

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

Issue 293 | February 2019



www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

I'm always a sucker for old films and regularly record Turner Classic Movies for watching in the den whilst Netta is catching up on "Eastenders", "Coronation Street", "Strictly Come Dancing", "I'm a celebrity get me out of here", "Bake off" etc etc (ad nauseam!) using a VPN to tap into the BBC and ITV whilst in Florida.

A few nights ago I was watching the 1964 "Send me no flowers" with the brilliant combination of Rock Hudson and Doris Day when I was delighted to see her old boy friend (in the film) rock up in a beautiful gunmetal grey 1962 E Type and who should get out but Clint Walker famous for his appearances in the TV series Cheyenne and who just died in May 2018. Anyone who remembers him will remember how huge he was at 6'6" with a huge chest and it was worth seeing the film just to watch that scene of him emerging by almost unfolding himself to get out of the car.

Looking for more cars in movies I discovered the website which lists cars in movies, it is www.imcdb.org (International movie car data base). Take any car, for example even a rare beast like the XJ220, and you will see it has been in quite a few films like: "Molly's Game" (2017); "CI5: The New Professionals" (1999); "Too fast to race" (1997); "A man apart" (2003); "Mischief Destroy"



(2003); "Kardanny Val" (2008) and "Victor" (2009).

You can have fun by looking up the movies that have starred your model of Jaguar.



Colin Masterson

Colin Masterson

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REGIONAL NEWS

By Colin Manconi

REGIONAL AGM

We held our AGM at the January monthly meeting on the 16th. As usual it was well attended.

We started the AGM with the Regional Representative report which gave a short résumé of the shows we attended as a region in the previous year. We attended 33 shows during the year. The most ever! A brief description of each event was included in our January monthly magazine.

It was then time to elect the committee. Surprisingly all of the committee members put themselves forward for re-election. We quickly voted them all back in "on block" before anyone had chance to change their mind.

We then moved on to the treasurer's report. The accounts showed that we made a healthy increase from the previous year. It has been mentioned before that our treasurer is very mean. He hates spending the clubs money! It was agreed that we purchase a new gazebo to replace the old one.

The main expenditure for the club is the cost of printing the regional magazine. It was explained that last year we had a small shortfall on the amount we get from advertisements compared with the cost of the magazine. This year with the help two new firms, Swallows Independent Jaguar Specialists, Ken Jenkins Independent Classic Jaguar Spares and hopefully one other, we hope to break even. It was agreed that the magazine had been a great success and we had one of the best magazines and websites in the JEC. A great number of advertisers had been attracted to the magazine as it was such good value to advertise in. We are fortunate that our only cost is the printing of the magazine. All the work that Michael does editing and collating the magazine and website he does for free.

We then thanked all the members who came to the events during the year and helped out, especially Paul, our chef, who kept us from dying of hunger during the shows with his bacon rolls and beef burgers. Ruth as well, whose delicious chocolate cake always goes down very well with a cup of tea or coffee in the afternoons.

We also thanked fellow committee members Andy, Paul, Mike and Colin for all their help during the year. We must not forget our President Harry who even though he has moved to Torquay still stays in contact and sends us an article for the magazine each month. I especially wanted to thank Colin Masterson for all hard work on arranging Drive it Day and his articles from America. He is

busy in Florida arranging this year's Drive it Day.

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

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

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. It really helps in the winter when we don't have any shows to write about.

We decided that we would like to attend some different events this year and I asked if members would contact me with some ideas of different shows they have attended over the years. This has been successful and I would like to thank everyone who contacted me.

The AGM was then closed.



DRIVE IT DAY

I have once again booked the Priory Hotel for our South Wales Region Drive it Day on the 28th of April. As I have previously mentioned Colin Masterson is already planning the route and I am sure it will be as successful as previous years. The menu is on Page 8 of the magazine. The total cost of coffee or

Tea plus bacon sandwiches between 10 to 11 am and then a two course meal when we return is £22.00 all in. I need a menu choice and payment by the 1st of April.

OUR NEXT EVENTS ARE:

PRATICAL CLASSICS RESTORATION SHOW AT THE NEC BIRMINGHAM

As last year this is now a three day show on Friday the 23rd, Saturday the 24th and Sunday the 25 of March. The JEC will be having a stand at the restoration show with a variety of Jaguars in different states of repair. We will also be carrying out work on one of the vehicles. Mike and I will be helping run the stand and hope to meet you there.



JAGUAR INTERNATIONAL SPARES DAY AT STONELEIGH

Many of our members will be attending this show on Sunday the 31st of March, looking for an elusive part. Andy and I will be on the JEC stand helping to sell tickets for the charity car. Please come and see us.



COLEFORD CARNIVAL of TRANSPORT

Our first major show of the year is the Coleford Carnival of Transport on Monday the 21st of April. We have attended this show for many years and have always enjoyed it. There is a £2.50 administration fee to be paid to Coleford. I will be collecting the money on club night. If anyone else is interested would they please inform me as soon as possible as the entry form has to be sent off.



SOUTH WALES REGION ANNUAL DRIVE IT DAY

We have booked the Priory Hotel Caerleon for our South Wales Region Annual Drive it Day on the 28nd of April. This is the same hotel as last year. We had a lot of compliments about the hotel from members who attended last year. The day will start with coffee and bacon rolls at the Priory from 10am with a prompt start at 11.00am Colin Masterson has again this year mapped an interesting run up through Wales with a stop for tea and coffee on the way. We will then take a spectacular run back to the Priory for lunch at approximately 3.30pm. The menu can be found on page 8.

Will all members who wish to go on this run please contact me as soon as possible.

Continued >

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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	-	-	-	-
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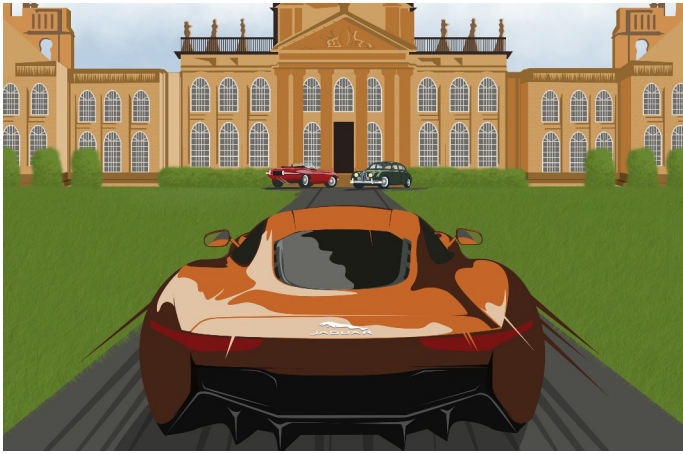
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The JEC JAGUAR FESTIVAL at BLENHEIM PALACE

This is a 3 day event from the 3-5th of May. Everything starts with the bang of a gavel as the Heythrop Park Resort welcomes Silverstone Auctions for a Friday afternoon viewing of British cars to be auctioned. Enjoy the auction car display or the grounds of this country estate and the Spa in the afternoon before going to the SNG Barratt marquee for a BBQ and entertainment.

SATURDAY

Saturday gives members the opportunity to enjoy some of the recommended drives around the local area, this is after all the edge of the "Romantic Run". The SNG Barratt Marquee will host the Silverstone Auction for Jaguars in the afternoon before the evenings Gala Dinner, with guest speakers, entertainment, and of course a chance to socialise before hitting the dance floor.

SUNDAY

Blenheim Palace will be invaded by Jaguars, possibly the biggest gathering of Jaguars the JEC has ever seen! The price of entry for Club members is outstanding value as allows access to the event as well as the spectacular Palace and gardens. The normal cost per person to enter Blenheim Palace is £27.50 per person. We have arranged a special price of £32 per car, which can contain up to 5 persons. On the day we will be running some of your favourites, such as Meguiars Pride & Joy & Concours competition, a long parade on the Palace's private roads of iconic Jaguars from all era's, plus live entertainment. The courtyard will host a themed display of 'Jaguars on Film' as well as some specially selected cars from Jaguar collections nationwide that have not been seen for decades! Also there will be a display of rare TWR race cars arranged in the courtyard with personal from TWR racing days. David Marks will also be hosting a seminar on Jaguar MK2's.

MONMOUTH STEAM & VINTAGE SHOW

This is held on the 6th of May and I have forms available so please see me to fill one in.



