, providing customers with greater support than ever. Tim Hannig has been with Jaguar Land Rover Classic for two years as the director.

Was the Reborn program created for new customers?

Certainly. We've been watching the classic car scene and have noticed significant changes. There is interest from different generations, along with more and more women getting involved, and the interest isn't limited to just one region. We want to target future generations with Reborn, and at the same time, we want to make it easier for the customer to own such a vehicle by being more transparent.

There are recreations and then there's Reborn, which can have a wide range of interpretations. How would you define the term "original" today?

We must distinguish between the two. We recently presented the E-type Lightweights, which have been built in small numbers as a continuation model, and they are only suitable for historical racing. With the Reborn series, we restore old cars,

starting from the original base, and it's quite clear these cars have been built so that they are fully functional and can be driven.

Do you have any new requirements with this all-round service from the Jaguar factory? No stress for the enthusiast?

(Laughs) They're still older vehicles, which can have their own set of quirks. It's a 60-year-old icon with its own idiosyncrasies. With Reborn, we use as many original parts as possible and can rebuild according to the original working procedures. However, we can utilise modern technologies to avoid typical creeping faults, like, for example, using new wiring harnesses to prevent cable breaks. This new programme is appealing to many customers who may have always wanted an E-type but are afraid of the lengthy research, evaluation, and restoration processes. We have taken these worries away, because, with us, the customer knows what he'll get. We provide them security and take all the risk. Those who have not dared before can now go on a journey into the history of a great classic.

This E-type is immaculate. But what about the beloved patina that highlights the car's history?

This is always a question for each individual customer. There is no right or wrong answer to me, but only a matter of personal preference. For Reborn, we find examples that are as original as possible, such as an E-type we recently discovered that has only 20,000 miles on the clock and is wonderfully preserved. We'll update it mechanically, but not restore, because it's perfect.

Why is there such a focus on maintaining the cars' history? Was this a conscious decision?

Generally, the company is very successful at this, and the customers credit the efforts that have been made to retain as much history as possible on our new models. The two brands are deeply rooted in a great history, both on the racetrack and the road. Now, you could say that what we do at Classic is smart marketing, but our aim is to be sustainable. In other words, we must lead the charges in our field and build up enough volume that allows us to work cost-effectively.

One could debate that Jaguar Land Rover is now becoming a significant competitor in a field that has previously been dominated by specialised traders.

We certainly have not had enough business in the past with older vehicles. We're working on it, but these things don't happen overnight. This means that we could not support our dealers with spare parts. But now, we are creating a foundation, creating a business for traders that, in the past, has been lost.

What is your view of the current market situation?

We can see that the fascination with classics will continue in the future. They make people smile. But people always ask me what they should buy now, and my answer always is whatever you have the most fun with. Irrespective of investment and value growth, everyone should invest in what they personally like.



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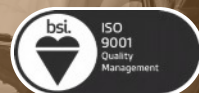
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The Tata Tigor, a small 5-door hatch at the Geneva auto show

JLR's next move: Buy Vauxhall from PSA

Britain's Jaguar Land Rover has been on a roll since separating from Ford in 2008. New models, new engines, new technology and new plants have more than doubled the automaker's global sales to 583,312 last year.

Indeed, JLR's turnaround, from a money-losing business Ford dumped for \$2.3 billion, at a huge loss, to India's Tata Motors, is one of the industry's biggest success stories of the last decade.

But now the next and far more difficult challenge awaits: growing annual global volume to 1 million vehicles, a goal of JLR's hard-charging German CEO, BMW-trained Ralf Speth.

Perhaps the best opportunity to do that quickly and affordably has appeared with General Motors' sale of its money-losing Opel and Vauxhall brands to France's PSA Group.

JLR should approach PSA about buying Vauxhall, a brand consisting of mostly rebadged Opel vehicles that is available only in the United Kingdom.

With the addition of the Range Rover Velar and the fifth-generation Land Rover Discovery, as well as filling out the Jaguar lineup with the XE compact sedan and F-Pace crossover, JLR's volume should easily top 600,000 vehicles in 2017 barring any dramatic economic disruptions.

A new version of the rugged Land Rover Defender is coming, as is the battery-powered Jaguar I-Pace crossover. And Jaguar is expected to get at least one more crossover. There is speculation that a Land Rover or Range Rover smaller than the Evoque could be in JLR's product plans. But those vehicles likely would add only incremental sales and wouldn't propel JLR to 1 million light vehicles a year.

Adding Vauxhall to JLR's corporate garage makes sense for JLR and PSA. The real prize in the GM

deal was Opel, which alone accounts for about a 1 million vehicles a year.

Opel is strong in Europe and the Middle East, and has established a toehold in South America and Asia. Opel's volume can help PSA lower production costs by spreading technology, platforms and components to Opel vehicles. Vauxhall will add little to PSA, except perhaps engineering costs to develop variations of Opels for the U.K.

Vauxhall's volume has been holding steady at around 250,000 vehicle per year in the U.K.

JLR, with a mainstream brand such as Vauxhall, could expand into new segments and markets in which neither Jaguar nor Land Rover can compete. JLR engineers have been quietly working in India on Tata Motors' core entry-level vehicles to make them more competitive in that tough market, so JLR engineers are gaining experience working on non

luxury vehicles.

If you look at JLR, it is clear that BMW is the company it has emulated most since the split with Ford. In fact, many of JLR's top managers come from BMW, so it is no surprise that JLR is beginning to look a lot like a sort of British BMW.

But even BMW has a hedge against economic turmoil with its Mini brand, and it would not surprise me to see JLR eventually launch a nonluxury brand that helps it expand globally.

Vauxhall gives JLR a chance to do that with an established, functioning brand, instead of resurrecting a dead or damaged brand or trying to create a new one.

For PSA -- a company that was at death's door five years ago -- it would be financially less burdensome to integrate one brand, Opel, into its product planning. Freed of Vauxhall, PSA wouldn't have to worry about manufacturing low-volume cars in England once the country leaves the European Union.

As I walked past the Tata stand this month at the Geneva auto show, I saw a couple of really sharp cars and thought they could easily become Vauxhalls under JLR. I can envision a Subaru-like lineup of sub-compact and compact all-wheel-drive sedans, hatchbacks, wagons and small SUVs, built by JLR, powered by three- and four-cylinder Ingenium engines, and wearing the Vauxhall badge. No vehicle like that could today wear a Jaguar or Land Rover name. JLRV has a nice ring to it.

Tata's compact Tamo sports car





Remember when Marcello Gandini designed a Jaguar?

The first works of any creative force are always fascinating, whether it be a musician's first songs or a painter's early pieces. For Marcello Gandini, this 1966 Jaguar FT was one of his first designs at Bertone, and it's a rare chance to see the makings of an automotive design visionary...

While the 1960s may be remembered by many as the glory days of car design, we often forget it was also an incredible time to be a car dealer. Manufacturers worked on a personal level with dealerships and importers and, in a practice completely alien in today's automotive retail landscape, would even build cars on a dealer's request. The most notable example would have to be the Porsche 356 Speedster, built on the request of US importer Max Hoffman who believed there was a market for such a vehicle, but there were countless other commissions from dealers

worldwide, resulting in some weird and wonderful cars.

