

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

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Masterson's WORDS

By Colin Masterson

Now is the time of year to start preparing for shows for 2019. Look back at where you went last year and maybe at back copies of this magazine to see shows that you missed. Most shows have websites or Facebook pages but not all will set out dates and times before the new year. Keep checking back so you can make a reservation in good time.

If you haven't joined us before please come along; we don't bite, in fact some of us are downright friendly and if you haven't tried Paul's Bacon Butties or Lunchtime Burgers you haven't lived!! Part of the fun of owning a classic car, as well as taking it on the road, is to join like minded people at car shows to exchange views, look at beautiful cars and to wander around the trade stalls and maybe pick up a gem or two. Either way it is fun looking. We usually set out in the magazine meeting points so we can convoy and therefore park up together; Colin Manconi usually has the information at his fingertips so, if in doubt, call him, his number is in the magazine.

I guess we all have our favourites but the long weekend at Silverstone is one not to be missed. This is one of the shows that charges for entry. Early bird discounts are open and you can get a club pass for the car and parking in the JEC section using the code - CCD0052019. Some of the shows are good mainly for their venues like Barry overlooking the sea and Three Cock's set in the rolling Brecon Hills,

CALENDAR

WHAT'S ON IN 2019

FEBRUARY

14-17 London Classic Car Show

MARCH

22-24 Practical Classics Restoration Show

31 Jaguar International Spares Day Stoneleigh

APRIL

TBA Coleford Carnival of Transport

JUNE

TBA Barry Festival of Transport

16-17 Le Mans 24 HEURES DU MANS

TBA Caerphilly Motoring Festival

JULY

15-16 Goodwood Festival of Speed

TBA Berkely Castle Car Show

SEPTEMBER

7-8 Beaulieu International Autojumble

13-15 Goodwood Revival

TBA The Big Welsh Classic Car Show Chepstow Race Course

OCTOBER

TBA Castle Combe Classic Action Day

TBA Malvern Classic Car Show

The 2019 Events Calendar can be found on page 37

bordering on Hereford. Some are worth going for the variety of cars on show, like Sherborne or as a season opener at Coleford, after a run through the pretty Forrest of Dean. Whichever you chose, if we go there it is probably worth going. This year, as a club, for the first time we will attend the Stroud Vintage Transport and Engine Club Show at the South Cerney airfield and I promise you won't be disappointed. See you there!

Colin Masterson

Colin Masterson

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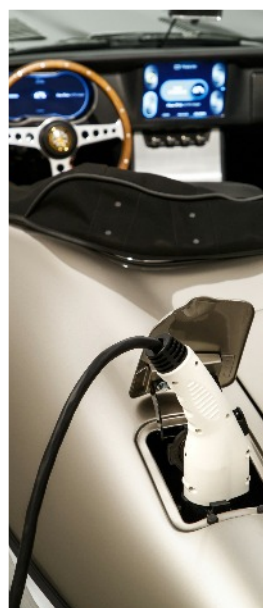


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REGIONAL NEWS

By Colin Manconi

I would just like to wish all our members a Happy Christmas and a prosperous New Year. We attended a lot of events this year, most of them good but some very wet! I hope we enjoy next year as much.

PRICES ON THE DOWNTURN?

The Jaguar E-types that have hitherto seen the biggest growth in values have belatedly joined all of those Porsches and Ferraris in the price correction trend.

Prices for Series 1 coupés in both 3.8-litre and later 4.2-litre form are down 12% and 3.8% respectively, and the Series 1.5 (a Series 1 with some S2 crossover parts, most notably the exposed headlights)/Series 2 roadster is also down, by 8.3%.

So rough Series 1 coupés suitable for restoration are now £40k, tidy cars to drive are £60k and the best are now £100-140k. Project S1/5/2 roadsters are now £29k with smart examples at £45K and the best making £75-110K

In contrast to Eighties Porsches and Ferraris that benefited from an investor-led goldrush, and then slumped when the easy return evaporated, E-types have grown steadily over a longer period that began in the run up to the 50th anniversary in 2011. Is this a barometer of the wider market?

FOOTMAN JAMES ANNOUNCES NEW CLASSIC VEHICLE MEET FOR 2019: COFFEE & CHROME

Footman James's Coffee & Chrome meets aim to bring together enthusiasts and their classic cars and bikes from all makes, marques and eras over a hot drink and a free bacon butty. There will also be a number of specialist classic traders in attendance for visitors to browse, when they can tear themselves away from the admiring the classics on display!

Coffee & Chrome will be taking place throughout 2019 on selected Sunday mornings, with the first taking place at Chateau Impney in Droitwich - the home of Chateau Impney Hill Climb. Chateau Impney is steeped in motoring heritage with the first hill climb taking place over 50 years ago, making this the perfect backdrop for the meet.

The first Coffee & Chrome meet is taking place on Sunday 6th January 2019 between 10am and 1pm. The meet is free to attend; however,

space is limited to 200 vehicles, so participants are asked to register online on the Footman James website:

<https://www.footmanjames.co.uk/blog/coffee-chrome-register-your-interest>



REGIONAL CHRISTMAS DINNER

On the 30th of November we went back to St Mellons Golf Club, a venue we have used quite often in the past. We made sure that it did not clash with the Usk Car Club dinner as last year, but as the Golf Club was fully booked on the Saturdays running up to Christmas we had to have it on a Friday night. As usual we invited our friends from the Bristol Region and they immediately accepted with fourteen of them travelling over the water to come for dinner with us. The Premier Inn in Castleton had a special rate for rooms that night and many stayed overnight, travelling back in the morning.

The meal was excellent and from the feedback I got I think everyone enjoyed it. The Region provided a bottle of red and white wine for each table. The raffle was fun with I think most people winning something. I would just like to thank everyone who donated a prize. It was much appreciated.

On behalf of our members I would like to thank John, Charlotte, Trisha, and all the staff for looking after us so well.

I hope you all enjoyed the dinner and thank you all for coming.

See a full report on page ?

SILVERSTONE CLASSIC 2019

The date of the Silverstone Classic has been confirmed and will be held on the 26/27/28 of July 2019. This is always a great event with over 10000 classic cars attending and 1500 racing. The club

**MESSAGE FROM SNG BARRATT
....FREE SHIPPING IS BACK!**

A collection of various automotive parts and tools, including wheels, a steering wheel, a dashboard, and a battery, arranged around a central box labeled "FREE SHIPPING". The items are scattered on a light-colored surface, suggesting a variety of products available for purchase.

Our Regional Annual AGM will be held on the 16th of January 2019 at our monthly meeting at the BBC Social Club, Llandaff.

Help shape the future of 'YOUR' region. I would urge as many members as possible to attend.

We have a new firm advertising with us this month. Swallows Independent Jaguar Specialist based at Acacia Farm Bristol Road, Rooksbridge, Bristol BS26 2TA. Many of you will have met them at different JEC events, especially at Castle Combe track days, where they take members out in their Swallows Jaguar race cars for a donation to charity.

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.

The South Wales Regional AGM will be held on Wednesday 16th of January 2019 at our monthly meeting at the BBC Social Club, Llandaff. I would urge as many members as possible to attend.

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THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from, a not so sunny, South Devon!

Good to read Dave & Ruth's report on the Autumn Gael in the Jaguar Enthusiast magazine. Well done both. Also nice to see a certain "JAG220" on page 4 of the JEC 2019 Events & Tours booklet!

Good to hear that the SW Region Christmas Dinner had such a large turnout!

As noted last month the classic car show season has come to an end and most of our cars are hibernating! During the month the only event we have taken part in was the TOWC Club Run on Sunday 18th November.

Over the winter months volunteer club members organise monthly club runs which we look forward to and enjoy the company as well as a good carvery meal at the end!

TOWC CLUB RUN - 18th NOVEMBER

The November run was organised by Chris & Julie and commenced at the grand setting of Oldway Mansion in Paignton. Sadly the beautiful mansion, which was purchased by Paignton Council in 1946 for just £46,000 from the Singer family, has been closed for many years. Apparently the interior is stunning although we have never seen it. More information on Oldway Mansion may be read on - https://en.wikipedia.org/wiki/Oldway_Mansion

On Saturday 17th November Chris & Julie had arranged to stay in Chippenham for a family function & were due to return to Paignton on Sunday morning. As Chris was concerned that they may not make it back in time for the start of the run, he dropped

off the route instructions with me on the Friday evening.

Natalea & I decided to use our VW Camper for the run as we could see the views better over hedges etc. Approx. 35 members took part in the run although not all used their classic cars. The scenic run took us via Ashburton & Buckfastleigh onto Dartmoor for a coffee stop at the Forest Inn. We were the last to arrive as we had stopped for petrol in Totnes & the poor old camper was very slow up the steep hills. In fact I had doubts we would get up one of the hills as the engine is quite gutless! Carrying a full load of furniture doesn't help!

