

JAGUAR

ENTHUSIAST

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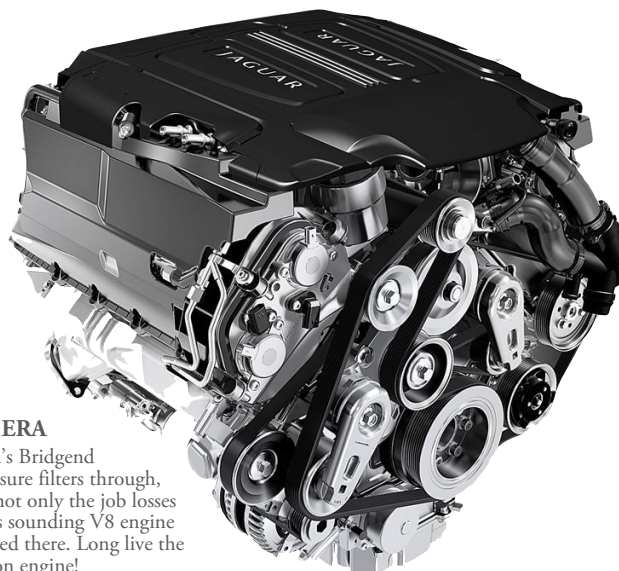
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JAGUAR V8 END OF AN ERA

As news of Ford's Bridgend
engine plant closure filters through,
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but the fabulous sounding V8 engine
that was produced there. Long live the
noisy combustion engine!



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Welcome

Out with the old and
in with the new.
Here goes nothing.

February 2013. A nondescript month and year even for that matter, no doubt it holds no memories or significance for most, however for the few brave (or stupid you decide) it was the month we launch the very first edition of Jaguar Enthusiasts' Club South Wales Region Magazine. Now over six years on and the 'old girl' was looking a little tired and patchy, much like many old cars being run on a diet of duck tape and dreams.

Out with the old and in with the new.

Well almost. All the favourites such as our Regional News, the excellent Torbay Flyer by Chairman for life Harry Kuehling, the Events Calendar and the Humour & Anecdotes sections all remain, along with Colin Masterson's superb 'Letter from America' which makes it's return this winter as normal. There will still be a packed schedule of regional and national show reports combined with features, news, hot products, racing news and reports on test drives and more.

One area we are trying hard to improve upon is local member interaction and articles. Believe it or not most regional members would prefer to read about what *you* have got up to in your car. While you may not think your road trip to the Peak District, or changing the brake pads on your XJ is what people want to read about you would be wrong. So why not get involved and email in some pics and a short (or long) write up on your trip or any works you have undertaken on your car. Equally why not share the story of how you happened to fall for your Jaguar or Daimler and the subsequent ups and downs of the purchase. More information on how to send us your articles and in what format can be found on page 42.

Fancy a bit of exposure but writing not really your thing? No problem, we have the solution - GET IN MY GARAGE! This is one of our new monthly sections where we ask a few quick fire questions about your chosen car and why you just had to... Get It In Your Garage! Checkout page 37 for this months debutante and find out how to get featured.

Well that's about it really. I'm sure there are new things you will spot that I have not gone over in this column and understand design is like Marmite, you either love it or hate it, so, I hope you love the new look regional magazine and welcome any feedback and suggestions you have to keep us constantly improving. It's YOUR magazine, so get involved, we need you.

Michael Manconi
Magazine Editor





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Masterson's Words

The South Wales Region
needs you. Yes you!
And hears why.

Can you imagine what it is like to be staring endlessly at a blank screen every month wondering where to find relevant articles to put in our monthly JEC South Wales Regional magazine? You haven't? Well, think about it! Colin and Michael Manconi face this dilemma every month and they really need your help - **YES YOU!**

They are not looking for literary masterpieces but just a story about your car, when you bought it, work you have done on it, trips you have made in it, comparisons between your car and others you might have owned etc etc., there really are no limits. Added snippets of humour are not a requirement but often add to a piece and photos often tell a thousand words. Why not look through your old photo albums to see what memories it triggers.

I think we are all very proud of our magazine and are lucky to have Michael who expertly puts the magazine together and for Colin who not only writes large sections of the magazine but spend a lot of time getting advertising revenue, without which its production would not be possible.

So, come on guys, let's be having you!

Colin Masterson
News Editor



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Our Region

Sun, 1000+ Jaguars and a Palace.
Plus the loss of a great man
and Jaguar legend.

Britain's greatest ever test driver, Norman Dewis OBE, has passed away. He was 98. Norman developed 25 of the most significant Jaguars ever, including the C, D and E-Types, XK140 and XK150 and XJ series, during a remarkable 33-year career as the British marque's Test Development Engineer. He also set a Land Speed Record for Jaguar and competed with a D-type at Le Mans and Goodwood during the 1950s, before later becoming a global ambassador for the brand.

Dr. Ralf Speth, Jaguar Land Rover's Chief Executive Officer, said, "Today is an enormously sad day for the Jaguar brand, Jaguar fans worldwide, and for me personally. Putting Norman's hugely decorated career aside, his friendly nature, captivating storytelling and unbridled enthusiasm made him exactly the kind of man you couldn't help but want to spend time with - he will be sorely missed."

Here in the South Wales region we were very fortunate to have *"An Evening with Norman Dewis"* in 2008. For all the members who attended it was absolutely magical. Norman spent all evening telling stories about his time at Jaguar. For a man of 88 his memory was really remarkable. Norman will be sorely missed. Rest in peace Norman.

Michael has spent a great deal of time changing the format of the magazine to bring it more up to date. I hope you all like it but please if you have any criticism or suggestions let us know.

Lots of things in our new magazine have been moved about, and a brief description of the shows we have attended during the month can be found on the page over, along with the next events we intend going to. Also remember to check the Calendar on page 41 for a full listing of the remaining shows in 2019.

At last we have had lots of shows to write about, starting off with the big one the JEC Jaguar Festival at Blenheim Palace, the SWCCC event in Cardiff Football Ground, the new show at St Nicholas, the Vale of Glamorgan Show at Sully and then Berkeley Castle. Full write ups can be found throughout the magazine.

Don't forget our South Wales Regional Barbeque on the 14th of July starting at 3.30pm at our new venue, The St Mellons Golf Club, St Mellons Cardiff CF3 2XS. Please come along and support the region if you can. We want to use this venue for much more than just regional meetings and have other ideas which we hope will develop during the year. For the Barbeque we have invited our sponsors and partners along with other close regions. We hope to have some interesting cars in the car park. I will need to know numbers and have payment by the 1st of July as the Golf Club needs to arrange the food (see page 40.)

Colin Manconi
Regional Representative



THE JAGUAR MONTH IN PICTURES

ST NICHOLS CLASSIC CAR SHOW @ COEDARHYDYGLYN

May 25, 2019

A new show for South Wales, unfortunately the condition of the field was poor, with big ruts to drive over. Around 120 cars attended, not the 400 they expected but not bad for a first attempt.



SWCC CLASSIC IN CARDIFF @ CARDIFF CITY STADIUM

May 19, 2019

We always attend this show and are given a nice position and it is quite a good event with over 400 cars. Sixteen of our members attended this event. The weather was good but I still think a Classic Car Show is better on grass.



60 YEARS OF THE MK2 @ CMC, BRIDGENORTH

June 1, 2019

Following on from their successful event last year Club Partner Classic Motor Cars Ltd. in Bridgnorth held a second open day to celebrate 60 years of Mark 2. It was without doubt another great event for the team at CMC and we will certainly be looking forward to whatever they plan to do next year.



VALE OF GLAMORGAN CLASSIC CAR SHOW @ SULLY

May 27, 2019

Always a good event in a lovely setting on the headlands overlooking the sea at Sully. We arrived at the show ground early and had a prime spot at the front. We ended up with over 12 cars on the stand including Keith's lovely Mercedes 300 SL Roadster. The weather was dry and sunny and a bit windy but we all enjoyed the show.





JAGUAR FESTIVAL 2019 @ BLENHEIM PALACE

May 10-12, 2019

This was a marvellous event. People have even commented that it even surpassed the show at Windsor Palace two years ago. Well over 1000 Jaguars attended, including many of our members, some staying for the three days.



CLASSIC AT THE CASTLE @ BERKELEY CASTLE

June 2, 2019

The amount of members who can go to this show is limited by the restriction on the age of the car but it is always popular. This year unfortunately the weather was poor with rain coming in early and it did spoil the event.



COMING SOON

SUPER SUNDAY SCRAMBLE @ BICESTER HERITAGE

June 23, 2019

The Super Sunday Scramble promises to be the biggest one yet. As JEC Club Members we are able to book tickets at 50% off the online price. Go to www.jec.org.uk login and get your discount code.

