

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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Masterson's WORDS

By Colin Masterson

Well I hope those of you who attended enjoyed the annual Christmas dinner organised by Colin Manconi and you are now recovered from the Christmas and New Year festivities and are all set for another great year of classic car events. I am usually four thousand miles away when it is held, so the trip back, just for the dinner, would be a bit much.

As I mentioned last month it is well worth planning what you would like to do well in advance, I find it saves an awful lot of arguments if I can get the shows on the calendar well before Netta decides that the weekend for Silverstone would be much better spent visiting some distant relative you have no interest in seeing. Several good shows were sacrificed to the relative gods by trips to Italy and France in June and July last year. You have been warned!

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In closing I would like to spare a thought for the workforce at Jaguar Land Rover as plans have been announced to cut 5,000 of its 40,000 workforce in the UK. Plans will be outlined in January as part of a three-year cost-cutting program. JLR has been hit hard due to trade tensions between China and the U.S., both key markets for the automaker, low demand for diesel cars in Europe and costs associated with Britain's departure from the EU.

Colin Masterson

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REGIONAL NEWS

By Colin Manconi

Happy New Year to all our readers. Below is a list of events we attended as a region last year. It adds up to 33 events.

STRATSTONE CARDIFF JAGUAR LAND ROVER OPENING

Stratstone's new Jaguar Land Rover showroom on Hadfield Road had their opening days on Friday evening and all day Saturday. Stratstone's own Jaguar Lightweight E Type, one of the continuation models, which Jaguar has built at over 1 million pounds each was also on display as well as my XJ220. For the Land Rover showroom they had a restored Series 1 Land Rover and trailer.



INTERNATIONAL JAGUAR SPARES DAY STONELEIGH

This being one of the first events of the year held on the 18th of March. Andy and I drove up early on Sunday morning to help man the stand and sell raffle tickets for the new charity car. Unfortunately it was snowing heavily when we left and the A449 had not been gritted at all. We managed to get to Monmouth but with the conditions getting worse we decided to turn around and head back home.

I am told it was much quieter than normal and closed early.



PRACTICAL CLASSICS RESTORATION SHOW at the NEC

This was held on Friday the 23rd of March to Sunday the 25th of March, and was even bigger and better this year as it's grown from a two-day show to three! The JEC had a large stand opposite one of the main entrances. This is the fourth year of the show and every year it is getting bigger. We set the stand up on Thursday and then spent three days welcoming members.



COLEFORD FESTIVAL OF TRANSPORT

We always attend this show every year with a club stand. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. Unfortunately, the weather forecast was horrible, with snow on high ground and heavy rain. The weather was wet when we left Cardiff and we only had 9 cars on the stand. As usual we all enjoyed breakfast at Kaplans Café.

DRIVE IT DAY

We gathered at The Priory Hotel in Caerleon, 29 cars and over 40 members and their guests arrived. I would like to thank Colin Masterson for all the work he put into the very detailed route planners. Everyone said how accurate they were. Also to



Benito and all the staff at the Priory Hotel who not only served us great bacon sandwiches in the morning and a fabulous lunch in the afternoon but allowed us to park on their beautiful grass.



MONMOUTH STEAM & VINTAGE SHOW

This event was held on the 6th of May and is organised by the Boarder Counties Vintage Club. We have missed this show for the past couple of years due to the bad weather on the day of the event, but this year the weather was sunny and really warm.



SWCCC ANNUAL CLASSIC CAR SHOW

We were given our usual area, with lots of grass at the rear and we soon had the Gazebo erected. We had 15 cars on the stand with a great variety

of models from series 1,2&3 E Types, a Mk1& Mk2 ,XJS's, a MKV Drophead, XK8's, XKR, and a F Type coupe .Grant Williams arrived with his Team Wins Racing 1959 Mk I (BUY 1) and also the E Type he is racing this year. Team Wins also brought two recently acquired E Types that were for sale. The weather was good and over 500 classic cars were entered.



VALE OF GLAMORGAN CLASSIC CAR SHOW AT SULLY

This is always a good event in a great setting. We met as usual in the Sully Arms and had a wide range on cars arrive including Keith's Mercedes 330SL Roadster. The weather was good and we all enjoyed the show.



BARRY TRANSPORT FESTIVAL

This event was held on Sunday the 10th of June at Barry Island. The show is becoming more popular each year with a wide variety of classic cars attending. We had a good position, at the rear of the esplanade, overlooking the beach and I must say that the stand looked magnificent with our gazebo behind them. I would like to thank Howard for arriving early and setting up the stand!

Continued >



BERKELEY CASTLE

Unfortunately, the organisers had moved the date of this event from July to the 28th of May which is the date for the Vale of Glamorgan Show. As the event is only for early cars, which limit the number of members which can attend, we decided that as a club we would go to the Vale of Glamorgan Show, but some of our members attended.



SCOLTON MANOR CLASSIC CAR SHOW

Some of our members attended this show and really enjoyed it. We may attend this show this year.



XK70 at SHELSELY

Andy and Scott drove the JEC F-Type raffle car up to Shelsley to help out on the JEC stand, selling raffle tickets etc. There were hundreds of XK's as well as XJ220's E Types, C & D types all running up the hill. In his report Andy mentions that he bought a "round of ice creams for the team". We all know that this cannot be true as Andy has never bought a round of ice creams without him being physically carried to the ice cream van and his wallet prised from his pocket!

JAGUAR SUMMER FESTIVAL at WROXALL ABBEY

This was the big national show held on the 29th of June to the 1st of July. It was held at Wroxall Abbey, Warwickshire. Many of our members stayed for the weekend. On Friday night there was a Champagne Reception on the Terrace of the Hotel followed by a BQ in the marquee. Saturday gave you the option of a tour around the local countryside, an open day at the Jaguar Classic Works at Ryton or just to relax in the gardens of the hotel. Saturday night



was the Gala Dinner with Anton and Erin from Strictly Come Dancing as the star attractions. We had some special guests from our Title Sponsors, Jaguar Classic Director Tim Hannig and Sales Manager Stuart Kilvington. Sunday was the main show. Around 850 Jaguars attended.



LE MANS CLASSIC

Some of our member joined with our friends from the Usk club to travel across to this great event. The weather was fabulous and from what I can gather they all had a wonderful time.



XK AUTUMN GAEL

Dave & Ruth Fisher once again attended this event after really enjoying it last year. It was organised by the modern XK section of the JEC and after reading Dave's article he kindly provided for our magazine it appears they had a great time.



CAERPHILLY MOTORING FESTIVAL

This was held on the 8th of July at the Llan-caiach Fawr Manor. Unfortunately, due to family commitments I could not go to this show but I believe Derek, John, Paul and Neville all attended. They managed to park under the trees so they were in the shade so it was not too hot. Paul produced his usual bacon rolls for breakfast and burgers for lunch. They all said it was a good show.



SHERBORNE CLASSICS AT THE CASTLE

This a great show with over 1000 classic cars on display. We arrived early, later on there are queues to get in, Neville was stuck in one for almost an hour. The weather was fabulous and we needed our gazebo to shelter from the sun. We had over 40 cars from the Bristol, Dorset and our region. They all said it was a good show.



SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World" with over 10000 classic cars attending and 24 classic races over the week-end with over 1500 classic cars racing. We stay for all 3 days. I have 18 rooms booked this year and have again booked the Cromwell Cottage for the evening meals. If any other members want to come please contact me. We always have a great time!



SOUTH GLOUCESTER SHOW

The event was held on the 4th & 5th August at the Windmill Fisheries Showground, Westerleigh Road, Bristol. It is a two day show. The event is seemed smaller this year, but it still had over 300 cars a beer festival, music festival and a large fair-ground.

GLOUCESTER VINTAGE & COUNTRY EXTRAVAGANZA

Neville, Scott, Derek and John attended this show, it is spread over 3 days. They all said it is a fabulous event and perhaps one we should attend as a club this year.



JEC WEEKEND AT LLANDRIDOD WELLS WITH SCENIC TOURS

David & Kay Stephenson went on this self drive tour of Mid Wales with Scenic and Continental Tours. They had a great time and said it was superbly organised by Scenic.

PONTHIR MUSIC FESTIVAL

This was the fourth time we have attended this event held on the Sunday 26th of August. The weather forecast was not very good but about a

Continued >

dozen of our members brought their cars along.