SILVERSTONE CLASSIC

It is being held on the 26-28 of July. This is billed as the "Biggest Classic Motor Racing Festival in the World". There are 20 classic races over the weekend with over 1000 entries and over to 10000 classic cars. There is entertainment in the evenings and racing all day long. If you have not been before this really is one event you must go to.

We have attended this meeting for many years and have really enjoyed it. Fourteen of our members are going on the Friday and returning on Sunday evening. You really need more than one day to see it all. We have booked to stay the Friday and Saturday nights in a hotel not far away from Silverstone and I have booked an evening meal at our favourite restaurant "The Cromwell Cottage" for both Friday and Saturday nights. I still have a few rooms available. Please contact me for details.

The tickets for the event have to be booked over the internet on the Silverstone Classic site. The cost for 2 entry tickets plus the important car pass ticket which allows you to park on the JEC stand on the infield are £102.00. This is for Friday, Saturday and Sunday, a cost of just over £17.00 each per day. Single days can also be booked. This "Early Bird" price must be booked before the 31st of March and you must enter under the Club Display Package and use the JEC code of CCD0052019.



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



Sharing the passion

South Wales Region Drive It Day



South Wales Region

**April
28**

Drive It Day

The South Wales Region will once again be holding a Drive it Day event on the **28th of April**. Open to members of all regions of the JEC, but please try and turn up in a Jaguar!

We will meet at the Priory Hotel, High Street Caerleon, Newport, NP18 1AG, from 10am for coffee/tea and bacon rolls and will leave at 11am sharp.

Colin Masterson has again this year mapped an interesting run up through Wales, with comfort and coffee stops.

We will then take a spectacular run back to the Priory for lunch at 3.30pm.

Hotel rooms are available at the Priory for those wishing to stay. Please give the hotel a call or book via their website:

Call: 01633 421241

Online: www.thepriorycaerleon.co.uk

The menu choices are on our website
www.jecsouthwales.co.uk/ddmenu2019

If you would like to come please ring Colin on 07977 474637 or e-mail, colin.manconi@jecsouthwales.co.uk

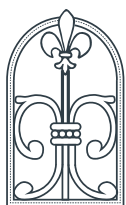


To include:

Coffee, tea and bacon rolls on arrival.
Plus a two course lunch upon return.

MENU ON THE REVERSE SIDE

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Rooms available to book for those wishing to make a weekend of the event, or just overnight.

Please give us a call or go online.

**Jaguar Enthusiasts' Club
Sunday Lunch Menu**

Starters

Roast vine tomato soup, sourdough

Chicken liver pate, spiced pear and grape chutney

Marinated anchovy and red pepper salad

Feta and vegetable salad, garlic and tarragon dressing

Beef and chorizo hotpot, sourdough

Mains

Roast rib of aged Welsh beef

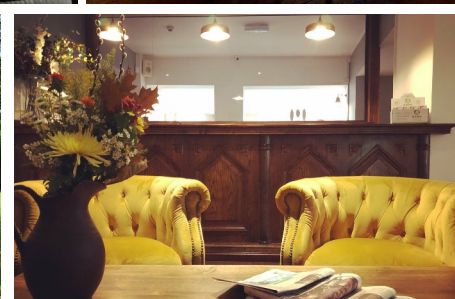
Salt baked belly pork

Roast leg of Monmouthshire lamb

Roast breast of chicken, roasting juices

Baked salmon, paprika aioli

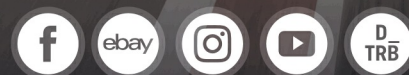
All main courses are served with a selection of seasonal vegetables



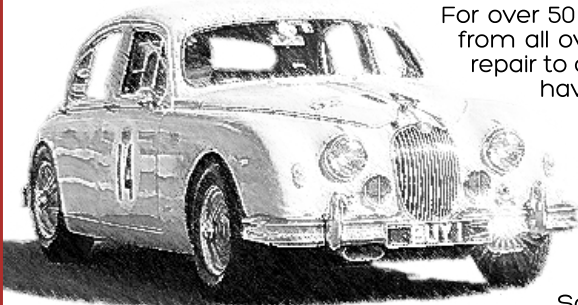


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PRESENTS

JAGUAR FESTIVAL 2019

AT BLENHEIM PALACE, OXFORDSHIRE

What to expect from the event you won't want to miss!



Allow yourself to imagine, just for a moment, starting up your Jaguar on a sunny day in early May, and wafting through the Oxfordshire countryside. You are driving amongst the fresh green lanes of early summer, to one of the UKs most stunning stately homes, for a weekend in absolute Jaguar heaven.

This is what we all have to look forward to over the weekend of Friday 10th May to Sunday 12th May when your club's 'must attend' event of the year takes place at Blenheim Palace.

A GREAT DAY OUT TO REMEMBER

For those who can only join us for one day, then Sunday 12th May will offer a fantastic value for money day out, not just for the Jaguar fan, but for the whole family who can enjoy live music plus a day exploring the breath-taking palace and its extensive gardens.

For the Jaguar fan, we will have probably the largest gathering of Jaguars we have ever seen. The day will include many of your favourite features as well, including Meguiars' "Pride and Joy" and Concours competitions, a long parade on the Palace's private roads of iconic Jaguars from all eras, a live TV feed featuring interviews with traders, sponsors and car owners plus all sorts of live entertainment.

The overall theme of the event celebrates "Jaguars on Film" and already confirmed to attend are a huge number of Jaguar's made famous on film and television. Indeed, the event's press launch at the London Classic Motor Show recently featured the Mark 1 from the latest ITV Drama series "Endeavour" as a taste of things to come.

Furthermore, Jaguar Heritage Trust will be joining us with an impressive display of cars, specially selected from their collection, plus a display of ex-TWR cars, all in the courtyard leading to Blenheim Palace itself.

James Blackwell, the JEC General Manager says, "I really can't wait for this phenomenal event. It's going to be an amazing opportunity to see and meet the owners of a huge number of Jaguars from all eras, plus ask questions of the best and most trusted suppliers in the trade." James goes on to mention what he's looking forward to the most; "Of course hearing about the golden days of the iconic TWR Jaguar team from some famous faces will be an unforgettable moment for those joining us for the weekend, but I also cannot wait to see the parade of Jaguars take to the roads of Blenheim on Sunday."

This fabulously packed day costs just £32 per car (up to 4 occupants) and with entry to the house and gardens included, is tremendous value for money, especially for families travelling together. But that price is only available by booking in advance, so don't delay!





SILVERSTONE AUCTIONS SALE OF BRITISH MARQUES

Viewing and bidding

The Sale of British Marques takes place on Saturday 11th May at Heythrop Park, Enstone, Chipping Norton, OX7 5UF. Viewing of the lots will be available from noon on Friday 10th May and on the morning of Saturday 11th May. Bidding at the auction can be done either in person by attending the sale, by telephone, by leaving a commission bid or live, online via Proxibid. Full details of registration requirements and a buying guide can be found on the Silverstone Auctions website (<http://www.silverstoneauctions.com/buying>).

For further information please contact Silverstone Auctions on **+44 (0)1926 691 141**.

Auction Times

11:00-12:30 Automobilia
14:00-17:30 Cars

SUNDAY NIGHT AT HEYTHROP

For those who are joining us on Sunday evening we will be celebrating the anniversary of the iconic movie, *The Italian Job*. As well as a screening on a large cinema screen at Heythrop Park, we will also be joined by guests involved in the film's production fifty years ago.

AT BLENHEIM PALACE ON SUNDAY:

- Put your Jaguar centre stage for a memorable Jaguar parade around the grounds.
- Technical seminars and skills demonstrations from David Marks.
- Large, live screen showing interviews and show footage throughout the day

WHY NOT JOIN US FOR THE WEEKEND?

If you have the luxury of being able to indulge in a full weekend of Jaguar festivities, then we have an amazing set of packages for you. The weekend will combine just the right mix of driving, stunning accommodation, Jaguar interest and glamorous hospitality to suit everyone. We have purposefully designed the packages to offer the chance of buying into what interests you, to allow you to tailor your own experience to what suits your interests and budget.

Pick and choose the elements on offer that excite you the most, by booking online via www.jec.org.uk/blenheim

SILVERSTONE AUCTIONS

Friday offers the first day of viewing for Silverstone Auctions who will be holding one of their big-ticket events at our base for the weekend, Heythrop Park. Your auction catalogue is included in the package price and offers the unique opportunity to get up close to some of the Jaguar related lots before the nationally important sale takes place on Saturday afternoon.

We will be announcing many of the lots as they are revealed in the run up to the auction via social media and our Friday Spotlight newsletter.

