

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

Issue 278 | November 2017



www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

Something a bit different this month, after all of the talk of how well Jaguar are doing with so many new technologically advanced models, it is time to be a bit nostalgic. As you may know, we have been publishing copies of brochures in the regional magazine for the last 2 or 3 years from the earliest Swallow sidecars but this month I have included something a bit different and it relates to the magnificent XJ6.

The launch of the XJ6 took place at the British Motor Show, where it shared the limelight with the Ford Escort, Vauxhall FD Victor, Sunbeam Rapier fastback, MGC, the Austin3-litre and the Triumph 2.5 PI. Three of these cars were now Jaguar's stablemates within BLMC, and clearly demonstrated just how much of a stranglehold the new Corporation had on the British automotive scene. But the Rover P5B was the new Jaguar's only real British-built rival. A traditional luxury saloon that had been transformed by the installation of the ex-Buick all-alloy V8 in 1967. The Rover was the favoured transport of government ministers and royalty, even if it didn't have Jaguar's more sporting image.

It was Autocar that managed to publish the first driving impressions of the XJ6 in September



1968 and it was they who gave away the cut out model that is included later in the magazine. Pictured here is my effort at assembly

So now have a go! – scan and print it out in colour on to light card (or paper and stick onto card later) and make you own model and bring it with you to the Christmas Lunch. The entries will be judged and a prize will be given to the best model – good luck!

Colin Masterson

Colin Masterson

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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.

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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

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Please email all contributions including photographs, articles and reviews to:

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Deadline for all articles, contributions and adverts for the next edition is **December**



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REGIONAL NEWS

By Colin Manconi

Once again we have come to the end of our show season, with just the Lancaster Classic Car Show at the NEC on the 10-13 of November left. (By the time you read this the show will be over and a report will be in next month's magazine.) For many years we have pushed to do something special on the JEC stand for the NEC, it is the biggest indoor show of the year and this year we were given the go ahead. With the 25th anniversary of the XJ220 it gave us the ideal opportunity to do a "Supercar Stand". Michael has been heavily involved with designing and producing plans and backdrops for the stand in conjunction with one of our JEC member Patch Jobson whose company designs and builds show stands. Patch has taken over responsibility of building stands for the JEC and I have been busy procuring special cars for the stand. Please come along to the NEC if you can, meet us on the JEC stand and enjoy a cup of coffee with us. It will be something special!

We have been to a lot of different shows during the year, had some good weather and some bad but on the whole I think we enjoyed most of the events.

JEC CASTLE COMBE AUTUMN TRACK DAY

This was held on Wednesday the 25th of October and arranged as usual by our race organiser Terry Dye. As with normal Track Days you could pay for the whole day, £230 for approximately two and a half hours of track time, or for the first time you could have 15 minute sessions at only £25. This allowed for you to see if you enjoyed it and if so buy some more track time! Instructors were available throughout the day to help hone your skills and technical advice and support was also provided as part of the track day experience. All you needed



was a road or race legal car. Track sessions comprised of groups of 12 cars for up to 15 minutes. The day was segregated into sessions for novices and those who needed to go a little quicker. Helmets were mandatory, but could be hired on the day free of charge. Regular briefings were held where track day etiquette was discussed, anyone driving dangerously would be "black flagged" and one-to-one laps with and instructors were arranged.

We met at 9.00am at our new meeting point the Aust services at the old Seven Bridge. Our old meeting point the lay by at the Chepstow turn of was becoming too congested and was dangerous to get out off. Derek & Scott were in their XK8, Dave in his XK8, Peter in his XKR, Mike in his F-Type and Michael and myself in our XKR.

The roads were wet but luckily the rain had stopped and we had a quick run up to Castle Combe, not too much traffic for once! The sun came out on the way and we arrived at a sunny circuit which was full of all different Jaguars from XK120's and E Types right through the range up to the latest F-Types.

Terry had told me to park wherever we wanted to so I picked a spot right alongside the JEC club van in front of race control. Scott had brought the club gazebo, but as Paul was not able to come and would not be cooking the bacon rolls, (a complete disaster), Paul you were greatly missed, we decided with the nice weather not to bother erecting it.

The first major decision of the day was what were we going to do without our bacon rolls? Thankfully the restaurant was open so we all marched in and lots of us decided that, blow the bacon roll we would go for "a Big Boys" breakfast! Bacon, sausages, egg, beans and fried bread washed down with a cup of coffee and we then staggered out into the sunshine to watch the action on the track!

All sorts of Jaguars were out on the track

from the earliest XK's right up to F-Types. Swallow Jaguar were there with some of their race cars and for a small donation to charity they would take you out on the circuit and scare the pants off you!

We walked up onto the banking to watch the cars circulating on a quickly drying track. I must say everyone was being very considerate with the faster drivers giving the slower ones plenty of room.

Mike had been itching to go out in his F-type so he arranged for an instructor, for the first few laps and off he went, Scott jumping in the passenger seat for some latter laps. Then Dave in his XK8 decided he wanted to try as well, so he picked up an instructor and went out onto the circuit. I am not so sure what Ruth would have had to say about it if she had been there! They both had a great time and thoroughly enjoyed it.

The day was a great success for the JEC and I must say all of us really enjoyed it. I am sure it will be repeated next year and I would urge you to come along.

See page 24 for the full article.

ARTICLES FOR THE MAGAZINE

As you are all aware how much time Michael, who edits and compiles the magazine and web-site, is having to spend trying to find article to put in the magazine especially at this time of the year when most of the shows have finished. We really would like some more help from members. We need any articles about your lives with Jaguars.

I have said before that I would like to start a member's page(s) with information about what you have been doing to your cars during the month. Anything from changing the plugs and points to, cleaning and polishing the car, laying the car up for the winter, new tyres, having restoration work done on the car, who does the work, replacing parts etc. You can see the type of stuff I am looking for. Just a few lines and pictures and perhaps we can start a new section which I am sure you would all be interested in.

Can I just thank all of the members who have sent in articles. It has made the editing and compiling of this magazine so much easier. I hope any other members who have been thinking of sending an article will now put pen to paper.

Also can I please ask that if you use any of the services that our advertisers offer, please indicate that you got their name from our magazine. It help them to see that it is worthwhile advertising and makes it easier for me when I ask them to renew.

SOUTH WALES REGION CHRISTMAS DINNER

We would like to invite all members of the JEC to our Christmas Dinner at the beautiful surroundings of the Old Custom House at Penarth Marina.

The dinner will be held on Saturday the 2nd of December, with drinks at 7.30pm and the meal commencing at 8.00pm.

We will need your choices of meals and full payment by the 15th of November.

We held our Christmas dinner here last year and I am sure everyone will agree the food and ambiance at the Custom House is excellent.

The **menu is on the page 6** and I am now taking menu choices and payment so please see me at the meeting or give me a call or e-mail. All payments have to be received by the 15th of November. If you come to the meeting there is a loose leaf form in the magazine to fill in.

We have a number of our friends from the JEC Bristol Region coming over for the dinner and our JEC General Manager Graham Searle and his lovely wife Lynne will also be attending as will Rob Jenner and Letitia Mace who are driving all the way from Scotland for the dinner. I am sure it will be a memorable evening.