The final part of the run was much easier descending down along the beautiful Dart River valley. The carvery meal was at the Dartmoor Lodge near Ashburton. To be honest we, and a few others, did take a short cut! A



great run & I thoroughly enjoyed the outing although Natalea was less than happy with navigating!

TOWC MONTHLY CLUB MEETING - THURSDAY 29th NOVEMBER

This meeting is probably the least favourite in the year as the club's AGM is normally held in the November meeting. Nevertheless we still had approx 45 members present. Perhaps it was the free buffet that enticed members to attend! Unsurprisingly all the existing committee members were voted back in. There were no other members volunteering for positions - just like so many other clubs! I'm particularly pleased that Val & Derek were coaxed into continuing to produce their usual, and invaluable, eight page document listing all events/classic car shows with contact names, email addresses etc. I think they are both 86 years young and have been doing this since the early 1990s!

FUTURE EVENTS

We are now looking forward to our annual Christmas musical/dance evening on 13th December when we will once again be entertained by the talented Dave. I've also been organising a 1st January Get-Together lunch at our previous club



premises renamed "The Old Engine House" & currently have 48 members booked in! In January we will have our annual dinner & awards ceremony in the Redcliffe Hotel, Paignton. This will be preceded by a short club run organised by John & Jill.

...and finally a couple of jokes about cars etc:

Henry Ford dies and goes to heaven.

At the gates, Saint Peter tells Ford, "Well, you've been such a good guy and your invention of the car changed the world. As a reward, you can hang out with anyone you want in heaven."



So Henry Ford thinks about it and says, "I want to hang out with Adam, the first man."

So the guy at the gates points Adam out to Ford.

When Ford gets to Adam, Ford asks, "Hey aren't you the inventor of woman?"

Adam says, "Yes."

"Well," says Ford, "You have some major design flaws in your invention:

- 1) There is too much front end protrusion
- 2) It chatters at high speeds
- 3) The rear end wobbles too much
- 4) And the intake is too close to the exhaust."

"Hmmmm..." says Adam, "hold on". So Adam goes to the celestial computer, types in a few keystrokes, and waits for the results. The computer prints out a slip of paper and Adam reads it. He then says to Ford, "It may be that my invention is flawed, but according to the stellar computer, more men are riding my invention than yours."





By Colin Masterson

Letter from America

You have heard me say it before but the Lake Mirror Car Show has probably a higher percentage of real quality cars, rather than quantity, than any show I attend over the year. Some of the pre war classics like V16 Cadillacs and Springfield (made in the USA) Rolls-Royces are breathtakingly beautiful and kept in tip top condition.

It was a lovely day for the show and I left the house at 7 just as the sun was rising in time to take Harry to the dog park to meet his friends before setting off for the show. It was a lovely run firstly past a large tree nursery, which is at the back of our house bordering our lake with its wonderful rows of palm, citrus trees, Magnolias, Live Oaks and the wonderfully named Crepe Myrtle (we have one in our garden). The sun was soon climbing to the mid 80's (30 to you) without a cloud in the sky.

In Florida, the Winters are pretty dry with far more rainfall in the Summer months so it is not unusual for there to be weeks on end of sunny cloudless skies, with the temperatures not too hot, which makes such a draw to the likes of not just me but a lot of Americans, who come from the North, where Winters can be very severe. They are called Snowbirds and we are included in this category of migrators, except we come from the North East.

We do have some migratory birds, the largest of which is the Sand Hill Crane, a large elegant bird with grey plumage, a red cap of feathers on the top of their heads and incredibly long legs, many of which strut around the neighbourhood stopping traffic as the saunter across the road, making a honking noise to attract their mates. They pair for life and we have a nest in the reeds by our lake where some babies hatched

this year. They are fluffy with bright yellow down, are quite tall straight from the egg, and proceed to walk with their parents from day one. Unlike, say, a swan, they don't need a long run up to take off but just leap straight into the air. We often see them flying overhead in large V formations.

I made my way along the country roads through Groveland, and the small habitations of Mascotte, Mabel, Tarrytown (a few houses each) before heading South, through the Green Swamp Wilderness Preserve. It isn't as bad as it sounds; in fact it is quite picturesque, although the road is dead straight for 15 miles. Such long straight stretches of road as this are not unusual over here, as many of them were just driven through wilderness to link larger cities before the freeway system was built.

I used to register for the Lake Mirror show but at fifty



bucks a pop think it a bit steep, even if you do get a very nice display sign for you car. Being a natural cheapskate I have found a restaurant car park (the restaurant is only open in the evenings) which is perfectly placed right in the middle of the show, and all for free. It won't be long before others catch on but for the moment it works. Anyway, I managed to find a nice spot under the shade of a Live Oak to park and set up my chair.

The first section I arrived at was for small cars: There was a very nice 1972 Austin Mini van with upgraded 1275cc engine, Copper S brakes etc. right next to

actually tried that! Next to it was a 1956 Morris Minor 1000 convertible and finally a 1964 Amphicar 700, which took to the lake on several occasions during the day.

Next to this was the Ferrari Club whose star exhibit was a 1948 166 Spyder Corsa. This particular car with its 2 litre V12 engine was the first Ferrari racing car to arrive in the USA. Of course Ferrari raced before the war for the Alfa Romeo team but in 1947 he began racing again, deciding to get the former Alfa engineer, Gioacchino Colombo, to design a V12 having been impressed by a similar designed engine built by

Philippine Mahogany hulls. I loved the "torpedo stern" Stan Craft which had been lovingly restored by the owner. Every detail was perfect. Even the small wooden plugs covering the brass screws holding on the planking had their grain facing the correct way. It was originally powered by a Chrysler straight six engine, but this had been replaced by an LS1 Corvette engine - a resto-mod of the marine world.

Nearby was a Sunbeam Tiger, sometimes called "the poor man's Cobra". It also had an American V8, this time Ford, stuffed into a British sports car. Unfortunately there was no



a 1962 28hp 602cc Citroen Deux Chevaux which had been driven by a lady with an enormous hat. She must have had the roof down to wear that while driving. The car was produced from 1949 to 1989, originally fulfilling a requirement post war for a cheap, reliable, utilitarian vehicle with low fuel consumption. It had easily removable seats to maximise load carrying and had a very flexible suspension which, as the story goes, would enable a farmer to cross a ploughed field with a basket of eggs that would not get broken - not sure if anyone

Packard for its road cars. This particular car was raced by the famous Briggs Cunningham with some success. I have never been a great fan of Ferraris but there was a very pretty 2.4 Litre 285 bhp 6 cylinder Dino in that group which had been beautifully restored. I didn't know it before but this was the engine that powered Mike Hawthorne's F1 World Championship car, the first British World Champion.

As well as some fine cars there were some wonderful power boats, including Chris Craft and Stan Craft all with polished

Daimler Dart, our own sports car with that beautifully smooth yet reasonably powerful Daimler V8 to compare it with, although at least one had been at the show last year.

I'm always on the look out for something unusual at this show and they don't come more unusual than the 1966 Bosley Interstate powered by Plymouth. It had a very long nose emphasised by the red paintwork and thick Chrome trim. This car has appeared at Amelia Island and Pebble Beach and is a one-off. Next to it were two very elegant

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Mercedes, a 300SL Roadster and a 300SL Gullwing, both looking stunning in black.

Then we come to the Jaguars and these included a 1953 XK120 Roadster, a 1958 XK150 Drop Head coupe, a 1962 XKE (ie E Type) Convertible (They call them OTC or Open Top Sports over here) and a 1964 XKE OTC with a 1964 MkII in the downtown section next to a 2001 XJR, but the star was a 1935 SS1 coupe.

Other Brits include a 1950 Healey Silverstone, a 1977 MG Midget, a series III Jensen Interceptor, a Mini Cooper S 1275, a 1970 Lotus Europa, a Triumph TR6 and a MK3 Austin Healey 3000.

I spoke to the owner of a Rolls Royce Shadow (bizarrely painted in a Jaguar green) and asked him why he had a pot of Grey Poupon mustard on his dashboard: apparently there was once a commercial on the TV for the mustard which showed a someone in the back of his Chauffeur driven Rolls Royce having a roast beef sandwich on the elegant picnic table. He stops next to another Rolls Royce and the chauffeur asks the second driver if he has any Grey Poupon.

A butler dutifully gets out of the second car and brings round a pot. Apparently, although this was years ago, people still remember the commercial and, when he stops at the lights, often ask him if he has any, hence the pot on the dash board that he can point to!