CELEBRATE JAGUAR'S MOTORSPORT SUCCESS WITH TWR AND MEET THE PEOPLE WHO MADE IT HAPPEN.

Friday offers an opportunity to attend an extra bolt-on event, that offers a truly memorable evening for any Jaguar enthusiast. The Jaguar Enthusiasts' Club have been given the opportunity to host a drinks reception in the breath-taking great hall at Blenheim Palace during the same weekend. The great hall and long library itself are steeped in history, having been used to host royal dignitaries over hundreds of years. But, on the evening of Friday 10th May it will play host to a panel of guests who represent one of the most important success stories in Jaguar's history - the TWR era and their successes in the World Sports Prototype Championship and at Le Mans, amongst others.

Wayne Scott will host the event on your behalf and will be joined by the ex-TWR manager Andy King plus a line-up of drivers including 1988 winner Andy Wallace who we will be reuniting with the very car he won Le Mans in. There will also be a chance for attendees to ask questions as part of this intimate conversation. See the website for booking details: www.jec.org.uk/blenheim

After the celebration of TWR has concluded, attendees may drive or catch a free coach back

to Heythrop whereupon you will be treated to live music from the Swingettes at a members Barbecue, and to chat over some of the amazing tales you will have heard from the TWR panel.

Saturday daytime involves a guided drive out from Heythrop to Bicester Heritage, exclusive to those attending as part of a weekend accommodation package, where you will be shown around some of the amazing businesses and initiatives that the centre, based on the old preserved RAF facility, currently supports.

Alternatively, why not stay at Heythrop and soak up the tension and atmosphere of the 'Sale of British Marques' Auction run by Silverstone Auctions within the grounds of the park.

Whatever you decide to do with the daytime, you will not want to miss the Saturday evening gala dinner held at Heythrop as the perfect warm up to the Jaguar Festival ahead of us on Sunday. Superb food and hospitality in amazing surroundings and even better company with Tommy Blaize, a cabaret singer from the BBC's *Strictly Come Dancing* and a charity auction with superb lots will keep us having fun until late.



A CHANCE TO MEET TWR CELEBRITIES

WEEKEND PACKAGES

for those seeking a truly unforgettable Jaguar experience.



TOMMY BLAIZE, THE VOICE OF STRICTLY COME DANCING!

Saturday evening's gala dinner includes performances from Tommy Blaize. He is not only an extremely talented singer, but also a multi-instrumentalist and composer. He has been part of the *Strictly Come Dancing* band since 2004. He has worked with some of the world's most legendary and renowned artists including; Diana Ross, Queen, The Beach Boys, Amy Winehouse, Joe Cocker, Stevie Wonder and Robbie Williams.

Stunning accommodation, location and hospitality.

Full two day viewing and auction of iconic Jaguars, British cars and automobilia at Heythrop Park conducted by Silverstone Auctions.

Friday night BBQ and Saturday night Gala Dinner in the SNG Barratt Marquee for the ultimate Jaguar social gathering.

Live music from the Swingettes and cabaret star from *Strictly Come Dancing*, Tommy Blaize.

A drinks reception in the Great Hall, Blenheim Palace for a unique Q&A to revel in the rich history of TWR with Le Mans Winner from 1988, Andy Wallace.



PRICES

DAY TICKET:

Sunday ticket to Blenheim @ £32.00 per car

Sunday ticket to enter the JEC Show at Blenheim Palace including entrance to house and gardens. Each ticket is for a single car with up to 4 people.

BLENHEIM PALACE PARADE:

£20.00 per car. Pre booking essential

A unique chance to put your Jaguar centre stage with a memorable parade around the private roads of Blenheim Palace. Includes parade rally plaque. Sponsored by Classic Motor Cars of Bridgnorth. Book now via www.jec.org.uk/blenheim.

CELEBRATION OF TWR:

Friday 10th May 2019

Ticket prices per person for the 'Celebration of TWR' drinks reception in Blenheim Palace's Great Hall: See website for details www.jec.org.uk/blenheim

FRIDAY 10TH MAY

Friday Night BBQ @ £39.95 per person

Evening BBQ at Heythrop in marquee with live entertainment from the Swingettes.

SATURDAY 11TH MAY

Saturday Night Gala Dinner @ £79.95 per person

Evening Gala dinner with welcome drinks and live entertainment.

FULL PACKAGES

DOUBLE ROOM

2-night stay and package @ £549.00 per package

Package is for two people and includes Friday and Saturday night stay inc Breakfast in a double room, Friday night BBQ at Heythrop in marquee with entertainment. Saturday night Gala dinner with welcome drinks and entertainment. Sunday ticket to enter the JEC Show at Blenheim Palace including entrance to house and gardens. Ticket covers 2 people.

SINGLE ROOM

2-night stay and package @ £399.00 per package

Package is for one person and includes Friday and Saturday night stay inc Breakfast in a single room. Friday night BBQ at Heythrop in marquee with entertainment. Saturday night Gala dinner with welcome drinks and entertainment. Sunday ticket to enter the JEC Show at Blenheim Palace including entrance to house and gardens. Ticket covers 1 person.

DOUBLE ROOM

3-night stay and package @ £684.00 per package

Package is for two people and includes Friday, Saturday and Sunday night stay inc. Breakfast in a double room. Also included in the price is Friday night BBQ at Heythrop in marquee with entertainment. Saturday night Gala dinner with welcome drinks and entertainment. Sunday ticket to enter the JEC Show at Blenheim Palace including entrance to house and gardens. Ticket covers 2 people.

SINGLE ROOM

3-night stay and package @ £519.00 per package

Package is for one person includes Friday, Saturday and Sunday night stay inc. Breakfast in a single room. The package also includes Friday night BBQ at Heythrop in marquee with entertainment. Saturday night Gala dinner with welcome drinks and entertainment. Sunday ticket to enter the JEC Show at Blenheim Palace including entrance to house and gardens. Ticket covers 1 person.

NEED TO BE MORE FLEXIBLE?

You can, with rooms available to book for individual nights, rather than part of a package, for maximum flexibility. Rate per room: £150 per room/night.



MEET THE SWINGETTES

We have the pleasure of a Vintage Vocal harmony group joining us on Friday evening at the Barbecue. Singing with a live band they will transport us back to the days of the Great Gatsby, the 1940's, Hollywood & much more. With stunning vintage costumes, red lipstick and victory rolls to match, the girls are always looking and sounding tip top!



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from a rather cold & slightly snowy South Devon! The main event that took place during the month was our annual dinner and awards presentations in the Redcliffe Hotel.

TOWC ANNUAL DINNER & AWARDS PRESENTATIONS - 20th JANUARY 2019

Our annual dinner & awards presentations took place once again in the Redcliffe Hotel, Paignton. The Redcliffe is a superb venue and is situated right on the coast with magnificent views of Torbay. See - www.redcliffehotel.co.uk.

The Redcliffe is a brilliant place to stay when you come down to Paignton on 28th July for our annual classic car show on Paignton Green which is only about 100 yards away - hint, hint! They provided us with an

excellent meal very well served by the staff. Our Treasurer (Jim) had about 90 members booked in for this! Well done Jim for the excellent organisation. This was preceded by a short club run organised by John & Jill. A huge raffle was also organised by Ian & Alan.

After the meal firstly the "Points Trophy" was awarded to Julian & Sue. This is awarded to the member(s) who attended the most events etc. during the course of the year. Natalea & I had won it in the previous year. I was very surprised, pleased and honoured to be awarded the "Ian Hannaford Memorial Cup" as the member who had done the most for the club during 2018. After being the JEC South Wales Regional Representative for 25 years I can't just sit back and not get involved! So much for retirement! A report with photos can be seen

on the club's website, www.towc.club/club-news

PRACTICAL CLASSICS - "BRITAIN'S BEST CLASSIC CAR CLUB"

According to an article in the current issue of "Practical Classics" the TOWC has been short listed in the top 30 of "Britain's Best Classic Car Club"! I see that the South Wales Classic Car Club in Bridgend is also on the short list! See - www.practicalclassics.co.uk/bbcccoty Voting on the top 30 is open from 23rd January to 1st March. Please, please vote for us!

CLUB MEETING - 31st JANUARY 2019

A rather smaller attendance at this meeting as a result of very cold weather as well as



reports of snow in Totnes, Teignmouth & Dartmoor. We still had about twenty die hards turn up! The main business was to do with initial planning for our annual classic car show on Paignton Green which will take place on Sunday 28th July. Application/entry forms will be sent out soon & will be available to download from our website. As Ian & Alan (from Teignmouth) were unable to attend we didn't have a raffle. I'm happy to report that Pauline brought a large box of chocolates instead!

