

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

Issue 296 | May 2019



www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

Jaguar Land Rover and Waymo have announced a long-term strategic partnership. Together, the two companies will develop the world's first premium self-driving electric vehicle for Waymo's driverless transportation service, based on the I-PACE.

Jaguar Land Rover and Waymo (formerly Google self-driving car project) will work together to design and engineer self-driving Jaguar I-PACE vehicles. This long-term strategic collaboration will further Waymo and Jaguar Land Rover's shared goals: to make cars safer, free up people's valuable time and improve mobility for everyone.

Waymo Jaguar I-PACE's, equipped with production-ready self-driving technology, will start testing later this year. On-road testing and capturing real-world data will allow Waymo and Jaguar Land Rover engineers to refine technology and



deliver optimum safety and reliability. Up to 20,000 I-PACE's will be built in the first two years of production and be available for riders of Waymo's driverless service, serving a potential one million trips per day.

Prof. Dr. Ralf Speth, Jaguar Land Rover Chief Executive Officer said: "In joining forces with Waymo we are pioneering to push the boundaries of technology. Together we will deliver the self-driving Waymo Jaguar I-PACE with the grace, space and eco-pace that customers expect." The Waymo Jaguar I-PACE was shown at the New York International Auto Show.

Colin Masterson

Colin Masterson



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Deadline for all articles, contributions and adverts for the next edition is **June 3rd 2019**.

ADVERTISING

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Annual subscriptions are £20 per annum, payable to the treasurer.

Publication Designed and Printed on behalf of Jaguar Enthusiasts Club South Wales Region by Trendy Design Company.

Web: www.trendy-designs.co.uk
email: hello@trendy-designs.co.uk
Tel: 0845 366 58 48

Disclaimer: Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us:
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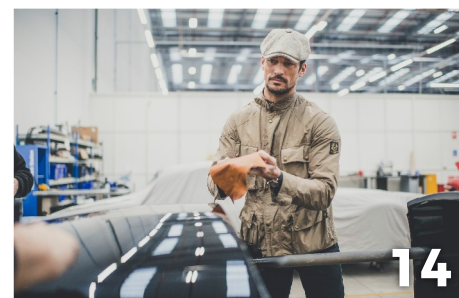
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REGIONAL NEWS

By Colin Manconi

At last we have some nice weather and car shows coming thick and fast most weekends. One of the best events is the Silverstone Classic; with over 10,000 classic cars, 1000 of them racing and over 100,000 visitors, it has something for everyone. Many of our members are going. We are staying on the Friday and Saturday nights and eating in our usual restaurant "The Cromwell Cottage". I will be sending out menus in the next few weeks for your choice of meals. I still have a few hotel rooms available for anyone who would like to come so please contact me immediately before I cancel the rooms.

COLEFORD CARNIVAL of TRANSPORT

As usual Coleford is the start of the show season. We have had terrible weather in previous years ranging from freezing cold to heavy rain, but being later in the year, due to a late Easter, the weather was dry and warm. Coleford close the whole town centre and fill it with classic cars of all varieties.

We met as usual in the Monmouth car park and then drove up the mountain to Coleford. The organisers had given us our usual spot in the top car park and we had fourteen Jaguars on the stand. Upon parking up we immediately made our way to Kaplans Café for our usual "small" breakfasts. It gets very busy in there so you have to be early. You will read later in the magazine, Colin Masterson report of the event and it would be remiss of me not to correct an inaccuracy in his write up. In my "small" breakfast I did not have eggs, baked beans, but he is correct about the rest, including 6 pieces of fried bread. Well, I like fried bread! All I can say is that other people had larger breakfasts than me. They know who they are.

We then spent the rest of the day trying to walk off the too large breakfasts and looking at the large variety of classic cars and bikes dotted around the town centre.

We left at about 4.00 and had a lovely drive home in the sunshine.

A full report on this event is on page 24.

DRIVE IT DAY

April saw us take to the roads for 'Drive it Day' organised by our own member Colin Master-son with just a little help from myself. We gathered at The Priory Hotel in Caerleon, 18 cars and



40 members and their guests arrived. We had a wide range of Jaguars including E types, XJS's, various XJ saloons, XK8's, XKR's and F- Type's. After coffee, tea and delicious bacon sandwiches and a short briefing it was time to zero the trips on all of the cars before setting off.

The first half of the trip took us passed Abergavenny through Crickhowell and along the Brecon road, looking out for a turn off right to take us over the mountain to the Three Cocks. Unfortunately as we reached the turn off there were big diversion signs saying "Road Closed". It was quite funny and a bit disturbing seeing dozens of Jaguars trying to turn around and find a new route! All I can say is the road was definitely open when Colin and I did the trial run a week before! Luckily Colin took the lead and diverted us along the Llangorse road to reach our first stop at The Old Railway Line Garden Centre. We had tea, coffee and some of their delicious cakes and many of our members ended up taking back plants etc in their boots!

We then headed for Pontypool for our second stop at the Torfaen Museum where many



members viewed the 15000 item on display. It was then time to head back to the Priory Hotel for a marvellous lunch, with many of us sitting outside, in the late sunshine, for coffee and deserts.

I would like to thank Colin Masterson for all the work he put into the very detailed route planners. Everyone said how accurate they were. Also to Benito and all the staff at the Priory Hotel who not only served us great bacon sandwiches in the morning and a fabulous lunch in the afternoon but allowed us to park on their beautiful grass.

A full report on this event is on page 18.



OUR NEXT EVENTS ARE:

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.

CAR SHOW and FAMILY FUN DAY

This is a new show for us being held on the 25th of May at Coedarddyglyn, St Nicholas just off the A48, and 1 mile from Culverhouse Cross Roundabout. Many of our members will be going and we will meet in the car park of the Copthorne Hotel (first left after the Culverhouse roundabout, coming out of Cardiff, and then first left again into the car park.) at 8.15 am. You do not need passes for the show!