Please contact me for any other details.

SILVERSTONE CLASSIC

Silverstone Classic will be held on the 21/22/23 of July 2018. 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 nearby Silverstone on the Friday and Saturday nights and eating in our favourite restaurant The Cromwell Cottage. I have booked 18 rooms for our members. I have four spare rooms available if anyone else would like to come. Please contact me on 07977474637 if you are interested in booking a room.

To book the tickets for Silverstone and the important car pass, please use their website www.silverstoneclassic.com. The JEC code which will give you the car pass, to get onto the JEC stand, as well as the tickets will be announced soon. "Early Bird" tickets at a special price are available up until the 31st of March 2018.

REGIONAL CHRISTMAS DINNER

We would like to invite all members of the JEC to our Regional Christmas Dinner at the beautiful surroundings of The Old Custom House in Penarth Marina.

The dinner will be on **Saturday the 2nd of December** in the Perrier Jouet Function Room (upstairs in La Marina) with drinks at 7.30pm with the meal commencing at 8.00pm. We will need your choices of meals and full payment by the 15th of November. Downloadable menu: www.jecsouthwales.co.uk/downloads/christmas-menu-2017.pdf

THE OLD CUSTOM HOUSE, PENARTH MARINA, PENARTH, VALE OF GLAMORGAN, CF64 1TT



THE CUSTOM HOUSE



Christmas Menu 2017

£26.95 per person

STARTERS

Homemade Winter Vegetable Soup (v)
Topped with Fresh Spring Onions

Rustic Pork Liver Pâté
With Crusty French Bread and a Homemade Festive Chutney

Home Cured Gravalax of Salmon
Served with Dill & Mustard Honey Dressing

Custom House traditional Prawn Cocktail
Finest Norwegian shell off prawns served on crisp iceberg Topped with a Marie-Rose Dressing

Fan of Galia Melon (V)
Drizzled with a Strawberry coulis

Crispy Goujons of Hake
Fillets of lightly fried Hake with homemade tartar sauce

MAIN COURSE

Slow Roast Shank of Welsh Lamb
Served on a Bed of Winter Vegetables with a Red Wine Jus

1/2 Pot Roast Pheasant
Served on a Bed of honey roasted winter root vegetables

Pan Fried Escalope of Pembrokeshire Turkey Breast
Topped with a Wild Mushroom and Garlic Sauce garnished with pigs in blanket

Pan Fried Fillets of Sea Bass
Served with a tomato and fresh basil dressing

Hake 'A La Plancha'
Drizzled with extra virgin olive oil and Roasted garlic

Our Homemade Vegetable Lasagne (V)
Finished with a Rich Tomato and herb Salsa

DESSERT

Christmas Pudding with a rich brandy sauce
Homemade Salted Carmel Chocolate Brownie
Strawberry and Fresh Cream Roulade

SIDE ORDERS

Panache of Winter Vegetables £3.95 | French Stick £1.15 | Garlic Bread £2.25
Side Salad £3.50 Pepper Sauce £1.95 | Garlic Mushroom Sauce £1.95

PLEASE NOTE ALL DESSERTS MAY CONTAIN NUTS ~ MAKE YOUR WAITER AWARE OF ALLERGIES

£33.95 per person

STARTERS

Homemade Mediterranean Fish Soup
Served with a Balsamic Olive Oil Dip

Deep Fried Manchego Wedges (V)
Breaded Manchego cheese fried, served with a homemade chutney

Home Smoked Chicken & Leek Terrine
Served with a homemade Festive chutney

Calamares 'A La Romana'
Fried in a Crispy Batter & Served with Homemade Tartar Sauce

Pan Fried Shetland Scallops
Served with a tomato and garlic butter sauce

MAIN COURSE

Chargrilled Prime 10 oz Aberdeen Angus Sirloin Steak

Slow Roast Shank of Welsh Lamb
Served on a bed of seasonal Vegetables with a Red Wine Jus

Breast of Honey Roast Duck (cooked pink)
Served on Braised Apples & Red Cabbage & Drizzled with a Pepper Sauce

Grilled Fillets of Devonshire Chicken
Finished with Our Unique Barbados Sauce

Pan Fried Scottish Salmon Fillet
Served with Hollandaise sauce

North Sea Hake 'A La Plancha'
Drizzled with extra virgin olive oil and Roasted garlic

Homemade Spinach, Nutmeg & Risotto Pancakes
Served with Provençal Sauce

DESSERT

Homemade Black Currant Cheesecake
Homemade Caramelized Orange, Cinnamon & White Chocolate Bread & Butter Pudding
Homemade Crème Brûlée

SIDE ORDERS

Panache of Winter Vegetables £3.95 | French Stick £1.15 | Garlic Bread £2.25
Side Salad £3.50 Pepper Sauce £1.95 | Garlic Mushroom Sauce £1.95





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THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny South Devon. As the classic car show season has come to an end we have been looking at alternative events to keep us amused! Sadly, not so many at this time of year but we have been involved with:

- **TOWC Club Run up the Teign Valley**
- 22nd October
- **TOWC Rally Video Evening**
- 26th October
- **Restoration Show at Bath & West Showground**
- 4th November

TOWC CLUB RUN up the TEIGN VALLEY to MORETONHAMPSTEAD - 22nd OCTOBER 2017

We pinched the title of this run "Autumn Leaves" from the SWC-CC! As in 2016 I had my arm twisted to organise a club run for October - should have seen it coming from a smiling Roger

Conway! I already had the idea of a run up the beautiful Teign Valley after going to a classic car show earlier in the year at Christow. Natalea's son, Artiom, helped me set up the route. We just followed the Teign Valley all the way up to Moretonhampstead where I organised our carvery lunch at the Union Inn as well as a visit to the Moretonhampstead Motor Museum. Unfortunately I was not well enough to take part in the actual run. The following is a very nice report by one of the TOWC members (Colin Lund) in the TOWC newsletter:

"Club Run to Moretonhampstead Motor Museum - we met as planned at ten at Gallows Gate. The weather was better than expected and all were in a good mood. Unfortunately Harry who had planned and organised the run to Moretonhampstead, was ill

and unable to attend and we all wish him well for a speedy recovery. A little after ten we departed for Fermoys Garden Centre for much needed morning coffee and cake, the weather remaining clear and promising for a good day out. After the short break we set out for Moretonhampstead. The run there was most enjoyable with the Dartmoor scenery providing a spectacular backdrop to the run. The twisty turny roads, flowing river and autumnal colours made for a most enjoyable drive to our destination. Lunch at the Union Inn exceeded all our expectations - food was excellent as was the company. A short speech by Julian rounded off the meal before heading off to the local Motor Museum. The motor museum was a real revelation housing over 120 vehicles of all shapes and sizes from 2 wheelers to 4 wheelers and everything in between. Frank, the



owner, gave a very informative short talk explaining the history of the museum - The museum is well worth a visit if you missed it. Having had our fill of vintage vehicles for the day we then went our separate ways. Thanks go to Natalea and Harry for pulling together a delightful day out."