During the course of the meeting I also set up my laptop computer & quite a few members took the opportunity to vote for the club on the "Practical Classics" website! Thankfully Jenny from the Blagdon Inn helped set up a link to the internet via her own personal router as the Blagdon's free wifi system didn't play ball!

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

A mother and father take their 6-year old son to a family nude beach. As the boy walks along the sand, he notices that many of the women have boobs bigger than his mother's, so he goes back to ask her why. She tells her son, 'The bigger they are, the sillier the lady is.'

The boy, pleased with the answer, goes to play in the ocean but returns to tell his mother that many of the men have larger things than his dad does.

She replies, 'The bigger they are, the dumber the man is' Again satisfied with her answer, the boy goes back to the ocean to play. Shortly thereafter, the boy returns and promptly tells his mother: "Daddy is talking to the silliest lady on the beach, and the longer he talks, the dumber he gets."



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, 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)

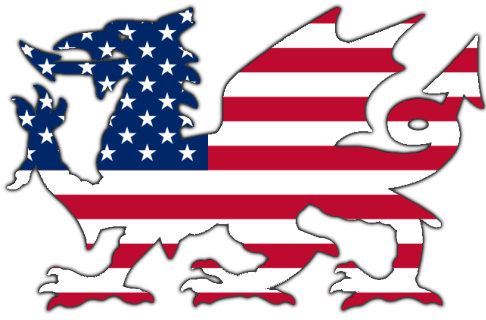
12.15pm - Discussion on development projects and vehicle upgrades.

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.



By Colin Masterson

Letter from America

Its around 65 miles to Plant City but the trip is worth it for the pleasant drive through farming country and for the excellent "Strawberry Classic Cruise-In". Visitors to Florida come over to see Disney World or space coast or maybe the beaches where there are loads of hotels not realising how much open space there is still in the state. Plant City's original name was Ichepuckesassa (also known as Idasukshed) after the Indian village that once occupied the territory, but I don't expect you to be able pronounce Seminole Indian either. The City's name caused so much confusion that the city was renamed "Cork", after the postmaster's Irish hometown. It was finally given the name "Plant City" in commemoration of Henry B. Plant and his railroad, which significantly boosted the commerce in this primarily agricultural community by incorporating it with the South Florida

Railroad.

The car show is adjacent to the railroad museum fronted by a magnificent red caboose. They are usually red or a colour matching the locomotive and were used as a brake van at the end of the train to keep couplings taught when the train is breaking before continuous braking systems were adopted and were phased out around 1980. Some of the trains here are so long that the power of the train would be insufficient to get them started. To overcome this the locomotive pushes back so the couplings are all slack then when it starts off it only has to get one railcar moving at a time.

Plant City is known as the winter strawberry capital of the world and hosts the annual Florida Strawberry Festival in the late winter (usually in February or early March), which is attended by people from all over the United

States as well as many people from around the world. Around 7 million tons of strawberries are produced every year on around 10,000 acres of strawberry fields, and that is a lot of strawberries!

There's a show every month in Leesburg, about half an hour away. It is held in the downtown area with side streets blocked off each side of the main street for parking. Local stores and restaurants are all open and the show runs from 4pm to 10pm so it starts during daylight, as sunset is around 6pm in the winter. Around 7pm they have an open air cinema in the grassy town square and this month it was Solo, the 2018 Star Wars film.

As usual I was greeted by the organiser, who was dressed as Elvis: why I don't know! I soon had the car parked up and wandered around the main street which has an eclectic mixture of shops typified by the rather eccentricity



named "Two old Hags wine shoppe" with life size model of Marylyn Monroe outside. Leesburg is typical of the small towns in Central Florida where they have kept the charm of the old main streets with shops related to leisure like restaurants, antique shops, specialist clothing shops and gift shops keeping the bulk of everyday shops like supermarkets and large hardware

fashioned parking meters. The big difference with the UK, where space is at a premium and towns and their environs have been built up for decades, is that most of the space outside towns, which is plentiful in Florida, has yet to be totally built up since the coming of the motor car,

This show had some vehicles with pretty eye catching (to be polite) colour schemes like

quickly hurried on!

Nice to see quite a few "Brits", as they call them, at the show. I spoke to the owner of a very original looking Riley Kestral 1000 (badged engineered Austin/Morris 1000 with a few extras like a walnut dashboard and different radiator grill and badging) which was in almost showroom condition and is owned by a real Anglophile who



stores in Strip Malls, which are set back from the main road with parking outside every shop. With the exception of the larger cities, Floridians have not embraced multi story car parks and would not dream of charging you to park, setting aside the money grabbing city managers at Miami where they have old

the two-tone pink and white Ford Crown Victoria and Black and Gold 1940's Plymouth. The Plymouth scheme looked particularly awful and I couldn't resist complimenting the owner to see his reaction. He beamed back and entered into a long tale of what the colours were and how he had chosen them etc. I

sometimes brings his (Corvette) yellow 1960's Mini Cooper S to the shows. Also there was a Nash (Austin in the UK) Metropolitan and a White Bentley Mulvane with the slightly disturbing sign on the front number plate "You have a friend in Jesus" - no doubt a gift from his gullible parishioners (it has been known for pastors



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over here to be given Gulfstream Jets as well as Bentleys - as they say, "only in America".

There are so many replicas around, sometimes moderns but sometimes also old pre-war cars cut back but it was a delight to see an "original" 1932 Mercury hot rod with a flat head V8 built in the 1950's when these were all the rage with young lads who wanted something fast, at least in acceleration (by virtue of the low weight, as much of the old sedan bodywork was junked) and cheap: Just the job for traffic light drag races. This one had the original yellow paint from the fifties (remember cars were black or drab coloured in those days)

and the nineteen thirties suspension, brakes etc. The owner had had it for nearly 40 years and many the time he has rebuilt the back axle by being a bit too exuberant with the loud peddle. He is now older and wiser so he hasn't had to do that for some years.

Several food trucks attended and among the usual ones selling burgers and dogs and freshly made lemonade there was my favourite "Monsta Lobster" serving cold lobster served in a grilled soft bun, delicious. It would have been lovely with a glass of chilled Sauvignon Blanc although it was not to be as I decided to forgo alcohol for

the month of January as a New Year resolution.

I also resisted the funnel cake - another Floridian delicacy. Basically a doughnut batter that is poured from a funnel onto a hotplate, usually in a spiral pattern, and then cooked on both side and sprinkled with icing sugar. Just the job for that New Year diet - not!

The show started about 4pm and by 7.15pm the sun was going down and before I left for home it was time for the open-air movie, held in the grassy town square. This month it was "Solo - A star Wars Story" (2018), a nice way to end the day.





MY LIFE WITH AN XF

BY GED WOOD

Several years back I owned a 3.0 Csi (shhhh BMW) and I never tired of hearing the thing roar into life on start-up. It used to sound ok too when pressed to perform. What did NOT bring the same smile to my face was the fact that I never seemed to go as long as 2 months without having to fork out for something expensive. The majority of costs came from having to buy 7 tyres for it in the 15 months I owned it, albeit 2 of those were through unfortunate punctures, but 2 of them came about from going from 2 new Bridgestones on the rear wearing to literally bald (I had no inkling to check other than pressures in them) in 4 thousand miles.

I had always liked the retro look of the S-type, and after owning a VW estate and a Golf, decided to look out for one. I researched it, and decided that for sound, I needed to seek out a V8 petrol. 300bhp sounded like it could be a bit meaty too, in comparison to the 105 of my

present frugal modern transport. On further research, I found the monster V8R had the ultimate sound (better still with tuned rear boxes, if Youtube was to be believed), but was a bit daunted to find that the 400bhp fuel drinker preferred high grade fuel (at 5p or more per litre) and nice ones were thin on the ground and expensive if you found a good one.

I also had to consider my 15000 annual mileage. However, on I went. I never found a V8R to view, but did discover several V8s. I first drove a gold-coloured older one (V reg, I think), which was very tidy and sounded nice (but quiet) on start-up, but didn't have anything like the power I expected from kick-down. (It was like 150 of its horses had escaped). I suspected that there may have been gearbox issues, but since it was my first drive of one couldn't be sure. I next drove a blue 04 reg. This sounded ok, but had an uncertain feel to the front and brakes. Nevertheless, a short run on the motorway confirmed that

this model just sounded too much like a comfortable old saloon, with accompanying power and not quite the Steve McQueen Bullitt Mustang noise that I thought I would get.