SOUTH WALES REGION BBQ @ ST MELLONS GOLF CLUB

July 14, 2019

We will be holding a BBQ for our members, sponsors and guests on the 14th of July. We have also invited Bristol and Somerset regions of the JEC and also our friends at the Usk Valley Club. We have a great menu, which is on page 40 of the magazine and I have managed to get a special price of just £12.00 per head. To book your place please contact me on 07977474637 or email: colin.manconi@jecsw.co.uk

CLASSICS & SUPERCARS @ SHERBORNE CASTLE

July 21, 2019

Now in its 16th year and 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. 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. Telephone: 01179 698186

SILVERSTONE CLASSIC ROCKING AND RACING

July 26-28, 2019

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 10,000 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 really enjoyed it. Fourteen of our members are going for the weekend, we have booked to stay the Friday and Saturday nights in a hotel not far away from Silverstone. 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.

**FULL EVENT SCHEDULE ONLINE
WWW.JEC.SW.CO.UK**

THE NEWS STAND

Read all about it.

Colin Masterson
News Editor



All the latest news from
JLR, the JEC and the wider
world of Jaguar & Daimler.

JLR and BMW join forces to develop electrified vehicles.

Jaguar Land Rover and BMW have announced they will collaborate on the development of next-generation technology for electric and plug-in hybrid vehicles.

The two firms will jointly develop electric drive systems, otherwise known as EDUs, in a move which Jaguar Land Rover and BMW hope will significantly lower the cost of development in an area of growth that has been incredibly costly to car makers in recent years.

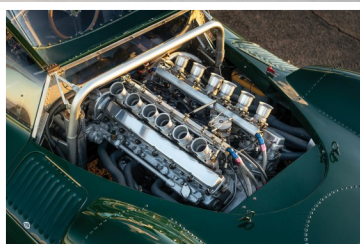
This new alliance is one of many currently underway in the industry as manufacturers seek to make electrified vehicles more profitable.

No timeframe has been given for when the first fruits of the collaboration will be seen, but it's likely to be in the next three to four years. Similarly, no volume expectations have been announced but given the need for economies of scale, it is set to be substantial.



We've proven we can build world beating electric cars but now we need to scale the technology to support the next generation of Jaguar and Land Rover products. It was clear from discussions with BMW Group that both companies' requirements for next generation EDUs to support this transition have significant overlap making for a mutually beneficial collaboration.

NICK ROGERS | JAGUAR LAND ROVER ENGINEERING DIRECTOR



Its not quite the real thing, but its close.

This XJ13 was built by Rod Tempero, a bodywork expert located in New Zealand specializing in European exotics from the '50s and '60s. Like the real thing, it has a mid-mounted 5.0L V-12 engine making over 500 horsepower, and looks to die for. The steering wheel is on the right side, and the gear-shifter sits in the door sill, as per the original. The engine bay is a work of art, with velocity stacks for each cylinder, and a single-tube roll bar positioned above. The engine cover is see-through, meaning everything is fully on display.

RM Sotheby's doesn't currently have much info on the car in its listing, nor does it have a final price estimate. You can bet this Tempero-built car is worth less than the real thing, but it won't be "cheap" by any means.



Legendary Jaguar Director of Design departs after 20 years.

Since joining Jaguar in 1999, Ian has built a world-class creative design team, established a new design philosophy and revived the range with award-winning designs. These include F-TYPE – Jaguar's first two-seater sports car since the iconic E-type – the XE, XF and XJ saloons, and the marque's first SUVs – F-PACE, E-PACE and most recently the all-electric I-PACE, which in April was crowned 2019 World Car of the Year, World Car Design of the Year and World Green Car.

Ian spent the first 12 years of his career at Ford Design Studios, moving on to become Chief Designer of TWR Design, where he was responsible for the Aston Martin DB7, Vanquish and DB9. Widely

regarded as one of the world's foremost automotive design talents, in 2005 Ian was awarded the title of Royal Designer for Industry from the RSA. In 2014 he received the Minerva Medal – the highest accolade bestowed by the Chartered Society of Designers, awarded for a lifetime's achievement in design.

As Creative Design Director, Julian Thomson has been responsible for establishing the future strategic design direction for the brand. Since joining Jaguar in 2000, he has overseen the development of the design concepts for the entire current product range. Julian began his career at Ford in Dunton, England, before moving to Lotus, where he became Head of Design, then Chief of Exteriors at Volkswagen Group's Concept Design Centre.



I have had an incredible career at Jaguar. One of my biggest highlights was creating XF because it represented the beginning of a new era moving Jaguar from tradition to contemporary design – it was a significant turning point in our story. Designing the F-TYPE was a dream come true for me, and I-PACE was an opportunity to create something hugely innovative that would really challenge the perception of Jaguar – and its success is testament to just how far the brand has come. I came into this role with a mission to take Jaguar design back to where it deserved to be. It has taken 20 years, but I believe I have achieved what I set out to do. Given the strength of both our products and the design team I feel that now is the right time to move on, both personally and professionally, and explore other design projects. Designing Jaguar cars was a lifelong dream for me and I'm delighted to remain involved as a consultant for the brand. I have worked closely with Julian Thomson for 18 years – he is a hugely talented designer and absolutely the right person to lead Jaguar design into its next chapter.



IAN CALLUM | JAGUAR DIRECTOR OF DESIGN

Limited edition Project 8 Touring specification announced.

For the same as the 'regular' P8, which is £149,995, you get a thinner, fixed rear spoiler in place of the P8's adjustable carbon fibre version, as well as a fixed front splitter. Plus, it's only available as a four-seater, not a two-seat track special. Limited to 186mph (the normal P8 does 200mph) you can be sure the weekly shop will be done in double quick time!

Oldie but a goodie. Great deals on last of the line XJ's.

Now Jaguar have announced the end of the line for the XJ in its current format, our sponsor Stratstone Jaguar Cardiff have announced the following PCP deal: Just £575 deposit and £574.57 per month for 48 months with a final payment of £20,153 or simply opt in to renew, retain or return. For full details, including T&C's go to: www.stratstone.com/new-cars/jaguar

SNG Barratt reveal a dynamo disguise (C15254CONV).

This unique product is a 60 amp output alternator cleverly disguised as a dynamo. It weighs just 4.9 Kg so has much more power than the original dynamo at considerably less weight. For use with negative earth vehicles, it has a 'drive through' armature which allows the fitment of an original power steering dynamo mounted pump. View the entire range of Dynalites on the website www.sngbarratt.com or by calling our sales team on 01746 765 432.



ON THE MARKET

See it, want it, buy it!

Lee Bayliss
Contributor



Man cave to decorate, garage gear, or maybe you fancy a bit of tech, LB checks out the market.

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ON TRACK

Live, love, race.

Michael Manconi
Magazine Editor



MM covers the latest news from the world of Jaguar racing, track days hill climbs.

Disappointing end to Berlin E-PRIX for Panasonic Jaguar Racing team.

After showing impressive speed and competing in his first ever Super Pole for Panasonic Jaguar Racing, Alex Lynn qualified P5 and was set to earn strong points before a technical issue forced him to retire.

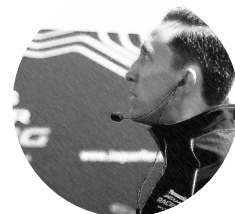
His teammate Mitch Evans had previously topped the time sheets in FP1 but had to contend with a race-long midfield battle after qualifying P18. He missed out a point finish in P12. The Kiwi continues his streak of completing every race this season.

The penultimate round of the European races took place on a challenging concrete track renowned for being tough on brakes and tyres. A strong start for Alex saw him battling for a podium in the Jaguar I-TYPE 3 before misfortune struck. Mitch showed impressive race craft in the middle of the field despite a damaged front wing, moving up six places by the chequered flag.



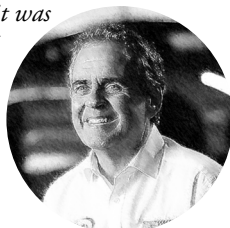
This wasn't the result we wanted. There are such fine margins in Formula E and we saw that this weekend. We need to go away to look at the route of the problem Alex had with his car in the race and what caused the difficulties Mitch had in qualifying. It is important that we remain positive as a team. The pace in Free Practice and Alex's first Super Pole for the team are positives from a tough day. We know the Jaguar I-TYPE 3 is quick and we'll come back fighting for the next race in Bern.

JAMES BARCLAY | PANASONIC JAGUAR RACING, TEAM DIRECTOR.



"I'm really pleased, I did overhear the commentator saying it was the best race of the day so far."

GRAHAM GLEW | SERIES ELITE FOUNDER



Lee 'Vic-torious' at inaugural SmartTrack Series ELITE Event.