There was also a licenced bar and lots of different acts on the stage playing a wide variety of music.



THREE COCKS VINTAGE RALLY HAY-ON-WYE

On Sunday the 12th August we attended the Three Cocks Vintage Rally. The rally is held at Boatside Farm close to Hay-on-Wye. The Jaguar stand is organized by one of our old members Howard Harper. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines. This year it was raining quite heavily but eased as the day went on but we all enjoyed the show.



JEC BRISTOL REGION BARBEQUE

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". We all had a great time last year and had no hesitation in accepting an invitation to attend this year. It is a delightful venue and the Bristol Region always makes us very welcome. The food was good and everyone had a great time.



THE BIG WELSH CLASSIC CAR SHOW AT CHEPSTOW RACECOURSE

This year they decided to put us on the opposite side of the site from last year but the problem was we were situated on tarmac. The gazebo has to be put up on grass and we did not have any weights to hold it down! The gazebo had to be erected as our resident chef Paul couldn't cook the bacon rolls until it was up. Desperate times, so we ended up tying the gazebo to the cars next to it. Paul was soon handing out the bacon rolls.

As the weather was quite overcast we didn't think many Jaguars would turn up but the Bristol Region arrived and we ran low on the bacon rolls. Paul and I walked down to the local shop to replenish supplies.

We had over fifteen cars on our stand, ranging from Mikes F-Type through all models of E-Types, XK8 & R's and XJ's. The weather was dry but overcast. The show wasn't as good as previous years but with Paul's burgers for lunch and Ruth's chocolate cake in the afternoon it ended up a pleasant event.



CASTLE COMBE AUTUMN CLASSIC

Castle Combe is trying to make this a mini Goodwood Revival. This year they had seven races ranging from vintage sports cars to pre 66 Jaguars plus a range of other activities in the paddock. The club had 85 Jaguars had booked for the JEC stand. The weather forecast was rain up to 2.30 but it took until about 3.00 for the drizzle to stop. It was then dry for the rest of the afternoon. Despite the weather we still had a good display of Jaguars, by far the biggest stand, but the bad weather did put a dampener on the show.

THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

The weather forecast for this show was heavy rain all day and for once the forecasters were spot on. We got soaked putting the gazebo up and I don't think I have been so wet at any show! It did stop raining long enough in the afternoon for us to take the gazebo down.



INTERNATIONAL JAGUAR SPARES DAY

This year for once it did not clash with Malvern so I could do both events. Andy drove me up, he wanted to display his XJS in the Cars for Sale Section. The show was quite busy, with SNG Barratt having their usual large stand. Most of the main suppliers were there as well with one of our other advertisers BAS from Cwmbran doing good business. The JDC have bought the show off John Salway who has organised it for many years. The show is slowly dying due to the internet and I know the JEC would not have bought it.



JEC AUTUMN CASTLE COMBE TRACK DAY

This was held on Wednesday the 22th of October and arranged as usual by our race organiser Terry Dye. 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! 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.

NEC CLASSIC CAR SHOW

This is the biggest show in the UK with over 3000 classic cars and 300 car clubs spread over the many halls. With a large Autojumble, Meguiar's Showcase, the Live Stage featuring the Wheeler Dealers, Mike Brewer & Ant Anstead, the Car Restoration Theatre, Trade Stands selling some beautiful cars, The Sporting Bears Dream Rides and of course

Silverstone Auctions, there was something for everyone.

It was nice to see lots of our South Wales members at the show on the Friday, Saturday and Sunday. Some came up for the two days, others travelled up and stayed overnight. The show is so large now that really more than one day is needed to see it all. I think all the members appreciate the seating area which allows them a base to come on to the stand, sit down, have a coffee or tea and relax.



JAGUAR ENTHUSIAST CLUB AGM

On the 3rd of November I attended the JEC AGM at the new venue the Jaguar Classic Works in Coventry. It is always great to meet up with old friends and acquaintances at these events. Mike Horlor gave the Directors report, Graham Searle was unfortunately not well enough to be present but James Blackwell gave Grahams report. Nigel Thorley was next with his report and the Rob Jenner then took the floor to talk about the problems we all have obtaining parts.

We then broke for lunch and in the afternoon Richard West was our guest speaker. Richard worked for Tom Walkinshaw and TWR in World Sports Car racing during those heady days of the late eighties/early nineties.

The meeting was closed with no further questions forthcoming. Mike Horlor thanked everyone to attending.



STAR AWARDS

This was a new addition to sit alongside the clubs AGM this year, an award ceremony to be held

Continued >



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in a hotel close to the JLR Classic Works in the evening after the AGM.

Our own Andy Webber in his new role of Events & Sponsorship Manager organised the event and did a great job (we still couldn't get him to buy the ice creams, but he did buy a round of drinks. Yes, we are still amazed at that!)

Andy was of course there and Scott and his young lady Rebecca and myself represented South Wales Region. I had requested that Andy be put on a table as far away from Scott and myself as possible, after all we didn't want to spoil our night! As it was, he was hob knobbing it on a table with all his sponsors. I don't mean it Andy, we would have been delighted to have you on our table, we could have done with someone to buy us our drinks!

It appears there was a conspiracy at the last regional meeting and the regional magazine and my name were put forward for an award. I really wanted to win the award for the best magazine (Best Regional Communications), for Michael, as I think you all realise how much work he puts into our magazine but it was not to be, but no other region has a magazine as good as ours. I put some old copies on the counter at JLR Classic Works and lots of different regional representatives came over to compliment us on the magazine and wonder at how we manage to do it! Tony O'Keefe, curator of JLR Classic Works, loves the jokes in our magazine and during the AGM was sitting on the counter at the entrance reading them! Maybe we can win it next year.

Thank you all for your support it was a privilege to win The Enthusiast of the Year award for everyone in our region.



TALK by TERRY DYE on JAGUAR RACING

On the 21st of November we entertained Terry Dye who is the JEC coordinator for the Club Jaguar Racing. Terry has been running the JEC racing for the past 20 years and gave us a great talk on the way the racing scene has changed over the years.

We arranged a buffet for the thirty odd members and friends who attended and they all enjoyed the food. Unfortunately, Terry is retiring from the racing scene this year. We wish him all the best in his retirement.



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.

In all, we attended 33 events last year!

I would like to thank all the members who came to the events during the year and helped out especially Paul, our Star Chef, who kept us from dying of hunger during the shows with his bacon rolls and beef burgers. Also Ruth whose delicious chocolate cake always goes down very well with a cup of tea or coffee in the afternoons.

I would also like to thank my fellow committee members Andy, Paul, Mike and Colin for all their help during the year. Also our President Harry, who even though he has moved to Torquay, still stays in contact and sends us an article for the magazine each month.

Continued >

Don't be scared...

I won't bite.

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

I would also like to thank the members who contributed to the magazine during the year. Colin Masterson for his "Letter from America", Harry for "The Torbay Flyer", Scott and Derek for their great articles on the repairs of their cars, Andy, John, Mike, Neville and Terry, for their various articles. Brian, Norman and Mike for their hilarious jokes, some of

which could not possibly be printed in this magazine!

We need more articles for the magazine. Any work you have done on your car, even changing the plugs oil etc, what cars have you owned during your life. Write a short article with a few pictures. Nev is going to finally finish his article on cars he has owned. I think that will fill a magazine by itself! It really helps during the winter when we don't have any shows to write about.

We have a lot of shows coming up this year I hope you can attend them. Let's hope for good weather and some great drives in our cars this year.

Finally, I would like to thank you all for attending the meetings and shows. Without you all we would not have a club!



JEC Somerset & Swallows Jaguar Specialists Open Day

In a first for both the club and a group of carefully selected regions, JEC Somerset have teamed up with Swallows Independent Jaguar Specialist to host a unique open day.

A family business through and through Swallows Independent Jaguar Specialists is based in Somerset and is well known throughout Jaguar circles, both on and off the track. The business now offers a wide range of services which include; general repairs, restoration and race preparation and support and those attending the open day will be able to get a first hand insight into the services the business offer.

To ensure as many members get a chance to come along to the event, the nearest localised regions are invited along to join the event. This includes; Bristol, South Wales, Dorset, Wiltshire and Devon.

