

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

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Masterson's WORDS

By Colin Masterson

As I write this news seems pretty bleak in the motor industry, especially with Honda announcing the closure of its Swindon works in 2022 and Nissan announcing they will not be building the X Trail small SUV in Sunderland after all but on the lines in Japan. This follows Jaguar Land Rover declaring 4,500 job cuts under plans to make £2.5bn of cost savings.. Chief executive Ralf Speth said last year: "We have spent around £50bn in the UK in the past five years - with plans for a further £80bn more in the next five. This would be in jeopardy should we be faced with the wrong [Brexit] outcome." Last July, the company said it needed more certainty around Brexit, and warned that a "no-deal" Brexit would cost the company more than £1.2bn in profit each year. All this reflects a world-wide reduction in car sales, Diesel cars getting a bad name and the influence of Brexit.

Whilst I have been enjoying some sun in Florida over the last 6 months, with several car



shows a month, the weather has been bad in the UK: cold, wet and overcast and with most peoples' Jags parked up to avoid the dreaded salt on the roads and no shows to attend the Winters are a pretty miserable time but there is light at the end of the tunnel with the season kicking off with the usual Coleford Festival of Transport on Easter Monday, 22nd April, followed by the Drive it Day on Sunday 28th April which this year will take us on an 80 mile round trip from The Priory in Caerleon with coffee served at 10am before the start and with a finish back at the Priory for a late lunch at around 3pm, so see you then!

Colin Masterson

Colin Masterson

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Contributions welcome.

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

editor@jecsouthwales.co.uk

Deadline for all articles, contributions and adverts for the next edition is **April 8th 2019**.



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REGIONAL NEWS

By Colin Manconi

LONDON CLASSIC CAR SHOW

This was held on the 14-17 of February at the ExCel London. Michael and myself left early on Thursday morning to help set up the stand and then man it for three days. The Excel is a horrible place to get to from Cardiff. It is right on the other side of London. Andy had set off before us driving the F Type charity car and was hoping to meet up with James who was coming from Head Office in the JEC Van.

The traffic was terrible and my sat nav didn't help by trying to send us through central London instead of around London on the M25. We finally arrived at about 11.00am and managed to find a parking space at our hotel.

The show is different to all others in that the stands have to be finished by 4.00pm on Thursday and it then it opens to journalists and "VIPs" until 9.30pm, normally a show doesn't open till the Friday. Luckily Patch had gone on Wednesday to start the stand but it was still a mad rush to erect all the shop and merchandise it by 4.00pm. We finished with minutes to spare! It had been a long day, up at 4.30am, and by 8.30pm the show was very quiet with hardly anyone about so we decided to close the stand and rush back to the hotel before they stopped serving food at 9.00pm.

This show has a "Grand Avenue" which runs up the middle of the hall and allows special cars to be demonstrated up and down. Last year the Avenue ran the whole length of the hall and our stand was in the middle, a great place. This year the organisers stopped the avenue half way up and put our stand and all the classic car stands right up the end away from the action, not a very good place.

On Friday the show opened at 10.00 am, a very sensible time! Not having attended the show last year I was surprised how small the event is compared to the NEC. This year, they were celebrating the incredible career of Ian Callum, Jaguar's Director of Design; the man acknowledged as one of the world's foremost automotive design talents. The show saw Ian receive The London Classic Car Show Icon Award 2019, as well as featured a celebratory exhibition of his work. Ian Callum's prolific career was showcased with a celebratory exhibition of his work. This featured some of the most notable and career-defining cars that he has designed over his illustrious career, including the Aston Martin DB9, Jaguar i-Pace, F-Type and XK and the Ford RS200 rally car.

Further show exhibits included a collection



of historical Aero Engine cars, a celebration of the 50th anniversary of The Italian Job, the Historic Motorsport area, The Supagard Theatre and, The Grand Avenue runway show, where classic cars are fired up and driven for visitors to see, hear and smell these iconic classics in action.

Surviving cars from renowned chase movie The Italian Job were reunited in a special exhibit to mark the film's 50th anniversary. The highlight of the surviving models were the film's pair of Jaguar E-Types - the dark blue Fixed Head Coupé (registered 619 DXX) and red 3.8L Roadster (848 CRY). The coupé was in the owner's possession for almost 20 years before a friend spotted that it could be the car featured in the film. Further investigation proved positive and it has now been restored to its original factory specification.

Originally a demonstrator and raced in 1961, the red Roadster was sold to model Richard Essame in 1962 who landed a part in the film as one of the Mini Cooper drivers. Essame drove the car to location in Italy, where the production team saw it and thought it would be ideal for the film and purchased it from him. Rounding out the three originals from the film is the Aston Martin DB4 Convertible (163 ELT) that was supposedly tipped over a cliff by a bulldozer. Despite its apparent demise, this 1961 convertible was switched for a Lancia Flaminia during filming, allowing the DB4 to survive the cliff scene.

Unfortunately, the iconic red, white and blue Minis made so famous by the production no longer exist, but identical replicas were featured to celebrate the film's anniversary.

Coys were auctioning a wide array of vehicles on Saturday and Sunday, including a stunning 1977 Mini owned by Cilla Black and a 2007 Range Rover Sport by Khan formerly owned by David

Beckham, along with concours-ready classics from Aston Martin, Porsche and Maserati. These include a 1962 Aston Martin DB4 that had been comprehensively restored, with the invoices in its history file totalling just under £200,000. It was estimated to sell for £400,000-£450,000.

Friday was not that busy with most of the activity at the other end of the hall at the Grand Avenue. We had great hopes for Saturday as we were right alongside the Coys Auction. Unfortunately all the auction did was to block the avenue with people watching the auction. Sunday was more of the same I think the organisers made a big mistake in stopping the Grand Avenue half way. It split the show in half.

We closed up at 5.00pm Sunday but could not get the vans in till gone 7.00pm after loading them we had a long drive back arriving home at about 11.30pm. A long four days.

OUR NEXT EVENTS ARE:

PRATICAL CLASSICS RESTORATION SHOW AT THE NEC BIRMINGHAM

From rusty wrecks to stunning cars, the Practical Classics Classic Car & Restoration Show 2018 at Birmingham's NEC from Friday the 22nd of March to Sunday the 24th of March, is even bigger and better this year as it's now a three day show.

With over 1000 classic cars on display, the UK's biggest display of barn finds with over 25 discoveries on show, 130 car clubs, motoring TV celebrities, expert advice, live demonstrations and more and its spring's best classic car show!

Why not take a charity Dream Ride with our friends from Sporting Bears, experience the magnificently restored cars in the Lancaster Insurance Pride of Ownership display, or purchase an original from spring's biggest Auto jumble or from the huge selection at Classic Car Auctions?

As usual it is being held at the NEC Birmingham. The JEC will be having a large stand so come along and be surprised! Every year the event is getting bigger. Michael, Andy and myself will be going on Thursday to help set up the stand and then will be manning the stand for the next three days. It is a good show and we hope to see you there!

Tickets are now on sale, go to: www.necrestorationshow.com



elusive part. Andy and I will be on the JEC stand helping to sell tickets for the charity car. Please come and see us.

SWALLOWS JAGUAR OPEN DAY

This is being held on the 30th of March and is being organised by Swallows Jaguar in conjunction with the JEC Somerset Region.

There will be numerous activities during the day starting with breakfast and coffee from 10.00am. We will be meeting at the Magor services to leave at 8.30am sharp.



INTERNATIONAL JAGUAR SPARES DAY STONELEIGH

This is one of the first events of the year on the 31st of March and if you need any parts for your Jaguar this is the place to be. The new JEC Charity Car will be on display, a beautiful white F Type Coupe. SNG Barratt, one of our magazine advertisers, is offering 10% off pre paid orders for collection on the day. Another of our advertisers BAS from Cwmbran will be showcasing their fabulous range of interiors. As usual some of our members will be going up to Stoneleigh and will be meeting up for lunch.

Continued >

Don't be scared...

I won't bite.