Vic Lee clinched a double win as SmarTrack Series Elite made it's debut at the famous Silverstone circuit, over the weekend. Narrowly beating Nick Jarvis in two hotly contested races around the Northants' track.

Lee claimed pole position for the Series Elite opener, with a 1min 4.449secs around the Silverstone 'National' layout, with Nick Jarvis just 0.2secs down the road, and third placed Alex Moss just a touch over half a second off.

Race one saw Lee and Jarvis trade places for the lead several times before crossing the line, in their Jaguar XE Project 8s just 0.6secs apart at the flag. Ray Grimes completing the podium positions in third. Lee making history, winning the first ever SmarTrack Series Elite race.

A shower, just as race two got underway, made the second contest a rather slithery affair. But the SmarTrack Series Elite racers weren't to have their spirits dampened. Over the opening few laps it was Jarvis who gave himself a lead. With Grimes up to second and Lee in third. A moment late on for Grimes gave Lee second, but it wasn't until the final lap of the race that Vic was to pounce, leaving it late to grab the lead and take his second victory of the weekend. Jarvis just 0.5secs behind, and Moss in third.

Emphatic start for Invictus Games Racing in the British GT Championship season opener at Oulton park.

As the dust starts to settle on the British GT Championship season opener at Oulton Park, the Invictus Games Racing (IGR) team can reflect on how far they have come in such a short time. Plagued with bad luck in 2018, the engineers and mechanics dug deep over the winter months to strip and rebuild the cars in a bid to work through a number of issues the team had encountered during their first season, which for all intents and purposes turned into an R&D year.

The team had a quality driver testing programme for Steve McCulley, Paul Vice MC and Matt George in the lead up to the start of the season, but no one anticipated how well the team would do at the first two rounds of the championship.

Despite being on the back foot at the start of the weekend due to car issues forcing the team to lose half of their practice sessions, showing truly 'unconquered spirit' IGR fought back during both races to secure three podiums.



RACE 1

IGR fought back during both races to secure three podiums.

Starting in 16th(3rd in GT4 Pro/Am class), Steve made up a number of places as soon as the lights went out on the rolling start, however, an early safety car on lap two of Race 1 kept the field tight for ten minutes. There had been a number of incidents early on in the race and as soon as the safety car pitted, it was immediately full on again. A solid stint saw Steve bring the car in for the team's driver change with them 2nd in the Pro/Am class and only a few seconds off the lead group of GT4 cars.

After a very slick driver change, Matt George was out and instantly on the hunt, less than a second off the class leader. After a few laps tussling, George managed an extraordinary overtake round the outside of Martin Plowman's Aston Martin. With his tyres incinerated by the heat of the track and brake pads wearing fast, George managed to bring home the team's Jaguar 1st in the GT4 Pro/Am class and 6th overall.

RACE 2

With George starting Race 2 as the first driver, like McCulley had done in Race 1, he immediately gained a number of places from the start. Another early safety car kept the grid closed up, but this time George was right at the front, 2nd in GT4 Pro/Am and 3rd overall. As the race

approached the half way point and the mandatory pit stop period, one of the Aston Martin GT3 cars went off the track and got beached, so the safety car was called out again.

With some quick thinking by IGR Team Principal James Appleby, he called George into the pits under the safety car, so the team was able to change drivers within the safety car window. McCulley was now 2nd in class and second overall. For 15 minutes he was only a second down on first place, but there was a lapped car in between himself and the leader, which he could not get past. With one of the Ford Mustangs driven by Canadian Pro Scott Maxwell in third and aiming to get past, McCulley put a foot wrong on the exit of turn one, which put him into a spin at 130kmh. Incredibly, even after completing two 360° revolutions, he managed to avoid the barriers and re-joined the race seamlessly, although he'd lost the lead group and was overtaken by a McLaren who was in fourth. In the final couple of laps he managed to catch up the lead group and ended up 2nd in class and 3rd overall.

Steve McCulley and Matt George now lead the GT4 Pro/Am class and are placed joint second in the GT4 overall championship.



Martin Brundle reunited with XJR-12

Leading on from the most excellent TWR evening at our Jaguar Festival @ Blenheim, Motor Sport magazine has a great feature on Martin Brundle.

For the first time in 29 years, Martin Brundle is reunited with one of his Jaguar XJR-12s for a nostalgic blast at Silverstone, together with his son Alex, also a sports car driver and broadcaster.

Read the full nine-page feature in the current July issue of Motor Sport magazine, including an interview with the car's designer, Tony Southgate and a profile of the genius behind the team, Tom Walkinshaw.

Watch the video here: www.jecws.co.uk/mbxjr12

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22 June 2019
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ONE for the weekend ...and maybe the week

Michael Manconi
Magazine Editor



Fancy something
impractical, expensive
or just something unusual,
MM checks out the market.

In the summer of 1959, a Mr. Zimmer purchased himself a Mk1 Jaguar 3.4 automatic, registration number UKV 514, from Jaguar. He holidayed in it in the UK for a month, shipped it to New York in July '59 and eventually on to California where he lived. He used the car sparingly and in 1989 it returned to the UK to a family member we are told. The import papers are in the file.

It quickly passed to a Mr. Cobbold who, after much fun and games with the DVLC, managed to register the car back on to its original mark. The file has all the correspondence with the DVLC and The Jaguar Drivers club who helped Mr. Cobbold retrieve the number. At this time the car had covered 33,000 miles.

The underside of the car appears never to have seen a welding torch and is crisp and correct. It is a little dry in places underneath, but we have deliberately left it like that so interested parties can see the originality. We would advise a session with a Waxoyl gun at some stage.

The Jaguar comes with some history from the States, the import documentation, the paperwork for the registration number retrieval, invoices for various works in the UK and a Heritage Certificate confirming that it left the factory with black bodywork and a red interior and that it has its original 3.4 litre engine.

A superb looking Jaguar which has only covered 34,000 miles in its lifetime.



He kept the Jaguar until 2002 when it passed to a local enthusiast who has lightly refurbished it during his ownership. The paintwork was weary after 34 years so the car was repainted in its original black in 2003. The interior had been changed to cream at some stage so was retrimmed in its original red with new carpets, door cards and new leather.

It was decided to convert the Jaguar from automatic to manual transmission and so a gearbox and reconditioned overdrive unit from a Mk11 were sourced and fitted. The engine and gearbox assembly came out to carry out this job so the engine was refreshed with new shells, pistons and a de-coke. A new exhaust went on and the plain steel wheels were changed for the black wires now fitted which look fantastic.

MM: *While not to everyone's taste, I love the look of this MK1 with its black wire wheels and red leather interior, it has a proper East London Gangster look from the 60's... great for your next bank job!*

SPECIFICATION

Model: MK1
Year: 1959
Mileage: 34,000
Max Power: 210bhp
0-60: 8 secs
Top Speed: 120
MPG: 12
Price New: £39,999

£44,995

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Please note, in most cases we have not inspected or viewed the vehicle in person so this article is not a recommendation of the vehicle or seller by either the Jaguar Enthusiasts' Club South Wales region or the Correspondent whom has supplied this article. Always have any vehicle you intend to purchase inspected by a suitably qualified and independent individual and carry out checks as to the vehicle authenticity.

Driven

Jaguar XE Project 8 First Test: Exclusive & Extreme

This Limited-edition super saloon breaks records, empties wallets.

The Jaguar XE SV Project 8 has an insatiable appetite for breaking records. First, it shattered the four-door production sealon lap time at the Nurburgring with a time of 7:21.23. That's 11 seconds quicker than the Alfa Romeo Giulia Quadrifoglio, the former record-holder and our 2018 Car of the Year. Then, just last year, MotorTrend pro racer Randy Pobst set a production saloon lap record of 1:37.54 at WeatherTech Laguna Seca, eclipsing the 1:38.52 set previously by a 2016 Cadillac CTS-V.

What else would you expect from a Jaguar XE that looks like it's been injected with massive amounts of steroids and carbon fiber? With a supercharged 5.0-litre V-8 cranking out 592 horsepower, the Project 8 is also Jaguar's most powerful roadgoing car to date.