Activities will be running throughout the day, with the following schedule in place;

10.00am - Arrive for breakfast and coffee on arrival.

10.30am - Introduction to Swallows followed by question & answers and talk on their involvement in JEC racing.

11.15am - Tour of the workshop with discussion on the three vehicles up on the ramps. (these will be members cars selected in advance which will need to arrive by 9.00am)

12.15pm - Discussion on development projects and vehicle upgrades.

12.30-1.00pm - Talk on Detailing by Jon with Q&A from Exquisite car care. Jon will also be available throughout the day.

From 12.00pm - Members will be able to book their cars on the ramps. However numbers will be limited.

1.30pm - Members depart on retrospective regional club runs back to their own destinations. Somerset Region have planned a run out up through Cheddar Gorge and across the Somerset levels back to their regular meeting venue, The Ashcott Inn, all of course are welcome to join us.

In addition The Swallows team will be available throughout the day to answer question, and there will also be an opportunity to purchase JEC Merchandise and tickets for the 2019 Raffle Car, which will also be in attendance.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings and Happy New Year from South Devon!

Congratulations to Colin & Michael for all their hard work helping the JEC set up the display at the NEC in November. Congratulations also to Andy Webber on becoming the JEC Sponsorship & Events Manager. Ice creams all round!?

Sadly the classic car show season has not yet re-started for 2019 and most of our cars are hibernating! However, during this period we have taken part in the TOWC Christmas Musical Evening/Party on Thursday 13th December as well as a New Year's Day Get Together.

TOWC CHRISTMAS MUSICAL EVENING/PARTY - 13th DEC

Normally club meetings are held on the last Thursday of the month. The December

meeting was brought forward to Thursday 13th to avoid the Christmas week. As in previous years we were once again entertained by the musically talented David Doyle in our usual meeting venue at the Blagdon Inn. Dave organised a few surprise party games including making a dog with long balloons (two Blagdon waitresses also joined in on this!), an imaginary "orchestra" with blow up instruments & passing a ball under chins. The last game was a bit like musical chairs with the last two standing having to pass a long balloon back and forth through their legs! Jill and I were the lucky (?) ones to have to do this! Extremely funny at the time but I cringed when I saw a video one member had taken! Dave also organised three ladies "The Three Shingles" to sing the chorus "Da Do Ron Ron" along to the song! They were "itching" to get on with

the song & were brilliant! A superb buffet meal was also provided by the Blagdon Inn.

Photos and videos of the night may be viewed on the club's website gallery www.towc.club as well as the club's Facebook page (search for "Torbay Old Wheels Club").

TOWC "NEW YEAR'S DAY GET TOGETHER" - TUESDAY 1st JANUARY 2019

For 1st January 2018 I suggested a "New Year's Day Get Together" at our normal meeting venue which was the "Farmhouse Tavern". I suggested this because of the long gap between the earlier December meeting and the January meeting. It was a success with approx. 35 members participating. I decided to organise a similar event for 2019 giving members the choice of three



venues. The overwhelming choice was a carvery in the "Old Engine House" (renamed by Greene King after they acquired and renovated the Farmhouse Tavern). It was amazingly popular with about 50 members joining in! A big headache for me as deposits of £5 per head had to be collected in advance as well as special orders (e.g. gluten free meals & dessert choices). The balance was payable on the day. If I do this again I will collect 100% before the event!

It was a beautiful sunny day and it was pleasing to see quite a number of members arriving in their classic cars. Natalea & I attended in our "classic" VW Camper (which has since been covered over for Winter). From all the feedback I've received members very much enjoyed the event. More photos on Facebook.

FUTURE EVENTS

We are now looking forward to our annual dinner & awards ceremony in the Redcliffe Hotel, Paignton on 20th January. I believe Jim, our Treasurer, has about 80 members booked in for this! This will be preceded by a short club run organised by John & Jill.

...and finally

DON'T MESS WITH OLD PEOPLE

An old woman walked up and tied her old mule to the



hitching post.

As she stood there, brushing some of the dust from her face and clothes, a young gunslinger stepped out of the saloon with a gun in one hand and a bottle of whiskey in the other. The young gunslinger looked at the old woman and laughed, "Hey old woman, have you ever danced?"

The old woman looked up at the gunslinger and said, "No,... I never did dance... never really wanted to."

A crowd had gathered as the gunslinger grinned and said "Well, you old bag, you're gonna dance now," and started shooting at the old woman's feet.

The old woman prospector, not wanting to get her toe blown off, started hopping around. Everybody was laughing. When his last bullet had been fired, the young gunslinger, still laughing, holstered his gun and turned around to go back into the saloon.

The old woman turned to her pack mule, pulled out a double-barrelled shotgun, and



cocked both hammers. The loud clicks carried clearly through the desert air, and the crowd stopped laughing immediately.

The young gunslinger heard the sounds, too, and he turned around very slowly. The silence was almost deafening. The crowd watched as the young gunman stared at the old woman and the large gaping holes of those twin barrels.

The barrels of the shotgun never wavered in the old woman's hands, as she quietly said, "Son, have you ever kissed a mule's ass?"

The gunslinger swallowed hard and said, "No m'am... but I've always wanted to."

There are five lessons here for all of us:

- 1 - Never be arrogant.
- 2 - Don't waste ammunition.
- 3 - Whiskey makes you think you're smarter than you are.
- 4 - Always make sure you know who has the power.
- 5 - Don't mess with old people; they didn't get old by being stupid.





By Colin Masterson

Letter from America

For most Americans Thanksgiving is a time of great celebration with family gettogethers, turkey and all the trimmings and so on. In some ways it is more important to the American Psyche than Christmas but not to me - no, this time near the end of the year is time for the Daytona Turkey Run, the biggest car show of the year.

The Show lasts every year for four days from the Thursday through to the Sunday, although it is usually running out of steam on the last day so I do the first three days staying over in one of the seaside hotels for a couple of nights which are only 5 miles or so from the Daytona Speedway. The first time you enter by the track tunnel you are amazed by the size of the infield, as it is contained by the 2.5 mile track, the same size as the track at Indianapolis.

Over 5000 collector cars

on display. There are no classes or awards, just a lot of FUN! This is a great place to put a car as there are over 1,500 cars on display in the car corral. Some of you may remember that it was at this show around ten years ago that I bought my 1976 Cadillac Eldorado a car so large and with such a soft suspension that it was more like driving a boat. Approaching a corner you input the steering before you get there, load up the suspension and round she goes; a bit of a contrast to the behaviour of my Corvette which could be on tracks the way it grips so well on corners, even if you floor the throttle.

Sadly there were very few British cars to be seen, and even those that were there were not all they seemed. In some cases it is pretty obvious, like the Ford Anglia turned into a full-blown dragster with the addition of a small block Chevy with and huge Holley

blower sticking out through the bonnet. Not so obvious was the Austin Princess limousine, which looked completely original, except that it wasn't: the whole body had been removed and put on a Lincoln chassis. Why? Don't ask me!

In the exhibition of famous cars were several Daytona 500 winners. Typical of these was a 1959 Chevrolet driven by Junior Johnson, a very successful NASCAR driver. The car was successful despite only having a 348 cu in motor developing 320 horsepower. Things have moved on long way since then, although they still build race cars which look like road cars (to increase sales through the showroom) but underneath are completely different.

On the Saturday a firm favourite was the Hops and Hoods Craft Beer Festival where you could taste test more than 120 different beers from 48 different



brands. That's all very well but most of us had to drive back to their hotels so, of course, moderation prevailed. Being stopped for DUI or Driving Under the Influence is not recommended.

One of the special displays this year was the original Batcopter N3079G, based on a Bell 47, from the Batman TV series. The 1966 Batmobile and 1966 Batcycle were also on display. The Batmobile was built by George Barris from a 1955 19ft long Lincoln Futura concept car. It is typical of car manufacturers of that time to not value their concept cars and they were

concept car was eventually sold to George Barris for \$1 and languished in his yard for many years before he turned it into the batmobile.

Typical of the entrants was a guy who parked next to me on one of the days and who owned a 1959 Ford Country Squire in cream with the fake "woody" panels on the side. It was one of those huge station wagons with the third row of seats facing backwards with the wind down window in the tailgate so the kids can look out and, presumably, fall out (pre-seat belt days remember!). His father bought it new when he was 8

silver and twisted with wire spike twists every couple of inches so it looked like barbed wire, very ingenious. A lowered Chevy pick up had the rear bed converted to a pool table with words crudely painted on the rear fender: "One fast pool table".