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COLEFORD CARNIVAL of TRANSPORT

We always attend this show every year with a club stand. Over 14 of our members have already entered. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held on Easter Monday. This year Easter Monday is on the 22nd of April. We always have different extremes of weather at Coleford, either it is warm and sunny, cloudy and wet or as five years ago extremely cold. Easter is later this year so let's hope for a warm sunny day. We will be meeting in the car park at Monmouth at 8.00 am for an 8.15 start. We have to be at Kaplans Café early for breakfast! (Andy is feeling hungry already.)



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 28th 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 either by phone on 07977474637 or by emailing me, colin.manconi@jecsouthwales.co.uk

Menu choices are in the magazine. The cost for bacon sandwiches, coffee or tea in the morning

and then a two course meal for lunch, all in the Priory Hotel, is £22.00. Menu choices and payment are needed by the 1st of April.

Menu and more details on page 10.

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.



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

Continued >

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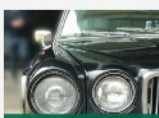


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number to receive your discount

 XJ S1/2/3	Front Crossmember	Floor Pan RH/LH	RR Lower Quarter Panel RH/LH	Repair Panel RH	Radius Arm Assy
	12101* £84.00	JS604RP / JS605RP £104.45 each	11870* / 11871* £84.00 each	JHP1038 £36.00	C41831* £67.68
 XJS	Boot Lid Rep Panel	Front Crossmember	Floor Pan RH/LH	Bonnet Gas Strut	Fuel Injection Pump
	CBP318 RUSTY £83.40	CBP313* £90.00	XJS604RP / XJS605RP £102.19 each	BD48027* £12.00	CBC5657* £46.80
 X300 / XJ40	Undertray	Anti Roll Bar Link	Brake Master Cyl	Water Pump Assy	Boot Lid Gas Strut
	BEC19939* Also XJ8 £58.80	CAC9827* Also XJ40 £10.74	JLM805* £82.99	EBC4437* £87.60	BEC13514*WOODH £14.40
 X-TYPE	Lower Control Arm	Upper Lambda Sensor	Radiator Top Hose	Lower Lambda Sensor	Expansion Tank
	C2S50863* £37.20	C2S51801* £55.68	C2S43430# £58.80	C2S38497* £38.40	C2S46861* £48.00
 MK2	Piston + Cyl Front	Front Brake Pads	Door Rubber Set	Tie Rod Assy Adjust	Air Filter Element
	8777# Also XK150 £89.20	10821* Also E-Type 3.8 £12.96	DSK0100 £132.00	C22678/1* £34.80	C16484* £16.80
 E-TYPE	Front B/Master Cyl	Steering Lock	Radius Arm Assy	Brake Servo	Bonnet Gas Strut
	C19967*/C19968* 3.8 £65 each	C37103# S 2 & 3 £360.00	C37945*MTL Also 420 £103.80	C35564* Also 420 £240.00	BD42224* £19.20
 XK 120/140/150	Water Pump	Rear Wheel Cylinder	Front Wheel Cylinder	Brake Pad Set	Heater Valve
	C6746* XK120, also MK7 £186.00	39377* XK120/XK140 £78.00	30635* XK120/XK140 £55.20	8346* 150, also early MK1 £34.91	C16559* 150, also E-Type £27.60
 S-TYPE	Starter Motor	Lower W/Bone Bush	Wheel Speed Sensor	Rear Shock Bush	Front Lower W/Bone
	C2D27865# Also X350, X351 £150.00	XR88759BUSHKIT £38.40	XR822753* Also X350, XJ8 £35.70	C2D4013* Also X350 £12.00	C2C39683* Also X350, XK8 £78.00
 XF	Gearbox Sump Pan	Radiator	Front Damper Bush	Alloy Wheel Nut	Water Pump
	C2C38963# Also V8 £67.20	C2C36506# Also X350 £177.60	C2C36866* Also X350, XK8 £13.20	C2C35294# Also X/S-Type £3.60	AJ88912* Also XK8, XJ8 £34.68
 XJ8/XK8	4 Pin On Plug Coil	Fuel Pump	Sec Chain Tensioner	Oil Cooler	Alloy Thermo Housing
	LNE1510ABLUCAS £26.40	C2N3866/1* Also X308 £69.00	C2A1511# / C2A1512# Also XF, S-Type £43.20 each	C2N1166# £264.00	AJ82217KIT £30.00

Prices subject to change, listed prices correct as of 13th February 2019. All prices inclusive of VAT.

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



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

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.



SWCCC ANNUAL CLASSIC CAR SHOW

This is being held at Cardiff City Football Ground on the 19th of May. It is always a good event and we have our own stand in the ground. If any members need entry forms please contact me.

VALE OF GLAMORGAN SHOW

This is held on the 27th of May at the Sully Sports and Leisure Club. We have attended this event for the last few years it has been held and it has gone from strength to strength. It is a great venue with views over the sea and is a small but good show. We will be meeting in the Sully Arms car park at 8.00am.

BERKELEY CLASSIC CAR SHOW

This year the organisers have moved the show to the 2nd of June so it does not clash with any other of our events as last year. I have application forms if you need them.

BARRY FESTIVAL OF TRANSPORT

This is the 7th year this event has been held at Barry Island. It is being held on Sunday the 9th of June. We have to arrive early and all together to get a space on the promenade overlooking the sea. We will be meeting at the Calcot Arms, Calcot Road, Barry, CF62 8UJ to leave at 8.00 am.



SILVERSTONE CLASSIC

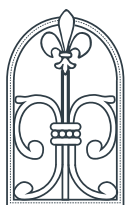
It is being held on the 26-28 of July. This is billed as the "Biggest Classic Motor Racing Festival in the World". There are 20 classic races over the weekend with over 1000 entries and over to 10000 classic cars. There is entertainment in the evenings and racing all day long. If you have not been before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



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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

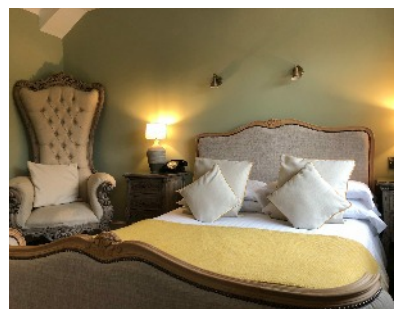
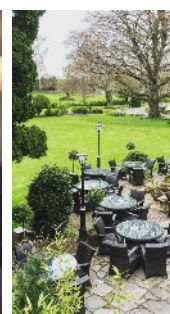
Salt baked belly pork

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





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.

£22.00
Per person

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon.

Sad to read that JEC South Region have had to leave the BBC Club premises after holding meetings there since 1992. I hope the new venue at St Mellons Golf Club will continue to be a popular meeting venue. It was a year ago when the TOWC also had to find a new meeting venue at short notice.

Last year, at the end of February, we had to contend with "The Beast from the East". This year we have "The Beast from the West" in the shape of "Storm Freya"! The main event that took place since my last report has been a club run on 10th February.

CLUB RUN - 10th FEBRUARY 2019

On this occasion I teamed up with Phil & Dave using Phil's modern & very comfortable

Skoda! The following is a copy of a report on the run published in the TOWC Newsletter:

"We met up at the Blagdon Inn in clearing weather for the start of our first full club run of 2019. Our organisers were Steve & Kim Miller who many members may not yet know as they only joined in October. At the AGM in November we had one of those stony silences when Julian asked for volunteers to arrange this month's run. Despite not having ever been on a run, let alone organised one, they had volunteered during the break. Anyone who might have had concerns about how the Millers would manage needn't have worried! Sadly, on the day, Kim had been called into work at short notice, so family member Liam had taken her place supporting Steve. As the snow of the previous weekend had demonstrated, February can

be a challenging month for routes. Steve & Kim had planned a great one for us which first took us along the coast road to Shaldon. As the sun came out the clear air gave us spectacular views across Labrador Bay and over to east Devon. The high spring tide as we crossed the bridge showed off the Teign at its best. Soon we were at the Passage House Inn for coffee, where we met up with our Newton & Kingsteignton members. Again, the sun sparkled on the water and it felt like spring was on its way.