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.

SOUTH WALES REGION SUMMER BBQ at ST MELLONS GOLF CLUB

With us moving to our new meeting place, St Mellons Golf Club, it has given us the opportunity to do other things. We will be holding a barbeque for our member on the 14th of July. We will also be inviting other regions including Bristol, the new region at Somerset and the Usk Valley Club. We have a great menu, which is on page 32 of the magazine and I have managed to get a special price of just £12.00 per head.

Please contact me on 07977474637 or colin.manconi@jecsouthwales.co.uk to book your place.

SHERBORNE CASTLE CLASSIC CAR SHOW

This is being held on the 21st of July. Now in its 16th year, Classic & Supercars can now be regarded as certainly one of the premier classics and supercar shows in the South of England with upwards of 2,000 cars on display, from veterans to the latest supercars. In the last 4 years the show has raised in excess of £130,000 for national and local charities. This is a massive show and our stand is being organized by Graham Searle. We have 40 places on our stand for three different regions. The cost is £10 per car. Please e-mail or telephone Graham in head office to book your place.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon.

Natalea and I have been out and about taking in a couple of classic car events as well as other non related events to keep us busy. The two fascinating non classic car related events were a Medieval Fayre at Glastonbury and an "open day" to view a Nordic Walking friend's model railway set up.

CLUB MEETING - 25th APRIL 2019

For our April meeting I once again prepared a "Quiz Night" with questions on local places, confectionary and, of course, classic cars. It was a fun evening with some interesting answers! My decision was final and no dissent was allowed!

Prior to the quiz we had the usual formal part of our monthly meeting with various

updates on events as well as our monthly raffle. Julian advised that all spaces for our show on Paignton Green in July were full and the entry form for the show had been deleted from our website (www.towc.club). If you want enjoy a break with classic cars on the English Riviera I'm sure the local hoteliers would welcome you!

CLUB "DRIVE IT DAY" RUN - 28th APRIL 2019

As with classic car clubs all over the country I took part in the Torbay Old Wheels Club "Drive it Day" run on 28th April. This was the first decent run in the Daimler V8 250 since last year and the car took exception to being woken up from its long slumber! Just as I got to the meeting point at Gallows Gate the engine cut out and refused to restart. Very embarrassing with everyone

watching! I just coasted down to the bottom of the parking area and had a look under the bonnet to see if there was anything obviously amiss. I concluded that the coil had failed and thankfully Julian, our club chairman, had a spare in his Land Rover! While everyone disappeared on the run apart from Ivan I changed the coil and hey presto the engine started and ran fine. Phew! Ironically the AA was also at Gallows Gate helping sort out a modern car!

BMAD SHOW, PAIGNTON - 3rd to 5th MAY 2019

The BMAD (Bikers Make a Difference) show is a very large event which seems to take over virtually all of the seafront and green at Paignton. There were literally hundreds of motor bikes parked in every available space. Paignton Green was covered with



many stalls as well as displays of new motor bikes and cars for sale. There were also marquees with live music in progress. A brilliant day out and we always enjoy the event. The event raises funds for local charities.

KINGSTEIGNTON SHOW - 6th MAY 2019

While most club members went to a show at Uffculme north east of Cullompton, Natalea and I visited a smaller show at Kingsteignton. A pleasant little show with lots of stalls, displays and approx. 30 classic cars. A couple of TOWC members were also at the show with their Triumphs Spitfire and Herald 13/60. We only stayed for about an hour before the need for a pub lunch in Totnes became a priority!

FUTURE EVENTS

The main events organised for May are a large show at Killerton House on the 12th a skittles match with the Westcountry Classic Vehicle and Kickstart Clubs on the 17th as well as a TOWC run on 19th May. For our monthly meeting on the 30th we have a guest speaker from Rowcroft, a local hospice.

...and finally

GRANDMA KNOWS EVERYTHING

Lawyers should never ask



a Georgia grandma a question if they aren't prepared for the answer.

In a trial, a Southern small-town prosecuting attorney called his first witness, a grand motherly, elderly woman to the stand.

He approached her and asked, 'Mrs. Jones, do you know me?' She responded, 'Why, yes, I do know you, Mr. Williams. I've known you since you were a boy, and frankly, you've been a big disappointment to me.'

You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you'll never amount to anything more than a two-bit paper pusher. Yes, I know you.'

The lawyer was stunned. Not knowing what else to do, he

pointed across the room and asked, 'Mrs. Jones, do you know the defence attorney?'

She again replied, 'Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem.'

He can't build a normal relationship with anyone, and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him.'

The defence attorney nearly died.

The judge asked both counsellors to approach the bench and, in a very quiet voice, said,

'If either of you idiots asks her if she knows me, I'll send you both to the electric chair.'



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JLR EXPANDS INGENIUM FAMILY WITH STRAIGHT SIX-CYLINDER PETROL ENGINE

JLR is expanding its Ingenium engine family with a new six-cylinder petrol engine designed and engineered in-house, and manufactured at its £1 billion Engine Manufacturing Centre (EMC) in Wolverhampton, UK.

The 3.0-litre straight six cylinder petrol engine, which will debut on the Range Rover Sport, is available in 360PS and 400PS versions with a torque capable of up to 495 and 550Nm, is more responsive and better balanced than the outgoing V6 petrol.

It features a unique combination of an electric supercharger to deliver immediate response supported by a twin scroll turbocharger and Continuous Variable Valve Lift, which boosts

power and help the engine to breathe with maximum efficiency.

These performance-boosting technologies, combined with Mild Hybrid Electric Vehicle (MHEV) technology, optimises performance, fuel economy and reduces emissions. The MHEV 48V system uses a small integrated electric motor to harvest energy lost during deceleration, and then intelligently redeploys it to assist the engine to maximise efficiency.