Several of the larger cars had continental kits added, which were very popular in the fifties and sixties: The Spare wheel is removed from the trunk, making much more space, and positioned on the back of the car with a fancy wheel cover and body extension kit with the rear bumper moved back. It usually meant adding at least a foot to a



often broken up. Jaguar was no different from other manufacturers and did the same. The original concept car was described as the "\$250,000 laboratory on wheels" as it had all sorts of innovative features like push button gearshift (red light for park, white for neutral, green for drive and yellow for low), coloured warning lights for fuel consumption (green full, amber half full, red low), air scoops for cooling the brakes, a plexi glass top etc. It had 2,000 feet of wiring, 27 different size and shape of light and 18 control switches. The

years old. He described it as the SUV/Minivan of the day. His parents gave him it in 1968 as a high school graduation gift. It has been registered and driven every year since new and is maintained as needed to keep it looking factory original and running well with 196,000 miles on the clock. A Really nice exhibit.

I am also a sucker for the weird and wonderful, like the rusty old Rat Rods. I could have spent ten minutes looking at all of the details worked into one of them. I particularly like the ignition wires that were all painted

car already over 18ft long. I wonder how many owners checked how long their garage was before ordering it!

One of the traditions on the Friday and Saturday is to give away door prizes and raffle a crated motor, one from Ford on one day and one from Chevrolet on the other, donated by a local dealer with proceeds going to charity. It takes nearly two hours to give away the prizes, which gives you an idea how many there are.

Walking round the massive infield there are classic car



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parts and memorabilia as far as the eye can see. If you own a classic car this is the place. The part you need is probably available here, although, as at many car shows in the UK, the parts are not usually labelled so you need a sharp eye to find what you want. I walked up and down around 100 aisles and was pretty worn out by the end of the first day and I hadn't much energy left to look at all of the beautiful cars. On the next two days I jumped on and off the free golf carts that toured the place round a set route, giving rides. There was also a massive trade in self-drive mobility carts but at \$100 a day I decided Shanks's pony would have to do for most of the time. As well as parts there was an area of hand-made crafts and fashion items. Even three days go by quickly and it was time to leave on Saturday afternoon, but at least I had a nice drive home.

This year, our local Trilogy group of Corvette owners were invited to lead the Groveland Christmas Parade and I was delighted to be chosen to have a Veteran of the Vietnam War ride with me in the car. He was 95 so there was no neck snapping acceleration involved! We had some very interesting chats between calling out "Merry Christmas" and throwing candy to all of the people lining the local neighbourhood. Earlier in the week, by coincidence, I was talking to a neighbour who was also in the Vietnam War in the 1970's and he told me how it was bad enough having inedible food, water you couldn't drink and having people you couldn't see shooting at you in the jungle, but the worst thing was the treatment he received on his return. He was even told to change into his civvies before he came through the US airport on his return. He refused saying he

would deck anyone that tried to insult him, especially as he was drafted, and I could see he still meant it! I am pleased that such veterans are now given the respect they deserve, as displayed at the parade. Netta and I were in a restaurant the other day and on the next table an old gentleman with a Vietnam Veteran cap on was dining with his wife and we were most impressed when a teenage lad, cleaning tables, sidled up to him and, without making any fuss of it thanked him for his service and then moved back to cleaning tables. That is not untypical of the respect given here where most places give discounts and other benefits to veterans. It is now becoming more apparent in the UK as exemplified by the respect given to the returning coffins bearing dead servicemen at Royal Wootton Bassett and by the Invictus games, for surviving wounded servicemen.





V12 With A View: Making The Case For The Series III Jaguar E-Type

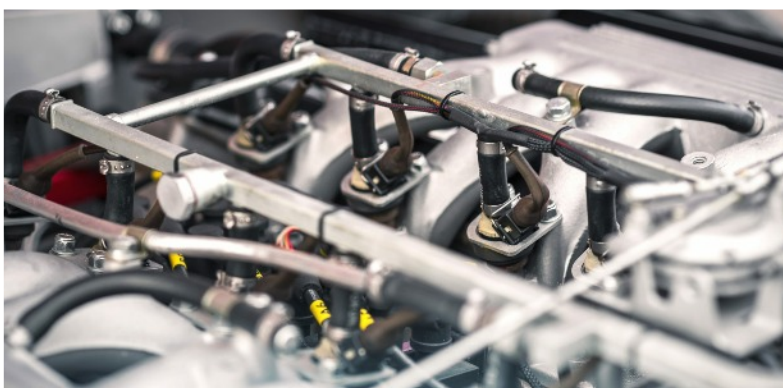
When a bright chap called Malcolm Sayer put pen to paper in the late 1950s and began to sketch out a new sports car for Jaguar, it's unlikely that the former aircraft designer knew his work would go on to alter automotive history to the extent that it did.

Sayer was a pioneer. After designing aircraft during the war, he then turned his hand to cars and began to apply the principles of aircraft streamlining and aerodynamics to the

automotive world. His work resulted in a sleek and slender prototype that formed the foundations of the legendary Jaguar E-Type, a machine that would later be labelled as the most beautiful car in the world by no one less than Enzo Ferrari—a good credit to one's portfolio indeed.

By the time it came to pulling the covers off the slippery torpedo of a sports car at the Geneva Motor Show in 1961, quite literally days before the car's debut Jag founder and boss William Lyons made an 11th hour

hour call to bring another E-Type out to the event, correctly anticipating that the cars would generate a fair amount of interest. The job to transport the second car fell to Jaguar's now legendary test driver and developer Norman Dewis, who battled through the night to complete the dash from Coventry to Geneva just in time. Looking back, Lyons was right to bring another car out to the event. In fact, he probably could have done with a few more on the stand because when the E-Type was revealed, the motoring media kicked up such a storm that soon he had the world's rich and famous flocking to get a closer look at the E-Type's sensuous lines and rakish





profile. The car was nothing short of a sensational debut.

But, in many ways, creating the first of anything is the easy part. What proves to be the real challenge is the follow-up, and, beyond that, the follow-up to the follow-up—it's harder to create a legacy than a one-hit wonder. Enter the E-Type Series 3. Rolling off the production line in 1971 (ten years after its grandfather had broken cover in Geneva) the Series 3 was met with a stifled response. Its flared wheel arches, although matching up with the cut of most men's trousers at the time, didn't meet the expectations of a media still recounting tales of the Series 1's baptism a decade ago. With a

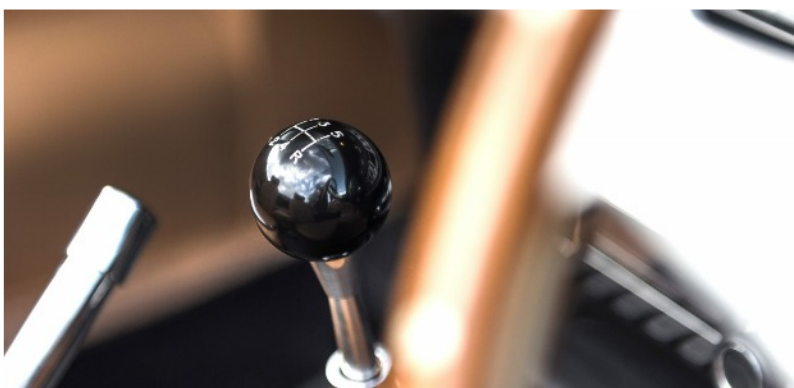
longer wheelbase and a heavier V12 engine, critics labelled the latest E-Type as more of a cruiser than the outright sports car that Sayer had envisaged all those years ago. Although the overall design remained true to the timeless shape of the original, the car had become larger and heavier, falling victim to stricter safety regulations enforced by the United States, one of Jag's most significant markets at the time.

But there is a remedy for the Series 3's minor misgivings, and it comes from a corner of the Kent countryside. Here lies E-Type UK, a team of specialist tuners who tweak and fettle and work their magic on a variety of

classic cats, such as the beautiful, bright red Series 3 pictured here.