UPDATE ON JAGUAR MK 2/340 VIEWING - 28th SEPTEMBER 2017

As noted last month, a local classic car enthusiast (Jim Perriam) asked me to accompany him whilst viewing a 1968 Jaguar 340 automatic for sale just north of Taunton. Jim actually made an offer of £14,000 for the car (which I thought was more than enough considering its condition) but this was not accepted by the seller. At the time of writing the car is still unsold & is advertised on the Car & Classic website at £16,500.

Jim ended up buying a beautiful Daimler V8 250 (MXJ367H) in maroon for just £8,000! The car is just 65 chassis numbers earlier than our car! Jim had missed it when bidding for it in an auction in the West Country the previous year. On this occasion he bought it from a seller in the North of England and drove it all the way home to Exeter with no problems!

CLUB MEETING - THURSDAY 30th OCTOBER

Members were eagerly anticipating



the meeting as our video maestro, Dave Doyle, was to screen two videos. The first video was of our TOWC show on Paignton Green in July followed by a compilation of clips taken during classic car shows etc. over the course of the year. The videos were brilliant as Dave is very adept at editing and also at adding soundtracks and witty comments! We all thoroughly enjoyed the evening.

It was also announced at the meeting that Natalea and I had volunteered to organise the November club run! Gluttons for punishment! No one else had volunteered and I felt it would have been a shame if there was no club run in November. We have already done our preparation and the run is set for 19th November. Hope all goes well on the day.



FOOTMAN JAMES CLASSIC CAR RESTORATION SHOW at BATH & WEST

I have never been to this venue or show in the past. I used to go to a predecessor show in the centre of Bristol about 25 years ago before those old buildings were demolished and redeveloped. Natalea and I went up to have a look and combine the outing with a visit to Glastonbury. The show was quite large with five halls full of displays, autojumble as well as auction cars. We met up with TOWC members Terry & Lisa Court as well as their son "Little Terry". They are heavily involved with the Volvo Enthusiasts Club and were looking after that display for the duration of the show. We also met up with another TOWC member,

Continued >





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Nigel Kennerleigh, who was helping out on the TSSC display. An interesting and enjoyable outing, although I didn't buy anything. The wing mirrors I went back for had already been sold - curses! The event actually clashed with a similar restoration show at Stoneleigh & I suspect most traders and clubs went to the Bath & West Show. According to Chris Juniper (who went to Stoneleigh) there were only two halls in use at Stoneleigh.

OUR DAIMLER V8 250 - ALX442H

I'm pleased to report that our Daimler passed the MOT test recently after having to replace a faulty brake light switch. I had discovered the fault during the afternoon prior to the day of the test with no time to get a replacement. In the event it was the only item to fail the test. Fitting the new switch was not easy as the old one did not want to budge! In the end I had to apply some heat

with a blow torch after carefully masking off nearby wiring and fuel lines! The old switch came out easily then and it was a simple matter to screw in the new switch into the four way union. Thankfully no brake fluid came out while the switches were being swapped over.



...and finally:

A man's wife asks him to buy her some cigarettes. So he goes to a nearby bar and gets some from their vending machine. All of a sudden a beautiful woman starts talking to him and they have a

couple of beers. Eventually they end up in her apartment and have some fun.

When they're finished he realizes it's past midnight and says "Damn it, my wife's going to kill me. Do you have any talcum powder here?"

The woman finds some talcum powder in a cabinet. He rubs it on his hands and quickly disappears.

At home his wife is waiting for him. She's furious and yells "Where on earth have you been?"

He places the cigarettes on the table and says "I got your cigarettes from the bar. Then this hot chick started chatting me up and we had a couple of drinks. One thing led to another and I ended up at her apartment and slept with her."

His wife is fuming and says "Oh yeah? Let me see your hands!"

She sees his hands are covered in powder and says, "I knew it! You went bowling again you liar!"



Article by CarsUK.net

1952 Jaguar C-Type heading for auction – should fetch £5 million

A 1952 Jaguar C-Type, one of just 53 built and the first C-Type in the USA, is up for auction in New York and expected to fetch around £5,000,000.

The Jaguar C-Type is a legendary Jaguar race car from the 1950s with just 53 ever built, between 1951 and 1953, and just 43 of those sold to private owners.

Using the underpinnings of the XK120, it had power boosted to over 200bhp and an achingly beautiful and simple body, designed by Malcolm Sayer, which covered a lightweight tubular frame. In 1951 it became the first British car to win Le Mans in more than 20 years.

This particular C-Type – chassis XKC 007 – is thought to be the first to head to the US

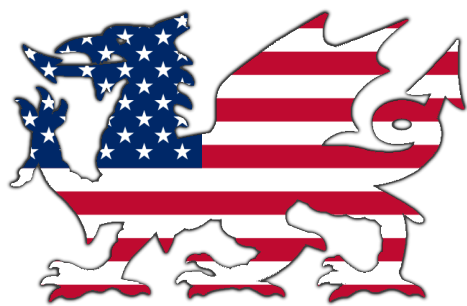
and delivered to a US Jaguar dealership which used it for competition and promotion.

It's racing life began at Elkhart Lake in 1952, in the hands of Phil Hill, and has since been through a succession of owners who raced the car, including an outing at the Mille Miglia in 2010.

This C-Type is reckoned to be the best there is outside Jaguar's own collection, and has an estimate of \$5,500,000 – \$7,000,000.

Also at RM Sotheby's New York Sale on 6 December will be, amongst others, an alloy-bodied Ferrari 250 GT LWB California Spider, from the same collection as the C-Type, expected to fetch around £12 million, an F40, a Huayra, a LaFerrari and a Chiron.





By Colin Masterson

Letter from America

Well here we are again, back in the ol' US of A. Each year it seems to get more complicated. Over the years I have built on a checklist of things to do but the list keeps expanding.

As well as the basics like Air Fares, overnight stay at the Gatwick Hilton, one way car hire to Gatwick, One way car hire from Orlando to home there is quite a lot of things to organise before we leave: all of the cars go on SORN, to get the Road Tax back, Stabilo added to the fuel to stop it degrading, tyres pumped to 50lbs to stop flat spotting then take two to long term storage and put on chargers. Then we have to organise people to check on our house in the UK, redirect the UK post to USA, cancel redirection of US post to the UK. Inform the local Florida police that they no longer have to include our home in their patrols (a free service when you go away) advise both UK and USA alarm

companies of our change of address and changed keyholder – you getting the idea and I have hardly started!

Then there is Travel Insurance to organise, not a minor item when visiting the USA; arrange cleaners before we arrive; reinstate car insurance to “on the road” in the USA; reinstate cable TV (we go on seasonal plan which means you pay nothing while you are away); organise Christmas cards in September and give to Hattie to post nearer Christmas, renew number plate tags on the Cadillac and Corvette, renew Florida Drivers License; Store garden furniture for winter in the UK; get out garden furniture on arrival in Florida; take electricity and gas meter readings; send emails to various people who need to know we are away; change mobile phone messages; buy Christmas food (they don't have Christmas cake or pudding in the US) and pack bags,

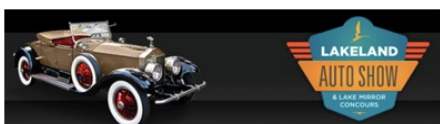
and all of this before we think about the dog.