Commercial commission

This 1966 Jaguar FT is the outcome of such a commissioning by Italian Jaguar importers Tarchini. Choosing Carrozzeria Bertone as coachbuilder, the brief was to drop a gorgeous four-seater coupé body on a Jaguar saloon, retaining Jaguar's trademark luxury while also injecting some Italian style to the restrained and dignified British barge, which would then be sold as a limited edition. Thanks to the recent departure of a well-known designer, the Tarchinis

would see their vision put to paper by a new member of the Bertone team, a 28-year-old by the name of Marcello Gandini.

Two's company

After Giorgetto Giugiaro made his move to Carrozzeria Ghia, Gandini began one of his first designs for Bertone, the Tarchini commission. The chosen underpinnings were that of the new 420 saloon, and a freshly clothed example – christened the FT, in honour of Tarchini Founder Ferruccio Tarchini – was displayed on the Bertone stand at the 1966 Geneva Motor Show. From here, however, things did not quite go to plan. Despite aspirations of the FT being a limited edition with a decent production run, just two FTs ended up seeing production, the Geneva show car and this example.

Curious curves

Looking at the design in 2017, on the sun-soaked tarmac around Marseille, it's easy to see the Jaguar design cues in the FT, if a bit harder to see the pen strokes of Gandini. For a designer that went on to create such

automotive iconography as the Lancia Stratos and Lamborghini Miura, the FT may seem somewhat subdued, which was perhaps part of the brief, yet it's still undeniably quirky, as with most of Gandini's work. The Mark X-esque grille and quad headlight arrangement up front may help those guessing what on earth is in their rearview mirror, but from the back, it's even harder to identify this Anglo-Italian oddity.

Best of both worlds

The interior is a harmonious mix of English decadence and Italian flair, with plush seating and delicate toggle switches holding court with the wooden dash and steering wheel, which, coupled with the expansive windows, no doubt made this a special place to watch the world go



by for the chosen few. With an XK-derived 4.2 six-cylinder engine and manual gearbox with overdrive under the bonnet, the FT's driving characteristics were even less divisive than its looks.

Forgotten FT

Supplied to Italy in 'CKD' form –which was short for 'Completely Knocked Down', a common practice where cars were

upon arrival – this example was fitted with Gandini's body in 1966, before heading to its wealthy owner in Madrid. The car was then forgotten, a recurring theme for the FT, and discovered in a corner of an old garage by its second owner. Having since been repainted in its original Emerald Green, the interior has been left untouched and goes some way to show the

Whether you take issue with the looks or hold a soft spot for this strange survivor, the Jaguar FT is undeniably a memorable motorcar and serves as a marker for the start of the Gandini story. What's more, with this year's Pebble Beach Concours d'Elegance featuring a 'Jaguar Custom Coachwork' category, this FT is destined to divide opinion for years to come.





Article by Colin Manconi

Officially the UK's fastest growing classic car event, over 21,000 enthusiasts attended for the Practical Classics Classic Car & Restoration Show 2017, bringing together all aspects of classic motoring.

From barn finds discovered after many years of storage and those project cars that have stalled in an owner's garage, to restorations just getting back on the road and those pristine marques with gleaming bright work and proud as punch owners. If you need help and advice from motoring experts and celebrities, want to buy the tools to do the job yourself or find a specialist restorer who can tackle the work on your behalf, this is the show for you. With cars for sale from both dealers and a sale from Classic Car Auctions, live demonstrations, and over 1,000 cars on display, keep your eyes open for when tickets go on sale for the 2018 show!

Over 1000 magnificent classic cars and everything you could need for your classic, from barn find to concours were lined up for the Practical Classics Classic Car & Restoration Show 2017. Marques represented a range from Austin's and Fords to Porsches and Ferraris, with everything in-between.

Classic Car Auctions (CCA) hosted its debut sale at the show in Hall 10 with not one, but a two-day weekend sale on Saturday 1st & Sunday 2nd April. Undoubtedly its best catalogue ever, 200 cars spanning more than 76 years went under the hammer.

This was one of the biggest classic car auctions in the UK and there were so many cars on offer that were really is something for everyone, of all tastes and budgets.

Exotic sports cars from Aston Martin, Porsche and Ferrari, barn finds and restoration projects, hot hatches, rare and unique models with fascinating stories, classic Americana, old Land Rovers and other Midlands marvels and even a selection of luxury watches too.

We went to see what Jaguars were in the auction. A 1968 Daimler V8 went for £5720, a 1988 XJS 5.3 Convertible with 29,900 miles fetched £19800, a 1968 E Type 2+2 in need of some restoration £13,750 a 1976 Daimler Sovereign 4.2 Coupe for £2,420, a 1977 XJ 4.2 C with 50,500 miles for

The Practical Classic 2017 Restoration Show



£28,600 and 1973 V12 E Type roadster for £66,000. The most surprising was a 1962 E Type Series 1 Coupe that was a "barn find" which went for £39,000. I have seen some rotten cars but this was probably one of the worst.

Over 130 clubs attended the 2017 event.

An ideal club stand display includes a vehicle in need of restoration, one being worked on at the show and one in excellent restored condition so that visitors can behold and interact with the whole restoration process. The organizers encouraged all clubs to present some kind of demonstration of a restoration skill or a regular maintenance/servicing activity.

Creating the UK's biggest Barn Find display, the organizers had scoured the country to bring together 25 rusty wrecks - some that still have a glimmer of hope of getting back on the road while others should be left to 'rust in peace'.

Wheeler Dealer's Mike Brewer and For the Love of Cars Ant Anstead joined in the motoring mayhem on the Practical Classics Live Stage with Discovery, alongside PC Editor Danny Hopkins and his trusty Deputy James Walshe. The stage was a jam packed programme of car parades, a 48-hour restoration and a selection of Mike and Ants' 'Star Cars'!

The Practical Classics' team also brought together experts from across the classic car industry to bring a full-on line up of master classes, hints, tips and advice from key industry experts.

The 'Arrive & Drive with HERO Events' was an exclusive opportunity to get behind the wheel of a classic car and drive, at the 2017 Practical Classics Classic Car & Restoration Show. Arrays of



HERO's Arrive & Drive cars were available for guests to take the wheel on a specially created driving route around the National Exhibition Centre. From a Porsche 911 to what many people believe to be the purists rally car, a Lancia Delta Intergrale or even a Jaguar E-Type, guests had the opportunity to drive (or be driven in) one of these incredible classic cars.

The extensive trader village and Auto jumble offered everything you needed for the coming season - be it as a driver, mechanic, crew or an ardent enthusiast. A treasure trove for those tackling restoration projects, the popular Auto jumble featured over 100 stands in Hall 12 offering all sorts of parts, spares, tools and oddments.

The show was held on Friday the 31st of March, Saturday the 1st of April and Sunday the 2nd of April. This year the event moved from two to three days.