We were then driving again, taking the A381 to Totnes and then out to Ashburton where we headed up the long hill on the Buckland road, turning off right on to the moors. Lots of flood water pouring down this hill showed what a lottery February runs can be. Passing near the Ten Commandments stone, we



continue past Rippon Tor, and then Haytor itself. Volunteer litter pickers were much in evidence, righting the wrongs of the townies who'd invaded in their thousands the previous weekend to see the white stuff. Again, the views from here were amazing. Dropping down off the moor towards Bovey, we arrived at the Edgemoor Hotel at 12.45. Steve and Kim's timings had been spot-on. Lunch was superb, with fresh seasonal vegetables cooked to perfection and extremely tasty puddings. How could such a great day be rounded off? Well, not our chairman's customary thank-you speech, instead a small group of very attractive young ladies wearing low-cut wedding dresses for a photo shoot in the gardens. We did eventually have to drag some of our group away as it was time to head home.

Well done and huge thanks to the Millers for a very successful day out. Well done and huge thanks to the Millers for a very successful day out. Lots more photos on Facebook thanks to Harry (including his sudden interest in ladies' fashions!)"

CLUB MEETING - 28th FEBRUARY 2019

For our February club meeting I had arranged for a guest speaker from the Devon Air Ambulance Trust. On the night



Graham Gordon was assisted by John Sharman who operated the laptop and projector with the "Powerpoint" presentation. It was fascinating to learn about the history of the service which now operates with two helicopters based at Exeter Airport and at Great Torrington in North Devon. They can cover virtually the whole of Devon within 10 minutes which can be vitally important. They can also fly to dedicated burns units in Swansea (25 minutes) or Bristol (35 minutes!). At the end of the talk Julian our chairman presented Graham with a donation of £100 from the club.

After the talk & raffle normal business was resumed with some more planning for our show on Paignton Green in July. Normally Dave records the club minutes and types them out for Julian's approval before they are included in our newsletter. On this occasion the "nice" Dave sprang it on me to cover for him while he was away for a few days! I specially bought a modern Olympus Dictaphone to record the meeting and to help me type out the minutes the following morning! Thank you Dave!

As noted in my previous report the TOWC (along with SWCCC) are in the top 30 in the "Practical Classics" quest to find the best local classic car clubs in the UK. During the course of the meeting more members took the



opportunity to vote using my laptop which I had brought along specially. Hopefully we can make it into the top 10 which will be visited by "Practical Classics" representatives later in the year. Fingers crossed.

The entry forms for our show on Paignton Green are now available to download from our website (<https://www.towc.club>). We have space for approx. 350 vehicles on the site and had already received 102 applications by the end of February! Get in quick if you want enjoy a break with classic cars on the English Riviera!

FUTURE EVENTS

The two main events organised for March are a Treasure Hunt on 24th March and an Auction Night during our club night on 28th March. Should be fun!

...and finally

A 65-year-old man walked into a crowded waiting room and approached the desk. The Receptionist said, 'Yes sir, what are you seeing the Doctor for today?'

'There's something wrong with my dick', he replied.

The receptionist became irritated and said, 'You shouldn't come into a crowded waiting room and say things like that.'

'Why not, you asked me what was wrong and I told you,' he said.

The Receptionist replied; 'Now you've caused some embarrassment in this room full of people. You should have said there is something wrong with your ear or something and discussed the problem further with the Doctor in private.'

The man replied, 'You shouldn't ask people questions in a roomful of strangers, if the answer could embarrass anyone. The man walked out, waited several minutes, and then re-entered. The Receptionist smiled smugly and asked, 'Yes?'

'There's something wrong with my ear,' he stated.

The Receptionist nodded approvingly and smiled, knowing he had taken her advice. 'And what is wrong with your ear, Sir?'

'I can't piss out of it,' he replied.

The waiting room erupted in laughter!



By Colin Masterson

Letter from America



This month it was back to my old haunt at Winter garden. This used to be a pretty relaxed affair: You turned up once a month before show time, 4pm, and parked in the brick lined main street and enjoyed the show and maybe had a pizza in one of the restaurants in the middle of downtown. They now hold the show quarterly and it is now so popular that the cars are staged in a huge car park on the edge of town before conveying them, as a parade, to the centre at around 4pm. Unfortunately, a number of non-show cars had parked in the centre and had to be cleared meaning that it wasn't till after 5pm that the cars moved and the town was so full that I ended up on the other side of the same car park.

There were a lot of new cars to see and it was interesting to see them both in sunlight and then when it got dark when quite a few being lit underneath and

under the hood (bonnet to you!). By the time I had looked round the show it was quite dark and the car park I was in was unlit, so not somewhere you want to sit with your car.

There were also a couple of MGB convertibles one with a V8. This car had the original block but was retrofitted with a Buick cylinder head (see below) for ease obtaining parts. This car was of particular interest to me as I ran four MGB GT V8's in the 1970's as company cars. I was working for Lex Motor Company as a regional accountant at the time and. In theory the cars were company demonstrators, but nobody ever asked to borrow it to demonstrate it. I got a new one every 6 months so it could be sold with 6 months remaining factory warranty. The company bought them with wholesale discounts and various dealer bonuses, so they did not cost the company anything to run.

For those of you who don't know much about them, the MGB GT V8 was preceded by the MGC, which was inflicted with the incredibly heavy Austin Westminster 2.9 litre in line 6 engine, and had a habit of massive under steer due to its weight. Some 9,000 MGCs out of a total of just under 400,000 MGBs were built. It is recognisable by the bulge in its bonnet to allow for the height of the carburettors. Much rare was the V8 version as only 2,591 were built, all in GT version only (some Convertible were retrofitted with V8s by people like Costello). The car was built from 1973 to 1976 and featured a 3.5-liter Rover V8 engine. This was the same engine that was used in cars like the Buick Special and Oldsmobile F-85. They only kept the Buick block and Leyland designed a different alloy cylinder head to fit the MG and it was modestly tuned to produce 137 horsepower and 193



pound feet of torque. I remember it could cruise at 130mph (in Germany of course) at a reasonably modest rpm.

In a way it would have been good competition for the AC Cobra (Ace with a Ford V8) and the Sunbeam Tiger (Alpine with a 4.3 Litre Ford engine which was canned when Chrysler bought up Sunbeam and didn't want to sell Ford

about redneck country. The show is held in the fairgrounds but is mainly a swap meet for car related traders: the Annual Winter Extravaganza has 1300 spaces filled with vendors selling auto parts, Antiques, tools, auto related items, collector shirts. There are also cars and trucks for sale in Car Corral.

I got talking to one guy with a pickup which had been

V8s. We had an interesting discussion about how Toyota should not be allowed to compete in such an American race (!). He also thought the use of aluminium (sorry, I mean aluminium) could never be used to make pick ups and it probably won't as probably many of the people who by pickups think like him and wouldn't buy them. He didn't buy my comment that the



hardware) The V8 version of the MGB GT was never sold in the US although 7 were built in left hand drive form to test the market but they were eventually returned to the UK and sold to private buyers, so they would be very collectible.

Next was a trip to Bushnell, and here we are talking

painted in the colours of the great racer, the late Dale Earnheart, who is treated as a legend over here, especially among NASCAR fans, and you don't get more redneck than them. Although the official publications don't refer to it, NASCAR started as races between bootleg runners with their souped-up Ford and Chevy

build aircraft wings out of billet aluminium and they are stronger and lighter than steel.

The next vehicle of interest was a Mini Sprint racer that some redneck guy bought and now is wife wont let him race on the dirt racetracks because "Tommy that thing is mighty

Continued >



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dangerous". She might be right but it did have a decent roll cage which is more than can be said for the go karts he normally races and some of those go at up to 80mph. Anyway, I left him commiserating with his buddies.

Although this was a swap meet associated with cars there were quite a few other vendors including several selling guns. It is pretty appalling when you see how these guns are sold openly. As well as the usual hunting rifles, revolvers and automatic pistols they had a massive Magnum 45 which was incredibly heavy. It had provision for a telescopic sight but I don't know how you could hold it steady with that

weight. Even worse was a sawn off shotgun with folding shoulder stock, perfect tool for robbing banks; not sure what else you could use it for.