The dog is a whole other saga and I could write a chapter on that too but, enough said, suffice it to say he survived locked in his carrier for around 15 hours and was quite dry when we let him out although I should have had the Guinness book of records standing by to measure the longest pee in history!





Anyhow, what about cars and car shows, I hear you ask? Well, fortunately I was back in time for one of the big ones, the Lake Mirror Classic.



This show is famed for the quality of exhibits it draws and is a precursor to the well know Amelia Island show which draws on the very best of classic cars in the USA and is the East Coast equivalent of Pebble Beach.

There were around 750 show vehicles surrounding the restored, 1920's art deco-inspired Lake Mirror Promenade in Downtown Lakeland. Now in its 18th



year, this show is considered one of the "must attend" collector car shows in the South Eastern United States. It is a 3-day event, kicking off Friday night with the Budweiser Hot Rod Rendezvous, an outdoor concert with a country music band and car show at Lake Mirror. Saturday is the main car show day and the event ends on Sunday with the Road Tour. Some of the vehicles are absolutely fabulous.

A 1925 Ford TT one ton truck with a three speed auxiliary transmission and a two speed rear end and completely original and still a runner and seen at various shows.

There were various 'Brits' aside from the Jaguars, a Frog Eye Sprite, Morris Minor 1000

convertible, Ausitn Healey 100/4 and 3000 1938 Morgan pre production prototype Drop Head Coupe which had many features not carried over into production. This car is significant in Morgan's history and is mentioned in all major books covering the company. 1949 Allard M1 which was almost identical to the Allard I owned - wish I had kept it, they only made 499 so it is quite rare. I sold mine because I couldn't afford 2 tyres to get it through the MOT. I might have tried to bribe my local MOT inspectors but the tires weren't just bald they had bits of canvas showing, which at 18 years of age I thought nothing unusual - showed the company I mixed with in my youth!

1950 Jaguar Mark V in two



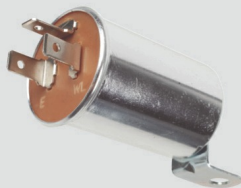


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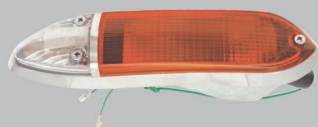
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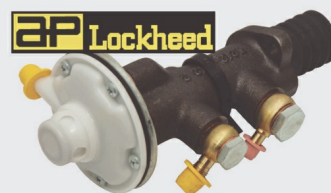
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tone red and black owned by Ford Heacock who is big in Classic Car insurance over here.

What about Jaguars? - 1953 Jaguar XK 120 Drop Head believed to be among the first 150 produced. 1964 3.8 "XKE" 1962 E Type winner of various concourse achieving a 99.765 score in the South East Regional championships. a 1964 MkII in blue with a cream interior, but not as nice as Neville's!

A 1959 XK 150 and, the piece de resistance, a 1993 XJ220 in maroon. The owner was having trouble getting a replacement windscreen having a batch of 5 specially made, all of which had failed inspection by US regulators.

1939 Rolls-Royce Sedan de Ville with a body by American



coachbuilders JS Inskip. The chassis just escaped the Second World War arriving in New York in October 1939, just after the war had begun.

1914 Buick 4 cylinder cycle car designed by Walter Marr, chief engineer of Buick, believed to be the only one, with the passenger riding behind the driver one of the best and most substantial cycle cars built.

1964 Meskowski Dirt Chap Car with an Offenhauser engine. This cat qualified for the Indianapolis 500 in 1964 but typically ran 1 mile dirt tracks and won many races.

1931 Studebaker President one of only 94 made with only 54 known to exist now, powered by a 331 cu in straight 8

capable of over 100mph in its day.

1931 Rolls Royce Phantom 1 (the evolution of the Silver Ghost) Newmarket Convertible sedan built in the Springfield Massachusetts works. This works was opened in 1921 as America was seen as the major growth area for Rolls Royce but finally closed in 1931 following the 1929 stock market crash.

A 1963 Chevrolet Corvette Convertible. This car was a gift of General Motors to Harley Earl, their famous designer in the 1950's and 1960's who created some of the more extreme fins and embellishments of the period on Chevrolets, Buicks and Cadillacs. It included a remarkable dashboard which had, as well as





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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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the usual speedo, rev counter, clock and so on, an accelerometer, an altimeter as well many other dials.

1964 Chevrolet Corvette Coupe. This was the personal car of William "Bill" Mitchell who took over as chief designer at General Motors from Harley Earl. We then come to the two cars that, in my mind, stole the show:

Firstly, a 1925 Rolls Royce Springfield Silver Ghost Piccadilly Roadster. The famous aviator, billionaire Howard Hughes, ordered this car when he was 20. It has custom monogrammed "HH" luggage in an elegant trunk at the back (definitely a trunk not a boot!) and a tool roll which spread from the front to the back wheel. It originally cost \$13,450 at a time when you could have bought 50 Model Ts for \$275 each.

And finally, and even more luxurious for its time, a 1919 Pierce Arrow Model 66 A-4 Tourer. In the early part of the 20th century the three most

luxurious brands of cars in America were Packard, Peerless and Pierce Arrow, the three Ps. This car is probably the most famous Pierce Arrow ever made. It was built by the Don Lee coachworks and designed especially for the silent film star Roscoe C "Fatty" Arbuckle by a very young Harley Earl (who went on to be the chief designer for General Motors designing such icons as the big fin 1959 Cadillacs some 40 years later). Pierce Arrow never made custom cars but made an exception here when Arbuckle threatened to take his business elsewhere. The car was designed to bring attention to the owner weighing 7,000 lbs, having 36"

tires a 13.5 litre overhead cam engine and was 7 foot tall at its highest point. It was also painted purple, most unusual in its day, had white tyres (the original colour of rubber) and cost \$13,000 a huge amount at the time but he could afford it earning around \$1,000,000 per annum at that time.

There was so much more to see with the streets of downtown Lakeland filled with some beautiful cars, but the ones I have described here were special and not ones you see every day. I had a pleasant 60 mile drive back through country in the 'Vette with little traffic on a sunny Saturday afternoon, wondering how I could write up this show to convey how superb the cars were.





Article by Mike Hayes

JEC CASTLE COMBE AUTUMN RACE DAY

Having missed a couple of recent shows with the South Wales Group I decided to bunk off work and join the team at the Castle Combe JEC Track Day.

This decision was driven by a couple of factors. Firstly, as I worked on the railway and could be anywhere in the West diligently applying myself to a days work my boss would not know, this was helped by the fact she was on leave in Tenerife and I would have my phone with me. Secondly I had missed Paul's fine fare and this would give me a chance to catch up on bacon baps and burgers.

Perhaps the real driver was that I have owned my F Type

for 9 months and never really let it off the leash, honest your honour! Finally I have never been to a track day despite being a driver for 47 years so time to lose my cherry.