But in light of these accomplishments, Jaguar insists that it's a worthy roadgoing car as well. That's right—despite the bespoke bodywork, the pavement-sniffing splitter, and the massive wing out back, "compromise was not in the nature of this product," according to one of the Project 8's lead engineers. And you know what? They're right. Out on the road, the Project 8 is comfortable—even practical. Although EPA estimates fuel economy to be 16/22 city/highway, we observed an indicated 25 mpg during extended stints on the freeway. This fearsome

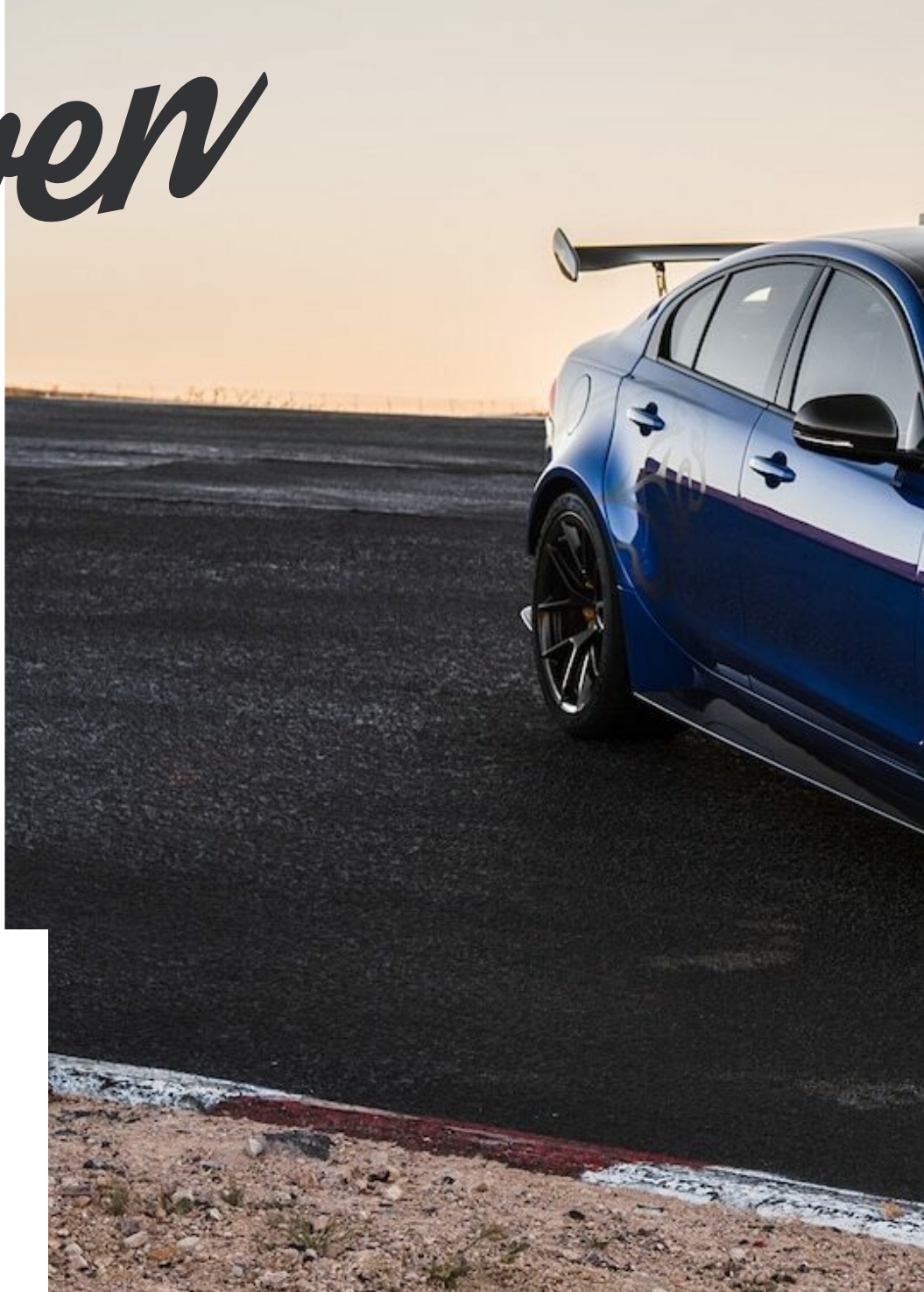
cat is also a cuddly kitty.

Then again, it had better be. The base price of the Project 8 is a blood-chilling £149,000. That's far more than such four-door performance heavyweights as the BMW M5 (£89,295), the Mercedes AMG E 63 S (£137,140), or the Porsche Panamera Turbo S E-Hybrid. It's more than twice the price of the aforementioned Alfa, which starts at a comparatively thrifty £61,595. None of these models, however, can boast a claimed 200-mph top speed. So there's that.

Our Velocity Blue tester featured a slew of options that were thoughtfully included at no cost. Some were appreciated, such as the 825-watt Meridian sound system and the trick 20-inch wheels, whose design resembles reverse five-spokes. We could have done without the giant cat vinyl decal

gracing the flanks of the sheetmetal, however. And for a record-breaking sports car, the front seats are a let-down. While the upper portion cradles the torso nicely, the bottom offers no lateral support to speak of. Outside of North America, buyers can choose a two-seat Track Pack option that offers carbon-fiber shells with four-point harnesses. Lucky.

Still, there's that monstrous engine. It's the only V-8 ever to grace the engine bay of an XE, here mated to an eight-speed automatic transmission driving all four wheels. And this V-8 slays. In our acceleration tests, the Project 8 leapt off the line to reach 60 mph in 3.2 seconds and cleared the quarter mile in 11.4 seconds at 122 mph. Road test editor Chris Walton had nothing but praise for its straight-line ability. "Super fast but no harsh





shifts, glorious sounds including the 'furrp' between gears. Love this thing to pieces."

Braking was equally as impressive, with the Project 8 needing only 104 feet to stop from 60 mph. Walton noted that there was "very little dive in the most aggressive drive mode, but some lightness in the rear of the car [when braking] from 100 mph." We would soon discover that there was a solution for the dive, though frustratingly, we weren't able to fully exploit it.

One of the most interesting things about the Project 8 is that it offers not one, but two Track modes. The first is software based: A push of a button on the console quickens steering and throttle responses and permits more leeway in the stability control thresholds.

The second Track Mode requires

some hands-on tweaking to the suspension and aerodynamics. The front splitter is extended, the rear wing's angle is adjusted, and the ride height is lowered 0.6 inches through adjustable coil springs. Despite needing some tools, it's still a fairly straightforward operation, but Jaguar insisted on handling the adjustments themselves in-house before trailering it to the track. Most Project 8 owners should be able to make these changes on their own.

This was exciting. Our plans were to lap the Project 8 exclusively in Track mode and conduct instrumented testing in both Street and Track modes to see how they differed. (The push-button Track mode was used for both.) We were especially curious to see if the lowered setting reduced dive during heavy braking.

Pushing the button was easy. The instrument panel confirmed our choice with a neat helmet-shaped icon on the display, though Randy was disappointed by the lack of information. "I couldn't get any gauges up. I was surprised in the Track mode with the little helmet up that there were no gauges, no temperatures. I was curious on the fourth lap if the engine was getting warm ... and I couldn't find it."

But that oversight paled in the efforts to successfully execute the other Track mode. For whatever reason, Jaguar techs insisted the ride height wasn't adjustable because our sample was an "early build." However, they had no problem adjusting the aero parts, so it was delivered to us in what Walton dubbed "Track-ish" mode.

The small tweaks indeed offered small improvements, most notably in



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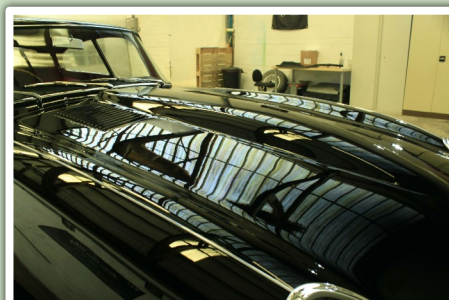
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our handling tests: In Street setup, the Project 8 pulled 1.02 g on the skidpad and ran the figure-eight loop in 23.4 seconds at 0.88 g. Those same tests run in Track returned 1.04 on the skidpad and 23.2 seconds around the figure eight at 0.91 g.

It's too bad the suspension couldn't be lowered, as it might have quelled some of the dynamic quibbles that testing director Kim Reynolds had during testing. "A lot of bouncing mid-corner," he noted. "Very springy steering and not a whole lot of feel. This thing is fast but not that well integrated." Given the Project 8's record-breaking pedigree, perhaps it would fare better at the track, even in "Track-ish" mode. Randy strapped on his helmet and headed out on the Streets of Willow to find out.

The numbers first: The Project 8 lapped Streets in 1:22.02, placing it above the Alfa (1:22.78) but behind our quickest four-door ever, the Tesla Model 3 Performance with Track Mode (1:21.49). Not bad at all, but not a record-setter.

Randy offered some thoughts. "It's a good-handling car that's heavy, and every so often that heaviness would raise its head. Eighty percent of the time, it feels pretty agile, and 20 percent of the time it feels heavy and ponderous." With a tested curb weight of 4,041 pounds, the Project 8 undercuts the Model 3 by a mere 37 pounds. Perhaps weight wasn't the issue, but there certainly was a perception of it.