Probably the biggest oddity among the vendors was the Trump bus selling all sorts of campaign memorabilia from t shirts to baseball caps to badges and all sorts of bumper stickers like "build the wall", "Fight the fake news", "A hero will rise", "No more bullshit" and the inevitable "Make America great again". I guess it takes all sorts and we think we have the problems with Br**it. I have seen that people collect the paraphernalia of historic presidential campaigns especially for stand-out Presidents like John F Kennedy but I would have thought it a bit too early to make a business out of selling Trump stuff, but what do I know! It wasn't long ago that discussing politics was a very touchy subject

over hear and I have no wish to get into a heated debate with someone who is a Trump supporter but more and more you hear anti-Trump comments, especially from people who voted for him.

The latest edition of the free 96 page magazine covering all of the car shows in Florida, called Cruise news, has the following ad: "1999 JAGUAR XK8 V-8 - Red coupe, mileage: 87,729. Show room condition, garage kept, auto J Gate trans., new Pirelli tires, new battery, complete tune up. \$10,000 Firm". Tempted? Maybe, but I think I'll stick to the Corvette for the time being. Incidentally I didn't think the price too bad as it equates to \$7,750 at current rates, especially if it is in "showroom condition" but I haven't been able to see it. Looking at the JEC magazine prices vary from around £5,000 to a rather optimistic £15,000.





Article by Mike Hayes

THE LONDON CLASSIC CAR SHOW | 14 - 17 FEB 2019 EXCEL LONDON

On Friday 15th February 2019 I met with a friend (Dale) and we went to this year's London Classic Car Show. As I'd been last year and although I thought it was ok, I hadn't intended making the journey up from Wales again this year but maybe in a year or two. However, havening seen what was being celebrated this year (so many motoring milestones made in a year ending in 9), I decided it would be worth a visit. I choose the Friday as this was the day that Ian Callum would be in the Theatre talking about his life in car design.

Tickets were bought using the JEC discount and at £17.50 each were good value. We arrived in time to grab a coffee before the doors opened at 10am and were

one of the first in. There were many familiar exhibitors that do the round of regular shows so I won't bore you with details but plenty to choose from if you want to clean, polish or cover your car.

Alternatively you might like to read about it or buy a poster about it. Looking around several interesting cars were up for auction - some at reasonable estimates and naturally including many Jaguars.

Our first exhibition stand that we visited properly was dedicated to Ian Callum and told his story in car design. Really interesting and there were some superb examples of his work including of course the F Type - who wouldn't want to be seen in one of those! My favorite was the fabulous C-X75, which sadly didn't go into production. Definitely one I would swop my house for!

Then the first Parade started on the Grand Avenue which was

a celebration of 60 years of the Mini. Starting with Quinton Wilson in his 1959 one of the earliest models, also included were vans, pickups, 4 wheel drive, a 6 wheeled Mini from the film & TV world and a mini- Mini soft top!! Also running down the Avenue was a twin engine Mini - a real push me pull you. Other spin offs such as Vandan Plas and Mini Mokes were also paraded. Finally there was a selection of competition Mini's from Monte Carlo to world rally to endurance Minis.



Still on the Mini theme on the far side of Grand Avenue there were three Minis on show a Red, a White and a Blue one, with the white one on a rear ramp entering a coach belonging to Croker's Coach Tours. The blue one had a boot full of gold bars. More clues needed? There was an orange Lamborghini Miura, an Aston Martin DB4 and of course an E Type Jaguar. Also near by was a Fiat Bullion Security Van. Of course it was the 50th anniversary of the Italian Job. Great to see such an iconic British film being remembered - made of course before we joined the Common Market (EU) so maybe we will have to have a re-run after BREXIT to get our subs back!!!!

Citroen also celebrated 100 years and many examples were again paraded down Grand Avenue, mine and many other's favorite is of course the DS - first sold in 1955. As an engineer myself I loved its aerodynamic, futuristic body design and innovative technology, the DS did indeed set new standards in ride quality, handling, and braking which changed car design forever. I particularly enjoyed seeing the two door convertible and wish I could find one.

Other major celebrations were the FF Four wheel drive system

and the use of turbochargers on road cars, again on Grand Avenue we saw the BMW 2002, Jensen FF, Lancia Delta HF Integrale and even a Jaguar 220 as examples. Finally on the Friday we saw the Ford Capri - celebrating its 50th anniversary with a handful of pristine examples on show.

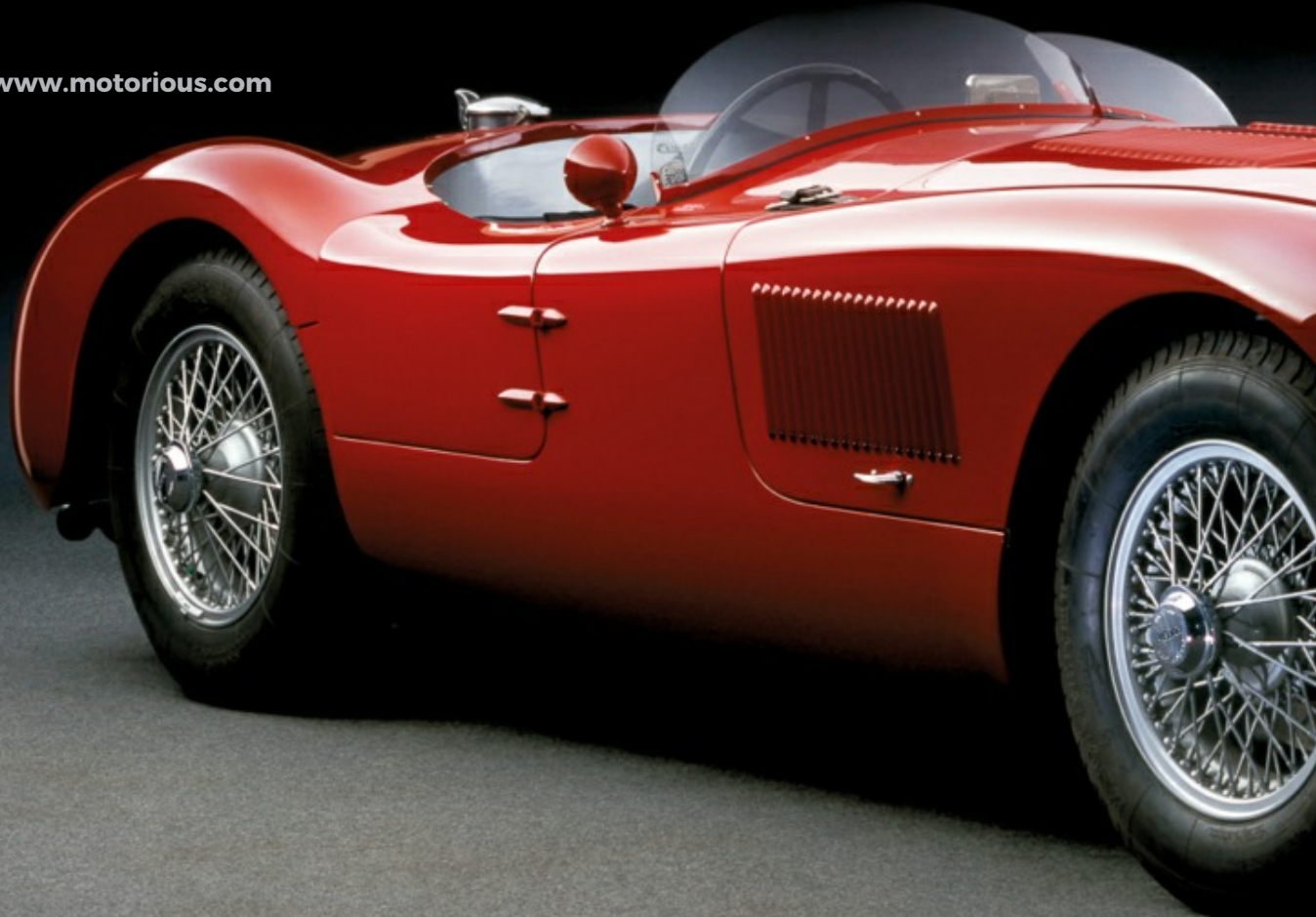
We then shot off to the theatre where Tiff Needell was interviewing Ian Callum about his life in design. Extremely interesting and informative the discussion covered a wide range of subjects from how he started to the future projects. His team is currently working on projects that we will not see for 5 years or more and little detail was given though clearly electrical power is the future. Ian's view is that all electric cars are the future only held back by infrastructure and hybrids are a mere interim solution. So petrol heads be warned. Even why solar panels are not used for cars (too heavy) to wireless charging was also discussed. Really enjoyed the whole discussion and I was pleased to be able to thank him for designing my car which I enjoy so much.