So at 8.50 saw me rolling up at the Bristol Severn View Services in eager anticipation of the day's events. Waiting for me was Derek and Scotty in their XK8, Dave in his XK8, Peter in his XKR, Colin and Mike in Colin's XKR and later we were to be joined by Lee. I could not see Paul so he must have gone ahead to start cooking surely. When asked, Scott said he May take his car around the track but was not sure, I replied I felt the same as I was a





little nervous as it was my first track day, my first time at Castle Combe and I love my car and would not want to damage it. A gentle drive in convey to Castle Combe ensued in beautiful sunshine which was a great omen.

On arrival there was great excitement as we parked up in line abreast just in front of the briefing center – a great spot. We walked towards the pits looking just like the pilots from Top Gun!

The sun was shining and

a quick democratic vote decided that the gazebo could stay in the boot and we would eat al-fresco. Talking of food where was Paul? This was when the sad news was broken to me, Paul was not coming so no food. Determined not to let this spoil my day we decided the priority was to hit the Tavern for breakfast. A fine menu was displayed with two breakfasts on offer – A Tavern's breakfast @ £4.95 and a Big Boy breakfast @ £6.40. What is the

difference between a Big Boy and a Tavern's? asked Mike, the swift response from a very dry waiter was £1.45!! The Big Boys proved popular.

After suitable sustenance intake it was on to the more serious aspects of the day, to book our slots and be briefed. We were offered a 'Power Lap' session with professional drivers in Swallow Racing prepared machines. 3 of us immediately signed up and got issued with





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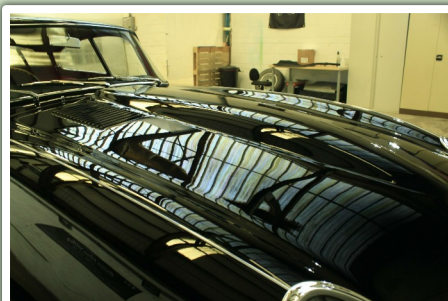
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our yellow wrist-bands and we all attended the brief given to drivers by Terry. Then off to get our mandatory helmets – needless to say one size fits all. Next we went to meet the drivers and cars. The non-participants decided to stroll onto the embankment and enjoy the spectacle with obvious excitement.

Peter swiftly drove away in a XJS followed by Scotty in Tom's XJ (current second in the Jaguar Series). This was an awesome beast, which made an incredible noise and certainly flew. For Scott a love affair began and his eyes went misty.

Then my turn with Andy in his XJS a great experience. I think he was a little unsure until he realized I was comfortable and enjoying the experience so he went up a gear or two finishing with the odd drift over the

rumble strips. The day had started to get even better.

For me this experience made my mind up so it was back to the briefing room to see the lovely Helen and pay dues to take my F Type out on the circuit. So add another wrist-band – red this time.

For me this experience made my mind up so it was back to the briefing room to see the lovely Helen and pay dues to take my F Type out on the circuit. So add another wrist-band – red this time.

I decided, given my experience (none) that it may be prudent to take up the offer of an instructor to ride in the left hand seat. Little did I know that the majority of the pictures would be of Scott's new found love. But first I had to have my car noise emissions checked out by



the scrutineers, Scott decided to nav me there and jumped in. Having gained a blue sticker in the windscreen to say the car met all EU regulations and I wouldn't deafen any local Bats I motored round to join the track queue.

So I donned my helmet, gave my camera to Scott to take a few snaps as a memento and awaited my instructor. Ray (the instructor) arrived and introductions were made and off we went. This was really good move as Ray talked me around the course, pointing out the marker cones for breaking, turning and Apex. Each lap we went a little faster I orientated myself with the circuit and my confidence grew. The car just felt great, sounded better still and felt as if it had truly come to life after all this was what it was bred to do.



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After 4 laps Ray asked me to pull in the pits where he promptly jumped out! I didn't think I had been that bad and felt confident I had gone round the circuit clockwise. Ah well never mind I will just motor on round and join the queue for my solo laps.

The red light was on so we had to wait but before I could set off lunch was called so my moment of glory would have to wait an hour. So helmet off and join the others for lunch. Here we had the 2nd culinary disappointment of the day - the Tavern was out of steak and kidney pies and there was no Paul Burgers either! But nothing was going to spoil my day.

After lunch it was time to helmet up and prepare for my laps. Scott decided I would need a Navigator to make sure I went round the right way (clockwise I think) and he could assist with

cone spotting and put his helmet on. Just as we were leaving the pits we were pulled up as Scott had bare arms so there was a slight delay which meant that we went out on a clear track so not too much about traffic. I really enjoyed the laps and started to get into a rhythm and be as smooth as I could. After a while we caught some other cars and I was happy to stay there until by spotter saw that one of them was Dave and I should really pass them.

So a quick exit onto the straight (that isn't straight really) and like Lewis on Sebastian, we sneaked past when nobody was looking. The support crew was in raptures at the excitement.

After another couple of laps it was time to come in and the session was over. I have never smiled so much for so long.



After this it was time for a rest and recuperation and chat with the others, telling tales of daring do and await my medal. As the afternoon drew to a close it was time to depart for Wales at a much more sedate pace. Thanks to all the organisers from JEC nationally and the South Wales Group.

A wonderful day which ticked another item of my bucket list, made me realize why I bought an F Type and gave me a massive smile which lasted for hours.





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New 570bhp Jaguar F-Pace SVR shaping up

Exclusive images give away secrets of the storming new Jaguar F-Pace SVR, which is set to feature V8 power and 4WD.

Jaguar Land Rover's recent commitment to adding an electrified powertrain to every new model launched from 2020 doesn't appear to be coming at the expense of raw performance. The Jaguar F-Pace SVR will be the next model to emerge from JLR's Special Vehicle Operations division (SVO), and it'll be one of the most powerful SUVs the British brand has ever produced.

Auto Express understands that the car – previewed in our exclusive images – will make its global debut at next year's New York Motor Show, before going on sale in the UK towards the end of 2018. Priced from around £70,000, it'll become the most powerful and expensive F-Pace in the range.

Development work on the Porsche Macan Turbo rival has been under way for some time, as Jaguar engineers attempt to hone the F-Pace's chassis dynamics to match the best in class.

It's a sector that's quickly become swamped with competition; the Alfa Romeo Stelvio Quadrifoglio and Mercedes-AMG GLC 63 are the latest arrivals, while BMW is already well under way with development of the first X3 M. The design of the F-Pace SVR has been signed off, and our images show what is likely to be hiding beneath the camouflage of the prototype spotted testing. Deep front bumpers featuring gaping air intakes, a front splitter to improve downforce and bonnet vents to aid engine cooling will be the standout features on the front end. As with every SVR-badged model, there will be a quad exhaust set-up at the back, along with a new rear bumper housing an integrated diffuser to improve downforce.

Jaguar will stick with the tried-and-tested powertrain that has appeared across a range of SVR models, including the Range



Rover Sport and F-Type SVR. A 5.0-litre supercharged V8 and eight-speed automatic gearbox will distribute power to a permanent four-wheel-drive system.

The F-Pace SVR will match the recently updated Range Rover Sport SVR for power, developing around 570bhp and 700Nm of torque; that means 0-62mph in around 4.2 seconds and a top speed in excess of 175mph should be achievable.