Michael, Neville and I travelled up on Thursday to help set up the JEC Stand and help out on the Friday, Saturday and Sunday. Neville kindly

Continued >





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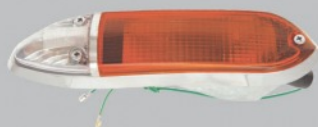
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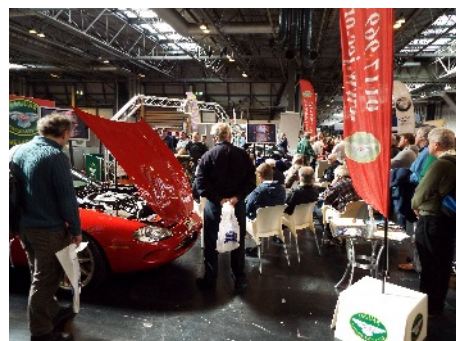
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offered to transport my XKR in his new car transporter. If you need a car transported I can recommend Neville. His advert is in the magazine (NGP Specialist Vehicle Transportation). It was a godsend, as I had spent two weeks cleaning the car and it poured with rain most of the way to the show. The car would have been filthy if I had driven it up. As it was it even stopped raining as we arrived and I drove in a perfectly clean and dry car!

As indicated earlier an ideal club stand display includes a vehicle in need of restoration, one being worked on at the show and one in excellent restored condition so that visitors can behold and interact with the whole restoration process. This year we wanted to do something that we had talked about on previous years, a live demonstration by David Marks on changing the V8 top timing chain tensioners, thermostat housing and water pump, the things which go wrong on this engine. We had David Marks beautifully restored Prototype XJ40 and my XKR on the stand. One as a restored project and one showing the engine in the car.

David with the help of Rob Jenner then worked on a V8 engine set up on an engine stand, changing the top timing chain and tensioners in the morning and the thermostat housing, thermostat and water pump in the afternoon. This was repeated twice a day over the three days of the show.

Patch Jobson a JEC member set up the cameras, sound system, two large screens and all the equipment necessary to show the live demonstrations to the audience. Patch also provided a live feed which could be watched on Youtube. Thank you Patch we could not have done it without you!

We need to thank the following firms for their help in setting this up. SNG Barratt (new parts), Eurojag (engine etc.), David Marks (everything), Ken Jenkins (specialist tools) and Patch

Jobson (camera, lighting, sound etc).

It was a great success, David Marks should be on the TV his presentation was so good and the NEC organizers apologized that there was not a "live demonstration" category in their awards otherwise we would have won it.

The show was a great success with a lot of tickets being sold for our new charity car in aid of The Princes Trust and a record number of new member signing up to join the club.

The show closed at 5.00pm on the Sunday and we packed up the stand, loaded the van and car and left around 7.00 arriving home after 9.30. A long four days but well worth it.



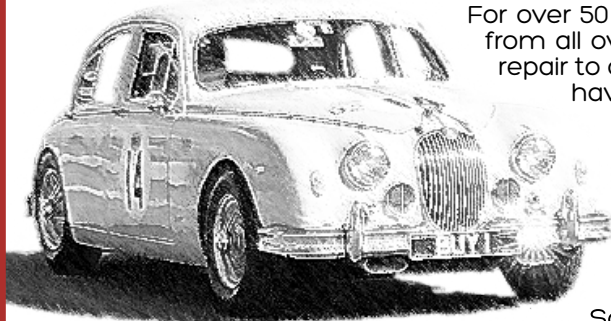


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INTERNATIONAL JAGUAR SPARES DAY

This is always one of the first events of the year and was held as usual at the National Agricultural Centre at Stoneleigh in Warwickshire.

I drove up early on Sunday morning and arrived to find that James and Helen from JEC office had come on Saturday and set up the JEC stand. As last year we had moved the charity car from directly in front of the restaurant to alongside the main stand. It definitely makes a better stand.

For once this year it was reasonable warm inside the buildings! That's a first!

Tony arrived with the new charity car, a beautiful XK in Spectrum Blue with a black interior. He soon had it parked alongside the JEC Gift Shop, cleaned and ready for customers to buy raffle tickets. The charity this year is in aid of the Prince Philip Trust.

It was then time to have a quick walk around the stands and I stopped at the very impressive SNG Barratt stand to have a chat

with Julian Barratt. I thanked him for his continuing support of our regional magazine and gave him some copies of the magazine, as the printed version is more impressive than the on line version. Barratt's always take a whole isle and it great to see their cars with stickers on advertising the parts they remanufacture and sell. BAS from Cwmbran, another of our advertisers were there. Steve and the boys were their usual cheerful selves, selling lots of their fabulous interiors and rushed off their feet with inquiries about their products.

David Manners, a new advertiser to our magazine, had their usual stand showing off the large amount of Jaguar merchandise which they have for sale.

Walking through the hall there seemed to be lots of stalls,

but it not like the old days when you could rummage through a box of spares to find that elusive part at a bargain price. Nowadays with the internet everyone can search a part and find out what it is worth. Bargains are few and far between!

There were lots of cars for sale at the bottom of the hall including some XJS's XK8, X300, XJ6's and a Daimler Dart.

The show was busy all day with lots of parts being sold. The JEC shop was busy and lots of new members were signed up. It was soon time to dismantle the stand and make our way home.





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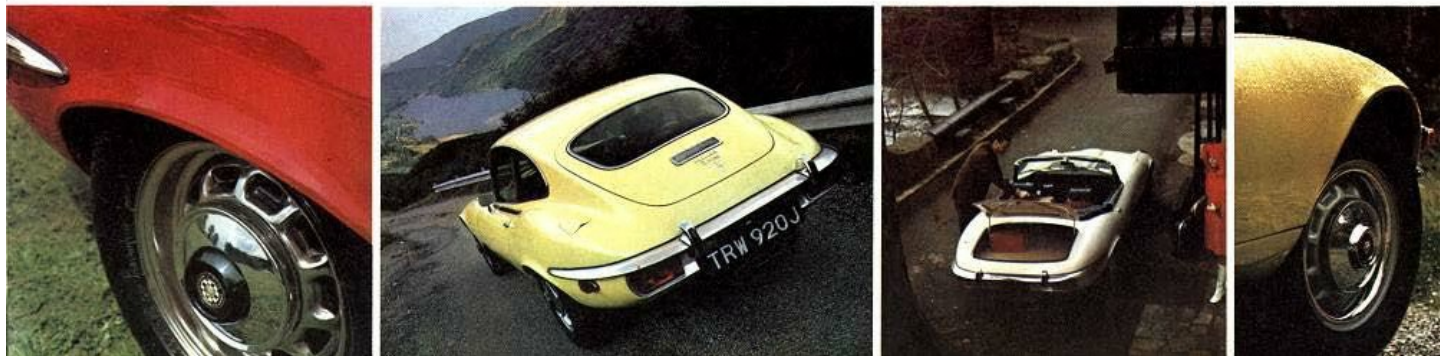
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Depuis qu'elle est apparue pour la toute première fois on a reconnu la Jaguar Type E dans le monde entier aux lignes hautement individuelles qui la distinguent des autres et dans le domaine des exportations britanniques elle a rencontré le plus grand succès.