After it left the factory in Coventry in 1971, this particular car made its way across the pond to New York City. After 40 years the Jag eventually found its way back home, arriving at the E-Type UK workshops in 2014. Getting straight to work, the team led by Dominic and Marcus Holland undertook a full restoration, returning the car to its as-new condition but with a few choice changes. Finished in the charming shade of Carmen Red, E-Type UK equipped the car with a fully re-trimmed beautiful biscuit coloured leather interior, a

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retro-looking Bluetooth radio unit, and 15" deep-dish wire wheels.

Despite its all but stock appearance, E-Type UK's work continued under the clam-shell bonnet, where they fitted electronic fuel injectors, stiffer front shocks, a new sports-oriented power steering rack, AP Racing front discs and calipers, and a full Haywood & Scott sports exhaust system to amplify the sonorous output of the Series 3's V12. All that makes the Series 3 a dream

to pilot down the undulating country lanes; breezing past the woods, cottages, and country estates, a bright red E-Type sans roof can stir up British sentiment like little else.

With E-Type prices rising considerably over the years, the Series 3 is a tempting proposition when lined up against its elder and more expensive relatives. Add to that a touch of restomod treatment like this one has had from E-Type UK, and you've got yourself a highly-polished and

Pretty practical classic that slides seamlessly into any classic car collection. While the youngest E-Type may have deviated-albeit marginally I'd argue-from the slight and lithe sports car Sayer created in the early 1960s, there's no denying the Series 3's V12, and the kitsch 1970s charm make for an appealing package on its own terms. Still saving up for that old Series 1? Look no further than the youngest E-Type-even if it does wear flares.



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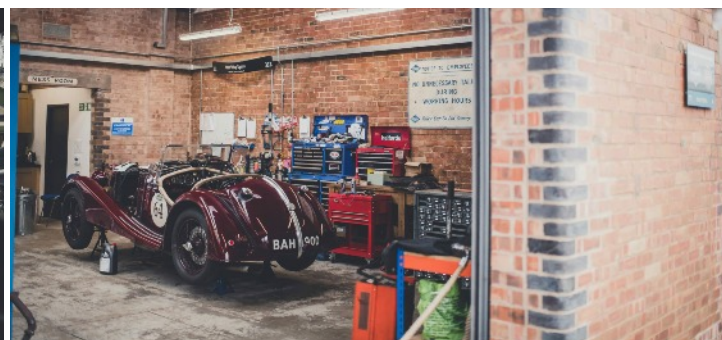
7000 Brave The Cold For Bicester Heritage's First Sunday Scramble of 2019

The UK's informal classic car gatherings just keep growing! Classic Motor Hub, Brooklands Museum, Goodwood Breakfast Club and-of course-the Bicester Heritage Sunday Scrambles are all thriving. Bicester's first Sunday Scramble of 2019 welcomed a records 7000 visitors along with an incredible mix of machinery, filling the historic RAF Technical Site and adjoining airfield. Stand out cars from the day included the ex-Gilles Villeneuve FW19 F1 car displayed at Sports Purpose, a battle scarred but highly-original Jaguar C-type, the super-rare 199mph Porsche 964-based RUF RCT EVO, a Mercedes-Benz 300SL Gullwing sat outside the Heritage Skills Academy and the famous "Hairy Canary" AC Cobra in the Blast House showroom of Pendine Historics.

Overhead, the Finest Hour Experiences Tiger Moths were kept busy, giving passenger flights to the bravest visitors. On-site brewery Wiggly Monkey was doing great business with its latest creation, while sponsor Bremont manned their Nissen Hut-style bunkers on the Main Drive to show off their watches, and Bicester Heritage's insurance

partner Hagerty Insurance UK managed a fully booked Valuation Arena, providing classic vehicle owners with face-to-face up-to-date prices for their cars. On the airfield the car clubs put on strong displays, with Porsche Club GB outdoing the rest with a massive line-up. Even in the car park there was plenty to see, including a Ferrari F40 casually parked up among the more run-of-the-mill cars-and of course don't forget that the 40-plus resident specialists open their doors for Sunday Scrambles, giving rare access to amazing restoration shops, dealers, parts suppliers and training schools.

Dan Geoghegan, managing director of Bicester Heritage, said after the event, "The January Scramble is always a highlight of the year for us, not just to see who is out in their classics but also to get the first New Year Sunday off to the best possible start. We were taken aback by the attendance and support, not least to see so many families and fabulous motorcars: the classic car world is clearly in excellent health. It offers a superb opportunity to get behind the scenes at Bicester Heritage, not to mention visit Britain's best preserved pre-war bomber station come to life in such a dynamic way. We are avidly planning for the Drive-it-Day Scramble on Sunday 28 April." A new 'Super Scramble' has also been announced for the 23 June 2019, to replace the now defunct Classic & Sportscar Flywheel event.



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THE DRIVE FOR EXCELLENCE
SINCE 1972

Project 8 a bit much? Here's Arden's 457bhp XE

Jaguar's XE SV Project 8 is here, and it's undeniably bonkers. Also good, too, as we found out on our first test of it.

Thing is, it's only available in limited numbers, and is a Very Serious Driver's Car. If you want something Slightly Less Serious, then German tuner Arden has cooked up something a little less... boiling. It is called the AJ 24 RS and is, apparently, a "feline predator with racing ambitions".

Externally the Arden tuned Jag gets a new front spoiler, rear apron, bonnet, rear spoiler and side skirt package, for better airflow and downforce. The arches front and back have been enlarged too, allowing for a bigger set of tyres. Specifically, 20in tyres sitting on forged lightweight GT wheels.

Arden is especially proud of the engine work done to the XE S's 3.0-litre V6, which consists of a new sports exhaust, a new ECU, and an "overhaul" of the supercharger. There are now 457 horses where previously there were 375. More torque, too, with nearly 100lb ft extra.

Arden reckons on a 0-62mph time of 4.3s - quite comfortably under the five seconds a standard supercharged XE S takes. That's plenty fast. Not nut-job Project 8 fast, but still. Fast. 0-124mph? 14.5s.

You can also customise the interior because it's all bespoke. Set your wallet to STUN.

Prices for converting a regular XE S to the AJ 24 RS start at €45k plus VAT, while a complete car starts from €98,500.





TRIALS & TRIBULATIONS OF AN E-TYPE HATCH

As I plod on slowly with the complete restoration of my 1962 E-Type Coupé chassis number 838, I'm currently concentrating on the rear hatch. The car had returned from BAS Ltd the Jaguar upholsterers, with the interior completed in its original pale grey leather to match the Heritage Certificate specification of Opalescent Silver Blue bodywork. I naively thought that fitting the glass and the chrome prop stay would be a doddle and done in no time at all. How wrong was I ???

I started with the glass. To confuse matters I had two new rear glass rubbers. I thought oh well, if something went horribly wrong at least I'd have a spare. As it turns out they were different sizes. One was a good fit in the hatch but too big for the glass and the other was great on the glass but wasn't big enough to stretch on to the hatch opening. HmMMM!! After YouTube advice and a bit of head scratching I opted for fitting the larger rubber to the hatch first. Luckily that only took a few minutes. Next I had to fit the glass into the rubber. Again, advice given was to brush Vaseline into the slit allocated for the glass. Don't use liquid detergent as this gets everywhere and runs. Once on your fingers you can't grip or hold anything either. At least Vaseline stays in place. I pushed the glass into the slit at the bottom first, then worked equally up both sides. Now you need another pair of hands, as from here it just gets harder and harder. Getting around the two top corners is just a mammoth task involving a lot of swearing and sweating. After three attempts and almost as many hours the glass finally went in. Hard to believe after initially noting that with the larger rubber the glass almost dropped through the centre it was so big. Anyway, I thought I was on the home straight now. Wrong!!