Nick Rogers, Executive Director of Product Engineering said; *"From the outset we always intended Ingenium to be a full family. That is why we chose to engineer our own flexible engine architecture to meet our bespoke needs, allowing Jaguar*

Land Rover to adapt and stay ahead of changes in regulation and technology. This second wave of engines, with a Mild Hybrid 48V system and performance-boosting technologies, is engineered to be cleaner and more efficient than ever before."

The new Ingenium engine has been designed and developed in-house and will be manufactured at Jaguar Land Rover's £1 billion EMC in Wolverhampton, alongside the current four-cylinder petrol and diesel engines.

The 200,000 sqm site is a 'zero waste to landfill' facility with everything used being recovered and recycled. Jaguar Land Rover sources 100% renewable electricity for its UK facilities and over 21,000 photovoltaic panels are installed on the roof of the EMC plant, allowing it to generate up to 30% of the site's energy.

The EMC is fitted with state-of-the-art equipment featuring precision manufacturing technology, including machinery that can work to tolerances of three microns (a human hair is 50 microns).

In addition to being committed to delivering clean diesel and petrol engines, Jaguar Land Rover is investing in electrification with next-generation Electric Drive Units (EDU) starting production at the EMC from 2020.

Jaguar Land Rover wants to enable customers to make an informed decision on the best Ingenium engine technology for how and where they drive, whether that is fully electric, hybrid, petrol or diesel.

The company's latest diesel and petrol cars are amongst the cleanest in the world and meet the new regulated laboratory and real world tests (WLTP and RDE). They are EU6 compliant and can be driven anywhere, and are, for example, exempt from London's Ultra-Low Emission Zone (ULEZ) daily charge, which applies from April 2019.

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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	-	-	-	-
BRAKE FLUID CHANGE	£55	£55	£55	£55	£55	£55
FRONT WIPERS	£45	£45	£45	£45	£45	£45

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Norman Dewis OBE Trust Appeal.

Jaguar's former chief test driver needs a bit of a hand.

Living legend is an over-used expression, one that few people really deserve the application of. But Norman Dewis is definitely an exception. Jaguar's former chief development engineer worked throughout the company's golden era and was a vital part of the team that developed the brand's most successful cars. He retired as long ago as 1985 – he will be 99 in August – and has spent more than 30 years working as an unofficial ambassador for the Jaguar brand, regularly attending events and giving talks.

Although Norman still lives by himself in Shropshire, he's not in the best of health at the moment, and some of his friends in the wider Jaguar world have launched a trust fund to help him continue to live independently. One we'd warmly encourage you to bung a few quid towards.

It's hard to condense Norman's career highlights into a couple of paragraphs. He started in the car industry at the ripe old age of 14, working for Humber cars as the company's factory was directly opposite his grandparent's house in Coventry. He served in the RAF during the Second World War, as an air gunner in Blenheim bombers, but was discharged in 1943 with a kidney problem. He then worked for Armstrong-Siddeley and Lea Francis before being poached by Jaguar's Director of Engineering, Bill Hayes, to become the chief development driver. He knew Sir William Lyons well, and worked closely with him.

Test driving was an adventurous occupation in those days. Norman worked on the development

of the first ever disc brake, which was tested in a C-Type entered into the 1952 Mille Miglia. Sterling Moss agreed to drive the car, but only if Norman would be his co-driver. Norman was also the driver who set several speed records on a closed stretch of Belgian Autoroute near Jabbeke, including 172.4mph in a modified XK120. He also witnessed the 1955 Le Mans crash from the pitlane, having been drafted in as a works driver in Jaguar's third D-Type. He famously survived an enormous crash that destroyed the prototype XJ13 and reckons that he did more than a quarter of a million miles at over 100mph on the banked circuit at MIRA. He recently admitted that he turned down Enzo Ferrari when the Italian offered him a job in 1954.

The Norman Dewis OBE Trust is being managed by JLR Classic's Tony O'Keeffe and John Butterworth of the Jaguar Drivers Club Lancashire. Norman has asked that any surplus left in the fund once he no longer needs it be donated to the Hope House Hospice, a charity that looks after terminally ill children.

You can find the go fund me page here: www.gofundme.com/norman039s-needs or contact Tony directly for details of how to donate.

Tony O'Keeffe
Jaguar Land Rover Classic
Tel: +44 (0)24 7656 4422





JLR CEO Ralf Speth Outlines Revival Plan

JLR CEO Ralf Speth says the automaker is *"investing massively in autonomous driving, networking and shared mobility."*

Article by Helmut Kluger
Automobilwoche

Jaguar Land Rover's current problems, weakness in China, Brexit worries, customers' flight from diesels are weighing heavily on its Indian parent company. In February, Tata's share price fell 30 percent after the automaker reported a quarterly loss. Tata had to reduce the value of its British subsidiary by nearly \$4 billion. There is speculation that Tata is looking into strategic options, including a sale of the British brands, and PSA CEO Carlos Tavares has expressed interest. JLR CEO Ralf Speth discussed these topics and more with Automotive News Europe sister publication Automobilwoche's publisher, Helmut Kluger, and editor, Burkhard Riering.

According to media reports, JLR parent Tata is looking into strategic options, including the potential sale of the company. Have there already been discussions on this?

That something you actually should ask the Tata supervisory board. But I can tell you this: There is no question that the Tatas are giving Jaguar Land Rover their full support. The Tata Group and Ratan Tata personally are very closely tied to Jaguar Land Rover.

After a number of strong years JLR is facing significant headwinds. What are your biggest challenges this year - other than Brexit?

The entire auto industry is on the brink of huge changes. Whether they are regulatory, economic, geopolitical or technological, they all have to be funded. We have been working on this for a while. Our current improvement program, which focuses on profitability and cash, has been underway since 2018. We are reducing investments and expenditures, eliminating complexity and tightening processes in many areas. We are getting down to business anywhere we can improve efficiency in the short term. We are also carrying out a separate program for systemic and strategic improvements in efficiency.