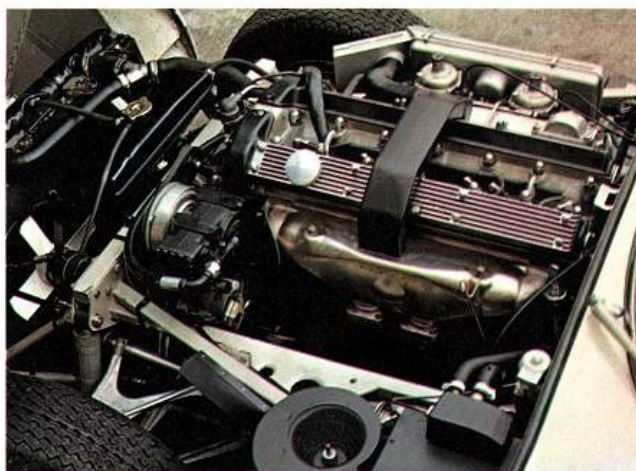
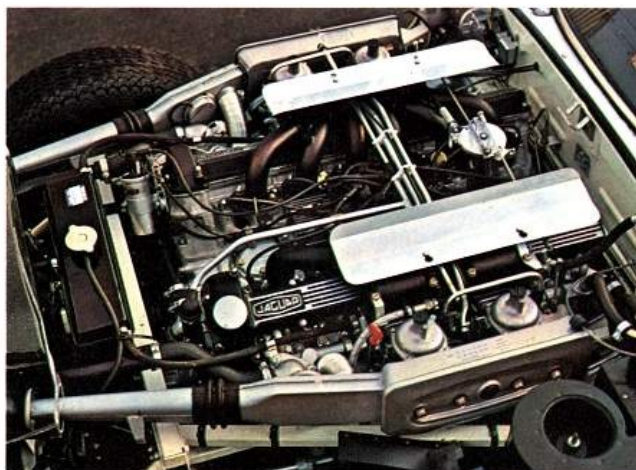
Maintenant sous la forme de la Série Trois, sa carrière entre dans une nouvelle phase encore plus passionnante. Dotée de nombreux perfectionnements importants et du nouveau moteur Jaguar V12 qui en est la principale particularité elle continue d'être l'une des voitures les plus désirées au monde.

Alla sua comparsa, la Jaguar 'E' Type è stata immediatamente identificata ovunque, per la distinzione e stile spiccatamente personali. Tali qualità le hanno conferito una posizione di avanguardia nelle esportazioni dalla Gran Bretagna.

Nella versione Serie 3 Essa si affaccia ad una fase viepiù eccitante, per via dei miglioramenti progettativi e del nuovo motore Jaguar V12, una delle caratteristiche più salienti, che ne fa la macchina oggi più ambita.

Die hervorragende Linienführung des Jaguar E-Typ erkennt man sofort auf allen Strassen der Welt. Noch bestechender wirkt die neueste Version dieses begehrtesten Exportartikels Englands.

Das neueste, als Serie 3 bekannte Modell bietet seinen Enthusiasten noch mehr. Zahlreiche fortschrittliche Neuerungen, mit dem neuen V12-Motor an der Spitze, bahnen neue Wege der ständigen Weiterentwicklung im Automobilbau.



NOUVELLES PARTICULARITÉS DE LA TYPE E SÉRIE 3

Un nouveau **MOTEUR JAGUAR** — le moteur V12 de 5,3 litres qui vient s'ajouter au moteur "XK" de 4,2 litres à six cylindres • Une nouvelle variante de la **ROUTIERE** — avec empattement de coupé 2+2. Plus longue, avec plus d'espace et un plus grand coffre à bagages. • Géométrie 'anti-piquage' de la suspension avant — permettant une meilleure tenue de la route, particulièrement lors du freinage • **VOIE PLUS LARGE** — on peut tenir la route et prendre les virages encore mieux • **FREINS À DISQUE** — leur refroidissement est amélioré grâce à des disques ajourés à l'avant et à des goulottes d'aération à l'arrière pour répondre aux performances de la voiture • **DIRECTION** — à crémaillère et assistée, standard sur tous les modèles. Tous les modèles ont un nouveau volant concave avec jante garnie de cuir; colonnes supérieure et inférieure télescopiques pour plus de sécurité; support de crémaillère de nouveau type qui permet à la direction de réagir encore mieux • **CHAUFFAGE ET DESEMBUAGE** — système perfectionné et à grand rendement. Ventilation "through-flow" sur les modèles 2+2 et hardtop • **RAYON DE BRAQUAGE** — maintenant de 5,5 mètres • **RÉSERVOIR D'ESSENCE** — maintenant de 82 litres • **TRANSMISSION AUTOMATIQUE** — possible maintenant sur la routière aussi bien que sur le coupé 2+2.

ET AUSSI UN GRAND NOMBRE DE PARTICULARITÉS IMPORTANTES ET SECONDAIRES CONTRIBUANT À LA SÉCURITÉ

NUOVE CARATTERISTICHE DELLA E TYPE SÉRIE 3

Un nuovo **MOTORE JAGUAR V12** di 5300 cc. offerto come alternativa al motore a sei cilindri XK di 4200 cc • Una nuova versione **ROADSTER** — con il passo della coupé 2 + 2. Più lunga, più spaziosa e vano portabagagli più grande • **Suspensione anteriore A PROVA DI IMPENNATA** — perfetta tenuta di strada, particolarmente quando si frena • **CARREGGIATA PIÙ AMPIA** — per un miglior comportamento su strada ed in curva • **FRENI A DISCO** — a raffreddamento intensificato promosso da apposite ventilazioni sui freni anteriori e da prese d'aria dinamiche, sui freni posteriori, per adeguamento alle prestazioni della macchina • **STERZO** — a cremagliera, servoassistito, per tutti i modelli. Volante concavo di nuovo disegno con corona foderata di pelle per tutti i modelli; i due snodi arretrano in caso d'urto. Supporto della cremagliera migliorato per una pronta risposta del veicolo • **RISCALDAMENTO E VENTILAZIONE** — assicurati da un sistema perfezionato, di grande capacità. Rinnovo continuo dell'aria sulle versioni 2 + 2 ed a tetto rigido • **DIAMETRO DI STERZATA** — di soli metri 11 • **SERBATOIO DEL CARBURANTE** — della capacità di litri 82 • **CAMBIO AUTOMATICO** — attualmente per le versioni Roadster e Coupé 2 + 2.

E MOLTEPLICI ALTRI ACCORGIMENTI CHE ACCENTUANO ULTERIORMENTE LA SICUREZZA

NEUERUNGEN IM E-TYPE, SÉRIE 3

Der neue **V12-JAGUAR-MOTOR** mit 5,3 Liter. Der 4,2-Sechszylinder "XK" Motor ist weiter wahlweise erhältlich • Eine neue **ROADSTER-VERSION** — mit dem Radstand des 2+2 Coupé. Länger, geräumiger und mit mehr Kofferraum • **Vorderachsufhängung mit ANTI-DIVE-EFFEKT** — bessere Strassenlage, besonders beim scharfen Bremsen • **BREITE SPUR** — für noch bessere Strassenlage und Spurhaltung • **SCHEIBENBREMSEN** — verbesserte Kühlung durch Belüftung der Scheibenbremsen an den Vorderrädern und Kühlrippen an der Hinterradbremse verbessern die Bremswirkung entsprechend der enormen Leistung des Wagens • **LENKUNG** — Zahnstangenlenkung mit Servounterstützung bei allen Modellen serienmässig. Lederlenkräder an allen Modellen. Sicherheits-Lenksäule bietet Aufprallschutz. Präzises Ansprechen der Lenkung durch neue Anordnung der Zahnstange • **HEIZUNG UND ENTFROSTUNG** — noch weiter verbessert, höhere Heizleistung. "Through-flow" — Belüftung beim 2+2 Coupé und Hardtop-Modellen • **WENDEKREIS** — nur 11 m • **KRAFTSTOFFTANK** — Fassungsvermögen auf 82 Liter vergrößert • **AUTOMATISCHES GETRIEBE** — wird sowohl beim Roadster als auch beim 2+2 Coupé angeboten.