Next comes a roundish bootlace shaped rubber about eight feet long. Fortunately I realised this

needed a special tool with a diamond shaped fitting to thread the lace into the newly fitted hatch rubber. This apparently forces the rubber jaws apart far enough to make the fitting of the chime strip possible. Again with more sweating than swearing this time the lace went in after brushing more Vaseline into the correct aperture. Lastly, (well almost) the chrome trim. It comes in a top half (9 o'clock to 3 o'clock) and a bottom half (3 o'clock to 9 o'clock) These two pieces are quite flimsy and I think unobtainable now. Mine were originals and newly re-chromed, but I was aware that any slip with the pressures involved would easily buckle or snap the strips and I'd be bu****ed. This was without doubt the most difficult part of the job. Impossible on your own, just not enough hands to hold, manipulate and cajole the thing into place. Many attempts later and again with much swearing it finally went in. All that was left were two small closure pieces to hide the joints. One went in quite easily the other nearly went in the bin. It was so frustrating. How can two chrome strips set in the same rubber channel not line up to accept the covering clip. Arrggghhhh!! I needed a cup of tea, but my mate Alan who is far more stubborn than me refused to give up and applied much more brute force than I was prepared to, for fear of damage, and won the day, the clip eventually "clicked" in place. I can now understand why some cars seem to run without the chrome. Possibly because they're unobtainable, but more likely because they're an absolute pig to install. Feeling pretty smug now because mine is complete.

Second job is the rear hatch stay. The chrome bracket that holds one end of the stay is bolted into captive nuts inside the door skin so piercing my new upholstery was not something I was looking forward to. Anyway after much measuring to align the hidden fixings I made the cut with bated breath. It worked. Next the rubber receiving clip to hold the stay when not in use. This was again two simple drillings with self tappers so no great sweat. Mission complete.

One last hurdle, the clip fixed to the body, the



stay slots into, to hold the door open. Two UNF pan head bolts screw into nuts in the body. Annoyingly I had to peel back some of my new upholstery to expose captive bolts. After nearly crying at the thought of this, the real tears appeared when I discovered there were no fixing bolts there at all. After phoning Scott, Colin and a few others for help I tried to locate an early 3.8 with a similar set up so I could take a look. Sadly I couldn't find anyone, so I had to resort to.... Facebook. Worth a shot I thought, as there is a page called "E Type - The most beautiful car in the world" I posed the question, Could anyone help with a close up shot of the bracket fixing position. Within an hour a few people had returned with photos, advice and solutions to my dilemma. I needn't have stripped back my new upholstery as the bracket is fitted through the rim beading around the hatch (which does have to be peeled back) However I had no fixing holes and no captive nuts. So now I had to drill through my new bodywork and new paintwork to fit the bracket. The nuts are actually hidden under the hatch rubber itself when installed. Taking a deep breath I drilled two 5mm holes to take the 3/16 UNF bolts. Guess what ?? The bolts supplied weren't long enough to reach the nuts. Back to the Internet to find a supplier of said bolts but in longer form. When they arrived the 3/4" long bolts were duly fitted but then found to be too long when nipped up as they pushed the hatch rubber out too far, so they needed to be ground down a little. This as duly done and now the job is complete. Total time, probably about two weeks with all the faffing about, ordering and waiting for parts and tools etc. You can see how restorations take so long, plus when you're as lazy as me, it can take forever.

Next job? I'm fitting pale blue led's into the clocks (positive earth) rewiring the centre panel, and fitting the demister hoses so I can put the dash top back on.

Really looking forward to that little adventure.....NOT.

Exhibits From This Private Mike Hawthorn Museum Will Be Shown At Race Retro

It's 60 years ago this month that F1 World Champion Mike Hawthorn died, at the age of 29. The anniversary will be marked by several events during 2019 but the first major display of the year will tap into Hawthorn enthusiast Nigel Webb's amazing private collection of cars and memorabilia. It will take place at the UK's Race Retro show at Stoneleigh Park, Warwickshire, on February 22-24, in the Motor Sport Hall of Fame section. The display will include the Jaguar D-type that Webb rebuilt using the chassis from Hawthorn's 1955 Le Mans winning car, the Lotus Eleven that Hawthorn raced in period, and a selection of the driver's gold medals, a steering wheel from one of his Ferrari Formula 1 cars, and plenty more. Webb has built up a private museum in tribute to Hawthorn over the years, and it's a rare treat to see items from the collection on public display.

Hawthorn was born in Yorkshire in April 1929 but will always be associated the county of Surrey, where his father ran the famous Tourist Trophy Garage in Farnham. He won his first single-seater race in 1952 and went on to drive for Ferrari, BRM and Vanwall, among others, usually sporting a flamboyant bow tie. In 1958 he became the first British driver to win the Formula 1 World Championship, beating Stirling Moss to the title by a single point. He then retired from the sport and died just three months later, on January 22, 1959, when the Jaguar 3.4 saloon he was driving left the road near Guildford in Surrey. Tickets for the show, including the Hawthorn tribute, are now on sale.





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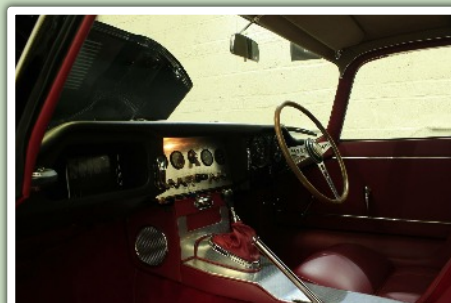
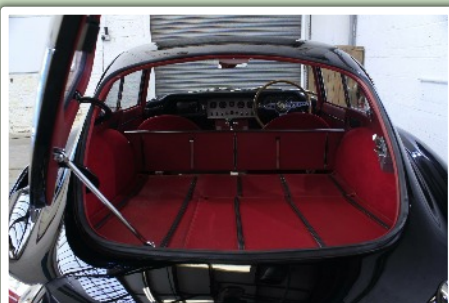
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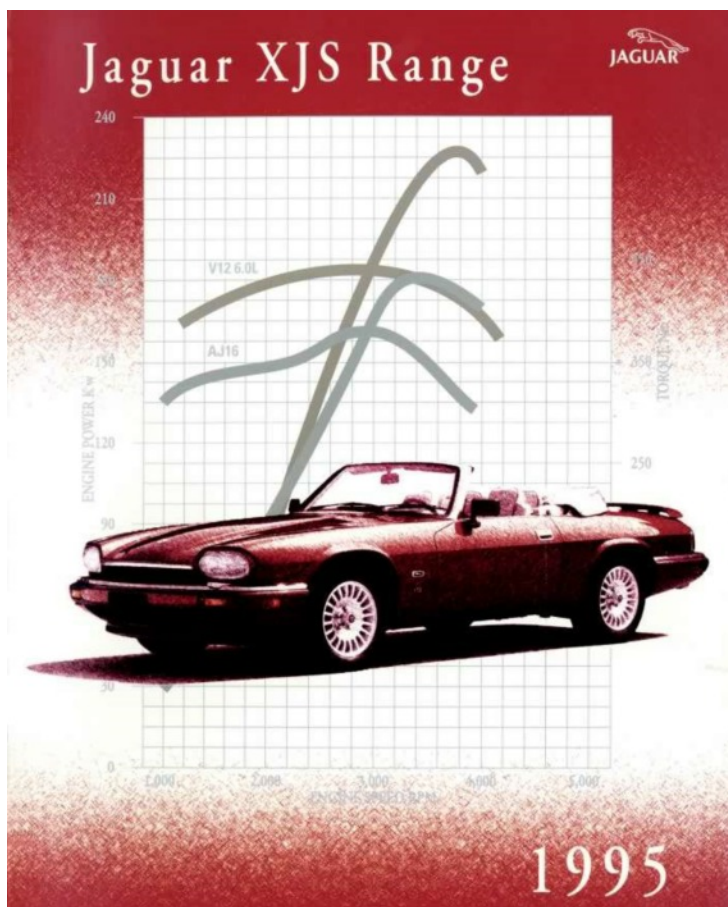
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THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 45
1995 | US XJS



Jaguar's commitment to continuous product improvement is paying off

Building upon a steady course of upgrades in recent years, the XJS range for 1995 will again benefit from a broad range of improvements. This publication points out the key differences in the appearance and mechanical specification of the new S-types. From a visual standpoint, the interior revisions will be most apparent, while changes to the exterior are more subtle.

It is in the driving, however, that the greatest changes are revealed. Last year's introduction of the 6.0-liter V12 engine is followed now by a comprehensive rework of the popular 4.0-liter six-cylinder engine, boosting horsepower, torque and refinement. Offering distinctive driving experiences for coupe and convertible buyers, the S-types for 1995 represent a powerful competitive advance.