The upgrades over a standard F-Pace will also include performance brakes, while more extreme carbon-ceramic disks will be offered to buyers, too. A re-engineered and stiffer suspension set-up will be fitted to the F-Pace; this will reduce the ride height by several millimetres to boost agility. Adaptive dampers will be made available as well. As a range-topping model, the SVR will also be kitted out with quilted leather bucket seats and carbon-fibre interior detailing.

Jaguar will attempt to offset the added weight of the 5.0-litre V8 engine by fitting lighter components such as a titanium sports exhaust and forged alloy wheels. Despite that, it's unlikely that the SVR will weigh less than 1,800kg, making it the heaviest model in the F-Pace line-up.

As well as performance, SVO specialises in developing luxury models, although no Jaguar has received this treatment yet. JLR invested £20million in a new Technical Centre for the division last year; the F-Pace SVR will be the fifth vehicle (excluding the limited-run Project cars) to emerge.

THE HISTORY OF JAGUAR

BY BROCHURE

Supplied by Colin Masterson

No. 30
1968 | XJ6



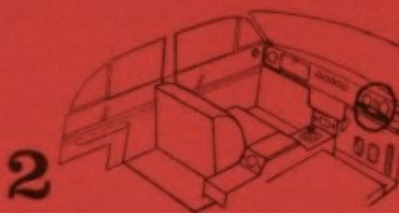
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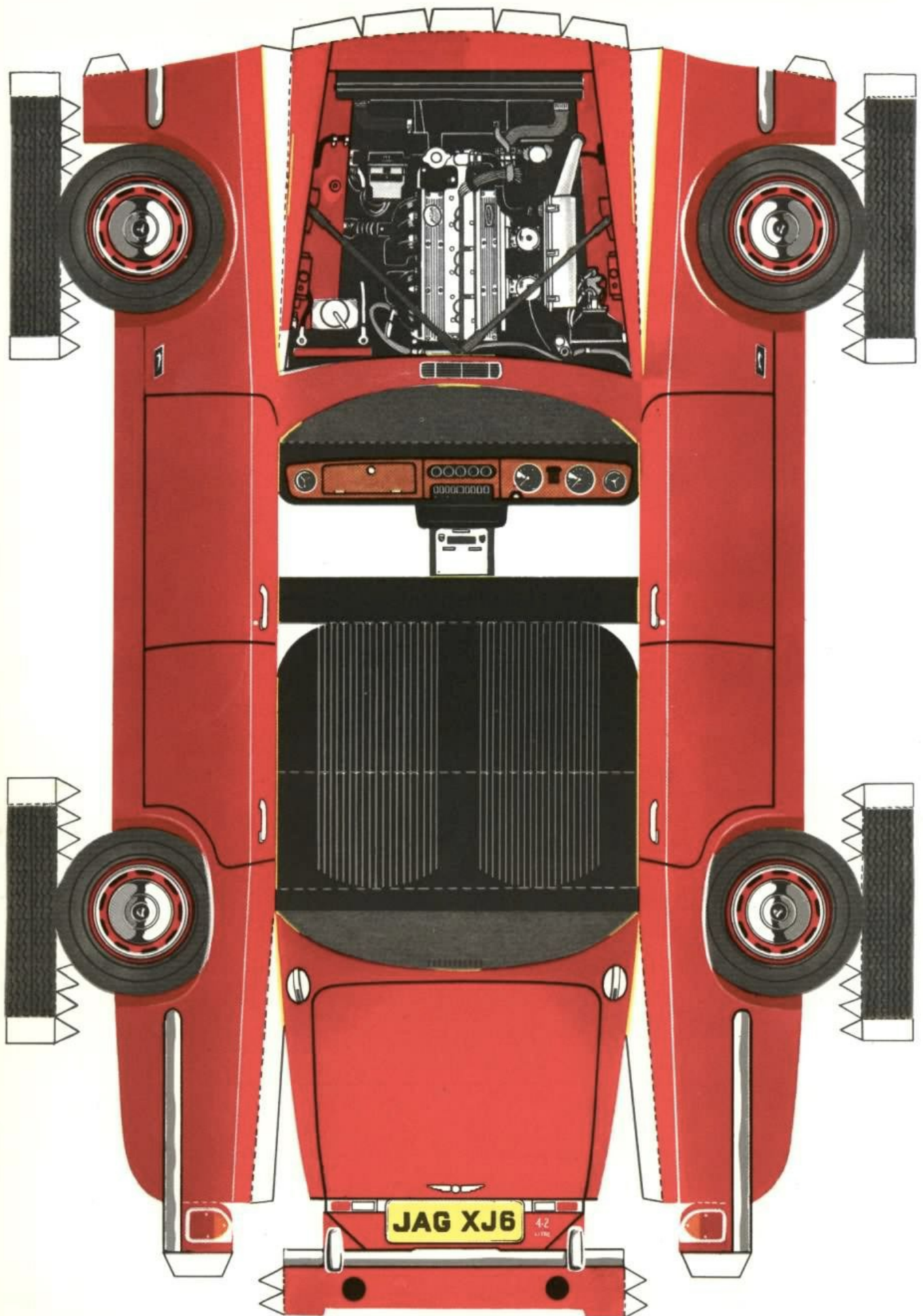
THE NEW JAGUAR XJ6

CUT-OUT MODEL!

Autocar presents for the first time a three-dimensional model of a brand new Jaguar, specially devised and drawn by Roy Castle with full co-operation from the makers. It is known as the Jaguar XJ6, and was fully described in **Autocar** last week, 26 September. Printed on special card, the model may be made up easily by following the instructions below. You will then have a splendid table-top representation of the XJ6, showing, outside and inside, the shape, colour and detail of this exciting new car making its first Motor Show appearance in Paris today. A brief specification of the XJ6 is printed on the inside of the bonnet (see back page of this inset).

INSTRUCTIONS FOR MAKING MODEL: First cut out body with scissors or sharp knife. Slit along yellow lines. Fold cleanly along dotted lines and body sides and boot. Assemble body and wheels, glue together (use adhesive such as balsa cement). Fold rear seats, but do not glue. Fold dashboard. Cut side windows out of roof section. Position roof and glue. Assemble interior and glue into place inside body. Side door panels should cover tabs on roof pillars. Glue front panels (pedals etc.) into position behind dashboard. Glue steering wheel and rear seat into position. For best effect finally cut out windscreen and back window (take care not to cut driving mirror) and glue into position clear acetate.