Several opinions on Jaguar forums next pointed me towards the XK. They said that they were the sports versions and were made to sound accordingly. I drove a really well cared for early version that had had all (well most) of the jobs done, including new roof lining, tyres, etc. It DID sound more sporty -ish? Although, unfortunately I was put off this one by the fact that once hot, the gearbox stuttered a bit on pulling away from junctions. It was also showing definite signs of engine overheating when I got it back to the dealer's house. I also decided that I wanted something that would, well basically, carry more stuff. I felt a bit limited here. I decide to take a break from my quest.

In the May of 2018, I was piecing together some photographs of cars for the final show of my MA in Multimedia Arts and had occasion to spend a morning in a local Aston Martin dealership.



A few had to be moved about and when the V8s and V12s started up there, in the enclosed space of their vast showrooms, OMG, I made the decision there and then that my 1.6 four-cylinder diesel just wouldn't do any more. Needless to say, my budget wouldn't stretch to an Aston, so it was back to Jags, a marque which stood alongside Mercedes and BMW. I had discounted BMWs and only AMG Mercedes were worth a second thought.

My partner didn't really like the S-type really and constantly referred to them as 'an old man's car' Oh come on, I'm 60+ ! So I reluctantly started scouring XF ads, which got her approval. A few V8s were too far away to easily view and I was bothered that the power would still feel the same. A couple were V8S and 5 litres. These were rapid with 385 bhp, but also cost £555 tax pa and quoted only 16-36 mpg. Some opinions on the forums thought the 3 litre diesel may be my answer with better torque between gears. After brief research, I discovered that the 3.0S may be a good compromise at 275 bhp and sub 6 seconds

from 0-60 the spec said... and 30-50 mpg. I found and drove a couple of 3.0 diesels, discovering that the Portfolio spec was best with heated AND cooled leather. These first couple I drove didn't grab me. I wasn't sold on the colour or condition and feel of them. I found it strange that some of this model seem to have brown steering wheels which matched nothing.

My final shopping spec. list looked like this: 3.0 XFS diesel (This the twin turbo model, 275 bhp), preferably blue and maybe black, with black leather and preferably piano black trim, which I thought looked better than some of the wood finishes which appeared a bit plastic. Ideally Portfolio model. Oh, and a heated front screen would be nice. From 10 Reg onwards, which I am told should have most of the electrical gremlins sorted. Less than 100k would be good and sub £10G. It had to have had a small handful of owners and Full Service History. If the mileage WAS up a little, it has to have had a Cambelt.

Just when I had about given up the search, Gumtree

threw up a 60 Reg dark grey version (looks black to me). Although it was the Premium Luxury Model, it has extras which almost brought it up to Portfolio spec.. Heated front screen, piano black trim, black leather sports seats with heating AND cooling. Outer chrome trim and 20" alloys. It was up on the miles... 118k, but had the essential cambelt at the dealer at 105k and FSH. A private owner was asking £8500. There was an option to buy it through a garage where it had been advertised with a warranty, for £10K, but I decided against that idea. It drove well enough to agree the asking price. The only fault I noticed was a

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damaged threshold plate on the passenger door, which I have replaced for £25 from eBay.

Within weeks of ownership, I realised that the rear tyres were not as unworn as the seller had described - Caveat emptor! - The one time I should have got my hands dirty and climbed under the thing and taken more notice of what I was seeing... darn it, could have saved myself some money.

One of the reasons for changing my car to a 'Grand Tourer' as they say, was that I intended to tour Scotland for a week in the summer and wanted comfort and pace for the trip. I had to prepare the beast for the journey.

I was surprised how easily I became used to the swap from a Golf to the XF. As long as I found a space long enough for it (5 metres, good grief!), it was relatively easy to park and I managed most times with one attempt. The left mirror angling down when reversing is something I'd become used to on the Golf and is a boon on this car too.

After a while I had become complacent with how normal it felt... until I had occasion to drive my partner's golf, which honestly felt really harsh and noisy in comparison to the Jag. I was often amazed when driving along at normal road speeds, even with the window lowered, how silent it was. This is the diesel too. I like the keyless entry, although after reading how easy the key was to clone by hi-tech thieves, I invested in a couple of shielded pouches from Amazon (about £5 pair, I think). They work a treat.

I like the push button start and the electronic handbrake with auto off when pulling

away. My partner loves the 3 stage heated seats, although was disappointed that the passenger seat lacked some of the adjustment of the driver's. What I hate is the corner cutting radio. It can't even hold onto Radio 2, without retuning to a different station completely when driving 7 miles across a city. I have now bought a digital radio pod (about £40) to plug into a lighter socket and the auxiliary socket, which does the job far better. I have been reluctant to move the headlining for the aerial, but it works fine trailed around the footwell.

Early on, I replaced the registration number with one that was appropriate to my West Country based employment (pirates and all that). I even bought a Fab208 sticker for my rear screen, but with the tinting, it's difficult to quickly pick out, so I suspect not many get the 'pirate radio' joke.

A relatively early investment was to replace the horrid rear Dunlop tyres with my favoured Goodyear Efficient Grip - I swear by them... long-lived and even wear, neutral handling, quiet, good mpg. What's not to like? Unfortunately, I found a split in the wall of the o/s front too, so 3 tyres accounted for a smidge over 500 dabs.



With surprisingly little else in the way of faults so far, apart from maybe the n/s/f window not winding up or down normally - I suspect uneven window runners, but have never bothered to investigate yet (maybe a window was broken in the past?), I was just beginning to become complacent and pushing the car

boundaries a little. One day, about half way along a 50 mile trip, I accelerated uphill at more than my normal rate, and was rewarded with a big yellow dashboard light that took me into limp mode.. great! I pulled over, switched off. Let it cool for a couple of minutes or so, then tried it again. It was fine. Light out, power restored. It was fine for a fortnight or so, then repeated the light (although this time with normal driving, moving down onto a dual carriageway). As before, it reset. It did this on one more occasion before it was booked in for my pre-holiday service and check.

In the meantime, I figured I should invest in a code reader. After some research, I got the one that costs about £95. It was a week or so before I had the confidence to plug it in, but I needn't have worried, dead simple. In the right mode, it just quoted all the codes that had ever shown up. There were about a dozen old random 'mode' codes, which didn't seem of any consequence. The codes that had caused my recent issue, however were to do with the first stage turbo valve. I made notes of all it said and left them be - There was an option to clear the codes, but I wanted the service garage to read them. Sure enough, he quoted the same

code and meaning that I had read and said that 2 other vehicles he currently had in, showed similar error codes. One was to have a replacement part as it wouldn't clear. All my codes cleared and even with an extended road-test after the service, where the car stormed up a

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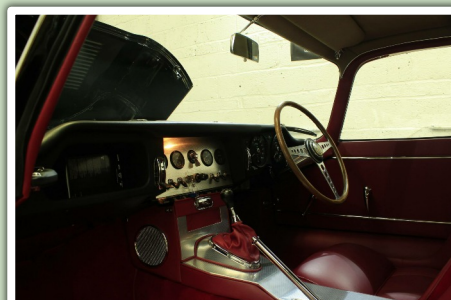
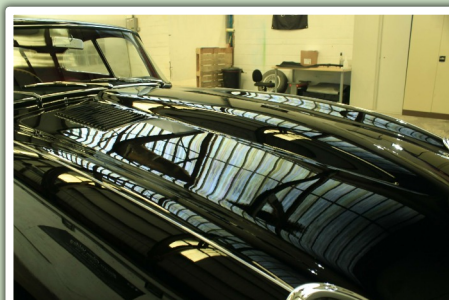
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steep carriageway 'like a scalded cat', he could not get the code to reproduce. Six months later, it is still fine. The car was serviced at Westerleigh in Bristol, which was a bit of a task to get to, to be honest, although the guys there were great and very knowledgeable.

The 1250 mile Scotland trip went without a hitch, never missed a beat so to speak. I guesstimate that it averaged c40 mpg and seemed to relish motorway speeds, ticking over at around 1400 revs for 70 mph. I expect it would only clock 2000 at 90, if it was legal to do that.