SOWIE WEITERE SICHERHEITSMERKMALE





Insurance solutions*
for classics and more.

Proud Insurance Partners



CLASSIC + MODERN CAR
CLASSIC + MODERN BIKE
MULTI VEHICLE
COLLECTORS
KIT CAR
CLASSIC MOTOR TRADE
COMPETITION CAR
SUPPORT VEHICLE



At FJ we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options* including **breakdown**, **agreed value**, **salvage retention** and **track day**.

Call our friendly UK team for a quote.

0333 207 6185

or visit: footmanjames.co.uk

Jaguar Enthusiasts' Club Scheme*

- Jaguars may be covered from new (driver age and mileage restrictions apply)
- Up to 10,000 miles available for Jaguars over 10 years old
- Classic policies for young enthusiasts (18+) doing low mileage



**Footman
James**

Part of the Towergate Group



*All cover is subject to insurer's terms and conditions, which are available upon request.

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Part of the Towergate Group

With over 30 years of experience, club insurance partner Footman James has compiled a number of common Q&As that aim to give members a greater understanding of how their insurance works.

What is Agreed Value?

A: Agreed value is where the insurer and the owner agree on a fixed value for the insured vehicle when the policy is taken out. In the event of a total loss, your insurer will reimburse you the fixed amount that was stated at the beginning of the policy (minus the policy excess).

How do I get confirmation for an agreed value?

A: With many brokers, to 'agree' a value you would need to request an agreed value form from your insurer to gain confirmation of the value of your vehicle from your club or specialist. At Footman James we are able to discuss the value of your vehicle with you and in the majority of cases you can agree the value of your car yourself - no documentation, no photographs and no fuss. You may be asked for additional evidence if your valuation is not in line with current guidelines. Contact FJ customer service for more details.

How old do I have to be to become a member and insure my own Jaguar?

A: The club encourage members of all ages so check with the club on membership. Once you are a member and are 18 years old with a full licence (which you have held for at least a year); you can apply to use the FJ club insurance scheme.

Do you offer insurance cover for the more senior enthusiast?

A: At Footman James we work tirelessly with our insurer partners in order to offer cover that keeps enthusiasts on the road for as long as possible. On an FJ policy there is no upper age limit; however, to allow us to offer this cover beyond 75 years old an additional premium will apply and then a further increase for those over the age of 86.

Can I use a specialist garage to repair any accident damage?

A: Yes. FJ and FJ's insurer Ageas recognise that customers want to handle their claims in different ways; therefore, Ageas allow you to choose how your claims are handled. Your policy does allow you to select a garage of your choice; for example, if you always take your vehicle to your own trusted mechanic, you can. If you do not have a preferred garage, Ageas can recommend one of its preferred repair centres or you can have the option of taking



a cash in lieu settlement. This is where Ageas pay you the repair costs for the vehicle and you can repair it yourself. The choice is yours.

Do you offer a multi vehicle policy?

A: FJ understand that many members may have more than one classic vehicle; if you are the lucky owner of more than one vehicle with the majority classic then you may be eligible for our multi vehicle policy option. With a multi vehicle policy you may be able to save on your insurance premium whilst at the same time have the convenience of having a single policy for all your vehicles.

What is limited mileage and what happens if I exceed it?

A: It is possible to agree on a set limited mileage when taking out the policy. The lower the mileage level agreed generally lessens the risk of an incident, which usually reduces the premium. If you do exceed the mileage limit that you agreed, your cover may be invalid so it's important to contact FJ customer services and ask to discuss a 'top up' of mileage.

Can I drive someone else's classic car?

A: Yes, but not under your standard policy. To get this cover you will need to include 'Driving Other Classics' from the FJ+ range of options. This is third party cover only for vehicles over 20 years of age that are being driven with the actual owner's permission (*some restrictions on age may apply where a 'Young Enthusiasts' policy is in force).

What is Policy Excess?

A: Policy excess is the first amount of a claim that your insurers will not pay. This can consist of up to three amounts, which are; a voluntary excess for which you receive a premium reduction, a compulsory excess that the insurer imposes and a young or inexperienced driver excess. With an accident that is not your fault and there is an identified responsible person, you can usually recover your excess and other uninsured losses from that person.

I sometimes drive my car to work when it's sunny, is this included in my policy?

A: Many enthusiasts fall foul of thinking driving to work is included in all classic policies and it is often not covered. For £20 per annum from the FJ+ range of options, you can drive to a single place of work confident in the knowledge you are covered to do so.

More Q&As next month!

Call our friendly UK team for a quote.

0333 207 6185

Or visit footmanjames.co.uk

*All cover is subject to insurers terms and conditions, which is available upon request. †Terms and Conditions: 1. Must hold an existing classic vehicle policy with Footman James. 2. Quote will be on a like for like basis only. 3. Must be a member of the Jaguar Enthusiast Club. 4. Copy of renewal notice required before cover can be arranged (electronic copy accepted). 5. No more than one of the following conviction types across all driver's SP, TS, CU, MS, PC. All other convictions are unacceptable. 6. No convictions resulting in a driving ban are accepted. 7. No more than one fault accident or loss across all drivers is accepted. 8. New business customers only (modern car). 9. This offer may be withdrawn at any time. 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 monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADCE674.9.16

Blonde DIY

A blonde, wanting to earn some money, decided to hire herself out as a Handyman and started canvassing a wealthy neighbourhood.

She went to the front door of the first house and asked the owner if he had any jobs for her to do.

"Well, you can paint my porch. How much will you charge?"

The blonde said, "How about 50 dollars?"

The man agreed and told her the paint and other materials that she might need were in the garage.

The man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?"

The man replied, "She should; she was standing on it."

A short time later, the blonde came to the door to collect her money.

"You're finished already?" he asked.

"Yes," the blonde answered, "and I had paint left over, so I gave it two coats."

Impressed, the man reached in his pocket for the \$50.

"And by the way," the blonde added, "it's not a Porch, it's a Ferrari."

Broken Mower

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the shed, the boat, making beer.. Always something more important to me.

Finally she thought of a clever way to make her point. When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush.

humour

Members jokes & anecdotes

I said, "When you finish cutting the grass, you might as well sweep the driveway."

The doctors say I will walk again, but I will always have a limp.

Retirement

After retiring, I went to the Social Security office to apply for Social Security. The woman behind the counter asked me for my driver's License to verify my age. I looked in my pockets and realized I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later.

The woman said, 'Unbutton your shirt'.

So I opened my shirt revealing my curly silver hair.

She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application.

When I got home, I excitedly told my wife about my experience at the Social Security office.

She said, 'You should have dropped your pants. You might have gotten disability too!'

Bad Morning

I rear-ended a car this morning... the start of a REALLY bad day!

The driver got out of the other car, and he was a DWARF!! He looked up at me and said 'I am NOT Happy!'

So I said, 'Well, which one ARE you then?'
That's how the fight started.

Students

Two engineering students were biking across a university campus when one said, "Where did

you get such a great bike?"