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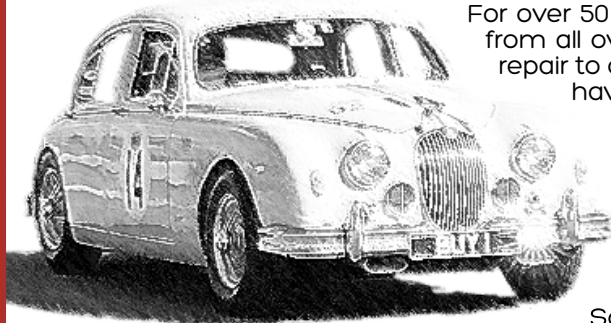
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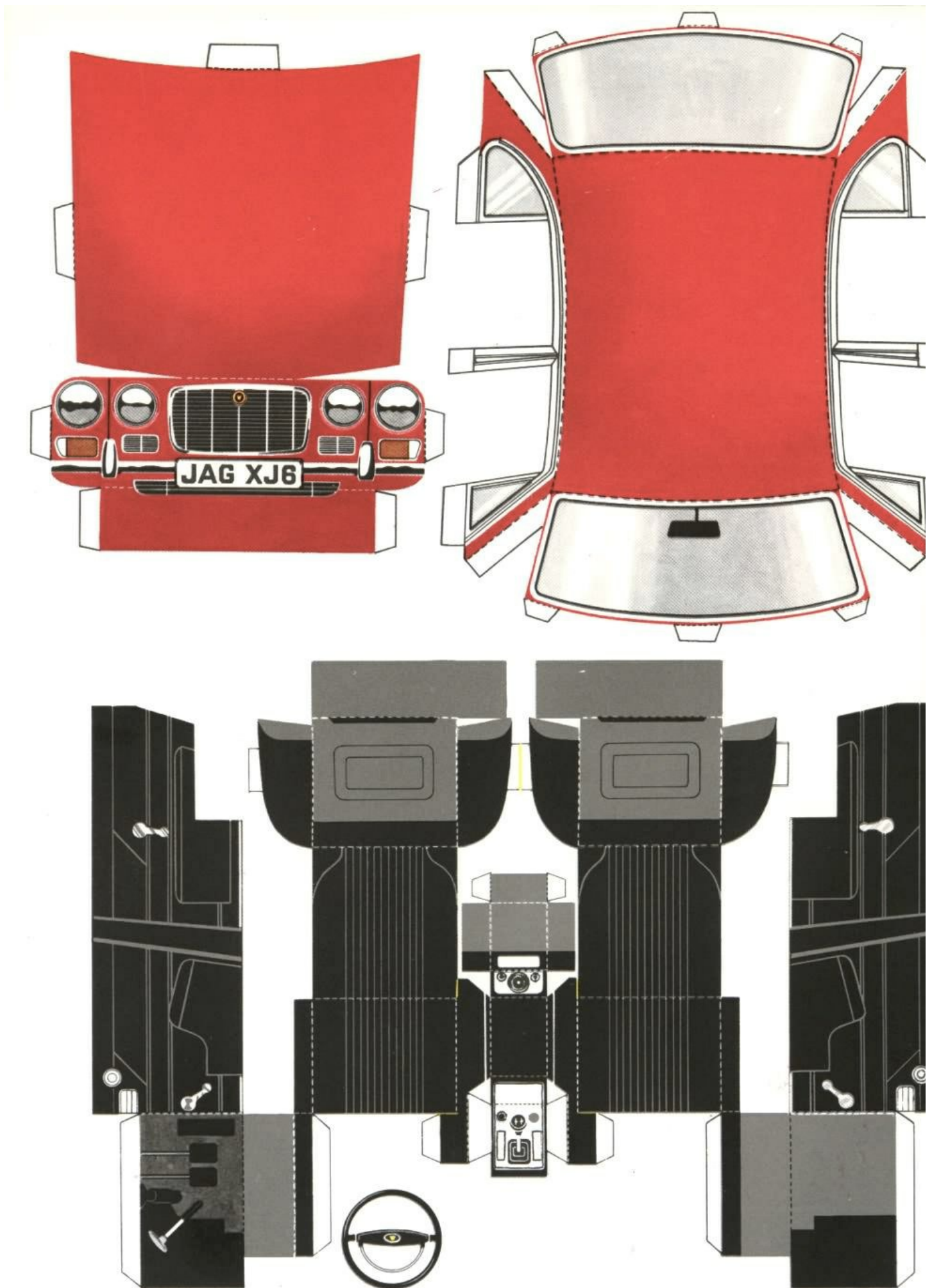
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ADVICE FROM A RETIRED HUSBAND

It is important for men to remember that, as women grow older, it becomes harder for them to maintain the same quality of housekeeping as when they were younger. When you notice this, try not to yell at them. Some are over-sensitive, and there's nothing worse than an over-sensitive woman.

My name is Ron. Let me relate how I handled the situation with my wife, Carol.

When I retired a few years ago, it became necessary for Carol to get a full-time job, along with her part-time job, both for extra income and for the health benefits that we needed. Shortly after she started working, I noticed she was beginning to show her age. I usually get home from the golf club about the same time she gets home from work.

Although she knows how hungry I am, she almost always says she has to rest for half an hour or so before she starts dinner. I don't yell at her. Instead, I tell her to take her time and just wake me when she gets dinner on the table. I generally have lunch each day in the Men's Grill at the Golf Club, so eating out is not an option in the evening. I'm ready for some home-cooked grub when I hit that door.

She used to do the dishes as soon as we finished eating. But now it's not unusual for them to sit on the table for several hours after dinner. I do what I can by diplomatically reminding her several times each evening that they won't clean themselves. I know she really appreciates this, as it does seem to motivate her to get them done before she goes to bed.

Another symptom of ageing is complaining, I think. For example, she will say that it is difficult for her to find time to pay the monthly bills during her lunch hour. But, boys, we take 'em for better or worse, so I just

smile and offer encouragement.

I tell her to stretch it out over two, or even three days. That way, she won't have to rush so much. I also remind her that missing lunch completely now and then wouldn't hurt her any (if you know what I mean). I like to think tact is one of my strong points.

When doing simple jobs, she seems to think she needs more rest periods... She had to take a break when she was only half-finished mowing the front lawn. I try not to make a scene. I'm a fair man. I tell her to fix herself a nice, big, cold glass of freshly squeezed lemonade and just sit for a while. And, as long as she is making one for herself, she may as well make one for me, too.

I know that I probably look like a saint in the way I support Carol. I'm not saying that showing this much patience & consideration is easy. Many men will find it difficult. Some will find it impossible! Nobody knows better than I do how frustrating women get as they get older. However, guys, even if you just use a little more tact and less criticism of your ageing wife because of this article, I will consider that writing it was well worthwhile. After all, we are put on this earth to help each other.

EDITOR'S NOTE:

Ron died suddenly on August 31 of a perforated rectum. The police report says he was found with a Calloway extra-long 50-inch Big Bertha Driver Golf Club jammed up his rear end, with barely 5 inches of grip showing. His wife Carol Anne was arrested

humour

Members jokes & anecdotes

and charged with murder. The all-woman jury took only 10 minutes to find her Not Guilty, accepting her defence that Ron, somehow without looking, accidentally sat down on the club.

FOUND ON THE REFRIGERATOR DOOR ONE MORNING

My Dear Wife,

You will surely understand that I have certain needs that you, being 57 years old, can no longer satisfy.

I am very happy with you and I value you as a good wife. Therefore, after reading this letter, I hope that you will not wrongly interpret the fact that I will be spending the evening with my 18 year old secretary at the Comfort Inn Hotel.

Please don't be upset, I shall be home before midnight.

When the man came home late that night, he found the following letter on the dining room table:

My Dear Husband,

I received your letter and thank you for your honesty about my being 57 years old.

I would like to take this opportunity to remind you that you are also 57 years old.

As you know, I am a maths teacher at our local college.