Randy concluded that the hefty nature stemmed from the power distribution characteristics of the all-wheel-drive system. "I know it's supposed to be really balanced, but it's still pushy on power in the middle of a corner. It's not a car that can be easily drifted on power with all-wheel drive. It has plenty of power to do that, but it won't." By comparison, while the BMW M5 is also all-wheel drive, we're big fans of how it acts like a rear-wheel-drive car when applying power mid-corner.

Finally, Randy took issue with the



SPECIFICATIONS

BASE PRICE: £149,000
 PRICE AS TESTED: £149,000
 ENGINE: V8 5000cc Supercharged
 TRANSMISSION: 8 Speed Automatic
 VEHICLE LAYOUT: Front-engine, AWD
 DIMENSIONS: 4,713mm (L) | 2,075mm (W) | 1,436mm (H)
 MPG COMBINED: 25.7mpg
 POWER: 592bhp
 0-60 MPH: 3.2 sec
 MAX SPEED: 200mph

WITH THANKS TO

www.jaguar.co.uk
 Derek Powell & Brandon Lim (Motor Trend)

inconsistent ABS intervention, which made it difficult to reliably time his corner entry speeds. "One of the few cars where I felt I had to brake going into Turn One because the weight generates all this inertia and momentum, and it's hard to get to that turn. I was a little more careful because there was a tendency for the front end of the car to float a bit on a fast, wide bump. It was losing too much grip, like it needed more front rebound to keep the nose down, and when it did that, ABS engaged really hard, too."

With Randy requesting more rebound and compression from the suspension, our attention went back to the Track-ish mode. Was it possible the street-tuned suspension travel was causing these issues? Walton seemed to think so, but there's no way to know without procuring another Project 8 with a properly adjusted suspension for comparison.

Another Project 8? We've already had two. And with only 300 being produced worldwide, chances are slim that another one will come our way. Suspension gaffes aside, our time with the Project 8 was a rewarding peek into an audacious engineering exercise made production ready.

Those lucky few who manage to snag an order face a difficult decision—preserve it as a collector's item, or drive it as the SVO engineers intended? Our vote might be obvious, but it's also the right one. Exclusivity doesn't come cheap. Why not try to break a few track records of your own?



THE TORBAY FLYER

Greetings from the English Riviera

Harry Kuehling
President For Life



HK keeps us up to date
with all the latest news and
activities from sunny Devon.

Greetings from South Devon.

We have been out and about taking in classic car events as well as other non related events to keep us busy.

KILLERTON HOUSE CLASSIC CAR SHOW - 12th MAY 2019

This is one of our favourite shows. It's quite a large show and has grown considerably from the first time I went there in the E Type about 15 years ago! As we are National Trust members our entry was free! Apart from the show there is the house with various displays as well as extensive grounds with some beautiful flowers, plants, trees etc. to view. As usual we met up with TOWC members at the Exeter Services before travelling on in convoy to Killerton. We decided to take the VW Camper on this occasion and were overtaken by Julian and Sue in their 1930s Morris on our way up to Newton Abbott! We kept pace after that especially on the hills!

I also spotted a Suffolk replica Jaguar SS100 (569KBM) that was the subject of articles on the build in the Jaguar Enthusiast last year (See Jaguar Enthusiast September 2018 page 76). It looked very good indeed and I'm quite envious.

SKITTLES MATCH - 17th MAY 2019

Twice a year we have a skittles match against the West-country Classic Vehicle Club and the Kickstart Club in Forde Hall, Newton Abbot. We take it in turns to provide either the food or the raffle prizes. On this occasion it was our turn to provide the raffle prizes. I'm pleased to say I actually managed a "strike" this time & knocked all nine skittles down. Sadly our team came second again by just one point! Have to keep closer tabs on the scoring next time or perhaps demand a recount!

CLUB RUN - 19th MAY 2019

This was the last of our "Winter season" club runs and was organised by recent new members (who had never done a club run!) Phil and Jane. Their son actually helped out on the day. Gallows Gate was our popular starting point. On this occasion I teamed up with Phil & Dave in Phil's Volvo estate! It's always great fun with the "Three Amigos" with lots of banter and leg pulling. No politics were allowed! Our coffee stop was at the very picturesque "Badgers Holt" café/restaurant on the edge of Dartmoor. Natalea & I had been past it many times but, as it's slightly obscured from the main road, had never visited. Must take her there sometime soon!

The route then continued over Dartmoor, with brilliant views, passing Princetown. We didn't visit the prison this time! We continued on towards Yelverton (near Plymouth) before arriving at our lunch halt in the Ivybridge Hotel. Most of us plumped for the carvery as usual before listening to Julian's customary speech. A very pleasant day out.

CLUB MEETING - 30th 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

For our club meeting I had arranged for a guest speaker from Rowcroft which is a local hospice based in Torquay. See - www.rowcrofthospice.org.uk You may remember I took part in their "Male Trail" sponsored walk in March. I actually wore my "Male Trail" T Shirt specially for this meeting which pleased our guest speaker, Debbi Shotton. After slight difficulty with temperamental connections on her laptop and projector, Debbi gave us a very interesting talk and presentation on the operations of the hospice. Julian then presented her with a cheque for £100 as a donation to Rowcroft. She stayed on for a few minutes for our raffle & I gave her my winning ticket so that she could choose a box of chocolates.

The rest of the meeting dealt with news of events attended as well as upcoming events. A few planning decisions were also made in respect of our big show on Paignton Green on 28th July. As previously noted TOWC (along with SWCCC) have been voted into the top ten finalists in the Practical Classics search for the "Best Local





Classic Car Club", www.practicalclassics.co.uk/bbccoty Julian had contacted Practical Classics and discussed a possibility of meeting up with them en route across Dartmoor. Their response was "Great, looking forward to seeing you. No, no idea what we are doing". The reason is that they will have their photographer and depending on what they find and what the weather is like they may chose to do whatever on the way. That's all likely to change with the weather on the day! We'll just meet up with them at the Blagdon Inn on 26th June at 4.00pm.

TAVISTOCK STEAM FAIR - 2nd JUNE 2019

As a result of dire weather forecasts the TOWC attendance numbers at the show were well down on last year. As there was a possibility of rain for most of the day I decided to take the VW Camper. At least we could shelter and brew up in comfort. Natalea ducked out and I met up with members at Endsleigh Garden Centre near Ivybridge before travelling in convoy to Tavistock. Other club members and cars included Ian & Alan in their early Vauxhall Victor estate, Bruce & Pam in their later Vauxhall Victor saloon as well as Phil & Jane (WCVC) in their very nice Series 1 Jaguar XJ6 4.2 manual. As Ian reckoned I had the slowest vehicle I was nominated to lead! In the event I had to slow down for Ian!

Although we had one short shower of light rain the day stayed mostly dry. We did brew up several times in the camper and had yet more banter! Thanks also to Pam for her delicious home made cakes. One small accident when Ian's "ERF" truck mug nose dived to the ground and got

smashed. Luckily I found a replacement in St Luke's Hospice charity shop in Tavistock. Ian was so impressed he bought another in the same shop!

Later in the day a young couple from Germany came into the show with their highly decorated VW T25 camper - a throwback to the 1960s "Flower Power" era! They were touring the area and spotted our "decorated" camper. They will travel on to Lands End and, amazingly, are planning on taking their camper to go touring in Australia!

FORD ENGINE PLANT AT BRIDGEND

Very sad to read the news that the Ford engine plant at Bridgend will close next year with the loss of so many jobs. I remember (when I was a member of JEC South Wales) having guided tours around the plant particularly when they made the Jaguar V8 engines.

FUTURE EVENTS

There seem to be lots of events organised for June including the Westcountry Classic Vehicle (WCVC) show along the pedestrianised shopping centre in Newton Abbot on the 8th, Babbacombe Fair on the 12th, a large show at Morwellham Quay (near Tavistock) on the 16th, our annual club picnic on the 23rd. Sadly the WCVC show on the Den at Teignmouth clashes with the, fully booked, JEC Devon Region show at Torre Abbey on the 30th.