Next up was the JEC stand, which was very busy. Our facebook group had an open invitation for members to pop into the stand and enjoy some bubbles

with them so not to be missed. The first person I recognised was Michael Manconi who immediately tried to sell me some raffle tickets for my car! Yes the JEC prize draw this year is a white F Type Coupe 3.0S. I can highly recommend it even though it has got black wheels. On the stand was also a lovely Mk 2 Jaguar which was also celebrating its 60th anniversary since its introduction. The INVICTUS F Type was also on show and was very impressive, a real marriage of interests and as an ex-serviceman close to my heart. Plenty of dignitaries drowning the bucks fizz and listening to the speeches as the Jaguar Festival at Blenheim Palace was promoted. Also manning the stand was of course Colin Manconi and Andy Weber. Now as we all know getting an ice cream bought by Andy is a major challenge but as great as getting a glass of fizz - absolutely impossible I tried all afternoon so next time I am sticking to the ice cream challenge.

So overall a very pleasant day with lots of interesting cars to see, informative discussions to listen to and motoring milestones to celebrate. Despite my initial misgivings a thoroughly enjoyable day out despite the long journey from Wales.





C-Type Found

The Real Story Behind Jaguar's 'Missing C-type'

This 1952 Jaguar C-type disappeared from radar for thirty years. Believed lost to time, it was instead hidden away because of a messy divorce.

For more than three decades, XKC 023 eluded both researchers and enthusiasts. One of 53 Jaguar XK120C (C-type) sports racers built, and the sole example unaccounted for by marque historians, Jaguar's 'missing C-type' was presumed lost to time.

While collectors and enthusiasts endured hellish visions of

the missing racer languishing beneath spiked undergrowth or rusting away within the confines of a scrap yard, the reality was in fact very different. The Jaguar was safe and well, although hidden from view and kept secretive for one big reason. Divorce.

Delivered to Los Angeles Jaguar importer Charles Hornburg in December 1952, XKC 023 was immediately shipped off to Seattle dealer Joe Henderson. He displayed the Jaguar in his showroom and allowed favoured customers to race it – including Bob Hope's Hollywood scriptwriter, Jack Douglas.

During this time, C-types were making headlines as the dominating force at the Le Mans 24 Hour race. Although such victories took place across the other side of the Atlantic, the ripple effects were felt Stateside.

To add some clout to the Jaguar's already fierce stance, a Hillborn constant-flow fuel injection system was installed alongside an XK140 head with larger valves. It was in this souped-up form that the C-type was sold to Douglas' race mechanic,

Ces Critchlow.

Following race damage, a glass fibre Devin body was fitted before XKC 023 took on a five-year racing campaign. Traded several times between well-oiled palms, mechanic Frank Schierenbeck bought the C-type in 1962.

Often known as 'Mr. Jaguar' for his close affinity with the British brand, Schierenbeck returned the engine to running condition on its original SU carburetors. To enjoy the fruits of his labour, he indulged in the occasional road trip and race entry. But, by 1974, things had changed.

With the highly-sought after





C-type safely tucked away with his Mother, Frank's nephew started 'enjoying' nights out with the Jag – pushing acceleration to the limit and driving with gusto. Naturally, Schierenbeck – then living in Alaska – objected. Big time.

Confronting his nephew about his lurid behavior, Frank's young relative then took the C-type apart in a fit of resentment. However, this wasn't the only issue that Frank and his Jaguar ownership had to contend with. There was a messy divorce on the horizon.

Engaging in financial warfare with his wife, Frank squirreled the C-type away – acutely aware

that its potential value could cause havoc with the onslaught of divorce lawyers. Except, with the Jaguar securely safeguarded in a secret location, the car community completely lost touch with it. Frank dared not go near.

It wasn't until 1997, by which

time Frank's ex-wife had long been remarried, that 'the missing C-type' resurfaced via legendary restorer Terry Larson.

Almost every mechanical part required came with the car when Larson purchased the

Continued >



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“ Most of the original bodywork was discarded in the 1950s ”

Jaguar through private sale, better still – the rubber-stamping confirmed its provenance. Most of the original bodywork was discarded in the 1950s, but together with a C-type replica from Toronto and further donor vehicle, panels were

carefully reunited with the chassis. The restoration work was undertaken by RS Panels in Coventry, UK before the finished car was given a subsequent 800-mile road test in Arizona. It completed the run without protest.

The original missing cylinder head was found on another C-type replica, having previously spent time in a motorboat (as you do). However, it is now with the car again, even if the component is not yet fitted.

Why are we telling you this? Well, if you have the cash, the once-lost C-type is up for sale! As an added extra, Norman Dewis Jaguar’s legendary test driver has signed the inside door panel.





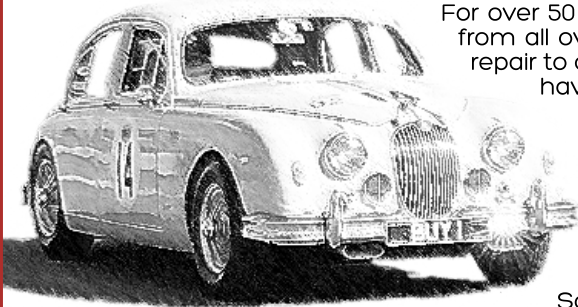
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March 30th

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.

XCLUSIVELY EVENTS



Mark 2

The Xclusively Jaguar Mark 2 Diamond Jubilee Concours d'Elegance Class.

If you own a Jaguar Mark 2 which is of a 'Concours d'Elegance' standard and would like to enter it into the Xclusively Jaguar Mark 2 Jubilee Concours d'Elegance Class at the Great North Classic Car Show on 6th July 2019, please email Letitia@xclusively-jaguar.co.uk without delay.

Strictly limited to 10 entries ONLY. Entry is £10 per car.

X300 XJR

Jaguar X300 XJR Manual Day will be held on Sunday 18th August 2019.

Attendance will be by invitation only, so if you own a Jaguar X300 XJR Manual, please contact Letitia@xclusively-jaguar.co.uk

The event is open to ALL Jaguar X300 XJR Manual cars (concours, racing, modified, daily drivers, in restoration etc).

Mark 1

Jaguar Mark 1 Day 2019 will be held on Sunday 22nd September 2019.

Attendance is by invitation only, so if you own a Mark 1 Jaguar, please contact Letitia@xclusively-jaguar.co.uk

The event is open to ALL Jaguar Mark 1 cars (concours, racing, modified, daily drivers, in restoration etc).



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Why The Unloved Jaguar XJ-S V12 Remains A Great Luxury Buy

Unloved when launched and abused on the second-hand market, Jaguar's XJ-S V12 has endured hard times. Here's why it makes perfect sense as a luxury classic GT

When the XJ-S was launched in 1975, public reception couldn't

William Lyon's ground breaking E-type possessed an aroma of myth that veiled design flaws and reliability issues, devoted enthusiasts brushing all vehicular imperfections under the carpet. Following such a colossus was never going to be easy, with a shifting world refusing to accept change as hyperinflation and an oil crisis stalked the land.

Once exposed to the media, the Jaguar XJ-S was shunned like an automotive pariah. The big cat's loyal followers lambasted the British new boy for awkward styling and the sporting credentials of Fatty Arbuckle in wellington boots.

However, respective journalists missed the point. Based on a shortened XJ6 chassis, the XJ-S was never designed to be an out-and-out adrenaline machine. Rather, this was the spiritual successor to Jaguar's V12 E-type Series III; the most elegant grand cruiser of its time.