I would like to inform you that while you read this, I will be at the Hotel Fiesta with Michael, one of my

students, who is also the assistant tennis coach. He is young, virile, and like your secretary, is 18 years old.

As a successful businessman who has an excellent knowledge of maths, you will understand that we are in the same

situation, although with one small difference - 18 goes into 57 a lot more times than 57 goes into 18.

Therefore, I will not be home until sometime tomorrow.

THE LADY, PRIEST AND THEIR PARROTS

A lady goes to her priest one day and tells him, 'Father, I have a problem. I have two female parrots but they only know to say one thing.'

'What do they say?' the priest asked.

They say, 'Hi, we're hookers! Do you want to have some fun?'

'That's obscene!' the priest exclaimed. Then he thought for a moment..... 'You know,' he said, 'I may have a solution to your problem. I have two male talking parrots which I have taught to pray and read the Bible...Bring your two parrots over to my house, and we'll put them in the cage with Francis and Peter. My parrots can teach your parrots to pray and worship and your parrots are sure to stop saying that phrase in no time.'

'Thank you,' the woman responded, 'this may very well be the solution.'

The next day she brought her female parrots to the priest's house....As he ushered her in she saw that his two male parrots were inside their cage holding rosary beads and praying...

Impressed, she walked over and placed her parrots in with them... After a few minutes, the female parrots cried out in unison: 'Hi, we're hookers! Do you want to have some fun?'

There was stunned silence... Shocked, one male parrot looked over at the other male parrot and says... 'Put the beads away, Frank, our prayers have been answered!'

DORETHY AND EDNA

Dorothy and Edna, two "senior" widows, are talking.

Dorothy: "That nice George Johnson asked me out for a date. I know you went out

with him last week, and I wanted to talk with you about him before I give him my answer."

Edna: "Well, I'll tell you. He shows up at my apartment punctually at 7 pm, dressed like such a gentleman in a fine suit, and he brings me such beautiful flowers!

Then he takes me downstairs. And what's there; a limousine, uniformed chauffeur and all. Then he takes me out for dinner; a marvellous dinner, lobster, champagne, dessert, and after-dinner drinks.

Then we go see a show. Let me tell you Dorothy, I enjoyed it so much I could have just died from pleasure!

So then we are coming back to my apartment and he turns into an ANIMAL. Completely crazy, he tears off my expensive new dress and has his way with me three times!"

Dorothy: "Goodness gracious! So you are telling me I shouldn't go?"

Edna: "No, no, no ... I'm just saying, wear an old dress."

CRANKY OLD SHOPLIFTER

A very cranky old woman was arrested for shoplifting at a her local Aldi store.

She gave everyone a hard time, from the store manager to the security guard to the arresting constable that took her away.

She complained and criticised everything and everyone throughout the process.

When she appeared before the Magistrate, she was what she had stolen from the store.

The lady defiantly replied, "Just a stupid can of sliced peaches."

The Magistrate then asked why she had done it.

She replied, "I was hungry and forgot to bring any cash to the store."

The Magistrate asked how many slices were in the can.

She replied in a nasty tone, "Twelve! But why do you care about that?"

The Magistrate answered patiently, "Well, madam, because I'm going to give you twelve days

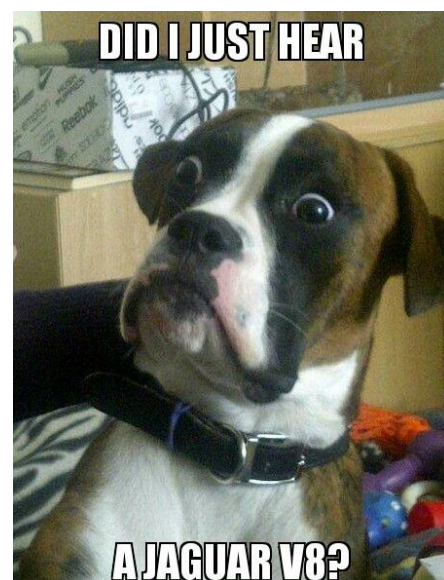
in jail -- one day for each slice."

As the Magistrate was about to drop his gavel, the lady's long-suffering husband raised his hand

slowly and asked if he might speak.

The Magistrate said, "Yes sir, what do you have to add?"

The husband said meekly, "Your Honour, she also stole a can of peas.



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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 15th November 2017	Wednesday 16th May 2018
Wednesday 21st December 2017	Wednesday 20th June 2018
Wednesday 17th January 2018	Wednesday 18th July 2018
Wednesday 21st February 2018	Wednesday 15th August 2018
Wednesday 21st March 2018	Wednesday 19th September 2018
Wednesday 18th April 2018	Wednesday 17th October 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.

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CALENDAR

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21-23

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New battery layout needed for next electric Jaguar

Jaguar design boss hints at a bid for a pure-electric saloon or sports car, says new battery layout would be needed.

Jaguar is looking at “various battery configurations” as it aims to develop a sister vehicle to the pure-electric I-Pace that can have a lower seating position more akin to a sports car, or even a conventional saloon.

The British firm’s first pure-electric car is due on sale before the end of next year. Engineers made a conscious decision to give it a more SUV-like shape because this brings a slightly higher roof-line - which, in turn, allows the battery pack to be mounted under a raised floor.

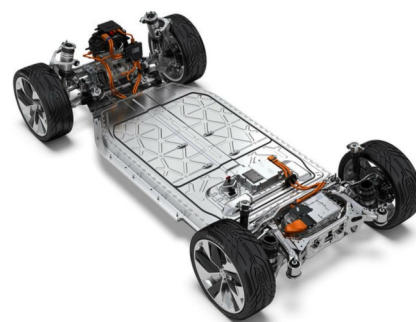
However, Jaguar’s Design Director Ian Callum has admitted that the company’s desire to produce a lower EV is forcing its engineers to look at spreading the batteries out in lots of different locations around the vehicle - including at the very front and rear (instead of between the axles) and vertically.

“We know that we’ll have

to be flexible in how the battery packs are built up,” Callum said. “They don’t necessarily need to be a single slab in one area, as long as they’re properly interconnected. So yes, we’re looking at various configurations as we look beyond the I-Pace - particularly to help with the H-point [the height of the occupants’ hips] in the rear seats, because that’s really one of the defining areas.”

Callum, who was speaking as the I-Pace received the Royal Automobile Club’s Dewar Trophy for technical innovation, said he was keen to see whether some of Jaguar’s rivals are able to bring a lower EV to market more quickly. “It’ll be interesting to see what Porsche does [with Mission E],” he admitted. “Is there still a future for the ‘low car’ in a world of EVs? I’d like to think so.”

Jaguar’s development team has also reworked the I-Pace’s cabin because there was

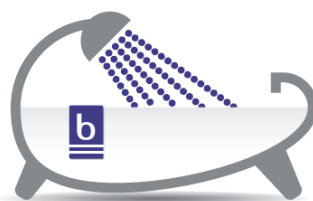


too much rear legroom, Callum revealed. “Because of the bespoke platform and the way an electric vehicle can be packaged, we actually had too much space in the back of the car,” he said. “So we revisited it and ended up moving the rear seat forwards. It gave a more realistic amount of space - which is still very generous - but opened up even more boot space.”



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