The drive for world-class quality

The success of Jaguar's ongoing efforts to improve product quality and customer satisfaction has become increasingly evident in the results of market research. Recent studies rank Jaguar better than both BMW and Nissan by industry-wide measures of Things Gone Wrong. A high percentage of owners surveyed are 'completely satisfied' (Jaguar even outscored Honda in this assessment) or 'very satisfied' with their new Jaguar.

The improvements in product quality are the result of many factors, from the redesign of vehicle components to the updating of manufacturing facilities



Testing on the engine dynamometer verified the durability of the new 237hp AJ16 engine.

and the implementation of precision control systems in the production process. With emphasis on employee involvement at every phase, and expanded methods of gathering customer feedback, the progress in raising Jaguar's quality image continues to gain momentum.

Note: Specifications and equipment charts are applicable at the time of new model introduction and are subject to change without notice. Some optional equipment may be shown or discussed.

For the XJS 4.0 Liter, a new generation of the Jaguar six

Historically, the cars bearing the Jaguar mark have distanced themselves from all competitors through their elegance of style and abundance of power. The 1995 models remain true to this tradition.

While the classic design of the S-type continues into the new model year with subtle refinements, the renowned Jaguar AJ16 engine has been given its most comprehensive upgrade since it was introduced. The AJ16, successor to the legendary XK-series engines, has been extensively reworked. It is now designated the AJ16. Along with the internal modifications, the engine compartment layout has also been given considerable attention to improve the appearance of the underhood area.

Following are the exterior and interior revisions applicable to the 4.0L S-types:

Distinctive new wheels and badging

The major mechanical changes in the XJS 4.0L are accompanied by modest visual changes. Still, the upgrades are noteworthy: Five-spoke, 16" diameter wheels with diamond-turned finish are now standard equipment and the OE tire is a Z-rated (that is, rated for speeds above 149 mph) Pirelli 4000E in the 225/60 size. The center cap of the wheel carries a silver growler on red background, and the leaper badge on the front fender sports a matching red background.



1995 XJS 4.0L Convertible



1995 XJS 4.0L Coupe



The 4.0L fender badge is highlighted by a silver leaper on a red background.

Inside, a delight for the senses

A considerable visual upgrade of the XJS 4.0L interior is accomplished through the use of a new four-panel seat design. Each front seat now has a convenient storage pouch located on the front of the lower cushion. The Coupe's rear seat has been made narrower (from backrest to front of lower cushion) to provide added space.

Some of the changes are easier to detect by touch, rather than sight: The leather itself now affords a higher level of luxury, thanks to its softer feel and shallower grain pattern. In response to customer interest in lighter interior col-

ors that contribute to an open, airy feel, the range of interior shades has been revised and expanded (see chart inside back cover). Barley and Doveskin have been dropped and Coffee, Cream, Oatmeal, Parchment and Nimbus are added.

At the center of the fascia in 4.0L models an analog clock replaces the trip computer. The door panels and rear quarter casings are now ambra covered, with leather covering the armrests on the doors. The grain match of the ambra-trimmed components to the leather upholstery has been improved. In Con-



An analog clock is provided in place of the trip computer on the 4.0L XJS.



The XJS 4.0L is fitted with 16-inch wheels—a five-spoke design with diamond-turned finish.



Wheel center caps coordinate with fender badges, displaying a silver growler on red background.

vertibles, the lamps located in the rear quarter casings now illuminate when the door is opened or when activated by the fascia switch.

All 1995 S-types will be pre-wired for a cellular phone. Additionally, the tread-plate which covers the door sill is now formed in aluminum, therefore less likely to show scratches than the previous stainless steel insert. In the trunk, a one-piece contoured carpet is fitted to provide a luxurious, well-finished appearance.



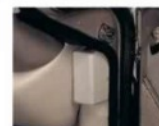
A handy storage pouch with elastic closure is found on the forward edge of each front seat.



Seats are upholstered in a new four-panel pattern.



The trunk is luxuriously finished with a one-piece, contoured carpet.



A redesigned inertia switch provides emergency fuel pump shut-off.



1995 XJS 4.0L Convertible



1995 XJS 6.0L Convertible

Improved security for the audio system

All 1995 XJS models are fitted with a new audio head unit manufactured by Alpine. Additionally—in a move sure to delight audiophiles—a CD changer will now be fitted as standard equipment in 6.0L S-types.

The most noticeable change is the detachable front panel design of the audio head unit, a valuable anti-theft benefit, particularly for Convertibles parked with the top down. A protective case is supplied to store the front panel.

Although this new unit offers improved sound quality and a multitude of useful functions, considerable effort

has been directed at reducing the controls for straightforward operation. This is accomplished by assigning multiple functions to the control buttons, with the desired function chosen by using the MODE selection switch. As with any modern electronic device, operating this sound system can present a challenge until the basic controls have been mastered. Once the fundamentals are understood, however, drivers quickly come to appreciate the logical operation, clean design and impressive versatility of the unit.

Note the following operating characteristics, some of which may be different than audio head units you are presently familiar with:

- The detachable front panel is released by pressing the small button at the lower left corner. The panel will release at this point, but it will not completely detach. This is to prevent it from falling off inadvertently. Grasp the panel gently to remove. Always make certain the unit is turned off before removing the front panel.
- The unit can be turned on by touching any button (except the EJECT button). This enables simple



A detachable front panel for the audio system is an effective anti-theft provision.

nighttime operation without the need to divert attention from the road.

- Use the MODE switch to select the desired function: VOL (volume), TRE (treble), BAS (bass), FAD (fade) or BAL (balance). When the desired mode is

displayed on the LED readout, use the up and down arrows to adjust the audio level as required.

- Select the audio source by pushing the TUNER (radio), TAPE (cassette) or DISC (compact disc) button.

- To tune a radio station, first select FM or AM using the BAND button. To choose a higher frequency than the one displayed, press the UP >> FF switch. To choose a lower frequency, press the DN << REW switch. The seek function in the TUNER mode is activated by holding the appropriate button for at least one-half second.

When it is first turned on, the volume increases gradually until it reaches the preset level. Convenience of using the audio system is further enhanced by 'random play' and 'repeat' features in CD mode and a 'blank skip' function for cassette tapes.

6

7

For 1995, more power from the classic V12 Jaguar.

A wide range of enhancements to the V12 XJS make this revered grand touring masterpiece more desirable than ever. Inside, outside and under the hood, the improvements result in a machine that provides greater comfort, luxury and performance.

The horsepower rating of the 1995 XJS 6.0L has been improved to 301 at 5,400 (up from 278 hp in 1994) and torque output now measures 351 lb-ft at 2,800 rpm (as compared to 334 lb-ft last year).

Distinctive touches for the V12 edition

The XJS 6.0 Litr is distinguished by a number of new exterior details. On each front fender, a silver-toned V12 badge is now displayed below the leaper, which is rendered in gold tone, complementing the gold hood emblem. Also new for 1995 is a 20-spoke alloy wheel, with diamond-turned finish, carrying a center cap with a gold-tone growler on black background.

At the rear, the decklid-mounted spoiler fitted to V12 models now incorporates the high mount stop lamp unit.

The All Weather Package, including headlamp power wash and engine block heater, is now standard on the 6.0L XJS.

Surrounded by luxurious leather

The range of interior color choices has been expanded, and in response to customer requests, revised to include lighter shades that contribute to an open, airy



1995 XJS 6.0L Convertible



The 20-spoke wheel with diamond-turned finish is standard equipment on V12 S-types.



The high mount stop lamp is incorporated into the rear spoiler of 6.0L models.



1995 XJS 6.0L Coupe

feel (see chart inside back cover). The natural grain Autolux leather will be available in seven colors as standard equipment on V12 cars.

The seats are now upholstered in a new four-panel design and the center panels are rucked; contrasting piping and stitching are standard. Each front seat has a small storage pouch located on the front of the lower cushion. The Coupe's rear seat is now narrower (from backrest to front of lower cushion) to provide added space. The lower A-pillar, center console, handbrake grip and convertible top cover are all trimmed in Autolux leather.

The door and rear quarter casings are upholstered in Autolux leather with contrast stitching, including the front lower corner (replacing the carpeted section). The chrome trim strips have been replaced by contrast piping. The bezels surrounding the speaker grilles are now covered in Autolux leather.