The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want."

The first engineer nodded approvingly and said, "Good choice: The clothes probably wouldn't have fit you anyway."

Frank Feldman

A man walks out to the street and catches a taxi just going by. He gets into the taxi, and the cabbie says, "Perfect timing. You're just like Frank."

Passenger: "Who?"

Cabbie: "Frank Feldman. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happened like that to Frank Feldman every single time."

Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Frank Feldman. He was a terrific athlete. He could have won the Grand-Slam at tennis. He could golf with the pros. He sang like an opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

Passenger: "Sounds like he was really something special."

Cabbie: "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which

fork to eat them with. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Frank Feldman could do everything right."

Passenger: "Wow, what a guy!"

Cabbie: 'He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them. But Frank, he never made a mistake, and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes highly polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Frank Feldman."

Passenger: "How did you meet him?"

Cabbie: "I never actually met Frank. He died and I married his wife."

Ducks In Heaven

Three women die together in an accident and go to heaven. When they get there, St. Peter says, 'We only have one rule here in heaven: Don't step on the ducks!'

So they enter heaven, and sure enough, there are ducks all over the place. It is almost impossible not to step on a duck, and although they try their best to avoid them, the first woman accidentally steps on one.

Along comes St. Peter with the ugliest man she ever saw. St. Peter chains them together and says, 'Your punishment for stepping on a duck is to spend eternity chained to this ugly man!'

The next day the second woman steps accidentally on a duck and along comes St. Peter, with him is another extremely ugly man. He chains them together with the same admonishment as for the first woman.

The third woman has observed all this and, not wanting to be chained for all eternity to an ugly man, is very, VERY careful where she steps. She manages to go months without stepping on any ducks, but one day St. Peter comes up to her with the most handsome man she has ever laid eyes on..... Very tall, long eyelashes, muscular. St. Peter chains them together without saying a word. The happy woman says, 'I wonder what I did to deserve being chained to you for all of eternity?'

The guy says, 'I don't know about you, but I stepped on a bloody duck.'

Tramp In A Bar

A tramp walks into a bar and orders a drink.

'I don't think you're going to be able to pay for that, are you?' says the barman.

'Okay,' says the tramp. 'If I promise to show you something you've never seen before, will you give me a drink?'

Reluctantly, the barman agrees, and the tramp pulls a hamster out of his pocket and puts it on the bar. The furry creature runs over to the piano and bangs out a brilliant version of Imagine.

'That was amazing,' admits the barman as he pulls the tramps pint.

Once he's downed it, the tramp asks for another.

'I'll need another miracle in return,' says the barman. So this time the tramp pulls out a frog and puts it on the bar. The frog clears his throat and sings Bohemian Rhapsody

At this point, a man sitting in the corner of the bar comes up and gives him £100 for the frog.

When he's gone, the barman says to the tramp, 'Blimey, that's cheap. You could have got much more.'

'It's okay,' replies the tramp 'The hamster's a ventriloquist.'

Two Tasmanians

Two Tasmanian's were sitting

around talking one afternoon over a cold beer.

After a while the first Tasmanian says to the second, "If I was to sneak over to your house and make love to your wife while you was off fishing', and she got pregnant and had a baby, would that make us related?"

The second Tasmanian crooked his head sideways for a minute, scratched his head, and squinted his eyes, thinking real hard about the question.

Finally, he says, "Well, I don't know about related, but I reckon it'd make us even."

School Reunion

My wife and I were sitting at a table at her high school reunion, and she kept staring at a drunken man swigging his drink as he sat alone at a nearby table.

I asked her, "Do you know him?"

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

"My God!" I said, "Who would think a person could go on celebrating that long?"

TV In Bed

My wife and I were watching Who Wants To Be A Millionaire while we were in bed.

I turned to her and said, 'Do you want to have Sex?'

'No,' she answered. I then said, 'Is that your final answer?'

She didn't even look at me this time, simply saying, 'Yes..'

So I said, "Then I'd like to phone a friend."

And that's when the fight started!

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:
editor@jecsouthwales.co.uk

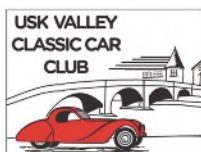
Ponthir Music & Car Festival 2017

Sunday August 27th

In its 3rd year the car show is supported by the Usk Valley Classic Car Club, Aston Martin Owners Club, & Jaguar Enthusiasts Club and aiming to grow massively in 2017!



Live Music
from 2pm onwards
Hog Roast
Licensed Bar
Pizza Oven
Raffle
Classic & Sports Car Show



All monies raised help this club to keep supporting the local community for another year!

All cars to arrive between 1.30 – 2.30pm, no charge for cars or passengers, club flags/tents welcome. There will be signs if coming from the Cwmbran direction through Llanfrechfa - just after entering Ponthir, turn right at The Star Inn, pub. If coming from Newport, drive through Caerleon, following signs to Ponthir and take a left at The Star Inn pub - Postcode NP18 1GA.

Contact Andy on 07771 852703 with any queries.

The E1A Anniversary Run



This year is the 60th anniversary of the building of E1A and we will be re-running its famous journey from Brecon to Carmarthen to recreate the original drive by Christopher Jennings, then editor of Motor, with a convoy of XK 120, XK150, C-Types, and E-Types. The run will end at Christopher's old house at Celli-Deg, Llandyfaelog, Kidwelly, Carmarthenshire. Edwin Atkinson is Christopher Jennings's relative and now lives at the house.

The date of the event is fixed at **15th July 2017** and will be starting from the Castle Hotel, Brecon on the Saturday morning. The entry is fixed at 24 Jaguars with nearly all places already booked.

This event is Jaguar history in the making and is going to be something you will be proud to say you attended.

To enter or more information please contact Jeff: Jeff.wales@ntlworld.com

CALENDAR

WHAT'S ON IN 2017

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 |
| 27 | Porthkerry Classic Car Show |
| 29 | Vale of Glamorgan Classic Car Show |

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected. Also take a look at the events listings on the JEC web site www.jec.org.uk. In particular, there are lots of tours, seminars and the JEC race series. Also see the web site - www.classicshowsuk.co.uk

JUNE

- | | |
|-------|-----------------------------|
| 11 | Barry Festival of Transport |
| 17-18 | Le Mans 24 HEURES DU MANS |
| 29-2 | Goodwood Festival of Speed |

JULY

- | | |
|-------|--|
| 2 | Caerphilly Motoring Festival At Llancaiach Fawr. |
| 15-16 | Sherborne Castle Classic Car Show |
| 16 | Berkely Castle Car Show |
| 28-30 | Silverstone Classic |

AUGUST

- | | |
|-----|-----------------------------------|
| 5-6 | South Gloucester Show |
| 13 | Three Cocks Steam & Vintage Rally |
| 27 | Ponthir Music & Car Festival |

SEPTEMBER

- | | |
|------|--|
| 2 | Beaulieu International Autojumble |
| 8-10 | Goodwood Revival |
| 17 | The Big Welsh Classic Car Show, Chepstow Race Course |

OCTOBER

- | | |
|-----|--|
| TBA | Castle Combe Classic Action Day |
| 8 | Malvern Classic Car Show |
| 8 | Jaguar International Spares Day Stoneleigh |