It recently required an MOT, and I decided to drop it at a more local specialist (Longwell Green) to my workbase in Bristol. The MOT garage next door managed to get the engine management light to come on while (over-)revving it to get the engine temperature up for emissions testing. After a code reset, it passed first time, with an advisory that the only tyre not yet replaced was nearing the wear limit on the outer edge. Fair enough. Incidentally, the rear (drive) tyres have worn evenly by 2mm each over 4000 miles, which I think is pretty good. In the same time, the fronts have worn maybe 1mm.

I have extensively researched the idea of getting a sportier sound from the rear boxes of this exhaust system, but no

manufacturer so far can quote me for it. Having said that, quiet suits my usual driving mood, and when you kick down, all the horses scramble to make a suitable noise under the car to feel that you are pushing on at a reasonably rapid pace, so I can live with that for now. When moving from traffic lights to a diminishing lane width ahead, I used to wonder who would get to the gap first. Now I know that it's me, if that is my desire.

I read an article recently on the 'sport' mode. Until now, I'd never tried it, as I wasn't sure what it did. The same could be said about the 'dynamic' mode, and until this week, the 'winter'



mode. I've set the 'winter' mode, and unlike several other settings, it retains it for your following trips until you unset it. What does it do? - Ok, I haven't read the manual, but my perception is that it changes up far quicker (possibly even starts in second if it senses serious cold). It regulates how rapidly you accelerate away, to minimise wheel spin, and the traction control is a far more careful animal. When you do push on and then lift off the fast pedal, it drops the revs by 500 at a time, so that the torque doesn't knock you sideways if it does happen to be slippery underfoot. Pretty sophisticated and safe, I'd say.

In fact, a week ago, I came off one motorway around a roundabout onto another minor motorway with a left bend at the start of it (no traffic around me, front or rear) to be faced by a tall cone in the centre of the inside lane. I was travelling at maybe 50, and although I braked, it was too short notice to avoid it, so clattered it under the car. I managed to steer to the second and outside lane before encountering the second cone and steered my way past a stricken car to the hard shoulder, scraping plastic cone all the way. I then extricated the crumpled cone from beneath the left side of my front bumper, with no damage to my



car. It appears that the stricken Merc had taken the bend and then all his dash lights, traction control, asr, abs, whatever, came on as he spun round and only came to rest after bouncing off the crash barrier. The whole front was pretty much dislodged from the car this guy had only owned for 2 hours. That was not his day at all. Commiserations to him. Do Mercs have a 'winter' mode?

I have more to tell about my ownership, but for now, happy Jaguar motoring.

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Surprise Welding Job

My trusty XJ8 was due some maintenance as this is the one car that always seems to be at the back of the queue of "things to do" and unfairly so as it's the main car I use. I've owned the car for around seven years now and has provided sterling service and never let me down or caused me any series problems (yes I did touch wood quickly!). It's a 3.2 sport model which is not the quickest made by far but has always got me to where I needed to be in comfort, style (in my opinion!) and has always been plenty spritely enough for whatever I've needed it for. But what started as a regular oil change and general look around soon escalated into a larger much more time consuming job! As I was about to drain the oil I made the mistake of having a quick look around and

quickly spotted a small part of underseal lifting where the near-side rear inner sill meets the floor, an even bigger mistake was to fiddle and prod this lifting underseal to reveal a horrible big rusty hole!

After I finished making the hole bigger, sat back (in quite a depressive state!) and weighed the situation up, I soon resigned myself to the fact the car needed much more TLC than I initially thought and started getting the welding equipment ready! After some grinding it really did become apparent to what extent the sill had rotted away, revealing that part of the outer sill will have to be cut away so I could access the inner sill and floor! More critically the entire area surrounding the mounting bracket for the rear subframe and axle assembly really was looking quite ropery! So after supporting the sub frame and carefully removing the mounting plate, I started more grinding and cutting.

So after lots more grinding, cutting and preparing the area, next came the really tricky part of replacing all the rotten metal I had now cut out. It's always a little daunting trying to

fabricate and replicate pieces of steel which have long since rotted away and therefore have no patterns to work too. Luckily the other side has no corrosion at all so I could use that as an example and pattern. I proceeded to fabricate and weld in place the inner sill first so I had something to weld the newly fabricated floor piece to, paying particular attention to the area where the bolt hole for the sub frame mounting bracket is bolted to the floor, obviously being very careful to make sure the same gauge steel is used. The inner wheel arch was next, then the really tricky part was to fabricate the lower part of the inner wheel arch that, essentially forms the shape of the lower part of the wheel arch. Fabricating these pieces really did start to get complicated as now I needed to fabricate compound curves. The only way to easily make these sort of shapes is to use a metal shrinker/stretcher. This really is a fantastic tool that allows you to fabricate complicated repair panels but especially around awkward areas such as around headlights, door edges, window frames, wheel arches, in other words anywhere you need to



stretch or shrink the metal into smooth even curvatures avoiding the need to cut and weld to create curves in angled sections.

Once the floor, inner sill and outer sill were taken care of all the new metal was primed and seam sealed over the welding (obviously apart from the parts that would be filled and painted later). Which is imperative it is painted as soon as possible as the metal process of

off gently and see what was there. How wrong I was! The previous repair was a flat shapeless piece of steel welded into place and around a 1.5 cm thickness of filler used to follow the shape of the door and wheel arch. Needless to say I cut this previous repair out, which was corroding quite badly anyway, but in doing so revealed how bad the inner arch behind this was too! So back to the metal shrinker/



oxidising and corrode starts almost instantly in the British climate! My attention was then drawn to a small bubble starting on the lower part of the wheel arch. I had this repaired once around three years ago so stupidly thought it can't be that bad as to whatever is lurking under the paint so decided to grind

stretcher. these two piece were by far the most difficult to fabricate. Once the inner piece was welded and then the outer it was then filled (with far less filler than before!) and primed. At the point of writing I've yet to start the base coat and lacquer but is primed ready to go. Now I've started and the welding

equipment is out it seems silly not to tackle the two patches of bubbling on the front wings where the XJ8 are common to suffer and also a small piece I've also found in the engine bay. Hopefully the rest will not be as complicated or time consuming as the sill and wheel arch! Or maybe not as one lesson I should have learned by now is cars are always full of surprises!



Abandoned In An American Shed For 36 Years

Rescued from a disused farm in Iowa, this 1960 MkII proves that an old Jaguar is never a defeated Jaguar. Abandoned thirty-six years ago, this MkII oozes collector status.

There's nothing quite as charismatic as an old Jaguar. From the mature growl murmuring beneath the hood to the stately presence of an upmarket British saloon, from a weathered glint that rises from the chrome to the unmistakable scent of veneered trim mixed with worn-in leather. A battered and bruised old Jaguar may have seen better days but it is never beat.

Despite the knocks and scrapes along the way, an old Jaguar is both proud and steadfast, wearing its years proudly for all to see. The decades that have slipped by merely serve as a badge of honour rather than something by which to be embarrassed.

If ever there were a Jaguar that proves the case, it must surely be this very early MkII Jaguar that has been recently retrieved from an abandoned farm in Clinton, Iowa by the Chicago Car Club.

Stumbled upon after the farm had been bought at auction, this 1960 Jaguar MkII proved a surprising but welcome find when the winning bidder opened up a barn verging on collapse. Tucked away behind a row of sturdy cinderblocks and a stiff wooden door, this left-hand drive MkII had been sitting in the same spot, unused, for thirty-six years.

Equipped with the top-of-the-range 3.8-litre inline-six engine that delivers a mighty 220 hp as well as automatic transmission, a limited slip differential, power steering and four-wheel disc brakes, this was a British saloon at the pinnacle of vehicle technology in its time. The VIN number of P210773 BW tells us this is the 773rd MkII produced. Used until 51,370 miles had tallied on the odometer, it's believed the MkII was parked up in working order back in 1983.

Despite some obvious rust damage evident along the sills and door bottoms, this Jaguar's panel fitment remains excellent with the doors closing as smoothly as they did when new and the frame remaining structurally sound. There are no major dents to the body and most of the exterior has polished up well.

There are areas where the black paint had begun to flake away, revealing the MkII's original colour of red. This matches the colouring still visible on the steel wheels, which sit beneath polished hubcaps. The glass is original and undamaged all round while the trunk is in good condition complete with spare whitewall tire, complete toolkit and owner's manual.

As you'd expect, the interior has suffered some wear and tear, most obviously on the driver's seat and worn carpets but, more importantly, the cabin is entirely original and intact. One of the most charming features is the Smiths Radiomobile under the dash, which still powers up nearly six decades on, as do the interior lights, gauges, column-shift light and window wipers.