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Jaguar Summer Festival @ Blenheim Palace

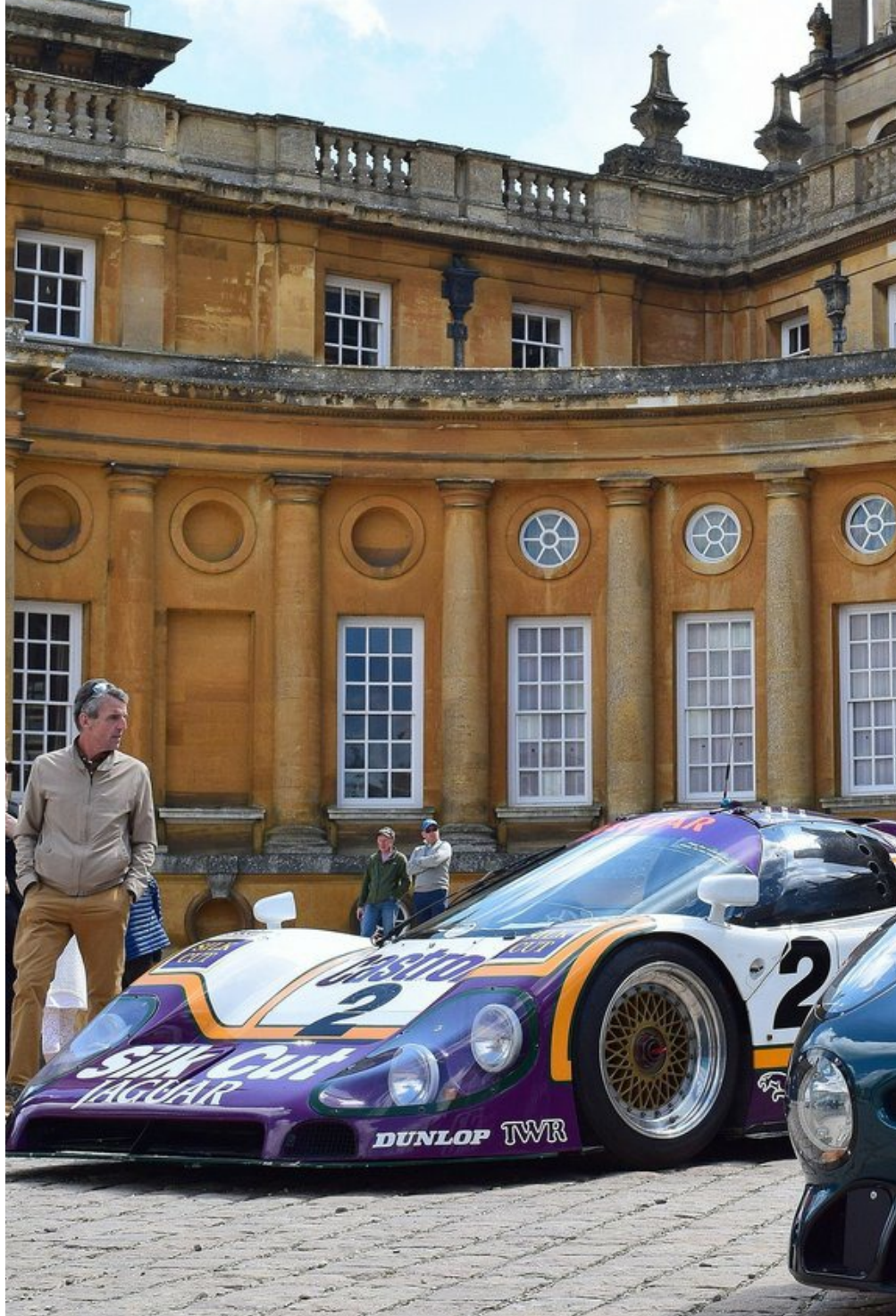
Read what happened and relive some of the highlights of the weekend.

By Coin Manconi

The majestic grounds of Blenheim Palace, Oxfordshire, bathed in sunshine played host to an impressive array of over 1,000 Jaguar cars on Sunday, May 12. It was a record turnout for the Club's Summer Jaguar Festival. There was something for everyone, with enthusiasts treated to displays of Jaguars from all eras, both modern and historic. The show cars represented everything from pre-war 'SS' models to E-Types and rare Mark V saloons, up to the very latest factor fresh XE, F-type and all electric I-Pace models. Visitors were presented with the largest gathering of Film and TV Jaguars ever assembled, including James Bond cars, the red E-type from Sean Connery's 1964 thriller *Woman of Straw*, the Italian Job E Type the Mark 1 saloon from TV drama *Endeavour* and Arthur Daley's beloved XJ6 from classic TV series *Minder*; a car that has seldom been displayed in public.

Yes, this really was the big one, the main show for the club this year. The event was spread over three days from Friday the 10th to Sunday the 12th of May. We had booked the Haythrop Park Resort as the main hotel for members and guests to stay, with Blenheim Palace hosting the main event on the Sunday.

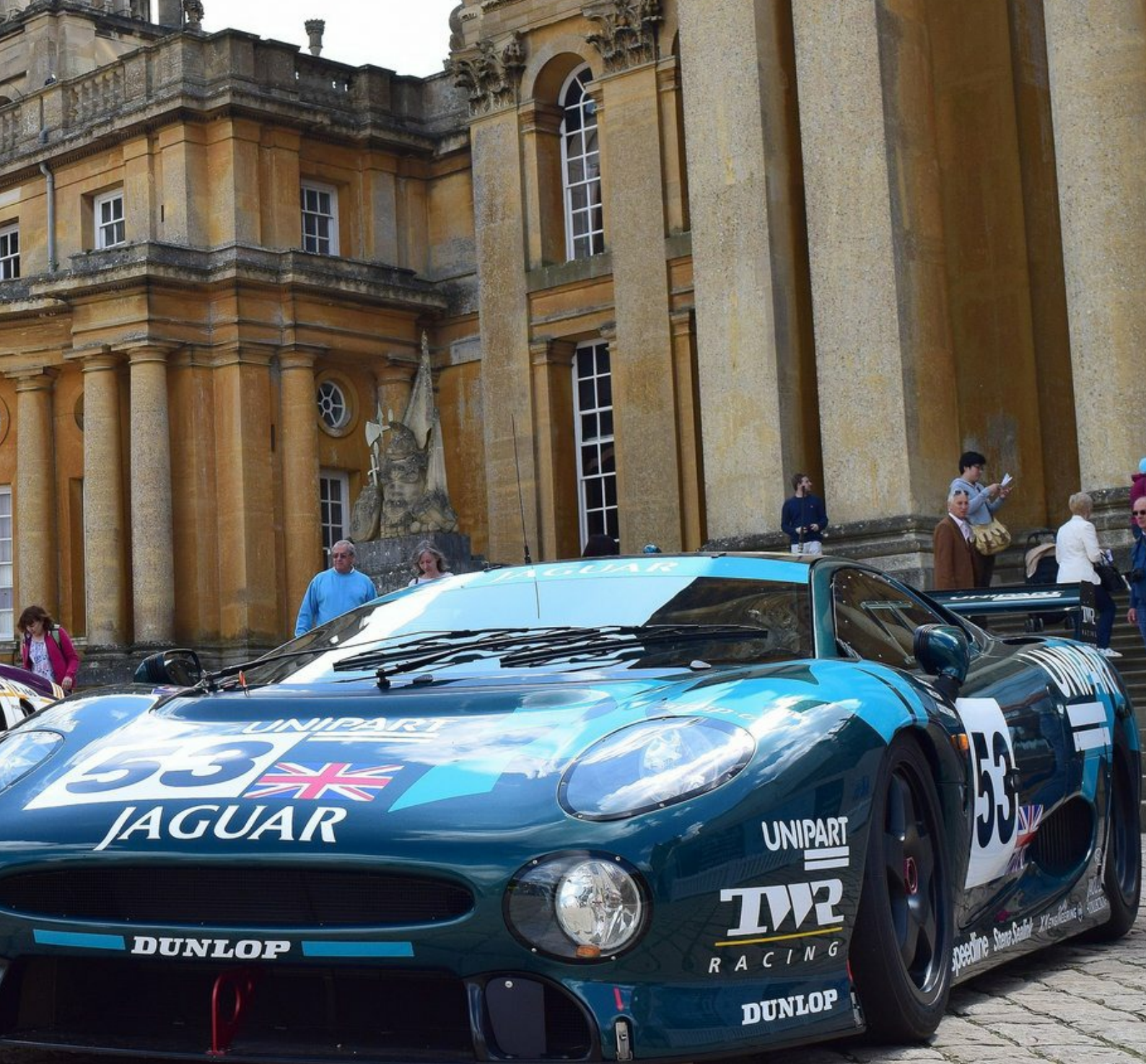
After been asked to arrange an event which would rival the show we held at Windsor, the response was, how do you beat a show which had everything? Royalty, the Queen rode down on her horse to view the cars, Prince Edward spent time walking around the cars talking to members. Added to that the magnificent backdrop of Windsor Palace and the opportunity to parade the cars through Windsor and the Palace's courtyard. We also had good weather and over 900 Jaguars attending. I was not sure that it was even possible to try to replicate such an event. Did we do it? Read on!