While the drivetrain and 5.3-litre V12 powerplant packed a brutal punch when provoked, it was far better suited for cruising; either in town at 30mph or on the

autobahn at 140mph. This upset the gentry, as they had previously predicted Jaguar boffins would launch the next generation trend-setter. It upset the purists who longed for a raw tarmac monster and it left the community uneasy; it was different.

The lozenge-shaped haunches and stunted curves remained trademark Jaguar, yet the low, ground-hugging lines were pure sports car; creating a GT cruiser with clout and a stylishly penned menace. To those yearning for fresh styles and daring physique, the new XJ-S was revolutionary not just in design, but also in attracting a new breed of customer.

Yet, despite the contemporary admiration currently lavished on the XJ-S, cultural acceptance took nearly a decade before Jaguar clientele confidently purchased a showroom-fresh model. Early sales were slow enough for management types to consider terminating the car's future altogether. Image was so poor during the latter years of the 1970s that even bigwigs at parent company

Continued >

British Leyland turned the XJ-S down as company car fodder, publicity in *Return Of The Saint* and *The New Avengers* doing little to aid accountancy figures.

As a result, barely anyone noticed that production all but stopped during 1980 through 1981. Tales of build quality woes kept potential purchasers firmly in German company. The XJ-S appeared doomed to obscurity; a mere asterisk in automotive history.

It wasn't until the High Efficiency (HE) specification was introduced in July 1981 that fortunes changed. Swiss engineer Michael May's Fireball combustion chamber upped horsepower and increased fuel economy - allowing owners to achieve 20mpg, if they were careful. You may snort derisively at that number, but pre-HE models could barely crack double figures even with a feather-light right foot.

It may have remained heavy on jungle juice even with the new High Efficiency (HE) engine, but then this was a GT capable of 150mph. Nobody bought an XJ-S with frugality in mind. For those with the money, mechanical dependability was also improved; various driver complaints acknowledged and amended. A new age of market dominance was dawning.



For the same year, the XJ-S received cosmetic changes to the exterior and an upgrade of electrical components, amid a wave of styling changes to the cabin. There were new five-spoke wheels, chrome inserts on the upper lips of the bumpers and a colour-coded boot lid plinth rather than the weird slab of black boasted by the original design.

As the 1980s bowed out to the Waif look and welcomed in a new world with the fall of the Berlin Wall, the design once shunned and mocked was soon grieved for, the last example rolling out the Browns Lane gates in 1996 as a national treasure. Rival manufacturers exhaled a sigh of relief.

Time's passage and resultant change in fashion has not dimmed the beauty or svelte lines of the Jaguar XJ-S V12 HE. If anything it's more beautiful than ever - and with E-type prices now out of reach for us mere mortals, enthusiasts are left experiencing ownership of the big cat no one originally loved. Which is just as well, as it's a better all-rounder than any E-type.

As soon as the driver's door is whisked open, the smell and presence of leather and wood soothes the soul. It may appear cramped, but as a silent road-going cocoon, nothing comes close.

With the road stretching out over that sculpted, never-ending



bonnet, the entire car seems to shrink around its inhabitants as progress is made. It's similar to relaxing the posterior in a wing-back chair as the world screams past, with only a distant grumble of internal combustion mayhem seeping through the bulkhead.

For two people the space is ample. While there are rear seats with seatbelts, they are only suitable for children or those with paper-thin legs. Perfect for a suitcase or case of Bollinger, however.

Throwing the XJ-S into a corner may appear violent from the outside, but the tranquillity within is unruffled. You could drive through the effects of an ongoing earthquake - or a rioting

feeling of command, the steering light to the touch as the levathan swings its nose around to start your journey. It's all stately and demure - until you put your foot down.

Prodding the big cat with a stick results in a shock to the system. The once sterling dignitary transforms into a bare knuckle boxer, jabbing at the bends and surging forwards as though possessed.

It may look like grandad's Jaguar, but the V12 shifts like a hungry, steroid-fed panther. Reaching 60mph from a standstill takes less than seven seconds, a huge achievement for a coupé of such vast girth. If you

sense to 150mph. Even at this speed, the caviar wouldn't move from your blini.

Handling varies on the precision and balance of your skills. Fling the hull round an undulated curve and you've got a tail-happy monster on your hands, yet treat the beast with respect and the roadholding remains steadfast and planted. Stopping is no issue, either - with responsive brakes that brings all two tonnes to a clean, sharp stop from any national speed limit.

Returning home after a blast on the tarmac creates a potent blend of adrenaline and serenity, a feat very few modern cars, let alone a 30-year-old cash strapped design, can accomplish. There's a reason Frank Sinatra was so fond of his. With the HE V12 XJ-S, Jaguar turned a car that was increasingly being bought by the heart into one that could also be justified by the head. As with its worshipped predecessor, the XJ-S has been forgiven the original teething issues to become an outright hero of the classic car scene.

Broad in shoulders and butch when plundering the cityscape, the XJ-S HE then appears slender and sophisticated when traversing the quieter B-roads, striking that balance of rare breed and homely feline to create a beast destined for your empty garage space.



crowd - and feel unperturbed enough to question that day's politics, or whether it's worth booking the Alps for another skiing holiday.

Delving under the bonnet reveals a work of art. The 5.3-litre V12 engine is just plain magnificent, tuned for the perfect cocktail of smooth acceleration when pottering around and outright power under duress.

The growl on tick-over when firing up from cold remains inebriating, with a vigorous snarl omitted from the exhaust upon blipping the throttle. Pulling away on an almost silent wave of power stirs up an overwhelming

are feeling brave or want to lose your license with style, it will continue beyond the realms of





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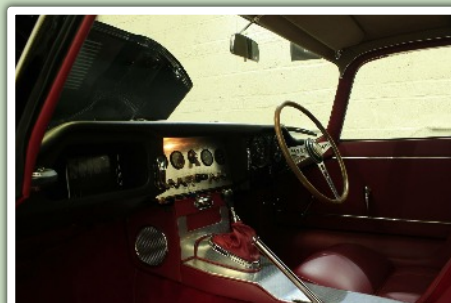
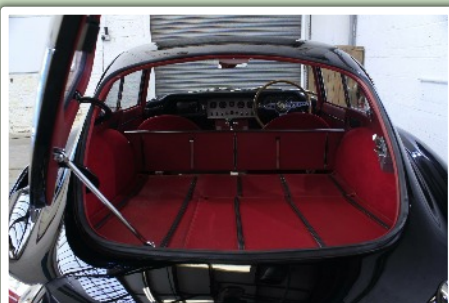
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



Full Body | Mechanical | Interior | Restoration Service



This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or replaced and re-fitted to create this concours example of a British icon.



For a friendly chat about the work your Jaguar requires, please call

Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk





B|A|S

International

When it comes to choosing CLASSIC JAGUAR TRIM PARTS it's a decision not to be taken lightly if you want to retain your car's investment value.

BAS has not only been manufacturing Jaguar trim for over 30 years but also manufactures the original specification base materials including wool carpet, furlflex, vinyls, hardura, seat diaphragms, foam seat cushions, pvc extrusions and plastic injection mouldings.

In this respect BAS is considered as the worlds leader in the supply of the best and most authentic trim available.

JUST ASK OTHER JAGUAR OWNERS.



B|A|S Jaguar

British history in the making.



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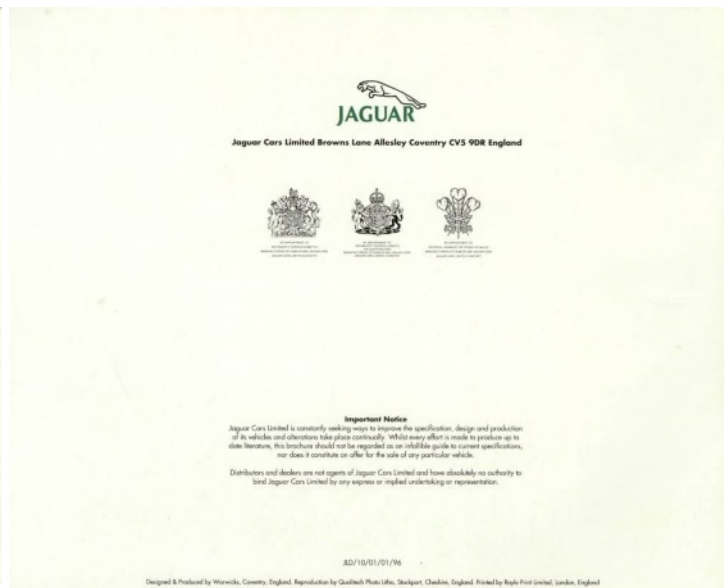
We know about Jaguars!