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C2S27643*UNIPART	X-TYPE DIESEL	£6.00
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OIL FILTERS

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EAZ1354*UNIPART	XJ8 S-TYPE 4L XK8	£4.20
JDE2464*UNIPART	X-TYPE DIESEL 2.2	£6.00



POLLEN FILTERS

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C2C25337*UNIPART FRONT	S-TYPE 4.2 S/CH	£42.00
C2C8354*UNIPART FRONT	S-TYPE X350	£21.30
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
C2S48022*UNIPART FRONT	X-TYPE	£15.90
C2C40194*UNIPART REAR	S-TYPE FROM M45255	£14.40
C2P17595*UNIPART REAR	XF XK XJ NON 5.0 S/C	£18.60
C2S48024*UNIPART REAR	X-TYPE FROM J05030	£15.60
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THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 46
1995 | XJ SPORT XJR



The

The new XJ Sport range combines the power and glory of Jaguar's sporting heritage with the world-class refinement of the Jaguar saloon. The two XJ Sport models and the supercharged XJR spring from Jaguar's powerful sporting tradition and their for engineering innovation.

These are Jaguars that reveal a glint of bare teeth. These Jaguars are for drivers who want to experience a more demanding interaction with their car. To feel a certain discipline imposed by firmer suspension and tauter steering. To hear an occasional undercurrent of aggression. To cut a more extrovert dash with a car that has a distinctively lower profile.

The XJ Sport range satisfies such needs according to their intensity. At a price which offers impressive value for money, the 3.2 and 4.0 litre models express a mood swing from sparkling vitality to forceful dynamism. The new, highly sophisticated and uncompromising 4.0 litre supercharged XJR goes all the way from silken ease to volcanic exuberance.

Take the power, relive the glory - in all the refinement of the Jaguar XJ Sport range.

XJ SPORT 3.2 litre XJ SPORT 4.0 litre XJR 4.0 litre Supercharged



Jaguar's irresistible force

What

What most distinguishes the appearance of the XJ Sport and the XJR from their XJ Series stablemates is their uncompromising stance.

The sheer athleticism of the body lines ... the low trajectory of the sports suspension ... the gleam of indestructibility on the diamond polished alloy wheels ... the lowest-profile tyres ever seen on a production Jaguar ... the bright mesh of the XJR's front grille ... these are all part of the enormous confidence and composure of the XJ Sport range.

In motion, this composure lays total claim to the road. Jaguar's rack-and-pinion steering and highly-tuned double wishbone suspension mounted on unique, custom-developed tyres impose Jaguar's mastery of ride and handling with a conviction that is rarely glimpsed outside a grand prix circuit. Speed-proportional power steering assists low-speed manoeuvres but is progressively positive and linear in its responses as speed increases. A unique ride and handling package achieves exceptional stability with undeviating purpose.



XJR 4.0 litre Supercharged.



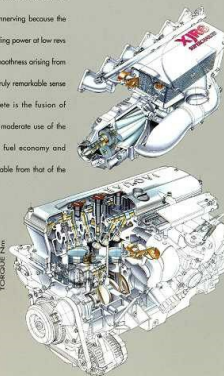
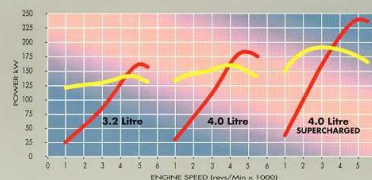
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erformance XJ Sport models and the XJR are powered by the six-cylinder AJ16 – a comprehensive redevelopment of Jaguar's highly successful AJ6 engine. Overcoming the challenge of improving on excellence, the six-cylinder 3.2 litre and 4.0 litre AJ16's make significant advances in power, torque, smoothness and economy.

With an output of 322 DIN BHP the XJR's supercharged 4.0 litre engine is capable of producing 378 B.h.p. of torque at 3,050 rpm. Operating well within its limits by adding an inlet manifold boost pressure of up to only 10.5 psi, the intercooled supercharger operates seamlessly and silently until its effortless production of an additional

77 bhp merely creates a sound like the smoothest of turbines.

Acceleration can be fierce but never unnerving because the unit's enormous torque gives extreme pulling power at low revs in every gear. This, combined with the smoothness arising from a lowered compression ratio, creates a truly remarkable sense of controlled aggression. So complete is the fusion of performance and refinement that with moderate use of the accelerator the supercharged unit's fuel economy and behaviour can be virtually indistinguishable from that of the conventionally aspirated 4.0 litre AJ16.



Jaguar sporting power and aggression has never been more refined.

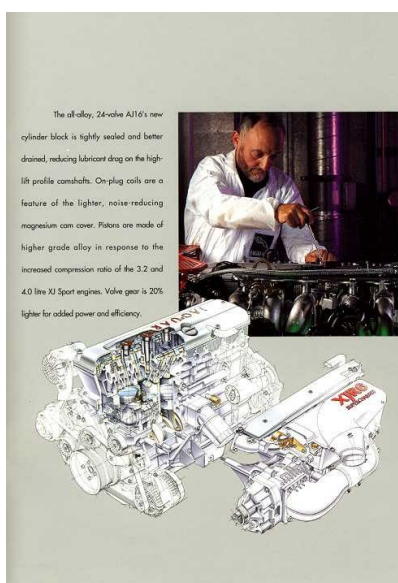


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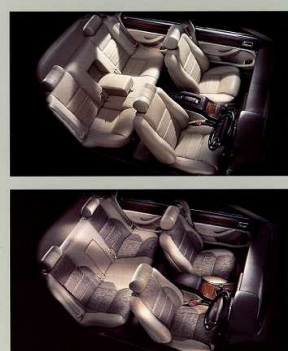
hough matching the luxury and refinement found throughout the new XJ Series, the XJ Sport range's interiors are more contrasting in tone. In keeping with the single-mindedness of the competitive spirit, colour keying is subtle and extensive. The superb wood veneers are uniquely, richly dark in tone. Characteristically, the stained maple of the centre console is delicately accented by the small, gold Jaguar or embossed XJR emblem recessed into the dark leather steering wheel.

While leather is a cost option on the sports seats of the XJ Sport models it is a no cost option on the XJR. All XJ Sport models feature wool-blend cloth upholstery as standard. Their appearance and the additional grip they exert on the occupant are entirely appropriate to a serious sporting saloon.

The XJ Sport range gives luxury a competitive edge.



The all-alloy, 24-valve AJ16's new cylinder block is tightly sealed and better drained, reducing lubricant drag on the high-lift profile camshafts. On-plug coils are a feature of the lighter, noise-reducing magnesium cam cover. Pistons are made of higher grade alloy in response to the increased compression ratio of the 3.2 and 4.0 litre XJ Sport engines. Valve gear is 20% lighter for added power and efficiency.



I

n every respect, the XJ Sport and XJR interiors offer all the world-class refinements of the new XJ Series saloons. Throughout the XJ Sport range the interior detailing: reading lights, sunglasses holder and illuminated vanity mirrors provide style, comfort and functionality for driver and passengers alike. Electric front seats with three-position memory, state-of-the-art climate control system, tilt/slide steel sunroof, sophisticated radio-cassette CD system with a specially-developed Harman Kardon system for unrivalled in-car entertainment, a wooden steering wheel, carefully matched to the interior... these and many other options complete a sporting saloon of rare refinement.



THE 10 YEAR OUTING

A Group of guys, all turning 40, discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the waitresses had big breasts and wore mini-skirts.

Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the waitresses were attractive. The food and service was good and the beer selection was excellent.

Ten years later, at age 60, the friends again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because there was plenty of parking, they could dine in peace and quiet with no loud music, and it was good value for money.

Ten years later, at age 70, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the restaurant was wheelchair accessible and had a toilet for the disabled.

Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because they had never been there before.

THE DOG FOOD DIET

So I'm at Pets at Home buying a bag of dog food for my dog. While in the queue, a woman behind me asked if I had a dog. Why else would I be buying dog food? So being top notch with the banter I told her "No, I don't have a dog, I'm starting my Dog Food Diet again" and that I probably really shouldn't because the last time, I had ended up in hospital, in intensive care with IV's in both arms and tubes coming out of most orifices. But I had lost 3

humour

Members jokes & anecdotes

stone in 4 Weeks!

I told her that it was essentially the Perfect Diet and all you have to do is load your pockets with handfuls of dry dog food and simply eat one or two every time you feel hungry. I get the 'Complete' food as it is nutritionally balanced, so it works really well, and I decided that I was going to give it another go.