You are also going to cut jobs, right?

That is the most difficult part. That's another reason we started early. In 2018-19, 2,500 temporary workers were separated from the company, and at the start of the year, we launched a voluntary settlement program, which 2,500 employees have accepted. The measures were completed by the end of March so we could begin the new fiscal year on April 1 with a leaner organization. We know exactly what we are doing.

What problems are you facing?

First of all, we are investing massively in autonomous driving, networking and shared mobility. Secondly, we are renewing and expanding our product portfolio. Thirdly, we are optimizing all our internal combustion engines so we can continue to offer our customers outstanding products. Given the current challenges, that's not easy. We would have liked to be in a different place at this point.

As demand for diesels and V-8 petrol engines decline do you ever question your powertrain strategy?

No, definitely not. I believe we will continue to need this mix. According to industry forecasters, a global share of 20 percent to 30 percent for electrified vehicles is expected by 2025. When you turn this around, it means that 70 percent to 80 percent of all vehicles around the world will have conventional engines. Let me add that today's diesels, which are absolutely CO2-efficient and clean.

Why is electric mobility still not important to consumers?

On one hand, the products are still too expensive. On the other hand, the infrastructure is still too inconvenient and unreliable, so electric cars tend to be for people with deep pockets.

The Jaguar I-Pace, has been the object of considerable praise, but it has hardly any visibility in Germany. Does that hurt?

The I-Pace has received many awards, including the 2019 European Car of the Year. In fact, availability is tight in Germany and throughout the world.

Why is that?

When it comes to electric vehicles, the question isn't how many cars I can build but rather how many batteries I can buy. The demand for batteries is so great that there will be a limited ability to deliver them over the next few years. And, unlike some others, I expect continually rising battery prices - at least for the next two to three years.

The new Defender is due in 2020. But there are reports that preparations for the production launch are running into difficulties. Is that true?

We were aware that the continuation of the Defender would not be an easy launch. Every vehicle launch is difficult. But a successor to an icon faces an exceptionally high bar.

Would it have made more sense to bring it out much earlier?

Certainly, I would have preferred to launch a new one immediately and seamlessly. But a new Defender has to be geared to its community of fans. It is better to take a hiatus so the new product has the right substance, specifications and characteristics. That's what it will have.

What will the volume be for the first year?

We will see strong demand.

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).



Stunning Factory Restored, Race-Ready Jag XK120 is Rolling Art.

JLR Classic Creates
Tailor Made XK120
For Male Model
David Gandy.

Jaguar Classic has completed a bespoke XK120 sports car restoration commissioned by renowned British male model and life-long Jaguar enthusiast David Gandy.

The 11-month project, which was a close collaboration between David Gandy and Jaguar Classic's experts at its Classic Works facility in Warwickshire, took 2,700 hours to complete.

Following a brief to make it race-ready for classic motorsport events such as the Jaguar Classic Challenge, the car's specification is inspired by the original XK120 Lightweight.

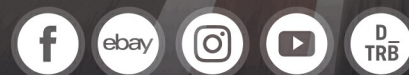




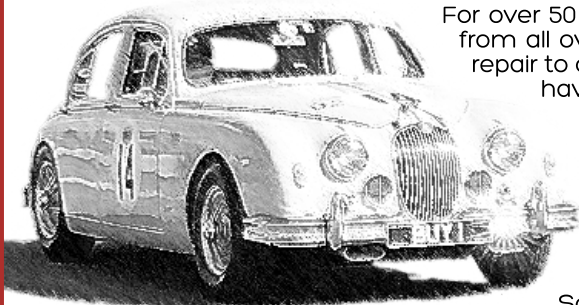


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Having driven a Jaguar XK120 at the Mille Miglia in 2013 and 2014, I knew that I wanted to own one of these incredibly special cars. The team at Jaguar Classic have done such a remarkable job engineering this car and executing everything that I asked for and it was amazing to have such an in-depth involvement in its creation

DAVID GANDY

Jaguar Classic's dedicated sourcing team tracked-down a suitable 1954 base car in California, US, and has retained as much of the original car as possible. The in-line six-cylinder unit was meticulously rebuilt over five and a half months, with the final objective to use the car for racing. The result is a performance upgrade from the original 180bhp output to 225bhp and enhanced durability for higher speeds, with items like the core plugs featuring steel bracing so they don't dislodge during high-performance driving. An all-new, upgraded exhaust system features dual pipes instead of the usual single pipe.

Further improvements include the use of a faster-shifting racing-style gearbox which is more durable under high stresses and uprated brakes, with the front set-up now featuring disc brakes with four-pot calipers while the rear retains the original refurbished drum brakes. The suspension features fully adjustable dampers, allowing the Classic team to fine tune the handling for specific events.

The design and finishing touches were created in collaboration with David, who chose the

colour and materials at every step of the renovation. The exterior is finished in solid black, made up of 13 litres and four coats of paint, while additional exterior features include a racing-inspired flip-top fuel cap. The original split-screen windscreen has been replaced by twin aero screens, another feature synonymous with the XK120 Lightweight.

Inside, the car is just as unique. Finished in an Aged Saddle tan leather, the seats feature a bespoke lattice design with the seatbacks finished in aluminium rather than the usual fabric material. While two batteries would usually sit behind the driver's seat, for this car the Classic team put a single battery behind the passenger seat to free up space behind the driver, to enhance comfort for 6ft 2inch tall David. This was also a consideration for the choice of steering wheel, which is smaller than normal to provide more legroom.

The finished car was handed-over to its delighted owner, who intends to use it on road and in competition, ahead of last weekend's Monaco E-Prix race.



This unique XK120 showcases the expertise, skill and craftsmanship that Jaguar Classic makes available for all of its customers. Not only were we able to bring this iconic sports car back to life mechanically, but the attention to detail and the bespoke design of the interior sets David's car apart.