 **B|A|S** International

THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 47
1996 | XJ6 Sovereign

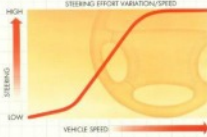




The XJ Series has increased Jaguar's reputation for building luxury saloons whose refinement can meet the challenge of extremes. An exceptionally low centre of gravity, a rear-wheel drive power-train allowing almost perfect weight distribution, a double wishbone suspension system, speed related power assisted rack and pinion steering - these form the basis of Jaguar's inherent poise.

Crucial to the XJ Series' smoothness and control is its body strength and build-quality. Body-panels have been integrated and reinforced reinforcements added while modern assembly methods allow greater precision and finer tolerances. This creates the rigidity necessary for positive handling even under pressure. No other car handles power like a Jaguar.

The power of the Classic range is provided either by the 4.0 litre V12 flagship - regarded to remain its place as one of the world's most effortless and responsive power units - or by the 3.2 and 4.0 litre six-cylinder AJ16 engines. These comprehensive redevelopments of the highly successful AJ6 provide






an exceptionally balanced combination of power, torque, smoothness and economy.

The 3.2 and 4.0 litre AJ16 units are of all-alloy construction and 24-valve design. The cylinder block is highly resistant to movement and vibration. The cylinder head is tightly sealed, well lubricated and efficiently drained. Cams have high-lift profiles to enhance power and torque. Crankshaft coils give new levels of accuracy to the ignition system. Low-weight valve gear increases mechanical efficiency and improves refinement.

A sophisticated electronic engine management system provides integrated control of the engine's main functions. It maintains harmony under complexity to achieve optimum power and efficiency. Importantly, the engine management system ensures a level of emission quality which enables all Jaguars to meet the world's most progressive environmental standards.



Powered to new levels of performance.



The XJ Series. Undeniably different. Unmistakably Jaguar.



The Jaguar Sovereign Long Wheelbase.

There is more to life in the Jaguar Long Wheelbase range than additional space. Comfort and convenience are also enhanced.

The electric rear seats are complemented by heating and adjustable lumbar support to give even the most travel-weary a new and profound pleasure. Fully adjustable, comfort sculpted head rests complete an experience of total ease for body and mind.

A central console between the rear seats provides cup holders and additional storage. It also houses



controls for all electric rear seat adjustments and heating.

On all Long Wheelbase Jaguars with electric front seats further convenience is created by an additional electric front passenger seat control. Positioned on the side of the front passenger seat within easy reach of the rear, this enables the chauffeur or the passenger behind an empty



front passenger seat to easily acquire even greater rear leg room and working space. Rear lighting is generous and flexible, with radio quality sound enhanced.

For work or leisure the Classic range of Long Wheelbase models are pure Jaguar - only more so.

Classical craftsmanship.

TYPE	ENGINE					TRANSMISSION				PERFORMANCE
	DISPLACEMENT (litre)	BORE x STROKE (mm)	COMPRESSION RATIO	MAXIMUM POWER (kW DIN / HP) @ rev/min	MAXIMUM TORQUE (kgm / lb ft) @ rev/min	FUEL INJECTION	TYPE	TOP SPEED (km/h)	FINAL DRIVE (ratio)	MPG per 1000 rev/min in top gear (20 miles)
XJ6 3.2 XJ6 3.2 LWB	3229	91 x 83	10:1	216 (291) @ 5500	220 (31) @ 4000	91 SCX	5 speed manual or 4 speed automatic	0.76:1	3.77:1	26.9
XJ6 4.0 XJ6 4.0 LWB	3960	91 x 102	10:1	245 (332) @ 4800	229 (32) @ 4000	91 SCX	5 speed manual or 4 speed automatic	0.76:1	3.58:1	28.3
SOV 3.2 SOV 3.2 LWB	3229	91 x 83	10:1	216 (291) @ 5500	220 (31) @ 4000	91 SCX	5 speed manual or 4 speed automatic	0.76:1	3.77:1	26.9
SOV 4.0 SOV 4.0 LWB	3960	91 x 102	10:1	245 (332) @ 4800	229 (32) @ 4000	91 SCX	5 speed manual or 4 speed automatic	0.76:1	3.58:1	28.3
XJ12 XJ12 LWB	3960	96 x 78.3	11:1	273 (370) @ 5200	252 (34) @ 3800	91 SCX	5 speed automatic	0.79:1	3.50:1	28.8

The fuel economy figures were obtained from tests carried out in line with the Passenger Car Fuel Consumption Order 1983.

DIMENSIONS STANDARD WHEELBASE MODELS

Overall length in (mm)	4717 (1856)
Overall width including mirrors in (mm)	817 (3216)
Overall width including mirrors in (mm)	768 (3019)
Overall height at GVM in (mm)	1510 (59.4)
Wheelbase - wheel to wheel in (mm)	2937 (115.6)
Track width - front in (mm)	1613 (63.5)
Track width - rear in (mm)	1613 (63.5)
Wheelbase in (mm)	2937 (115.6)

Maximum legroom - front driver in (mm)	1177 (46.3)
Maximum legroom - rear passenger in (mm)	262 (10.3)
Maximum front headroom in (mm)	1013 (39.9)
Maximum rear headroom in (mm)	1013 (39.9)
Shoulder width - front in (mm)	1510 (59.4)
Shoulder width - rear in (mm)	1510 (59.4)
Vertical front volume (VSA) in (mm)	14.6 (0.58)
Vertical rear volume (VSA) in (mm)	17.8 (0.7)



EXTERIOR PAINT FINISH

The colours can be ordered in a wide range of metallic and solid finishes. To ensure the actual quality of Jaguar upholstery materials please consult your Jaguar dealer's colour and upholstery book.

For details of available colour/trim combinations and notes on the upholstery materials please consult your dealer and the current Jaguar Price List.

INTERIOR TRIM

All models are fitted as standard with a leather bound finish. A Walnut Chisel face package may be specified at the time of ordering at extra cost.

To ensure the actual quality of Jaguar upholstery materials please consult your Jaguar dealer's colour and upholstery book.

For details of available colour/trim combinations and notes on the upholstery materials please consult your dealer and the current Jaguar Price List.

CONTRAST PIPING

The following contrast seat piping combinations are available as an extra-cost option on all models.

Scanning colour reproduction may not be accurate!

CRUISE SHIP MAGICIAN

A magician worked on a cruise ship. The audience was different each week, so the magician did the same tricks over and over again.

There was one problem. The captain's parrot saw the shows each week and began to understand how the magician did every trick. Once he understood, he started shouting in the middle of the show "Look, it's not the same hat!" or, "Look, he's hiding the flowers under the table," or "Hey, why are all the cards the ace of spades?"

The magician was furious, but couldn't do anything. It was, after all, the captain's parrot. Then the ship sank. The magician found himself on a piece of wood in the middle of the sea with, as fate would have it, the parrot.

They stared at each other with hatred, but did not utter a word. This went on for a day and then another and then another.

Finally on the fourth day, the parrot could not hold back and said,

"OK, I give up. Where's the bloody ship?!"

DEAR DEIDRE

Dear Deidre,

I am a Sailor in the Royal Fleet Auxiliary. My Parents live in South London and one of my Sisters, who lives in Brixton, is married to a Guy from Cardiff. My Father and Mother have recently been arrested for growing and selling marijuana and are currently dependent on my two Sisters, who are prostitutes.

I have two Brothers, one who is currently serving a non-parole life sentence in Wormwood Scrubs for the murder of a circus performer in 1994, the other currently being held in Wandsworth Remand Centre on charges of extortion and kidnapping. I have recently become engaged to marry a former Thai Prostitute who indeed is still a part time "Working Girl" in a

humour

Members jokes & anecdotes

brothel, however, her time there is limited as she has recently been infected with an STD.