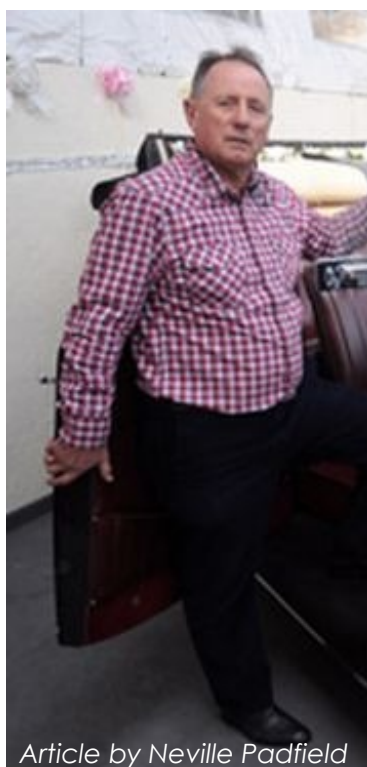
NOVEMBER

- | | |
|-------|---------------------------------------|
| TBA | Jaguar Enthusiasts' Club National AGM |
| 10-12 | Lancaster Classic car Show - NEC |

DECEMBER

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





Article by Neville Padfield



The First experience's and Virgin run's in my newly acquired "Red Beast"

After many requests from our beloved & faithful Regional Representative, Uncle Colin Manconi, for any old items of boredom or interest for our JEC S.Wales Mag, I thought it would be about time to get keyboard tapping yet again, with something almost fresh in my mind, instead of a follow up to "My Letters from Tonyandy" article, of a few years ago, which would surely tax my feeble brain & memory, far too much. (Perhaps next time Colin).

Anyway, apart from all that, I am suffering at home with an extremely bad back, (Probably coming out in sympathy for my poor child- bride Stella), feeling too rough to go over the unit and potter or clean cars, so I may as well try to do something constructive whilst in a painful sitting position.

The pair of us are "Old Creaking doors," walking like Octogenarians around the house at the moment, (Apologies to John James's era of course!), myself because I have been trying to do the things I managed with ease in my 30's, and my lovely wife because of her drastic back injury in Portugal, last October. (Please, no Rude comments from Lady G. of Port Talbot!) (Yet!!!)

To begin, this Jaguar was one of my purchase's during 2016, which to be honest, I

immediately fell in love with on the "Arun Cars" of Sussex, website. I have made a few successful buys from the guys at "Arun", finding them to be always friendly, helpful and sincere, now knowing the family owners quite personally. I am informed certain other members have not been so lucky buying or meeting this dealer. I always believe in "Speak As You Find", this beautiful example was no exception, I would still recommend a visit.

Being a massive "E" type fan, common old XJ-S's were furthest from my mind, (sorry Mr Banker), plus I hate thinking about how much I sold the series one and a half convertible for, a few years ago, after a short period using it in Southern Spain, compared to their values now. Hopefully the Grand Old XJ-S

Marque will rise in its wake in the not too distant future, to reach the value's they certainly well deserve. After all, they were a significant contribution to the high speed GT style touring cars of their days. (Is that better Mr. Banker?)

There had been an amazing article, with finely detailed photographs on this exact XJ-S in "Jaguar World", during August 2016, with the previous owner. I never actually viewed the magazine prior to purchase, but I believe some of our South Wales Members had. (Including our XJ-S Guru, Mr Webber). I was handed a copy by the dealers, upon collection of the car, which I now regularly view & read with pride. To be honest, I still find it strange to see an article in a National Magazine, based on a car I now own. (A bit like Guy's looking at photograph's of their wives or Partner's posing in magazines I suppose!) Have any of you been faced with such a predicament?

My new aquisition, is a 1986 XJ-S Cabriolet, TWR Edition, fitted with the 5.3 ltr, V12 and automatic gearbox, originally registered to TWR on the 27th June 1986 as their main demonstrator. The letters to and from Jaguar Cars Ltd to TWR are quite interesting in its comprehensive

Continued >

History File. Because it was initially registered to TWR, it is likely that the specification would have been mandated by TWR, and not the first owner. TWR only produced a tiny handful of XJ-S Cabriolet's so I am told it is a quite rare survivor, especially with the Automatic Gearbox Option.

She was sold to the first lucky owner during September of 1986 who retained it until August 1989. Second, 3rd and 4th owners retained it until my purchase in 2016, maintaining it efficiently with main dealers throughout, the longest owner of which amounted to over 11 years.

Tom Walkinshaw Racing (TWR), started in 1976 by Tom, a Scottish Racing Car Driver, were closely associated with Jaguar, a relationship which started in 1982, with the successful entry of

For the more Technically minded amongst you, the design was shaped in a wind tunnel, improving drag by 12.7 percent, reducing front lift by 6 percent and rear lift by 88 percent. (Unless our Andy can tell me differently!). Personally speaking, on my first run around the Talbot Green area, I could not tell any difference to my first 1970's XJ-S. That was "As hairy as a Rhondda Greyhound with a touch of "Sloanes Linament" on his undercarriage on the old Porth Dog Track", (According to my old Dad!) Apparently, that was a cruel method used in the 50's to speed up Greyhounds! One such race ended with this poor Greyhound crashing out of the starting cage, hammering down the straight, running straight through the bend, over the wall,

well-healed Jaguar Enthusiast of the period. (Hi Colin!).

Like most of us enthusiasts, I really do enjoy tracing my car's history throughout its life, (whenever that is possible), this is what sets genuine enthusiasts apart from speculators, in my humble opinion.

It was interesting to note the varied registration no's she has worn since new, C436 AAC to TWR, AAK 672 up North to a wool & knitting business, and the best ever was 53 CAT, to an owner at Epsom, Surrey, before the common or garden reg no of C493 NGK was handed over to myself.

I still have a few spare personal NGP no's in the side-board top drawer, plus JAC 55N, so who knows what it will wear next? I have actually written to the 53 CAT owner, enquiring as to



the Jaguar XJ-S models into the European Touring Car Championships. Tom and team mate Chuck Nicholson, chalked up a number of victories that year, four initially, followed by 5 the following year, finishing second in the championship. I am not 100% sure as to what the total of TWR's modifications were carried out to the marque, but it seems Modified Inlet Manifolds, Stainless modified Exhaust systems, exclusive front/rear & side body styling kit, with an engine that has been "Breathed Upon", according to purist's. Specially developed Bilstein shock absorbers, stiffer spring's and revised rear radius arm's, oversized discs, recalibrated power assisted steering, for greater feel on the road.

and up the steep sided Cae Mawr Mountainside. Finding him the following day, collapsed on the top, and totally burnt out! His owner obviously over-did the dab of Sloanes!

We should all watch out for this Guys, if you ever notice your wives making up a potion of Sloanes to treat her cold or flu, just before you retire to bed! Phew! what a thought!

Back to the Car....

Whatever TWR did in the conversion, it seems to be an expensive increase over the norm, at around £14,000 extra, from a standard Coupe model. Just as the F Type SVR is now peaking well over £110,000, this TWR XJ-S must have only appealed to the

whether it was available for sale, but like the 2 other previous owners I have written to, no response has been received! I think the 53 CAT would be the icing on the cake for the overall appearance of this Feline Creature.