**CALUM MCKECHNIE
HEAD OF JAGUAR CLASSIC**



On the Road. Drive It Day 2019

South Wales & Bristol Regions Hit The Road

Article by Colin Masterson

For those that don't know, drive it Day, as usual on the last Sunday in April, is a national event originally started by the Federation of British Historic Vehicle Clubs and designed to encourage classic car owners to blow the cobwebs off their cars and take to the roads. First introduced in 2005, the format for Drive It Day is a tried and tested formula.

Around Christmas time I got the maps out whilst still in Florida and plotted a rough route. This is easier said than done as the brief for the last few years has been to start and finish at the Priory Hotel, Caerleon and I was running out of new places to visit that did not repeat previous trips, but still wanted to produce an enjoyable route with places to stop.

Once I had an idea of the stops I then had to decide the best scenic roads, avoiding main roads, where possible. Even so on a trial run with the other Colin we ran into a really narrow bridge that could have resulted

in damage to some of the wider cars that might come on the run, so a quick rethink was arranged.

Writing up the notes takes many hours using Google maps, actually following the route based on Google photography to note signposts and other places of interest with mileages and turning points on the route. Once this has been written up the trial run is done using a GPS odometer app on my iPhone, which measures distances to the nearest 1/1000th of a mile. If you were on the run and the mileages didn't agree with your car's odometer then that was partly because most manufacturers





make their odometers deliberately over-read, and due to other factors like changes in the circumference of your tires due to wear, incorrect pressures etc. The draft directions are then revised for the actual cumulative mileage figures and then the distance between each direction or waypoint is added.

As usual, Benito at The Priory Hotel, Caerleon, organised coffee and bacon sandwiches soon after 10 am on the day, when some 40 JEC members and partners who had arrived in 22 cars, including a large contingent of our friends from the Bristol Region who, as always, were

very welcome to join us.

An hour or so later we left The priory and headed North to Usk, crossed the river, following it up to Abergavenny and through Crickhowell. Soon afterwards we came across a route planner's worst nightmare: a large "Road Closed" sign blocked our intended route. Fortunately we had only ten miles to go and everyone managed to end the first leg successfully at The Old Railway Line Garden Centre at three Cocks. The Garden Centre was established by Mark and Christina Cleary in 1990 on the site of the old Brecon to Hereford Branch of the Midland Railway. Voted "The

best garden centre in the UK" in 2018, it is a family run, independent Garden Centre, Farm Shop, Restaurant and Tea room combined. When Colin and I did our recce mid week they were just completing a much-enlarged car park, perfect for our arrival on the day. Most of us enjoyed a light snack in either tea room or restaurant and there was time enough for a look round and a chat with their pet grey parrot before setting off on the second leg.

This was a run, partly back the way we had come, but heading South West to Pontypool, where

Continued >



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we made our second stop at the Torfaen Museum. Set in a Georgian stable block, the Museum displays over 15,000 items on view with collections ranging from prehistoric objects and medieval treasure troves, to an

eclectic mix of exhibits covering such things as the industrial revolution collections, stories of local heroes, like the VC winner at Rorke's drift during the Anglo Zulu War, a horse drawn fire engine and fine & decorative art

including the famous Pontypool & Usk Japanware.

The last leg, bringing the distance covered to around 90 miles, was back to our starting point, The Priory, where we displayed the cars on the hotel lawns before going into the restaurant for a late lunch, which was much enjoyed by all.

Unfortunately I shall not be able to prepare the trip next year so I very much hope that someone will step in, as this is an event that gets by far the highest attendance every year and one which is also enjoyed by our partners.





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Article by Colin Manconi

COLEFORD FESTIVAL OF TRANSPORT

Once again Easter Monday heralds the start of the show season with the Festival of Transport at Coleford. Eight members met at our usual meeting point in Monmouth car park. From there we motored on through the Forrest of Dean and parked all together in the main car park behind the town centre. Eventually a further six JEC cars joined us making fourteen in total.

Sometimes the show is held in March, when the weather can be poor, last year being particularly memorable as it rained all day. As

it was earlier in the year it was too soon for me to attend as I am usually still in Florida at that time but, fortunately, Easter was later this year in April and the weather was particularly mild with plenty of sunshine.

Coleford is a small market town in the west of the Forest of Dean, two miles east of the Welsh border and close to the Wye Valley. During the English Civil War there were skirmishes that resulted in the old market place being burnt down. It was rebuilt and a church also in the square was also rebuilt several times over the centuries but it was pulled down in around 1880 with only the bell tower remaining which houses the town clock and made for a good backdrop for photos.

Some of the cars were parked

all around the square and on the streets that radiated away from the square, but we parked with the other car clubs in the main car park at the back of the shopping area. As we drew into our parking location we instantly realised why Andy had not joined us - we were parked right next to an ice cream van and we know that he would have been facing the dilemma of the great temptation to buy us all ice creams which would have shown up the rest of us.

As usual, once we had organised the parking of our cars all we were off to the highlight of the day - breakfast at Kaplans. Colin (Manconi) certainly didn't hold back when ordering his hearty English breakfast. I counted at least 3 rashers of bacon, eggs,



baked beans, several sausages, hash browns and 6 (yes, six!) slices of fried bread. Better get onto BUPA, Colin, and make sure your health insurance is up to date!

The show cars and various trade stalls were displayed in the square and all of the streets leading off the square as well as in the main car park, which was full. We had a nice spot, as there

were grass banks to sit on.

It was certainly worth arriving early to get a good spot and avoid queuing to get in. By mid morning the public came in droves, brought out by the lovely weather.

After a good walk around we were just relaxing by our cars when a couple of people from Dean (ie Dean of Forrest) Radio

called by and nabbed Keith Ryall, who had come in his lovely Old English white XK140, for an interview on live radio, which was also being broadcast via speakers in the town centre - five minutes of fame at last!

As always, a great start to the season and I'll certainly make sure I make it next year; it's already in the diary.



THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 49
1996 | XK8



*'...a compelling combination
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fierce, sporting intensity.'*

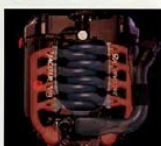
The XK8 Coupe and XJS Convertible
with Sports 18-inch wheels
Cher-John Club Hotel Bay, London, England

ADVANCED JAGUAR V8 ENGINE



Maximum strength. Minimum weight. These criteria were fundamental to the Advanced Jaguar V8's powerfully resourced and rigorously detailed development programme. A stressed engine weight of only 200 kilograms and a powertrain first bending frequency greater than 200 Hz - both best-in-class - confirm the Advanced Jaguar V8 as the lightest, most rigid and vibration-free engine in its class. This perfect basis for refinement, power and efficiency has been fully exploited by significant advances in the design and performance of every engine system.

The insulated, one-piece moulded plastic inlet manifold and rotary spray side-fed injectors ensure outstanding hot start delivery and excellent starting performance. Electronically controlled ignition, via coils mounted on platinum-tipped spark plugs, is cylinder-specific to achieve precision timing and peak performance from every cylinder. Lightweight valvetrain, with best-in-class reciprocating valve-weight of



DESIGNED BEYOND CONVENTIONAL LIMITS

96 grams, features quad overhead cams which are electronically adjustable between two settings to create optimum inlet valve-timing at low and high speeds. An extremely compact combustion chamber with a high 10.7:1 compression ratio allows an ideal bore-stroke ratio of 1.0 to create exceptional power and low-speed torque.

The Advanced Jaguar V8 overcomes the problem posed by different parts of an engine having different optimum metal temperatures with a patented precision cooling system. The split-block, low-volume, high-velocity system uses a highly efficient pump which also achieves extremely rapid warm-up of engine and cabin. The equally advanced and precise lubrication system is designed to meet circuit standards, maintaining consistent delivery through cornering accelerations of up to 1g. Though high-performance, the lubrication system is low-volume and low-pressure, absorbing minimal power from the engine. The exhaust system comprises two catalytic converters and five stainless steel silencers. Each catalytic converter is mounted on the thin-walled, high-strength cast iron exhaust manifold, allowing catalytic warm-up and start of operation within 20 seconds. The twin exhaust meets three criteria: high power, low emissions and acoustic refinement - though there is no disguising the predator deep within the silencers, eight cylinder tickover.

The XK8 body is made from high quality steel

reinforcements of the passenger compartment



The coupé interior continues the XK8 theme of sporting character combined with exceptional comfort and luxury.

Both 'celebration' XJS models have a 2+2 layout and now have sumptuous leather seats with contrast piping (leath inserts can be specified at no extra cost). The console lid is trimmed in leather and the head restraints have a distinctive embossed Jaguar 'leaper'. Both front seats are electronically adjustable for recline angle and fore-and-aft movement; heated seats, electric lumbar support and memory control are optional at extra cost.

Jaguar's traditional hand-crafted wood is featured on both 'celebration' XJS models, using figured sycamore veneers and a solid wooden gearknob.



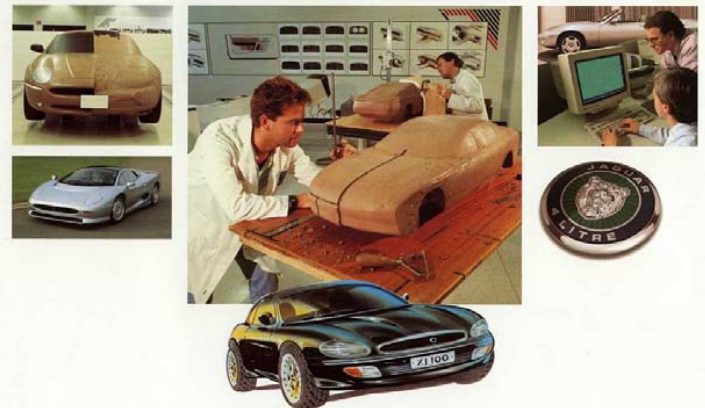
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Convertible with Sports 18-inch wheels.
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SHEER BEAUTY PURE PURPOSE

Though endlessly fascinating, a classic design is permanent and complete. And so is the satisfaction it gives. The pleasure of owning a classic sports car never diminishes. Jaguar has the rare distinction of having produced successive generations of classic sports cars - including the XJ, XJ-S, XJ-SC and XJ-SC. The powerful elegance of the Jaguar XK8 identifies it as a direct descendant of some of the most charismatic sports cars ever made. Though drawing inspiration from the glories of the past, the XK8 is designed to compete successfully in the next century. From the earliest stages - when concepts are drawn by hand and sculpted in clay for maximum artistic expression - the XK8 design team applied the world's latest design technology to prove the dynamics of every detail.



JAGUAR XK8 COUPE AND CONVERTIBLE

The XK8 is the first all-new Jaguar sports car for a generation. Applying fresh and uncompromising criteria in every detail, the XK8 encompasses the world's most advanced automotive technology. The result is a quantum leap in sports car quality, performance and style. In the XK8's inspired soul is the glory and sheer style of Jaguar's sporting history. As its powerful and durable heart is engineering to meet standards of excellence for the 21st century. The completely new Advanced Jaguar V8 engine produces world beating combinations of power, torque, emission quality, smoothness and economy. This enormous range of performance is fully matched by Jaguar's most sophisticated ride, handling and braking package to date. In every respect, the XK8 is sustained by a build quality which matches its power. And it is supported by a three-year/100,000 kilometres materials hatch warranty.