Some of the most elegant cars were from the pre-war period, as you might imagine and they included a 1927 La Salle Roadster designed by the great Harley Earl of Cadillac fame who conceived that the car would be a more agile and stylish car than the regular Cadillacs with its design rather influenced by Hispano Suiza. Consider that in 1927 a La Salle at the Milford Proving ground achieved 952 miles averaging 95.2mph including 7 minutes for refuelling when that year's Indianapolis winner

achieved an average speed of 97.5 mph. A similar car was the 1926 McFarlan that was once owned by Jack Dempsey who was Heavyweight World Champion from 1919 to 1926. One unusual feature of this car was that each engine cylinder had three spark plugs and these were fired by two distributors and dual magnetos. In the same group was a 1929 Packard Sports Phaeton, a 1931 Cadillac V12 Dual Cowl Phaeton, and another 1929 Packard Phaeton.

I could have looked for so many more stories about these wonderful cars but I was looking forward to the return country trip before the sun went down. I any case, there were no Paul bacon butties or burgers to make me want to linger further. I shall certainly be back for another helping next year.





PRESENTS:

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First ever left-hand drive Jaguar E-type 2+2 found in barn

The very first LHD Jaguar E-type 2+2 - a 1965 model bearing chassis number 1E75001 - has been discovered in a barn. Could this be the greatest Jaguar project this decade?

With so many Jaguar E-types ramping up the classifieds, genuinely important vehicles from Jaguar's illustrious history can be drowned out. Such was the case for this unique vehicle from deep within the Coventry stable; the very first left-hand drive 2+2 - chassis number 1E75001. Up for sale at £44,500 (\$57,000, €50,000), dare you take on the restoration project to end them all?

Built on October 19, 1965 by the Jaguar pre-development department on Browns Lane, the first 2+2 was designed as a test-bed to serve requests from buying customers seeking more cabin space, extra storage and the possible fitment of the Borg Warner automatic gearbox.

Just as the Jaguar was completed, Sir William Lyons used the car for advertisements and showcased the vehicle during the Stateside introduction in January 1966.

Such development vehicles rarely leave the factory, but this one was left across the pond after various press events trumpeting the new model's arrival. It was bought and delivered to author Gary Fairmont Filosa, spending nearly quarter of a century on American shores.

It then arrived from Florida into Holland during 1989, the E-type's fresh owner a Jaguar mechanic based out of Luxembourg. Due to an increasing workload, he never quite managed to find time to spend on the historically significant Jaguar. After 25 years of storage, the car was retrieved from its mortal slumber recently when the

owner passed away.

The E-type currently retains its matching numbers and was granted a heritage certificate by some rather excited members of the Heritage Trust team many years ago.

While all the parts are there, the E-type has been partly dismantled and will require a complete strip down to basically start again. Some new panels have been welded in place and others are prepped for mounting, but the engine and gearbox are intact.

The current vendor is seeking a proud new owner who will finish the restoration and remain its custodian for the future. A more interesting provenance is hardly possible, other than one of the very first production E-types from 1961. Yet, with these cars commanding insane prices and seldom on the market, this 2+2 could just be the greatest Jaguar project on the market.

If you are seriously interested in acquiring a slice of Jaguar history in dire need of some TLC, you won't get much better than this prominent example.





TWR XJ12 SERIES III

THE FAST JAGUAR YOU HAVEN'T HEARD OF

Reckon the XJR was Jaguar's first stab at performance saloon tuning? Think again. This is one of the rare Daimler Sovereign Series III XJ12s given the full Tom Walkinshaw treatment.

Back in 1993, Jaguar's XJ lineage boasted the coveted title of 'Safest Car in Britain'. Worshipped by the conservative masses and employed by those with double-barrelled surnames boasting hefty bank accounts, the third-generation XJ V12 saloon appeared to be the most conventional automotive purchase known to man.

However, there's a dark horse from the stable that goes against the grain. Very rarely spotted in the wild, this truly bonkers big cat is the one collectors fall over themselves to acquire. Meet Jaguar's effective first-generation XJR - The Equalizer on steroids.

Folklore would have you believe that Jaguar's definitive sports saloon first emerged from the brimstone-lined pits of hell back with the 1994 launch of the

X300, but those cloven hoofs were first seen six years previously. Tuned by Tom Walkinshaw Racing and sporting a fettled 5.3-litre V12, the JaguarSport XJ12 first landed on public tarmac for 1988. No BMW was safe, with most Mercedes-Benz owners diving for the nearest hedgerow.

Based upon a top-whack Daimler Sovereign Series III model, you could send your V12 saloon off for some cosmetic surgery and create something truly bizarre. As a cocktail of

upper-class dominance in a retro shape mated to Max Power levels of chod, nothing came close. It was like draping Buckingham Palace with an anarchy flag.

Trimmed and injected with decadence by the Oxfordshire-based JaguarSport, a dual venture by Jaguar and race team TWR, a price list was offered from the tuning house that offered suspension kits, tuning packages and bodywork add-ons. It wasn't cheap, but the results spoke for themselves.

Built alongside the XJ220 in TWR's Kidlington-based factory, the first-generation XJR was fitted with upgraded suspension featuring unique Bilstein dampers and revised power steering valves to increase steering



weight by 40%. Bespoke exterior paint and aesthetic touches were also added, making for a unique package even HRH The Queen Mother admired. It certainly would have ensured she returned home for Gin o'Clock on time.

Differing cosmetically from the standard showroom XJ12 Series III, the XJR showcased a colour-coordinated bodykit - consisting of new front and rear valances with accompanying side skirts crafted from fibreglass. The shell ran on Speedline alloy wheels designed to fit larger tyres. As time marched on and disc brakes became larger, cooling ducts were added to the front valance.

The cabin wore all the usual Jaguar debauchery, yet with a number of exclusive add-ons. There was a leather MoMo steering wheel, leather gear knob and seat headrests embossed with JaguarSport motifs.

The earliest examples of the succeeding XJ40 XJR were powered by Jaguar's oh-so smooth yet radically unquick 3.6-litre AJ6 engine in standard form. Sporting enlarged bumpers and two-tone paintwork, the end result offered similar performance

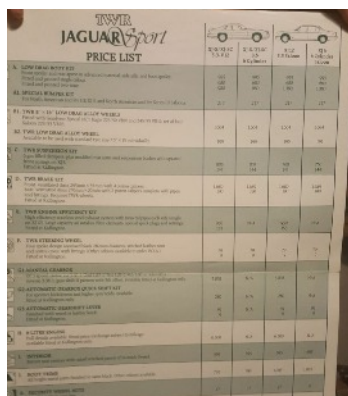
TWR JAGUAR Sport PRICE LIST				
	XJ-S/XJ-SC 5.3-V12	XJ-S/XJ-SC 3.6 6 Cylinder	XJ12 5.3 Saloon	XJ6 6 Cylinder Saloon
A. LOW DRAG BODY KIT Front spoiler and rear apron in advanced material, side sills and boot spoiler Fitted and painted single colour Fitted and painted two-tone	995 680 980	995 680 980	995 680 1,380	995 680 1,380
A1. SPECIAL BUMPER KIT For North American and Pre III XJ S and North American and Pre Series III Saloons	217	217	217	217
B1. TWR 8" x 16" LOW DRAG ALLOY WHEELS Fitted with Goodyear Special NCT Eagle 225/90 VR16 and 245/55 VR16, set of four Saloon 225/55 VR16	1,664	1,664	1,664	1,664
B2. TWR LOW DRAG ALLOY WHEEL Available to be used with standard tyre size 7.5" x 15 individually	199	199	199	199
C. TWR SUSPENSION KIT 6 gas filled dampers plus modified rear arms and suspension bushes with uprated front springs on XJS Fitted at Kaddington	808 144	808 144	760 144	760 144
D. TWR BRAKE KIT Front: ventilated discs 295mm x 35mm with 4 piston calipers rear: ventilated discs 270mm x 20mm with 2 piston calipers complete with pipes and fittings. Requires TWR wheels. Fitted at Kaddington	1,689 190	1,689 190	1,689 190	1,689 190

to your Grandmother in a shell suit. The XJ12 Series III kicked the newboy into a cocked hat.

Only a smattering of Series III V12 XJR models were given the TWR treatment, making them invaluable to Jaguar enthusiasts and rarely found out with car shows and TV programmes. However, this example has turned up for sale through an online auction and was not around for long. One of the earliest models given the Tom Walkinshaw surgery, and one of only 15 believed to still exist, this example had covered 97,000 miles and undergone substantial work to keep the car in rude health.