Michael and myself drove up early on Friday morning, Michael following me in the Range Rover carrying lots of stakes, tapes and various equipment as we had been tasked with setting up the fields in Blenheim Palace. We spent all day Friday at Blenheim, firstly marking out the Trader village, then the Regional Stands. The grounds at Blenheim are magnificent, but around the courtyard the ground drops away steeply into the lake which made it all the more tricky. We all know how unreliable old Jaguar handbrakes are and we were conscious that we didn't want any ending up in the lake! With 14 regions all wanting different regional parking areas, ranging in size from 3 up to 25 vehicles plus gazebos, it took us until late in the afternoon to complete. After making a start on the general parking area time caught up

with us and we called it a day and rushed back to Haythrop just in time to book in and get ready for the TWR Q&A in the evening.

Our very own Andy Webber had spent a great deal of time with Andy King (Ex TWR) arranging for some of the old personnel from TWR Racing to come along and do a live Q&A early in the evening. Starting with a champagne reception, attendees mingled, old friends caught up, then took their seats to hear interviewees included 1988 Le Mans winning driver Andy Wallace, TWR engineer Allan Scott, race team strategist Alastair MacQueen and revered racing car designer Tony Southgate, who was responsible for penning the TWR Group C Jaguars, relive some of the absolutely fabulous stories about the success the team had winning



Le Mans and also the Jaguar XJS becoming Group A European Touring Car Champion in 1984.

Afterwards we moved over to the large SNG Barratt Marquee for the evening Barbeque. The food was great and I think everyone enjoyed the music from the amazing Swingettes.

Saturday morning arrived all to soon and after a quick breakfast, Michael and myself headed back over to Blenheim Palace to continue layout out the general parking areas. In all we staked, taped and marked out over 1200 parking spaced, ensuring everyone could park quickly and efficiently upon arrival.

Saturday for our members started with an organised run out to Bicester Heritage Centre, organised by the Oxford region. Over 140 cars made the picturesque drive from Hythrop to

Bicester Heritage, where many of the attractions and traders had opened especially for them. From what I am told it was a great run out.

As evening fell our members gathered in the main hall in Haythrop for a champagne reception, then over to the SNG Barratt Marquee for the gala dinner attended by over four hundred and fifty members and guests. As we sat down for the meal Andy let it slip to Michael that it was his birthday. He was trying to keep it a secret, so within thirty seconds Wayne who was presenting the evening had been informed and soon the whole room were singing happy birthday to Andy to his great embarrassment! Andy you should know better to than to tell us anything because you know how we love to embarrass you.

The meal was good as was the

service. We then moved on to the Charity Auction. There were lots of great items in the auction and it raised over £7000 for the Invictus Games Foundation Charity. The entertainment for the evening was Tommy Blaize from BBC Strictly Come Dancing. He had been part of the Strictly Come Dancing band since 2004. Many of our members danced the night away, while we had a few more drinks at the bar and then it was off to bed. We had to be up early in the morning.

Sunday dawned dry and sunny and we were at Blenheim just after 6.30 am ready to sort out any last minute problems that always arise on an event of this scale.

With the courtyard the designed to be the centre of attraction, one of the themes was "Jaguars on film". Visitors were presented with the largest

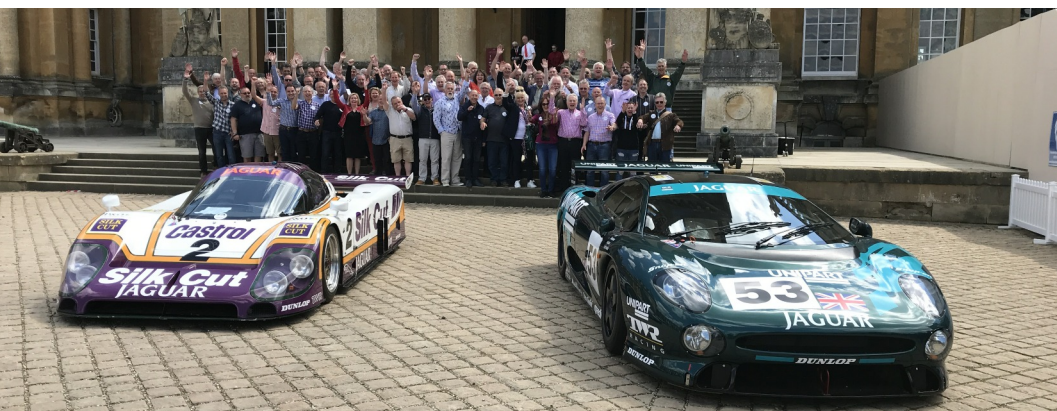
gathering of Film and TV Jaguars ever assembled, including James Bond cars, the red E-type from Sean Connery's 1964 thriller *Woman of Straw*, the Italian Job E Type the Mark 1 saloon from TV drama *Endeavour* and Arthur Daley's beloved XJ6 from classic TV series *Minder*; a car that has seldom been displayed in public.

Also in the courtyard were the Concours and Pride and Joy cars and a display of Mk2's celebrating the sixtieth anniversary. The Invictus games Racing Team was also present,

victory with the European Touring Car series with the XJS programme of the early-1980s. TWR followed that up with World Sportscar championship wins and victory at Le Mans in 1988 and 1990. Later, TWR developed road cars for Jaguar and eventually translated their racing car into supercar guise in the form of the XJR-15 leading to what was to become the fastest car in the world at the time, the Jaguar XJ220. We had arranged for the legendary purple liveried XJR-9, the very car that won

winning driver Andy Wallace, TWR engineer Allan Scott, race strategist Alastair MacQueen and revered racing car designer Tony Southgate, who was responsible for penning the TWR Group C Jaguars.

Out on the field there was a large area of trade stands selling all types of accessories. Our main sponsor SNG Barratt had set up their big wigwam on the grass outside the courtyard and it looked very impressive. CMC had set up a large stand to show their fabulous range of cars for sale.



they are currently competing in the GT4 category of the British GT championship with their pair of GT4 F-Type's. The club stand was also situated there and Tom was extremely busy all day selling club merchandise and signing up new members.

The other main event in the Courtyard was when more than 60 of the legendary TWR Racing team members were reunited for the first time. As you are aware, Tom Walkinshaw Racing Team (TWR) were synonymous with Jaguar after talking them to initial

Le Mans in 1988 and Tom Walkinshaw's own Group A, XJ-S V12, still resplendent in its white-on-green livery. I had asked Don Law if he would bring his TWR XJ220s that raced at Le Mans in 1993 and he kindly agreed. Thanks Don it was much appreciated!

Interviews and commentary were ongoing throughout the day and broadcast to the palace grounds via a huge TV wall, with expert presenter Wayne Scott interviewing visiting celebrities from the world of Jaguar. Interviewees included 1988 Le Mans

By 7.30 Jaguars of all sorts were streaming onto the field. There were a few problems with parking all the cars up and a bit of a queue developed and some cars overheated but by 10.00 most cars were in place. My view has always been, get up an hour earlier, leave an hour earlier, arrive early, miss the queues and drive straight in! It is much better than sitting in a queue for an hour watching the car boil over. The grounds looked really impressive with over 1000 Jaguars parked in their rows.

I must thank Ken Jenkins who

went out to the overheated or broken down cars and fixed them all. Even later in the day I watched Ken tinkering with a Mk 2 engine sorting out a problem. It is great to have people in the club who don't mind spending their time helping out.

After lunch the Spanish Gran Prix was screened live. I had recorded the practices and the Gran Prix to watch when I got home and I deliberately did not want to see any of the races on the big TV. Every time I walked out of the Courtyard in the afternoon someone

seminar on the history of Jaguars compact saloons in the Courtyard. Under the blazing sun it was very well attended and the crowd increased as the seminar went on.

One of the most eagerly awaited attractions of the show was the Lancaster bomber fly past, unfortunately it had a problem with one of its engines so they sent a Spitfire instead. What a terrible hardship! The spitfire looked stunning as it came overhead fast and loud wiggling its wings and turning hard to

had everything packed up and were ready to go back to the hotel.

Andy had arranged for the big screen to go over to Haythorp with a showing of the Italian Job (the original and the best) on screen for us to watch in the evening. What a great idea.

On the way back to the hotel I had a phone call off Rob Jenner saying no one had thought of ordering dinner for all of us who had been working and the restaurant was full. As usual Rob thought he could sort it out we would go to one of the two local pubs.



called me and you just can't help glancing up at the screen. I ended up seeing who was on pole, the beginning of the race and the end of the race. So much for watching it later!

At 1.00pm the Classic Motor Cars Commemorative Parade started, featuring over 140 fabulous Jaguars and Daimlers of all models cruising through the grounds of Blenheim. A truly delightful site, and one which drew extremely large crowds of members and general public alike.