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	Front Caliper Piston  RTC1119* Also XJ Ser1 & 2 £7.68	Brake Master Cyl  CAC1582* Also XJ S2 £138.00	Hi-Torque Starter  DBC6924HT Also XJ40, X300 £228.00	Frt Caliper Exch LH  AAU2103E* Also XJ Ser 2&3 £82.68	Clutch Master Cyl  CAC8091# £117.60
 XK 120/140/150	Piston & Cyl Rear 15/8  9339# XK150 £114.40	Brake Master Cyl  C8302*TRW XK120/140 £86.40	S/Lamp Ind. Red Lens  C4691* XK120/150 £1.74	Brake Beehive Spring  21792* XK120/140 £2.34	Heater Valve  C16559* XK150 £27.60
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THE VENTRILOQUIST

A ventriloquist is touring Norway and puts on a show in a small fishing town. With his dummy on his knee, he starts going through his usual dumb blonde jokes.

Suddenly, a blonde woman in the fourth row stands on her chair and starts shouting, "I've heard enough of your stupid blonde jokes.

What makes you think you can stereotype Norwegian blonde women that way? What does the colour of a woman's hair have to do with her worth as a human being? It's men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. Its people like you that make others think that all blondes are dumb! You and your kind continue to perpetuate discrimination against not only blondes, but women in general, pathetically all in the name of humour!"

The embarrassed ventriloquist begins to apologize, and the blonde interrupts yelling, "You stay out of this! I'm talking to that little shit on your lap."

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

humour

Members jokes & anecdotes

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."

THE DIVORCE

The day before Easter, an old man in London calls his son in Australia and tells him, "Son, I'm really sorry but I have to tell you that your mother and I are splitting up. We can't live with each other anymore."

The son is distraught and shouts down the phone at his father, "Dad, what are you talking about?"

The father replies, "It's just that we can't stand the sight of each other anymore. And I'm sick of talking about this, so will you call your sister in Japan and tell her?"

The father then hangs up, and the son frantically calls his sister, who's equally distraught and exclaims, "Like heck they're getting divorced! Leave it to me, I'll take care of this."

So she calls her father and shouts down the phone at him, "You are not getting divorced! Don't you dare to do a single thing until I get there. I'm calling my brother, and we'll both be there tomorrow. Until then, don't you dare do a thing about this. Do you hear me Dad?"

She then hangs up, at which point the father hangs up his phone, turns to his wife and

CHRISTMAS DRINK

It's the run-up to Christmas, and the police are staking out the village pub with breathalysers ready.

Sure enough, at 11.15 the door to the pub opens and out staggers an older bloke. He stops, looks around, confused, then makes his mind up and heads towards the car park, fishing around in his pocket. He stops, bends down, staggers forwards a bit with the effort, then sorts himself out, turns around, and on the second attempt picks up whatever he'd dropped.

He continues towards the far end of the car park, brandishing what the officers can now see are a set of keys. The old boy waves the keyfob around, clearly trying to get it to work as he heads towards his car. Finally, he gives up and decides to use the key...or try to. A minute passes and the officers are almost in stitches watching this chap trying to get the key in the lock, but he's not broken any laws yet. Finally he unlocks the car, opens the door and nearly falls into the driver's seat.

The police can't believe he's going to try and drive, but sure enough he's using both hands to guide the key into the ignition, and eventually the engine fires up. Another minute or so passes, and then the car lurches forwards and stalls. And then again. And then finally it starts crawling out of the car park, at which point the coppers know they've got their man, switch on the lights and sirens on their unmarked car, and pull across in front of the car's path.

The lead officer gets out, walks up to the driver's door, and asks the man what he thinks he's doing. "Going home" is the slightly

timid reply. Out comes the breathalyser, and the old chap is asked to breathe into it, which on the second attempt he does. The copper checks the reading and does a double-take, then asks his colleague for the backup breathalyser. Two minutes later this also comes back with a clean reading, at which point the officer challenges the driver as to why he had such trouble getting to the car and getting going.

"Simple" comes the reply, looking around the now-empty car park. "I'm tonight's designated decoy"

WINNER WINNER

An attractive blonde from County Cork, Ireland arrived at the casino. She seemed a little intoxicated and bet twenty thousand Euros on a single roll of the dice.

She said, "I hope you don't mind, but I feel much luckier when I'm completely naked."

With that, she stripped from the neck down, rolled the dice and with an Irish brogue yelled, "Come on, baby, Mama needs new clothes!" As the dice came to a stop, she jumped up and down and squealed: "YES! YES! I WON, I WON!"

She hugged each of the dealers and then picked up her winnings (and her clothes) and quickly departed.

The dealers stared at each other dumbfounded. Finally, one of them asked, "What did she roll?"

The other said, "I don't know - I thought you were watching the dice."

Not all Irish are drunks. Not all blondes are dumb. But all men are men

AT THE RACES

A man was at the races playing the ponies and losing his shirt. He noticed a Priest step out onto the track and blessed the forehead of one of the horses lining up for the 4th race.

Lo and behold, that horse

- a long shot - won the race.

Next race, as the horses lined up, the Priest stepped onto the track. Sure enough, he blessed one of the horses.

The man made a beeline for a betting window and placed a small bet on the horse. Again, even though it was another long shot, the horse won the race. He collected his winnings, and anxiously waited to see which horse the Priest would bless next. He bet big on it, and it won.

As the races continued the Priest kept blessing horses, and each one ended up winning.

The man was elated. He made a quick dash to the ATM, withdrew all his savings, and awaited for the Priest's blessing that would tell him which horse to bet on.

True to his pattern, the Priest stepped onto the track for the last race and blessed the forehead of an old nag that was 100/1.

This time the priest blessed the eyes, ears, and hooves of the old nag.

The man knew he had a winner and bet every cent he owned on the old nag. He watched dumbfounded as the old nag pulled up and couldn't even finish the race.

In a state of shock, he went to the track area where the Priest was.

Confronting him, he demanded, 'Father! What happened? All day long you blessed horses and they all won. Then in the last race, the horse you blessed never even had a chance. Now, thanks to you I've lost every cent of my savings!'

The Priest nodded wisely and with sympathy. "You are not Catholic are you my son?"