The current owner has enjoyed custody for the last five years, claiming to have achieved 20mpg (we don't believe him) when using the beast on a regular basis. They also claim the bodywork is virtually rust free, although judging by the pictures, we can believe them on that. Under the bonnet is an AJ6 updated ECU, AJB throttle bodies and an AJ6 exhaust system. Not quite content with only that, there's also koni front shock absorbers, new front springs, a new fuel pump and TWR air boxes.

So, after something truly rare and seldom seen yet with genuine Jaguar heritage?





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TWR Name Revived For eTrophy Team

The famous Tom Walkinshaw Racing moniker has been revived as part of a last-minute entry by ABB FIA Formula E team Techeetah in the Jaguar I-PACE eTrophy series.

Techeetah, which is partnered with the DS manufacturer in FE, will enter one car in the single-make eTrophy championship, which will be driven by 2018 Porsche Cup Canada driver Stefan Rzadzinski.

The eTrophy entry includes an arrangement with Ryan Walkinshaw, the son of late founder Tom, to return the TWR brand to international motorsport.

TWR won the Le Mans 24 Hours twice with Jaguar in 1988 and 1990, as well as the '88 World Sportscar Championship, famously operated the Volvo works BTCC team in the 1990s and entered Formula 1 in 1997 by purchasing Arrows, which collapsed midway through the 2002 season.

"We're really excited to enter the Jaguar I-PACE eTrophy championship," said Techeetah chief commercial officer Keith Smout. "Our brand has gone from strength to strength this year and this is another great step forward for Techeetah."

"The Jaguar I-PACE eTrophy represents an opportunity to expand our brand and give our team partners more marketing exposure and business to business opportunities and it's also hugely exciting to bring back the iconic TWR name to racing."

"Ryan's father was a motorsport legend and we're very proud to welcome back the TWR brand together with Ryan."

Walkinshaw added: "I'm

very proud to return our family's name to racing.

"Given the rich history TWR have with Jaguar, it felt like the perfect opportunity to revive TWR with Techeetah through one of the world's most exciting motorsport platforms."

"It's also my great pleasure to welcome Canadian racing driver, Stefan Rzadzinski, to the team. Stefan is a very talented up and coming driver who has come from the Porsche GT3 Cup."

Rzadzinski's entry brings the number of drivers for the inaugural eTrophy race in Ad Diriyah this weekend up to 12.

"When we signed on the dotted line to enter the series it was a big moment for all of us," said Rzadzinski.

"I've been wanting to get involved in electric racing for a while now and to be able to do so and bring back the TWR brand is quite something."

"It will be the first time I'm in the I-PACE later this week so I'm sure there will be some things to learn. I'm very motivated to have a great season with a fantastic team behind us, so let's go racing."





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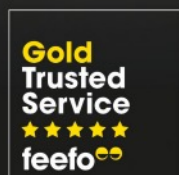
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20 YEARS OF JAGUAR RACING

AN EVENING WITH TERRY DYE

On the 21st of November at our usual Regional club meeting we were honoured to have Terry Dye who for the last 20 years has run the JEC Club racing come to the meeting to tell us all about the JEC racing scene.

The racing goes back to 1998 when a race was held on the

occasion of the 50th anniversary of the XK 120. A large number of XKs took to the track and following this a series of eight races was run in 1999. Additionally two track days were held at Mallory Park where 180 JEC members were professionally coached and let loose on the circuit in their road cars. Thus JEC racing was born.

Terry brought his projector and we had the use of the big screen at the BBC Social Club, our usual meeting place.

Andy, Mike and myself met Terry earlier in the evening and took him out for dinner at a local restaurant. We all know Terry very well from our involvement with the events committee, all of us are on the committee, so it

was very relaxed dinner with lots of laughter.

Terry started his talk at about 8.00 and it was very interesting to see how the racing has changed over the last 20 years.

We stopped at 8.30 as we had arranged for a buffet to be served, prepared quite superbly by Diane from the BBC Club. Thanks Diane!

Everyone enjoyed the buffet and then Terry resumed his talk, finishing at about 9.30.

We presented him on behalf of the region a bottle of 12 year old single malt whiskey.

Terry is retiring from running the club racing from the end of this year so we wish him a happy retirement.





JH XJ220C's Bittersweet Le Mans debut

From conception to race track, the Jaguar XJ220's journey was fraught with trouble and controversy - as David Coulthard and David Brabham remember.

The McLaren F1 cast an incredibly long and dark shadow in the early 1990s. Alongside it, the Jaguar XJ220 never had a chance to shine as bright. Though the road-going version failed to gain the same limelight, its racing cousin helped create an ever increasing appreciation for the 217mph short-lived fastest car in the world.

Turning up to Le Mans for a gruelling 24 hour endurance race, winning, then having its victory swiftly taken away was a tragic development that mirrored the road car's development woes. As the most famous of all XJ220s crosses the auction block in London today, we look back at its fascinating history.

A difficult birth

Like many of the motor-ing world's finest creations, the XJ220 started life as an after hours project. The aim was straightforward and attainable: to narrow the gap between Jaguar's production cars and its racing notoriety - a gap that had been ever-growing since the 1950s.

However, seeing the project through to fruition was strung with difficulty and compromise. The XJ220 was conceived with Group B racing as the target and so engineers planned a V12, all-wheel-drive flagship. But with Jaguar lacking the resources to see the project through, it turned to Tom Walkinshaw Racing, which was running XJR-9s in Group C competition. All-wheel drive was dropped in favour of a lighter and lower maintenance rear wheel drive configuration and

the V12 shipped out to be replaced by a twin-turbocharged 3.5-litre V6.

As a result of the recession in the early 90s, the XJ220's asking price rose by £50,000 to £290,000 and, with the dramatic design overhaul as well, orders were cancelled. But nevertheless, with catalytic converters removed and Martin Brundle at the wheel, a 550bhp production car capable of 217mph had been born.

Now with a jewel in Jaguar's crown, the next step was to take the XJ220 into competition. It was a chance for the car to fulfill the original intention that had spawned its creation. Carbon-fibre replaced most of the aluminium panels and a rear wing was added. The resulting XJ220C was unveiled to the public at the Autosport International Show in 1993.

That same year a three car-strong works team headed to northern France for the 24 Hours of Le Mans.

The race

'For me, it was very much a case of there was nothing else



going on,' reflects David Coulthard on why he took to the seat following a shakedown test at Silverstone.

'My father used to go to Le Mans, but it was not something on my horizon. I went because I could, rather than because I was passionate about it. I did that test, didn't do the pre-Le Mans test. So I turned up for that week of the event, did my day running, did my night running and then shared the car with John Nielsen and David Brabham.'

Coulthard was very much the fresh face in the team. Nielsen already had seven Le Mans appearances to count, including winning the race with

Jaguar and Tom Walkinshaw two years previous; Brabham had entered with Toyota in 1992.

Banking on a wealth of experience both in the cockpit and in the sportscar powerhouse of TWR, the XJ220C programme was expected to hit the ground running with immediate success.

'There was obviously pressure to do well and win,' says Brabham. 'Although because of the earlier nature of the programme, I don't think there was too much high expectation of not going through without any problems.'

And it proved that way as, by mid-distance, the other two Jaguars had already fallen to engine issues, and the remaining

car's running was far from smooth.

'We had our own problems, we had a fuel leak,' Brabham reflects. 'I was driving and I got this smell of petrol fumes. I radioed into say, 'look, I'm starting to smell fumes, I'm starting to get a bit of a headache and I'm also starting to feel my heels slipping [off the pedals].'

'So I finished the stint, came in and they filled it up and looked around. They could see where it was leaking and they said: "Would you mind going out and doing a few laps while we figure out what to do?" I said, "f* off!" So they did! They whipped the tank out after that.'

Continued >



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The mechanical maladies didn't stop there, with Coulthard hampered in the cockpit.

'The synchromesh got damaged so you had to be really careful on the gearchange. I remember my drink bottle disconnected itself and, because it was pressurised, it sprayed water all round the inside of the car.'

With the leaks sorted and nearest rivals Han-Joachim Stuck, Hurley Haywood and Walter Röhrl - sharing a Porsche 911 Turbo S LM - out with accident damage, the Category 4 - GT class - win was #50's.

excluded from the class win.

In the intervening years there has been speculation that Walkinshaw was deliberately late in his appeal, supposedly unhappy with Ford's recent acquisition of Jaguar.

'It wasn't until later that I found stories around it and I had no idea what was true and what wasn't. But Tom was a political animal so anything could have been possible,' says Brabham. 'That was the same year my brother Geoff won [overall] with Peugeot. Dad [Jack] was there... so it was a double win for the family. Obviously that changed

hour race and we managed to bring the car home.'

The opportunity

'I never got paid because we never got the prize money. But back then it wasn't about the money but about the opportunity,' Coulthard recounts. 'Tom was obviously a bit of a racing legend with his team and his work in F1. To have all that experience and the opportunity to work with him was just a gift.'