(I have to mention here that practically everyone in the queue was now enthralled with my story)

Horried, she asked if I had ended up in intensive care because the dog food poisoned me.

I told her "No, I stepped off a curb to sniff a Cocker Spaniel's arse and a lorry hit me.

THE ADOPTION AGENCY

A husband and wife who work for the circus go to an adoption agency where social workers raise doubts about their suitability.

The couple produce photos of their 30-foot motor home, which is clean, well maintained, and equipped with a beautiful nursery.

The social workers raise concerns about the education the child would receive while in the couple's care. "We've arranged for a full-time tutor who will teach the child all the usual subjects, along with French, Mandarin, and computing skills," they're told.

Then the social workers express concern about a child being raised in a circus environment. "The child will be surrounded by family, but we've also retained a nanny who's a certified expert in pediatric care, welfare, and diet."

The social workers are finally satisfied and ask, "What age child are you ideally hoping to adopt?"

"Doesn't really matter, as long as he fits into the cannon!

WHEN MARRIED LIFE BEGINS

After the honeymoon, Tom was welding some stuff in the garage for fun. His new wife was standing there by the bench watching him. After a long period of silence she finally said:

"Honey, I've just been thinking; now that we are married, maybe you don't need to spend so much of your time out here in your shed and could consider selling some of your machinery and stuff... like your gun collection, fishing gear, boat, and lose all those stupid model airplanes. And sell all those old motorcycles, and dump that home brewing kit"... Tom got a horrified look on his face and silently stared at her. She said:

"Darling, what's wrong?" He replied, "Nothing... but for a minute there, you were starting to sound like my ex-wife."

"Ex-wife"? She screamed, "YOU NEVER TOLD ME YOU WERE MARRIED BEFORE!"

Tom replied... "I wasn't."

AVOIDING THE TREES

Paddy was driving home, drunk as a skunk, suddenly he has to swerve to avoid a tree, then another, then another. A cop car pulls him over as he veers about all over the road. Paddy tells the cop about all the trees in the road.

Cop says "For God's sake Paddy, that's your air freshener swinging about!"

QUOTES FROM BRITISH MILITARY ANNUAL PERSONNEL REPORTS

1. His men would follow him anywhere, but only out of curiosity.
2. I would not breed from this Officer.
3. This man is depriving a village somewhere of its idiot.
4. This officer can be likened to a small puppy - he runs around excitedly, leaving little messes for other people to clean up.
5. This Officer is really not so much of a has-been, more of a definitely won't-be.
6. When she opens her mouth, it seems only to change whichever foot was previously in there.
7. Couldn't organise 50% leave in a 2 man submarine
8. He has carried out each and every one of his duties to his entire satisfaction.
9. He would be out of his depth in a car park puddle.
10. Technically sound, but socially impossible.
11. The occasional flashes of adequacy are marred by an attitude of apathy and indifference.
12. When he joined my ship, this Officer was something of a granny; since then he has aged considerably.
13. This Medical Officer has used my ship to carry his genitals from port to port, and my officers to carry him from bar to bar.
14. This Officer reminds me very much of a gyroscope, always spinning around at a frantic pace, but not really going anywhere.
15. Since my last report he has reached rock bottom, and has started to dig.
16. She sets low personal standards and then consistently fails to achieve them.
17. He has the wisdom of youth, and the energy of old age.
18. This Officer should go far, and the sooner he starts, the better.
19. In my opinion this pilot should not be authorised to fly below 250 feet.
20. The only ship I would recommend for this man is citizenship.
21. Couldn't organise a woodpecker's picnic in Sherwood Forest.
22. Works well when under constant supervision and cornered like a rat in a trap.
23. Not the sharpest knife in the drawer.
24. Gates are down, the lights are flashing, but the train isn't coming.
25. Has two brains; one is lost and the other is out looking for it.
26. If he were any more stupid, he'd have to be watered twice a week.
27. Got into the gene pool while the lifeguard wasn't watching.
28. If you stand close enough to him, you can hear the ocean.
29. It's hard to believe that he beat 1,000,000 other sperm.
30. A room temperature IQ.
31. Got a full 6-pack, but lacks the plastic thingy to hold it all together.
32. A gross ignoramus, 143 times worse than an ordinary ignoramus.
33. He has a photographic memory but has the lens cover glued on.
34. He has been working with glue too long.
35. When his IQ reaches 50, he should sell.
36. This man hasn't got enough grey matter to sole the flip-flop of a one legged budgie.
37. If two people are talking, and one looks bored, he's the other one.
38. One-celled organisms would out score him in an IQ test.
39. He donated his body to science before he was done using it.
40. Fell out of the stupid tree and hit every branch on the way down.
41. He's so dense, light bends around him.
42. If brains were taxed, he'd get a rebate.
43. Some drink from the fountain of knowledge; he only gargled.
44. Takes him 1.1/2 hours to watch 60 minutes.
45. Wheel is turning, but the hamster is long gone.

MOTORING MAD NUNS

A car full of Irish nuns are sitting at a traffic light in downtown Dublin when a bunch of rowdy drunks pull up alongside of them.

"Hey, show us yer teats, ya bloody penguins." shouts one of the drunks. Quite shocked, Mother Superior turns to Sister Mary Immaculate and says, "I don't think they know who we are; show them your cross."

Sister Mary Immaculate rolls down her window and shouts, "Piss off, ya fookin' little wankers, before I come over there and rip yer balls off." She then rolls up her window, looks back at Mother Superior quite innocently, and asks, "Did that sound cross enough?"

MY GIRLFRIEND TOLD ME I SHOULD THINK ABOUT GETTING DOWN ON ONE KNEE AND NOT TO SKIMP ON THE EXPENSE



SHE'S GONNA LOVE MY NEW DUCATI



Prince Philip personally visits woman's house to apologise for accident





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CALENDAR

WHAT'S ON IN 2019

MARCH

- 22-24** Practical Classics Restoration Show
- 30** Swallows Jaguar Specialists Open Day
- 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 Palace
- JAGUAR FESTIVAL** 2019
- JAGUARS ON FILM -
10-12 MAY 2019 | BLENHEIM PALACE, OXFORDSHIRE
- 19** SWCCC Annual Classic Car Show
- 27** Vale of Glamorgan Classic Car Show

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

JUNE

- 1-2** Tatton Park Classic Car Spectacular
- 2** Berkely Castle Classic Car Show
- 9** Barry Festival Of Transport
- 15-16** Le Mans 24 HEURES DU MANS
- 15-16** Shelsey Walsh Classic Nostalgia
- 19** SWCCC Annual Classic Car Show
- 23** Bicester Super Scramble
- 27** Vale of Glamorgan Classic Car Show

JULY

- 14** Simply Jaguar At Beaulieu
- 15-16** Goodwood Festival of Speed
- TBA** Berkely Castle Car Show
- 21** Sherborne Castle Classic Car Show
- 26-28** Silverstone Classic

AUGUST

- 2-4** Gloucestershire Vintage & Country Extravaganza
- 3-4** South Gloucestershire Show
- 3-4** Super Car Weekend @ Beaulieu
- TBA** Three Cocks Steam & Vintage Rally

AUGUST continued

- 17** Tatton Park - Passion for Power - Cheshire
- 18** Tewkesbury Classic Vehicle Festival
- 23-25** Carfest South @ Laverstoke Farm
- TBA** Ponthir Car & Music Festival
- TBA** Bristol Region BBQ

SEPTEMBER

- 5-8** Blenheim Palace Salon Prive
- 7-8** Beaulieu International Autojumble
- 13-15** Goodwood Revival

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

South Wales Region Monthly Meetings

Held on the **3rd Wednesday** of each month we meet at **St Mellons Golf Club, St Mellons, Cardiff**, from 7.30pm.

All club members new and old, along with potential members are always welcome. Our meetings are informal and friendly - we look forward to see you!

2018/2019 Dates

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
Wednesday 19th February 2020

NEW MONTHLY MEETING VENUE



ST MELLONS GOLF CLUB BECOMES OUR HOME FROM FEBRUARY 2019

Unfortunately our former venue, which we enjoyed for over 20 years, The BBC Social Club, has now closed. With such short notice we have been fortunate to secure the use of one of the function rooms at St Mellons Golf Club. With ample secure parking and catering facilities, we look forward to hosting more guest speakers and using the Golf Club for runs, BBQ's and more social events.

St Mellons Golf Club, St Mellons, Cardiff, South Glamorgan, CF3 2XS

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