"No"

"That's the problem", said the Priest, "you couldn't tell the difference between a blessing and last rites!"

GOLFING & THE DENTIST

A man and his wife walked into a dentist's office. The

man said to the dentist, "Doc, I'm in one heck of a hurry. I have two buddies sitting out in my car waiting for us to go play golf, so forget about the anaesthetic, I don't have time for the gums to get numb.

I just want you to pull the tooth, and be done with it! We have a 10:00am tee time at the best golf course in town and it's 9:30 already... I don't have time to wait for the anaesthetic to work!"

The dentist thought to himself "Well, well, a golfer with real balls!"

So the dentist asks him, "Which tooth is it sir?"

The man turned to his wife and said, "Open your mouth, honey, and show the dentist."

THE FORTUNE TELLER

In a dark and hazy room, peering intently into a crystal ball, a Gypsy mystic delivered extremely grave news.

"There's no easy way to tell you this, so I'll just be blunt. Prepare yourself to be a widow. Your husband will die a violent and horrible death this year."

Visibly shaken and with tears starting to appear in the corners of her eyes, Laura stared at the woman's lined face, then at the single flickering candle, then down at her hands.

She brushed away the tears, took a few deep breaths to compose herself and to stop her mind from racing.

She met the fortune teller's gaze, steadied her voice and asked, "Will I be acquitted?"



WE NEED YOUR JOKES!

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



YOU ARE INVITED TO OUR FAMILY FRIENDLY SUMMER BBQ

JULY
14
2019

FROM 3.30PM
ST MELLONS GOLF CLUB
ST MELLONS, CARDIFF, CF3 2XS

Come and unwind alongside fellow members and sponsors and grab a bite to eat in a superb relaxing location. Bring the whole family!

A great selection of food will be available including:

- | | | |
|----------------------|-----------------------|-------------------------|
| 4oz Steak Burgers | Marinated Pork Steaks | Coleslaw |
| Leek & Pork Sausages | Chicken Skewers | Mixed Leaf Salad |
| Bread Rolls | Potato Wedges | Tomato & Cucumber Salad |

Vegetarian options will also be available - please let us know when booking.



TO BOOK YOUR PLACES CALL OR EMAIL COLIN
E: COLIN.MANCONI@JEC SOUTH WALES.CO.UK
T: 07977 474637

CALENDAR

WHAT'S ON IN 2019

MAY

- | | |
|----|------------------------------------|
| 19 | SWCCC Annual Classic Car Show |
| 25 | ST Nichols Classic Car Show |
| 27 | Vale of Glamorgan Classic Car Show |

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 |
| 14 | SOUTH WALES REGION SUMMER BBQ
@ ST Mellons Golf Club
Sunday from 3.30pm |
| 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 |
| 23-25 | Carfest South @ Laverstoke Farm |
| 25 | Ponthir Car & Music Festival |
| TBA | Bristol Region BBQ |



SEPTEMBER

- | | |
|-------|------------------------------------|
| 1 | ST Nichols Classic Car Show |
| 5-8 | Blenheim Palace Salon Prive |
| 7-8 | Beaulieu International Autojumble |
| 8 | Speech House Vintage Show Coleford |
| 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 AGM |
| 8-10 | Lancaster Classic car Show - NEC |

DECEMBER

- | | |
|---|---------------------------|
| 7 | Regional Christmas Dinner |
|---|---------------------------|

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



GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

STATION APPROACH, PENARTH, CARDIFF, WALES, CF64 3EE

At Glamorgan Classic Cars we have over 40 years experience dealing with all types of car restoration, mechanical and body work repairs. We provide expert friendly advice from a routine service to a full mechanical and body restoration and take pride in providing an exceptionally high level of quality of service and attention to detail. For rebuilds we always include a picture file, an example of which is shown for a JAGUAR E TYPE Series 1 left hand drive conversion/rebuild.

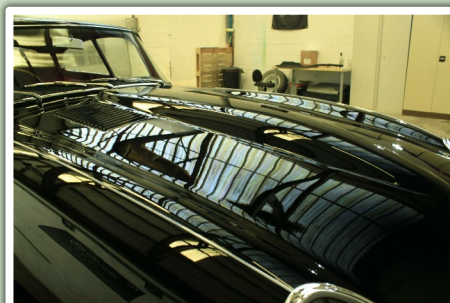
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



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



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 15th May 2019	Wednesday 20th November 2019
Wednesday 19th June 2019	Wednesday 18th December 2019
Wednesday 19th July 2019	Wednesday 15th January 2020
Wednesday 21st August 2019	Wednesday 19th February 2020
Wednesday 18th September 2019	Wednesday 18th March 2020
Wednesday 16th October 2019	Wednesday 15th April 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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Ken Jenkins

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Being one of the longest established parts specialists, we always have a large quantity of new and second hand parts for classic Jaguars.

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So give us a call today to discuss your requirements.

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We can map a 123 Tune to suit your car and send it ready to fit.

Includes 123 Distributor, Sports Coil, Switch, Leads & Spark Plugs.

TOOLS



Timing chain tensioning tool for XK Engine.

Limited edition colours £30.00 | Silver £25.00

CARS FOR SALE

We can recondition your engine to a modern specification.

Re-con heads, outright sale or we can re-con your head with top quality engine components, chains bearings etc.

Head nuts, cam cover nuts, rear lip seal conversions.



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



S1 4.2 E-TYPE

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

£94,950.00



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 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



MK2 3.4

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

£58,500.00



XK150 SPECIAL

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

£40,000.00



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



S1 3.8 E-TYPE

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

£130,000.00

Contact us on

01909 733209

email:ukjag@hotmail.com

New website coming soon.

Unit A Holme House Farm, Owday Lane, Worksop, Notts S81 8DJ

Open Monday to Friday 9am - 5am

And Saturday Mornings, please ring before visiting.

Recommended by the Jaguar Enthusiasts' Club.