It does nothing to diminish his respect for endurance racing, but more a reflection that he



Exclusion from the win

Or so it should have been. The XJ220C crossed the line first in class but it's a victory absent from the history books. The car was entered to comply with IMSA rules that permitted entry to race without catalytic converters. Confusion among the French authorities led to the car being excluded however, and so they competed in the race under appeal. Indeed, TWR challenged the ruling and it was overturned, but the appeal was lodged too late and the #50 car was

after, with disqualification, but at the time we didn't know that and it was a fantastic moment for us.'

Coulthard too remains surprisingly upbeat about the exclusion, more appreciating the outing as an enabler on the way to Formula 1.

'They cheated, it wasn't anything I'd done. I'd just assumed and believed and trusted, and the rest is history,' says the 13-times grand prix winner. 'But in terms of me turning up, doing my job and going home, I did my thing and, OK the results may not show it, but I've done a 24

was of a different mould.

'I enjoyed the experience and the opportunity, but it was just a filler for me. It was not "this is what I might end up doing in the future". I don't want to drink for 24 hours, have sex for 24 hours and I don't want to drive a racing car for 24 hours. A good night out with your friends doesn't last for 24 hours, there's a build-up, crescendo, then you go home and sleep it off. I've got tremendous respect but it's just another form of racing.'

Much like its road-going sister, neither XJ220 variants had

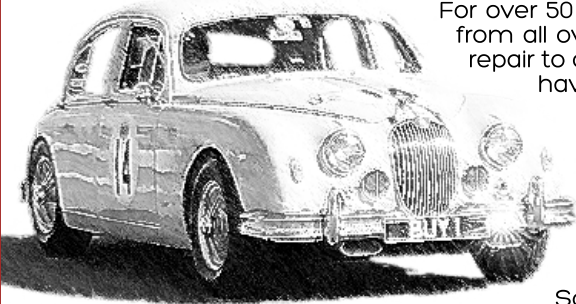


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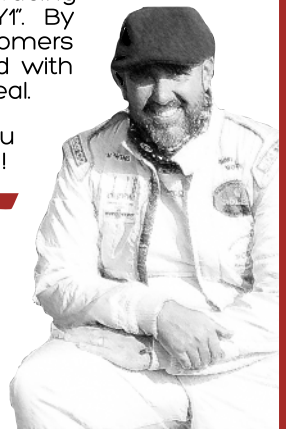
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their time in the limelight and any chance to develop the car or to retake the class win for the following year's race was lost as the team withdrew. That left XJ220C entry to privateers who could meet the £380,000 asking price.

Retrospective reviews of the road car have since revealed it to be compliant and well-mannered. But to those who had to navigate Tertre Rouge and the Porsche Curve, it lost that ease-of-use in being converted to race specification.

'Certainly compared to the Group C cars I was used to, 'it drove like a truck,' says Brabham.

'I wasn't really into that sort of thing. You know, just give me a contract and I'll go racing. That was my attitude,' says Brabham.

Likewise, when asked if he ever considered an XJ220 for personal use, Coulthard wasn't sold. 'I remember it being a lot of bodywork. For me it was, with the greatest respect, a lot of fur coat and no knickers. I've never really been that guy,' he says.

Lasting impression

While the race was tarnished by political intervention and it wasn't the road car for

all the information, ultimately just trying to be the best version of myself and they were such a help in that whole experience.'

For Brabham, though, the XJ220s legacy was best felt at the Classic. It was he who was tasked with leading the £16m convoy, albeit at a much more sedate speed than those achieved on the Mulsanne Straight. 'Of course, at the time you don't know it's going to have that kind of magic to it years down the road. But to be at the front of that queue and looking behind in the mirrors seeing all those XJ220s - it was a really



'Particularly when we first tested it. It wasn't the nicest car to drive, it had no rear downforce so it was all over the place.'

Similarly for Coulthard, famed for his smooth driving style and more used to the delicacies of single-seaters, the XJ220C was a new challenge. 'It was very different to the things I was racing at the time. I don't remember it being a truck, but I do remember it being a big old sportscar.'

As such neither Brabham nor Coulthard were willing to sign on the dotted line to buy their own XJ220 for the road.

them, Coulthard and Brabham are still fond of the XJ220 and the Le Mans appearance in terms of what it gave their careers.

'It was a gift to race with two such experienced guys. John was a powerhouse, popped out of the Nigel Mansell mould of strength and getting your elbows out and getting on with it,' says Coulthard. 'David was obviously from a racing dynasty and had done Formula 1 and was at the peak of his form. These guys were professional racing drivers, I was just a kid making my way. I was in a Dyson mode, sucking up

Special time, no doubt about that.' Even if it was an ill-fated project and the history books don't tell of a 1993 class win for Jaguar, the #50 car, more than any other XJ220C holds special significance. And in a time where classic cars have continued to appreciate in value and so the importance of buying the most history-laden examples of any given model has swelled, fittingly, the car went to auction, December 1, by Bonhams with a guide of £2,200,000 - £2,800,000, it appears however that it did not sell.



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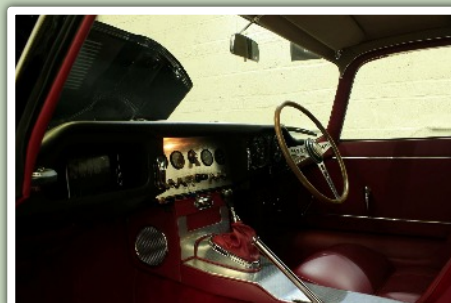
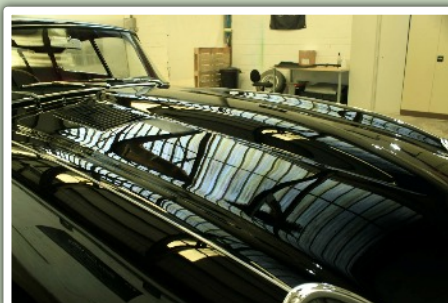
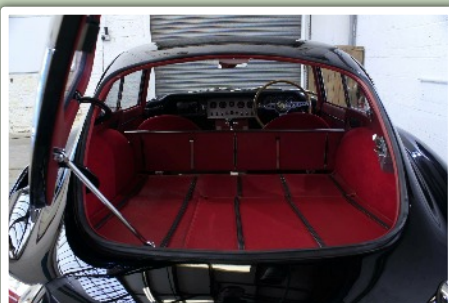
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Jaguar's electric E-Type confirmed for production

Due to popular demand, Jaguar announced Thursday that the electric E-Type Zero it showed as a concept a year ago will enter production.

The cars won't be built from scratch but conversions of existing E-Types, with the work to be carried out by Jaguar Land Rover Classic.

The announcement came ahead of the reveal of a second electric E-Type concept, this one finished in bronze, scheduled for Friday at The Quail: A Motorsports Gathering in Monterey, California. The original concept was sky blue. You may remember it from May's wedding of Prince Harry and Meghan Markle.

Jaguar Land Rover Classic is accepting orders and expects deliveries to start in mid-2020. Pricing and final specifications are yet to be confirmed but the concept provides an indication of what to expect.

It packs a 40-kilowatt hour lithium-ion battery and 295-horsepower electric motor in the tight confines of the E-Type's sexy silhouette.

A relatively high range of 170 miles is made possible because of the low weight of the car coupled with its slippery

shape. Much of the hardware comes from Jaguar's I-Pace electric SUV.

The battery is mounted under the hood and sits just in front of the electric motor, which sits in the place where the transmission would normally be found.

A single-speed reduction gear and new propshaft sends power to a carry-over differential and final drive.

Using an electric powertrain with similar weight and dimensions to the gas engine and transmission means the car's

structure, including suspension and brakes and driving characteristics, has not changed. And the whole conversion process is reversible.

In addition to the powertrain, the dashboard has been updated with digital instrumentation. LEDs have also been swapped into the headlight housing of the iconic Series 1 E-Type, i.e. those built between 1961 and '68.

Alongside the electric conversion, Jaguar Land Rover Classic is offering "reborn" E-Types. Just 10 examples of the restored and refurbished cars, all of them Series 1 E-Types, will be offered, with pricing starting at \$355,000.





A MEMBERS PERSPECTIVE

The Lancaster Classic Motor Show at the NEC

On a damp rainy morning at 07.30 am Saturday 10th of November it's time for me and my friends Mike Norman and Jess Wilton to make our annual pilgrimage to NEC Birmingham.