Hence, I firmly believe this particular 56,000 mile example, is an important part of Jaguar's Heritage, and certainly now one of a rare breed of well kept XJS Cabriolet's, which can only increase in value, hopefully giving me great pleasure to own, in between. In fact, I have already been approached by dealer and private owner alike, to let her go, as everyone believes the time of the "XJ-S MARQUE" has arrived at last. It has been long forgotten with the rise in the interest (Plus



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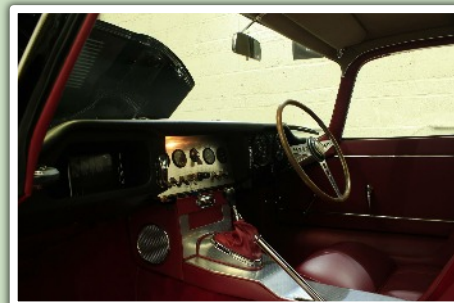
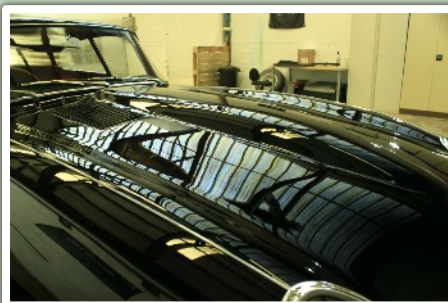
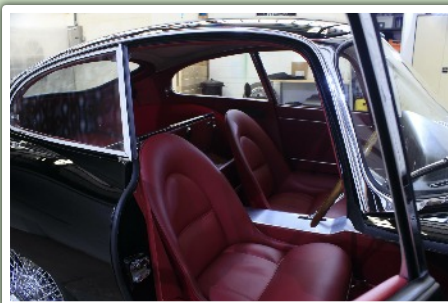
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Price Increases), of the good old XK & E type range. (Andy, you can start clapping your hands now, XJS's are better than money in your dusty old bank Vaults!) May even increase enough to keep Max in Nappies!

Right let's get on with the article, before our Michael runs out of Paper.....

To begin, I say "My First run", even though she has been in my ownership since around October/November 2016, or did it start in August September?, (Sorry again Stel, memories are always vague when it comes to buying cars). Anyhow, I haven't been able to take her out, (The XJS Cabriolet, not Stel), because of either part time work commitments, crap weather, or even the difficulty of poor Stel getting down into the rather low seat, as

made to use her trusty old Bavarian Motor Works saloon, for more comfort, on such a rare, pleasant & sunny day. (Not my decision I may add!)

Anyhow, for those of you who have never ventured down to good old Porthcawl, or "Shwmae Valley", as it was affectionately known when I was a kid growing up in the Rhondda, the frontal sea resort and small coffee shops can be quite pleasant on a nice day. Even the walk from Trecco Bay down to Newton can be fresh & varied, providing you avoid the dog mess left behind by the unconcerned owners. Thankfully, it was not too bad that day, but looking at the beach with scores of dogs of all shapes, breed's and sizes, running wild, I dread to think what they would be leaving behind at the end of

why it was empty? Even Stella thought it strange. A quick trip to the front for coffee, plus I think a walk through the small shopping centre, then we were red cheeked and ready to leave. (Facial cheeks Gaynor, Facial Cheeks).

Driving out of the car park along the front, Stel asks "What is that yellow sticker doing on our windscreen?" You all know what comes next, a darned parking ticket, issued by some company up in Rhyl North Wales. Investigation later reveals it to say, "You were parked alongside a dropped kerb" contrary to some unfortunate rule or government legislation, a fixed fine of £75.00, but reduced to £35 if paid within 14 days!

I was livid, as I did not see a dropped kerb, and neither were there any parking restrictions



compared to her modern load of Bavarian metal.

Saying that, apart from my short trip to BBC Club night early in the year, I did manage a slightly further run to Porthcawl a month ago, which turned out to be an extremely costly & embarrassing run, as per the following.

Being an extremely caring and helpful husband, (Be quiet Gaynor!), as all other South Wales JEC members are of course, I managed to coax my wife to let me take her out for a run to have a little walk & small exercise, along the front of Rest Bay & Porthcawl. My Cabriolet just happened to be outside the house, but "She Who Must Be Obeyed", was having a bad day in the Lumar region, so a decision was

made the day. We have some beautiful sandy beaches around South Wales, with lovely pleasant runs for our Classic Cars, yet it is the few who sadly spoil it for the many.

Where was I? Oh yes, once the beach side walk came to an end, Stel held up well, probably fitter than me to be honest, so we moved the car from Trecco Car park, up towards the Esplanade & Sea front, for a welcome Coffee at "Sidoli's Piccolo Bar", another great place to visit. Trouble was, I think half the population of South Wales had the same idea, parking spaces were at a premium.

Clever old Nev, found a convenient corner one by the rear car park of the old Ship hotel, which was really surprising

shown at the site. The air was blue going home with all sorts of threats to refuse to pay etc. In the half hour journey home, Stel managed to calm me down, slightly, encouraging me to ring the North Wales Helpline number to discuss and complain about this false accusation.

Again, on my high horse, I decided it would be better to not pay the £35 fine straight away, when I would return to the car park the following day, and take photographs of the site, to send off to North Wales and prove my point! So, my executive decision was final, no way was I going to pay those money grabbing sod's anything.

To be continued next month!



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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!

2017/ 2018 Dates

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
Wednesday 21st March 2018
Wednesday 18th March 2018

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

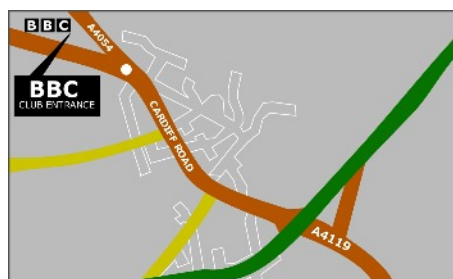
HOW TO FIND OUR MEETINGS:

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 storey's high.

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



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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.

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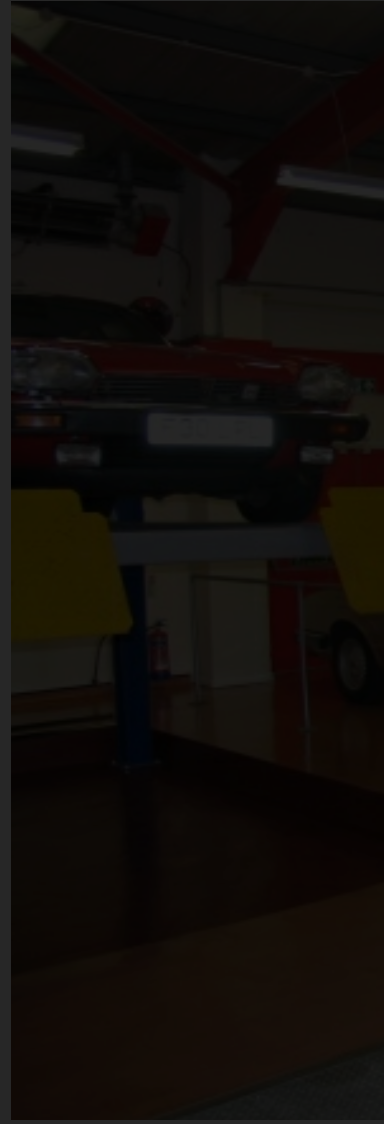


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