In Convertibles, the lamps located in the rear quarter casings now illuminate when the door is opened or when activated by the fascia switch.



Headlight power wash is standard equipment on the V12 XJS.



Door casings of 6.0L S-types are finished in Autolux leather (including speaker grille bezels) with contrast piping in place of previous chrome strips.



Autolux leather seats in the 6.0L models are upholstered in a four-panel design with rucked center panels, contrast piping and stitching.



A convenient storage pouch is provided on the forward edge of each front seat.



Rear quarter casings in V12 models are Autolux covered, feature contrast stitching, leather-trimmed speaker grille bezels.



The 6.0L XJS is readily identified by the silver-tone V12 emblem on the lower front fender.



Chrome-finish five-spoke alloy wheelsSM are an available option.



The space saver tire is now mounted on a steel wheel. (Shown with cover removed.)

Optional Equipment: Five-spoke wheels in chrome finishSM will become available after initial product launch.

8

9

SCOTTISH BLOOD

An Arab Sheik was admitted to hospital for heart surgery, but prior to the surgery, the doctors needed to have some of his blood type stored in case there was a need for it. As the gentleman had an extremely rare type of blood that couldn't be found locally, the call went out around the world.

Finally a Scotsman was located who had the same rare blood type. After some coaxing, the Scot donated his blood for the Arab. Before the surgery the Arab sent the Scotsman a new BMW, a diamond necklace for his wife, and £100,000 in appreciation for the blood donation.

A few months later, the Arab had to undergo a corrective surgery procedure. Once again, his doctor telephoned the Scotsman who this time was more than happy to donate his blood. Before the second surgery, the Arab sent the Scotsman a thank-you card and a box of Quality Street chocolates. The Scotsman was shocked that the Arab did not reciprocate his kind gesture as he had anticipated.

He then phoned the Arab and asked him,

"I thought you would be more generous than that. Last time you sent me a BMW, diamonds and money. This time you only sent me a lousy thank-you card and crappy box of chocolates?"

To this the Arab replied, "Aye, Laddie, but now, I have Scottish blood in me veins!"

OLD TIMER ROMANCE

A Husband Whispers in his Wife's Ear at the Bar, "Do you remember the first time we had sex together over fifty years ago? We went behind the bar where you leaned against the back fence and I made love to you."

"Yes" she says, "I remember it oh so well!"

"OK", he says, "Let's go there again, and we can do it for

old time's sake?"

"Oh Marvin, you old devil, that sounds like a crazy, but good idea!"

A man sitting in the next booth heard their conversation and, having a chuckle to himself, he thinks to himself, I've got to see these two old-timers having sex against a fence. So he follows them.

The elderly couple walks haltingly along, leaning on each other for support aided by walking sticks. Finally, they get to the back of the tavern and make their way to the fence. The old lady lifts her skirt and the old man drops his trousers. As she leans against the fence, the old man moves in..

Then suddenly they erupt into the most furious sex that the man has ever seen. This goes on for about ten minutes while both are making loud noises and moaning and screaming. Finally, they both collapse, panting on the ground.

The man is amazed. He thinks he has learned something about life and old age that he didn't know.

After about 10 minutes of lying on the ground recovering, the old couple struggles to their feet and put their clothes back in order.

The man is still watching and thinks to himself, this is truly amazing, I've got to ask them what their secret is.

So, as the couple passes, he says to them, "Excuse me, but that was something else. You must've had a fantastic sex life together. Is there some sort of secret to this?"

humour

Members jokes & anecdotes

Shaking, the old man is barely able to reply,

"Fifty years ago that wasn't an electric fence."

ANNOYED PREACHER

An Alabama preacher said to his congregation, "Someone in this congregation has spread a rumour that I belong to the Ku Klux Klan. This is a horrible lie and one which a Christian community cannot tolerate.

I am embarrassed and do not intend to accept this. Now, I want the party who did this to stand and ask forgiveness From God and this Christian Family."

No one moved. The preacher continued, "Do you have the nerve to face me and admit this is a falsehood? Remember, you will be forgiven and in your heart you will feel glory. Now stand and confess your transgression."

Again all was quiet. Then slowly, a drop-dead gorgeous blonde with a body that would stop traffic rose from the third pew. Her head was bowed and her voice quivered as she spoke, "Reverend there has been a terrible misunderstanding. I never said you were a member of the Ku Klux Klan. I simply told a couple of my friends that you were a wizard under the sheets."

The preacher fell to his knees, his wife fainted, and the congregation roared!

THE POSTAL WORKER

There was a man who worked for the Post Office whose job it was to process all the mail that had illegible addresses.

One day, a letter came

addressed in a shaky handwriting to God with no address. He thought he should open it to see what it was about. The letter read:

Dear God, I am an 83 year old widow, living on a very small pension. Yesterday someone stole my purse. It had £100 in it, which was all the money I had until my next pension cheque.

Next Sunday is Christmas, and I had invited two of my friends over for dinner. Without that money, I have nothing to buy food with. I have no family to turn to, and you are my only hope. Can you please help me? Sincerely, Edna

The postal worker was touched. He showed the letter to all the other workers. Each one dug into his or her wallet and came up with a few pounds. By the time he made the rounds, he had collected £96, which they put into an envelope and sent to the woman.

The rest of the day, all the workers felt a warm glow thinking of Edna and the dinner she would be able to share with her friends.

Christmas came and went. A few days later, another letter came from the same old lady to God. All the workers gathered around while the letter was opened. It read:

Dear God, How can I ever thank you enough for what you did for me? Because of your gift of love, I was able to fix a glorious dinner for my friends. We had a very nice day and I told my friends of your wonderful gift.

By the way, there was £4 missing. I think it must have been those bas***ds at the Post Office.

GUY WALKS INTO A BAR

Guy walks into a crowded bar, waving his un-holstered pistol and yelled,

"I have a 45 calibre colt 1911 with a seven round magazine plus one in the chamber

and I want to know who's been sleeping with my wife".

A voice from the back of the room called out "You need more ammo!"

FORCES RECRUITMENT

One of the selection tests when joining the RAF was the bucket and bath test. The applicant would be given a bath full of water and a choice of three buckets:

A large bucket with a large hole, a medium bucket with a medium hole and a small bucket with a small hole and they were told to empty the bath.

Applicants that chose the large bucket with the large hole were allowed to join the Royal Marines.

Applicants that chose the medium bucket with the medium hole were allowed to join the Royal Navy.

Applicants that chose the small bucket with the small hole were allowed to join the Army.

Those that pulled the bath plug out became Royal Air Force Aircraft Technicians!

PROPOSITION ON A TRAIN

Guy on a train is sitting across from a gorgeous looking well do to lady.

He says "Madam, excuse me from being so bold but I am a billionaire, and I don't have time for forming relations, if I gave you a million pounds would you sleep with me this evening".

She said "Hmm, well yes of course"

He says "What I offered you ten quid"

She said "My god what do you think I am"

He says "Madam, we have established that, I am just haggling for the price"

DRUNKS AT A BROTHEL

Two drunks go to a brothel. The Madam seeing they were obviously drunk said to one of her

girls "Give them a blow up doll, they will never notice"

Later as the men are staggering home one says to the other- How was yours?

It was OK but I think I she was dead, she didn't move, how was yours?

Mine was a witch. How do you know that?

I bit her on the arse, she farted and flew out of the window!



Police release first picture of Gatwick drone suspect.





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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

10-14 Techno Classic Essen

21 Coleford Carnival of Transport

28 South Wales Region Annual Drive it Day

MAY

3-5 Donington Historic Festival

5 Monmouth Steam & Vintage Show

10-12 Jec Jaguar Festival At Blenheim

19 SWCCC Annual Classic Car 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 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

Wednesday 15th January 2020

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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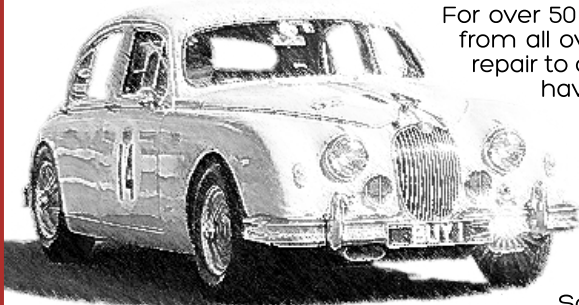
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