We had a good journey up we had no hold ups just a few 50mph average speed cameras due to the usual road works, we arrived at 9.30 prompt exactly 2hrs driving at an average speed of 63mph, 36 MPG and drove into the British Rail station car park right outside the NEC costing £9 big saving on the £12-£16 charge in the NEC car park and not so far to walk.

We headed straight for hall 2 to the JEC stand to have a cup of tea and coffee and were welcomed by Colin Manconi, Rob Jenner Andy Webber and a few more of the JEC members and Staff.

After a rest and refreshments, we set off to view the exhibits of Hall 2. The JEC stand was right next to the Silverstone

Auctions so we stopped to view some of the cars on display ready for auction. We then went passed the Lotus Stand (very impressive) and to the Traders stands with a huge selection of Jaguars and other marques most of them immaculate and some low milers commanding some high prices (some of the cars reasonably priced but others seemed over-priced but some did sell even at

the high prices). As it was 100 years since the end of World War 1 there were a lot of military displays with some of the vehicles of the era very interesting. We also stopped off at the Mercedes stand where Keith Ryall had his immaculate 300 SL roadster on display.

At about 4.pm after a short break to recover from our trek around the exhibits of halls 1,2&3 we set off to our hotel. I decided to book into a different hotel this as our usual hotel the Ramada in Solihul wanted £90 a night room only, the most we have had to pay previously was



£70 and it was back in January when I started to look for prices. After searching the internet for hotels in the area I came across the Arundel hotel, it was located just outside the NEC car park (You couldn't get much closer and it was in walking distance of the NEC) for just under £60 a night room only! After checking the price and location numerous times as normally you have to pay over £100 a night to be this close, I booked it.

It didn't take long to find the hotel and park in the secure car park, we came in through the rear entrance passing an impressive function room set up ready for a wedding passed the games room with 2 full sized snooker tables then an impressive restaurant next to an equally impressive bar area leading into the impressive reception area (hope I haven't used the word impressive too much!) There were a few

Feeling revived we went back down to the bar for a few more beers and something to eat. The bar area was very comfortable and reasonably priced starting at £3.70 to £4.10 for Stella or Guinness. We ordered food from the bar menu, curry with nan bread and poppadum's for just under £10 as the restaurant was closed - they were celebrating 50 years of opening (just like the JEC celebrating 50 years of the XJ) as well as the top bosses attending they were rewarding their staff from cleaners, reception staff to managers who had there for 25 to 35 years, so they must look after their staff to have that loyalty. At about 12pm after a few more beers we went to bed after being fed and watered.

Sunday morning, we went down for a hearty all you could eat buffet breakfast with various boxes of cereal also there were eggs, bacon, sausages,

marques of Fords, British Leyland, Renaults, Citroens, Peugeots, Audis too many to list also a few American car stands with some very impressive exhibits. I am not really a big fan of American cars but you couldn't help but be impressed with the work that must go into these big cars to bring them up to such a high standard one even had a record player fitted besides the Jaguar stand this area impressed me the most.

We carried through the other halls out the other side at the exit/entrance of hall 12 was an XK coupe that had been covered in individual stickers with people's names or anything they wanted to write for charity not something I would not like to do that to my XK but he did say he had 5 other XK's.

We then headed back to hall 2 which was at the other end of the NEC it seemed to go on for miles but we got there eventually



people in front of us checking in, we were looking around the reception area and could see the breakfast area and pictures of the facilities including a large gym, Spa area with a large swimming pool Jacuzzi and sauna, Mike and Jess said to me "are sure you've got the right place and the right price? Especially when the full price for the cheapest room displayed was £249.00! But we checked in ok and we were all released "the price was right". We decided to have quick pint in the bar as walking round the NEC is thirsty work (that's our excuse and we're sticking to it) before we went up to our room to watch the 2nd half of the Wales Australia match.

beans, tomatoes etc. and fruit for the healthy eaters. All for £10.00. So we had bed breakfast and evening meal for less than it would have cost to stay room only at usual venue the Ramada 8 miles away.

We arrived at the NEC hall 2 at about 9.30 had a quick cuppa before setting of to see the rest of the exhibition. 1st stop was hall 8 to see the motorbike section. It was great to see the old BSA's, Norton's and Triumph's etc. and relive our old motorbike days (I like to think of my XK8 convertible as my 4 wheel motorbike and get the top down at every opportunity as you well know). We then carried on to view the various other

for a well-earned rest and a cuppa on the JEC stand.

After our rest we left about 15.45 and made our way home via Monmouth town stopping in the Weatherspoon's for something to eat and drink before continuing our journey.

We all agreed it had been it a great weekend and that due to the quality and high standard of the cars on display it was difficult to pick the car of the show.





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XR858130*UNIPART FRONT	S-TYPE NO S/C >45254	£22.80
C2S35270*UNIPART FRONT	X-TYPE	£15.60
C2S35271*UNIPART REAR	X-TYPE	£15.00
XR858224*UNIPART REAR	S-TYPE >N52047	£19.80



BRAKE PAD SETS

C2C27291*UNIPART FRONT	S-TYPE X350 XK	£21.00
C2C39929*UNIPART FRONT	S-TYPE X350 XK	£21.00
XR813324*UNIPART FRONT	S-TYPE NO S/C <M45254	£18.60
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C2P17595*UNIPART REAR	XF XK XJ NON 5.0 S/C	£18.60
C2S48024*UNIPART REAR	X-TYPE FROM J05030	£15.60
C2S52080*UNIPART REAR	X-TYPE >E24053	£16.80



ANTI ROLL BAR LINKS

C2S26883*UNIPART	X-TYPE FRONT D14966>	£6.60
C2S3248*UNIPART	X-TYPE FRONT D14965>	£5.34



Prices subject to change and correct as of 23rd October 2018. All prices include VAT

XK120 | XK140 | XK150 | MK-II | E-TYPE | V8 | SP250 | 420 | MK-X | XJ6 | XJS | XJ40 | X300 | X308 | X350 | XK8 | XJ8 | X-TYPE | S-TYPE



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PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5



REGIONAL CHRISTMAS DINNER @ ST MELLONS GOLF CLUB

This year we changed our venue back to the St Mellons Golf Club. We had used this venue many times in the past before deciding to have a change and go to the Custom House in Penarth for the last two years. Last year we had a problem with a mix up of dates with our friends from the Usk Club, meaning that both our Christmas dinners clashed on the same date. This year we made sure that this didn't happen!

The Christmas dinner was held a week earlier than usual on Friday the 30th of November. I would have preferred it a week later and on a Saturday, but the Golf Club was fully booked. I was afraid that some people would not be able to attend on a Friday, but it appears that was not the case. We had terrific response for the dinner. Fifty five of our members and wives attended and enjoyed the dinner and raffle. We always invite our friends from the

Bristol Region as we enjoy going to their summer barbeque and it is nice to reciprocate. Fourteen of the Bristol Region attended with many staying overnight a short distance up the road in the Premier Inn. Some of our members stayed next door in the St Mellons Country Club.

Ray and Kay Searles also attended. Ray is our JEC Vice Chairman and next year will take over from Mike Horlor as Chairman. It was great to see them both enjoying themselves. Graham and Lynne Searle were booked for the meal but had to send their apologies. Graham is not too well at the moment and I am sure I speak for all of you when I say "get well soon Graham".

We started at 7.30pm with drinks in the Eagle Bar and to meet up with old friends. Dinner was served in the Condor Lounge, at 8.00pm, which had been laid out beautifully with a Christmas

tree and lots of decorations.

The region provided bottles of red and white wine for each table as a gesture of gratitude to all our members who supported us during the year.

The dinner was excellent. Everyone I spoke to enjoyed it, with many remarking it was nice to be back at St Mellons. The service was great with each table being served quickly and efficiently. On behalf of our members I would like to thank John, Charlotte, Trisha, and all the staff for looking after us so well.

After the dessert we held our famous raffle. Thank you to everyone who donated a prize, which included wine, whiskey, chocolates, car cleaning products, Jaguar car accessories and books etc. I think most people won something and enjoyed the fun.

Coffee and mince pies followed and we finally said goodbye to St Mellons Golf Club who I believe had done us proud.

It was great to welcome many new and old members to our Christmas Dinner. I hope you enjoyed it and I hope to see you back next year.



THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 44
1994 | Brochure



XJ220C

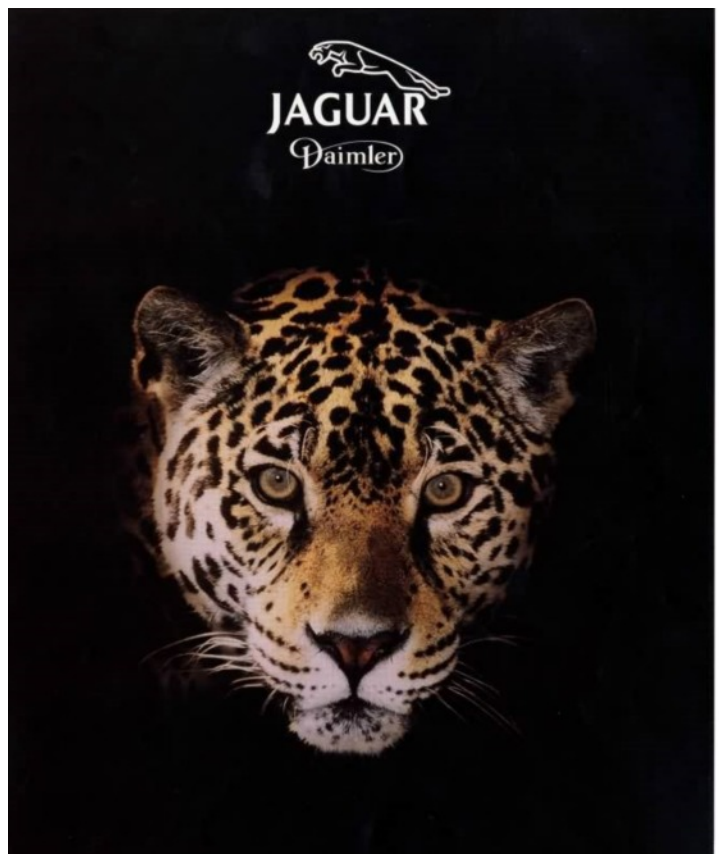
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JAGUAR
Daimler

Jaguar Cars Limited, Browns Lane,
Allesley, Coventry, CV5 9DR England

This brochure describes the general features of the Jaguar range. However, specifications and availability do vary from country to country and it is imperative essential to refer to your dealer for specific details of the cars available in any particular country.

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A VERY SPECIAL KIND OF MOTORING

Jaguars and Daimlers offer a kind of motoring which is - without exaggeration - unique. No other cars possess the same combination of virtues: unmistakably elegant styling, luxurious interiors with hand-crafted upholstery and polished veneers, exceptional refinement and the smooth, high performance that results from advanced race-proven technology.



Less obvious, perhaps, is Jaguar's role in providing the driver and passengers with the ultimate in protection. The inherent safety of the basic design, with positive handling and ABS anti-lock braking, plus immensely strong body construction with crumple zones and anti-intrusion beams, is now reinforced by the provision, as standard, of a Supplementary Restraint System. This takes the form of airbags which are automatically inflated in a fraction of a second to protect both the driver and front passenger in the event of a severe frontal collision.



These features, common to all Jaguar and Daimler models, are backed up by a most comprehensive Customer Care package. There is a 3-year 60,000 mile (100,000 km) Warranty, with coverage against corrosion for 6 years, and against paint and surface corrosion for 3 years. European Emergency Assistance is available 24 hours a day, every day of the year. The after-sales Service and Parts operations are the pride of a dedicated professional team.



The 1994 range comprises eleven standard models which individually place the emphasis on practicality, luxury or performance to suit each particular purchaser - and in every case they continue to offer one of Jaguar's most enduring characteristics: outstanding value for money.



XJ6 Sovereign XJ12



XJS Coupe Convertible



XJ6 THE PERFECT EXECUTIVE SALOON

The XJ6 is the traditional Jaguar executive saloon, surprisingly affordable but luxurious and well equipped. Sparkling performance is provided by a 3.2 litre 24-valve 200 BHP (149 kW) six-cylinder and 5-speed manual gearbox; a 4-speed automatic box is optionally extra.

XJ6 3.2 £27,350.00



XJ6 3.2S AND XJ6 4.0S SUPERB MODELS

The 131 mph (210 km/h) XJ6 3.2S and 136 mph (220 km/h) XJ6 4.0S have a distinctly sporting leyer radiator grille, headlamp surrounds and 18 leather upholstery and rosewood-stained front spoiler, while the interior has specially design maple veneers.

XJ6 3.2S £28,950.00



SPORTING XJ6 SALOONS

Both XJ6 4.0S have a distinctly sporting leyer radiator grille, headlamp surrounds and 18 leather upholstery and rosewood-stained front spoiler, while the interior has specially design maple veneers.

XJ6 4.0S £33,700.00



SOVEREIGN EXCLUSIVELY LUXURIOUS PERFORMANCE

The 4.0 litre Sovereign, with its styled headlamps and distinctive alloy wheels, has all the performance of the XJ6 4.0S, but places the emphasis on luxury, refinement and a lavish level of equipment. Upholstery is in leather, and the polished walnut veneers have attractive matchwood inlays.

SOVEREIGN £39,600.00



XJ12 THE SMOOTHEST AND FASTEST JAGUAR SALOON

Thanks to its 6.0 litre V12 power unit, the XJ12 has a top speed (where conditions and legislation allow) of 155 mph (250 km/h) and it accelerates from 0 to 60 mph in 6.8 seconds (0-100 km/h in 7.2 seconds).

XJ12 £48,900.00



DAIMLER 4.0 LITRE TRADITIONAL LUXURY

With its distinctive fluted grille, the six-cylinder Daimler has an unexcelled level of luxury and refinement. It is individually sculptured leather rear seats with exceptional array of standard equipment.

DAIMLER 4.0 £46,700.00



DAIMLER 4.0 LITRE COMBINES THE LATEST TECHNOLOGY AND CRAFTSMANSHIP

This is typified by the walnut-veneered picnic tables and the leather upholstery.

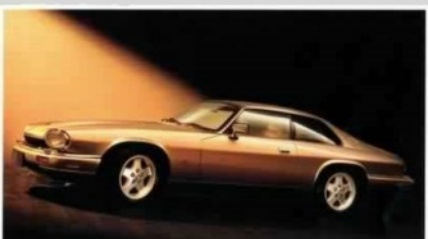
DAIMLER 4.0 £46,700.00



DAIMLER DOUBLE-SIX ULTIMATE COMFORT AND PERFORMANCE

Combine the outstanding performance of a smooth 318 BHP (234 kW) V12 engine with hand-crafted Daimler quality, real leather upholstery, polished veneers and matchwood inlays and the result is the Double-Six, powerful and invigorating yet utterly refined.

DAIMLER DOUBLE SIX £54,000.00



XJS COUPES SPORTING SUCCESS

With a sleeker exterior, improved air-conditioning system and rear brake discs relocated to improve cooling and handbrake performance, the latest six-cylinder 4.0 litre and V12 6.0 litre XJS 2+2 Coupes are better than ever. They confirm the XJS as the most successful sporting car in Jaguar's 70+ year history.

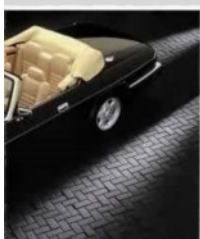
XJ6 4.0 COUPE £35,400.00 XJS 6.0 COUPE £47,300.00



XJS CONVERTIBLES DELIGHTFUL OPEN

Equally attractive in open or closed form, the six-cylinder XJS Convertibles have all the improvements of their Coupe counterparts. To go only 12 seconds, thanks to the power-operated top.

XJS 4.0 CONVERTIBLE £43,400.00



DAIMLER 4.0 LITRE COMBINES THE LATEST TECHNOLOGY AND CRAFTSMANSHIP

This is typified by the walnut-veneered picnic tables and the leather upholstery.

DAIMLER 4.0 £46,700.00



MAJESTIC A MAJOR OPTION

The XJ6, Sovereign and XJ12 and the two Daimler models, are now available in 'Majestic' form. With a wheel base extended by nearly 5 in. (125 mm) and with increased headroom, the Majestic versions are perfect for the chauffeur-driven comfort of an executive or diplomat.

PRICES AVAILABLE ON REQUEST

GRANNY BANKING

A little old Lady walked into the bank she was carrying a large bag full of money. She insisted on speaking with the bank manager to open a savings account because, "It's a lot of money." After a great deal of negotiating, the bank staff decided to humour her and finally ushered her into the manager's office. The bank manager asked her how much she would like to deposit. To his astonishment she replied, "£150,000!" and dumped the cash out of her bag on to his desk.

The manager was curious as to how she came by all this cash, so he asked her, "Madam, it is a little unusual for someone to be carrying so much cash around. Where did you get this money?"

The old lady replied, "Gambling."

The manager then asked, "Gambling? What kind of gambling?"

The old woman said, "Well, for example, I'll bet you £25,000 that your testicles are square."

"Ahem!" coughed the bank manager, "If you don't mind me saying so, that's a rather silly bet. You can never win that kind of bet."

The old lady challenged him, "So, would you like to take my bet?"