We intend to marry as soon as possible and are currently looking into the possibility of opening our own brothel with my Fiancee utilising her knowledge of the industry working as the Manager.

I am hoping my two Sisters would be interested in joining our team. Although I would prefer them not to prostitute themselves, it would at least get them off the streets and hopefully the heroin.

My problem is this: I love my Fiancee and look forward to bringing her into the family and of course I want to be totally honest with her.

Should I tell her about my brother-in-law being Welsh?

OFF TO THE RACES

Riding the favourite at Cheltenham, a jockey was well ahead of the field. Suddenly he was hit on the head by a turkey and a string of sausages. He managed to keep control of his mount and pulled back into the lead, only to be struck by a box of Christmas crackers and a dozen mince pies as he went over the last fence. Then, on the run in, he was struck on the head by a bottle of sherry and a Christmas pudding. Thus distracted, he didn't win. He immediately went to the stewards to complain that he had been seriously hampered

FIVE INCHES OR NINE

A man wakes up in the hospital, bandaged from head to foot. The doctor comes in and says, "Ah, I see you've regained

consciousness.

Now, you probably won't remember, but you were in a pile-up on the motorway.

You're going to be okay, you'll walk again and everything, but... Something happened. I'm trying to break this gently, but the fact is, your willy was chopped off in the wreck and we were unable to find it."

The man groans, but the doctor goes on, "You've got £9,000 in insurance compensation coming and we have the technology now to build you a new willy that will work as well as your old one did - better in fact! But the thing is, it doesn't come cheap. It's £1,000 an inch."

The man perks up at this. "So," the doctor says, "It's for you to decide how many inches you want. But it's something you'd better discuss with your wife. I mean, if you had a five inch one before, and you decide to go for a nine incher, she might be a bit put out. But if you had a nine inch one before, and you decide only to invest in a five incher this time, she might be disappointed. So it's important that she plays a role in helping you make the decision."

The man agrees to talk with his wife. The doctor comes back the next day. "So," says the doctor, "have you spoken with your wife?"

"I have," says the man. "And what is the decision?" asks the doctor.

"We're having granite worktops!"

THE MONKEY AT THE BAR

A guy walks into a bar with

his pet monkey. He orders a drink, and while he's drinking, the monkey jumps all over the place, eating everything behind the bar. Then the monkey jumps on to the pool table and swallows a billiard ball.

The bartender screams at the guy, "Your monkey just ate the cue ball off my pool table -- whole!"

"Sorry," replied the guy. "He eats everything in sight, the little git. I'll pay for everything."

The man finishes his drink, pays and leaves.

Two weeks later, he's in the bar with his pet monkey, again. He orders a drink, and the monkey starts running around the bar. The monkey finds a maraschino cherry on the bar. He grabs it, sticks it up his ass, pulls it out and eats it.

The bartender is disgusted. "Did you see what your monkey did now?" he asks.

"Yeah," replies the guy. "He still eats everything in sight, but ever since he swallowed that cue ball, he measures stuff first."

UNDER THE BED

Ever since I was a child, I've always had a fear of someone under my bed at night. So I went to a shrink in search of a solution.

"Just put yourself in my hands for a few months", said the shrink. "Come talk to me three times a week, and we should be able to get rid of those fears." "How much do you charge?" I asked.

"£20.00 per visit", replied the doctor.

"I'll sleep on it," I said. Six months later the doctor met me on the street.

"Why didn't you come to see me about those fears you were having?", he asked.

"Well, £20.00 a visit, three times a week that's £240.00 a month and my bartender cured me for £10.00"

"Is that so?" the doctor said, with a bit of an attitude.

"And just how, may I ask, did a bartender cure you?"

"He told me to cut the legs off the bed. Ain't nobody under there now."

GOLF AND DRINKING

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a couple of dollars for dinner.

The man took out his wallet, extracted ten dollars and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on green fees at a golf course instead of food?" the man asked.

"Are you NUTS!" replied the homeless man. "I haven't played golf in 20 years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a hot shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's okay. It's important for her to see what a man looks like after he has given up drinking and golf."

LITTLE JOHNNY

A couple had a young son (let's call him Johnny as that's what most kids in these sort of jokes seem to be called) who had a habit of saying the most inappropriate things at the most inappropriate times. Johnny would always comment loudly and possibly offensively about people that they passed in the street. Anyway, their neighbours were a young couple and they had just had a baby - but the baby had no ears.

Soon after the birth the

couple were invited with Johnny to visit to meet the new arrival. The parents prepared Johnny by telling him that the new baby had no ears and that under no circumstances must he make any reference to this. He was to behave and not say anything offensive.

They turned up and saw the baby in its cot. Johnny was as good as gold and was saying things like "What perfect feet he has" and the new parents looked on adoringly and agreed.

"What nice hands he has" - followed by more appreciation.

"What a nice mouth he has" - again more appreciation.

Johnny's parents were very impressed by how well he was doing. Then Johnny said "And what nice eyes he has". The new parents appreciated this as well but then Johnny looked a bit quizzical and asked "Is his eyesight alright?"

The new parents said "Yes, the doctors have checked him over and he's very healthy. His eyesight is perfect. But that was a bit of a strange question. Why did you want to know that?"

Johnny replied "I was just thinking that if he ever needed glasses he'd be buggered!"



AIRCRAFT HITS FOUR BUILDINGS

One can only imagine the horror of the occupants inside those buildings!



PRESENTS:

JAGUAR FESTIVAL 2019

- JAGUARS ON FILM -

10-12 MAY 2019 | BLENHEIM PALACE, OXFORDSHIRE



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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
- 22** 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
- 23** Bicester Super Scramble

JULY

- 14** Simply Jaguar At Beaulieu
- 15-16** Goodwood Festival of Speed
- 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
- 11** Three Cocks Steam & Vintage Rally
- 17** Tatton Park - Passion for Power - Cheshire
- 18** Tewkesbury Classic Vehicle Festival

AUGUST continued

- 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
- 22** The Warren Classic & Supercar Show

OCTOBER

- 5** Castle Combe Classic Action Day
- 6** Bicester Sunday Scramble
- 13** Malvern Classic Car Show
- 20** Jaguar International Spares Day Stoneleigh

NOVEMBER

- TBA** Jaguar Enthusiasts' Club National ACM
- 8-10** Lancaster Classic car Show - NEC

DECEMBER

- 7** 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 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

Wednesday 18th March 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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Your defence against accident and injury.

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Vital to your ride, handling, comfort and responsiveness.



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The essential fluid for your Jaguar engine.

Filtration

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Warranty

Peace of mind for every part.

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on all parts supplied



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All prices include VAT

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

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You also get the reassurance of Jaguar Trained Technicians, using advanced diagnostic equipment, and Genuine Parts.

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



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CARS FOR SALE



MK2 3.4

1966 Excellent car, Manual Overdrive 44,000 miles, 420 PAS, Reclining seats, Opalescent light maroon.

£58,500.00



XK150 3.8 FHC

Similar to "S Spec". Original 3.8 RHD car with 3 HD8 Carbs. Fitted With wider wheels 215-65-15 Toyo tyres and Koni shock absorbers.

£110,000.00



S1 4.2 E-Type

1965 Fixed Head Coupe. Genuine RHD Car. Drives well, good original condition. Mangoletsi cable kit fitted.

£94,950.00



X308 4L Sov

Superb car with a very comprehensive history file, 68,000 miles. In this condition it should make a good investment

£8,995.00



MK2 3.8

In opalescent dark green. Highly modified car, coil springs on rear, 5 speed box etc with a steel sunroof. Call for more info.

£65,000.00



XK120 FHC

1953, Modified 3.8 engine with all synchro overdrive gearbox. In silver with blue leather. A well known car.

£120,000.00



XK150 Special

1957 Genuine RHD car. Home made 2 seater body. High ratio diff, no overdrive. Would consider swap or PX.

£40,000.00



S1 3.8 E-Type

1962 Fixed Head Coupe. Good UK RHD car with a few upgrades.

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