"If you insist," said the bank manager. "I'll be very happy to bet £25,000 that my testicles are not square!"

The little old woman said, "Okay, but since there is a lot of money involved, may I bring my lawyer with me tomorrow morning at 10 a.m. as a witness?"

"Certainly," replied the bank manager.

That evening after work the bank manager started to have second thoughts about the bet and spent ages in front of a mirror checking his balls, turning from side to side until he was

sure there was absolutely no way his balls were square and that he would win the bet.

The next morning, at precisely 10 a.m., the little old woman appeared with her lawyer at the bank manager's office. She introduced the lawyer to the head of the bank and repeated the bet: "£25,000 says the bank manager's balls are square!" The banker agreed with the bet again and the old lady asked him to drop his pants so they could all see.

The little old lady peered closely at his balls and then asked if she could feel them.

"Well, if you must," said the bank manager, "£25,000 is a lot of money so you are entitled to be absolutely certain."

Just then, he noticed that the lawyer was quietly banging his head against the wall.

The bank manager said to the old lady, "What's wrong with him?"

She replied, "Nothing, except I bet him £100,000 that at 10 a.m. today I would have the Bank manager's balls in my hand."

THE LOVE DRESS

A woman stopped by unannounced at her recently married son's house. She rang the door bell and walked in. She was shocked to see her daughter-in-law lying on the couch, totally naked. Soft music was playing and the aroma of perfume filled the room.

"What are you doing?" she asked.

"I'm waiting for my husband to come home from work,"

the daughter-in-law answered.

"But you're naked!" the mother-in-law exclaimed.

"This is my LOVE dress," the daughter-in-law explained.

"LOVE dress? But you're naked!"

"My husband LOVES me to wear this dress," she explained. "It excites him no end. Every time he sees me in this dress, he instantly becomes romantic and ravages me for hours on end. He can't get enough of me".

The mother-in-law left. When she got home she undressed, showered, put on her best perfume, dimmed the lights, put on a romantic CD and laid on the couch waiting for her husband to arrive.

Finally, her husband came home. He walked in and saw her laying there so provocatively.

"What are you doing?" he asked.

"This is my LOVE dress," she whispered sensually.

"Needs ironing" he said. "What's for dinner?"

CAREER CHANGE

A gynaecologist had a burning desire to change careers and become a mechanic. So he found out from her local tech college what was involved, signed up for evening classes and attended diligently, learning all he could.

When time for the practical exam approached, she prepared carefully for weeks, and completed the exam with tremendous skill. When the results came back, she was surprised to find that she had obtained a mark of 150%.

humour

Members jokes & anecdotes

Fearing an error, he called the instructor, saying "I don't want to appear ungrateful for such an outstanding result, but I wondered if there had been an error which needed adjusting."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark. I gave you an extra 50% because you did all of it THROUGH the exhaust!"

DOCTORS VISIT

A woman accompanied her husband to the doctor's office. After his checkup, the doctor called the wife into his office alone.

He told her, "Your husband is suffering from a very severe disease, combined with horrible stress. If you don't do the following, your husband will surely die! Each morning, fix him a healthy breakfast. Be pleasant, and make sure he is in a good mood. For lunch make him a nutritious meal. For dinner prepare an especially nice meal for him. Don't burden him with chores, as he probably had a hard day. Don't discuss your problems with him, it will only make his stress worse. And most importantly, make love with your husband several times a week and satisfy his every whim. If you can do this for the next 10 months to a year, I think your husband will regain his health completely."

On the way home, the husband asked his wife. "What did the doctor say?" She replied, "You're going to die!"

RABBIT FUN

Kevin the rabbit and Lee the rabbit are by a moonlit country road with their new friend, Nigel the rabbit.

Nigel is a bit younger than his companions and has

only recently moved into the warren.

To make him feel welcome and feel like one of the lads, Kevin and Lee decide to teach Nigel their game.

"It's like this, Nige, me an' Lee play an ace game every night," said Kevin. "It's orrsum innit Lee?"

"S'right Kev,," said Lee.

"D'yer wanna try Nige?" Said Kevin.

"Errrm Ok," said Nigel nervously, "How does it work?"

"It's dead easy," said Kevin. "Ye wait' til your hear a car comin' and stand in the middle of one side of the road, like this."

Kevin had heard a car approaching and its lights glinted in the distance. Kenvin hopped across onto the tarmac, exactly half way to the white line.

He sat facing the speeding car, with his ears held high.

The car's driver changed down a gear and accelerated as the blazing headlights illuminated Kevin, who was staring at the light. The car swept right over Kevin with no change in speed.

As the car passed over him, Kevin didn't move a millimetre. As the car sped on, Kevin's ears went Swish, flap, flap, flap back to their upright position.

Kevin hopped back to the roadside, chuckling.

"See Nige, it's fun!, Car comin' your turn Lee, mate."

"OK Kev." Lee hopped out to the same position Kevin had just vacated.

Thing is, Nige, when the car's really close, you've got to look really scared. Humans like to see that, they call it the rabbit in the headlights look. Watch."

Sure enough, Lee, sitting with his ears erect put on an expression of terror when the car was nearly on him. Nigel could see the play acting clearly. The car zoomed over Lee at a speed much higher than its predecessor. Lee staggered slightly but his ears still went Swish, flap, flap,

flap and went back into place.

"C'mon Nige, there's another car in the distance, get out there."

Swallowing hard, Nigel hopped to the appointed place. He sat down, put his ears up...and gulped. The car raced towards him. Trying hard to not blink as the powerful white light flooded into his eyes, Nigel sat firm and stitched a horrified expression on his face. And...SPLAAAAT.

Kevin and Lee sat by the roadside, totally mute.

Kevin coughed and said...

"Tell yer what Lee, Mate. You don't see them Reliant Robins often these days."

BLONDE IN A BAR

Jack, a handsome man, walked into a sports bar around 9:58 pm. He sat down next to this blonde at the bar and stared up at the TV as the 10:00 news came on. The news crew was covering a story of a man on a ledge of a large building preparing to jump.

The blonde looked at Jack and said, "Do you think he'll jump?"

Jack says, "You know what, I bet he will." The blonde replied, "Well, I bet he won't." Jack placed \$30 on the bar and said, "You're on!"

Just as the blonde placed her money on the bar, the guy did a swan dive off of the building, falling to his death. The blonde was very upset and handed her \$30 to Jack, saying, "Fair's fair... Here's your money."

Jack replied, "I can't take your money, I saw this earlier on the 5 o'clock news and knew he would jump."

The blonde replies, "I did too; but I didn't think he'd do it again."

Jack took the money

WE NEED YOUR JOKES!

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



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CALENDAR

WHAT'S ON IN 2019

FEBRUARY

14-17 London Classic Car Show

MARCH

22-24 Practical Classics Restoration Show

31 Jaguar International Spares Day Stoneleigh

APRIL

TBA Coleford Carnival of Transport

10-14 Techno Classic Essen

28 South Wales Region Annual Drive it Day

MAY

3-5 Donington Historic Festival

10-12 Jec Jaguar Festival At Blenheim

19 SWCCC Annual Classic Car Show

TBA Monmouth Steam & Vintage Show

27 Vale of Glamorgan Classic Car Show

JUNE

TBA Barry Festival of Transport

16-17 Le Mans 24 HEURES DU MANS

TBA Caerphilly Motoring Festival

JULY

15-16 Goodwood Festival of Speed

TBA Berkely Castle Car Show

21 Sherborne Castle Classic Car Show

26-28 Silverstone Classic

AUGUST

3-4 South Gloucester Show

TBA Three Cocks Steam & Vintage Rally

17 Tatton Park - Passion for Power - Cheshire

TBA Ponthir Car & Music Festival

TBA Bristol Region BBQ

SEPTEMBER

7-8 Beaulieu International Autojumble

13-15 Goodwood Revival

TBA The Big Welsh Classic Car Show Chepstow Race Course

OCTOBER

TBA Castle Combe Classic Action Day

TBA Malvern Classic Car Show

20 Jaguar International Spares Day Stoneleigh

NOVEMBER

TBA Jaguar Enthusiasts' Club National AGM

8-10 Lancaster Classic car Show - NEC

DECEMBER

TBA Regional Christmas

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



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!

2018/2019 Dates

Wednesday 16th January 2019
Wednesday 20th February 2019
Wednesday 20th March 2019
Wednesday 17th April 2019
Wednesday 15th May 2019
Wednesday 19th June 2019

Wednesday 19th July 2019
Wednesday 21st August 2019
Wednesday 18th September 2019
Wednesday 16th October 2019
Wednesday 20th November 2019
Wednesday 18th December 2019

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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2 YEAR WARRANTY
on all parts supplied



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All prices include VAT

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

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





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