At 2.00pm David Marks hosted a

perform a number of low fast pasts. An unforgettable experience. When asked it appears that Rolls Royce have a spare World War 2 Merlin engine in stock, so hopefully the Lancaster will be back in the skies soon!

Then it was all over! 4.00 pm came and the cars began streaming out through various entrances. By 5.00pm the field was almost clear of cars. We all sighed a breath of relief. It had all

“The look on his face when I brought it to him and didn't ask him to pay for it was magic!”

come together without any major problems and the overwhelming responses from members leaving was what a fantastic event and day they had. For us however, the day wasn't yet over as we had to dismantle everything and clean up the grounds. This is always the worst part, but everyone helped and a couple of hours later we

Unfortunately, the one pub didn't serve food on a Sunday and the other had finished serving! It looked like we were going hungry, but it turned out that the bar in Haythorp served "bar meals" so we pulled a load of tables together had our food and then went out to watch the Italian Job.

I would just like to thank Andy Webber (I didn't think I would ever say this!) as our Advertising and Events manager he put a tremendous amount of effort over the past year organising this event together with the events committee. Over the weekend he was everywhere. There is nothing of him but he must have lost a stone in weight and certainly has a lot of new grey hairs after sorting out any problems that arose during the weekend. Thanks Andy. I felt so sorry for him on Sunday that I even went and bought him an ice cream. The look on his face when I brought it to him and didn't ask him to pay for it was magic!

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Classics In Cardiff @ Cardiff City Football Stadium

South Wales Classic Car Club host their annual classic car show in a very modern setting.

By Coin Masterson

Once again the South Wales Classic Car Club show was held in the car park of the Cardiff football ground; not the ideal venue, especially when compared to the old grassy venue at Pen-coed, but fortunately, by getting there early each time, we park up next to a large grass patch, enabling us to erect our gazebo which acted as a focal point for members during the day.

We soon had thirteen member's cars lined up, which comprised a good cross section of models over the years: a Mk IX, four E types, an XJS, three XK8s, an XF, two XKs and an F Type. It was nice to see Neville's smart new XK8 and I hadn't before seen Keith's very "fabulous" (or should it be "tidy", being the South Wales region) left hand drive black E Type.

It wasn't long before Paul had the bacon sizzling in the pan and we were enjoying our bacon rolls. That enjoyment was rather tempered by a rather officious woman who told us that, according to their regulations, we

were not allowed to cook in the football grounds using naked flame. She then went on to say the same thing to the guy in the burger van, which went down well as he had obviously paid for his pitch. In the end, we convinced Paul to carry on with his delicious burgers at lunch time, as he had always done, but it means that we will now seriously consider whether or not to attend the show next year. Representations will be made to the SWCCC before then so we can make a decision.

Although there were quite a few "new" cars, like the Ford Clubs that have their hot hatches, many of which would be just as at home in Tesco's car park, there were plenty of older and familiar cars from the middle of the last century (blimey, now I feel really old!). There was an unusually bodied

Alvis and a nicely presented Gilbern, one of the few cars made in Wales, the factory being in Llantwit Fardre, just South of Pontypridd, so pretty local.

A more modern car that caught my eye was a "grey import" metallic blue Toyota Sera with a large clam shell glass back, like the Jensen Interceptor and two butterfly doors; a very pretty red Alfa Romeo 2000, similar to one I owned; and a mid-engined Renault 5 Turbo, which looked ready to race. I am usually a sucker for American cars and was interested to see a number of imported police vehicles. One of them was complete with all of the radios, laptops, sirens, light bridge and other gadgets that are normally stripped out of ex-police vehicles once they are sold. This car was owned by a British National, who, unusually, served in a





local Sherriff's office in Washington State for 8 years, and this was the car he used. As you might expect, he had a few interesting stories to tell.

Andy had the temerity, for a JEC official, to turn up once again in an Aston Martin, although, to be fair, it was a DB7, being a rebodied XJS. The XJS was made from 1975 to 1996 but, once it had become obsolete, some genius at Fords decided to squeeze the last drop of juice out of the car by flogging off the chassis design to Astons for their entry-level car, which was then made from 1994 to 2004. However, never let it be said that Andy does not buy the ice creams as, once his arm had been twisted up behind his back, he willingly (phwww!) strolled over with us to the ice cream van.

Arriving at our gazebo was a man

holding a microphone with a GTFM logo on his T shirt. GTFM is a community radio station serving Pontypridd and surrounding areas of Rhondda Cynon Taf in south Wales. He wanted an interview about our cars and but we deftly sidestepped the request, pointing out that Andy Webber was the man he wanted. Fortunately, the interview took place in the radio tent that was out of earshot of our gazebo so we didn't have to hear it! On his return he shared with us a mystery as he couldn't find a USB connection for his sound system that he had been told was fitted to the car. Peter thought the battery should first be isolated by pressing a button to disconnect the battery - it didn't. It took much head scratching and data downloads from the internet, eliminating the suggestion

cars exported to the USA had a button to reinstate the battery behind the driver's seat before a solution was found: another button in the boot which was suitably difficult to find! I looked in the passenger foot well of the car and found the USB connection straight away - mystery solved!

Fortunately, even after the ice creams we still had room for a slice of Ruth's Chocolate cake that seems to get better every time she makes it. I don't know all of the technical jargon but there was chocolate ganache icing and pieces of chocolate in the cake itself - well Done Ruth. Packing up took no time at all, with so many helpers, and it was soon time to head home.

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Vale of Glamorgan Classic Car Show

Sun, sea views and wind, lots of wind. The Rotary Club of Dinas Powys host their annual classic car show.

By Colin Masterson

The Rotary Club of Dinas Powis once again organised the Vale of Glamorgan Classic car show in aid of the Prostate Cymru and Barnardo's Cymru and local community and good causes in the grounds of the Sully Sports and Leisure Club. In its 7th year (I know, doesn't time fly?) the event welcomed classic car enthusiasts from all over South Wales and the West Country and beyond.

The show is meant for Pre 1996 vehicles only, but post 1996 cars are allowed, if considered of interest to the public by the organisers. As well as vehicles, catering facilities and activities for children and families, there was an auto jumble, described on their website as "a haven of parts and spares for anyone working on their car stalls selling a range of hard-to-find car and motorcycle parts, accessories, merchandise, memorabilia plus vintage items and crafts." In truth, most people buy off the internet these days as most auto jumbles are just that: a collection of mixed up old parts with no labels, so you would be lucky to find what you might be looking for. Still, that doesn't usually stop us from looking!

We met at the Sully Arms before conveying into the show so that we could park up together. The organiser decided to allocate stands to just two clubs this year but hopefully this will include us next year so we can be assured of a spot for our gazebo.



Fortunately, arriving around 8.30, we could pick our spot and soon had the gazebo set up, Paul cooking the bacon and twelve members cars parked in a neat display. The inner man replete, it was time to head round the vendors stalls, which were a bit disappointing, and then look at the other cars on display and several caught my eye.

Parked in the same row of cars as us was a 1965 Daimler Majestic Major which reminded me of the tantalising prospect of what Jaguar might have been; not because of its bulky body (1880 kg) or its price of £2,393 (a third more than the Mark X, announced a month after the Daimler) but because of its jewel of an engine: a 4.5 litre V8. When shoe-horned into a Mark X by Jaguar, following Daimler's acquisition in 1960, its top speed was increased from 120 mph to 135 mph. In the spring of 1963 The Times' motoring

correspondent tested the Daimler's acceleration times (with the Jaguar Mark 10 results in brackets) which were 0-30 mph, 3.8sec., (4.3), 0-60, 10sec. (12.1), and 0-100, 30.8sec. (31.1). Sadly, this engine, which was capable of significant development, was canned by Jaguar, as it was "not invented here".

Near us was a 1972 VW Beetle converted to air ride suspension, which was certainly worth another look as was the Citroen H van, a classic panel van, made between 1947 and 1981, clad in corrugated steel panels, to keep the bodywork light in weight but strong, but which looked an old wreck. Looks can be deceiving as the apparent rust was artificially induced and then sealed with liquor. Underneath was a new chassis with a 2.8litre V6 engine. It had the look of a rat rod, the sort of thing I see at car shows in





the Florida. There were little details that you had to look for, like the engine cover in the cab was made from an old galvanised tin bath, this vehicle was an exhibition in itself.

I also loved the rarity of the 1930 o.h.v. 20/60 h.p. Star Comet originally sold for £675. The car was made in Wolverhampton and was unusual for its time in that the company made everything, from the chassis and running gear to the complete bodywork. At its peak it was selling 1,000 cars a year and was the 6th largest car company in the UK, but I bet you have never heard of it! The company didn't survive the crash, folding in 1932. In an advert at the time it was described as "of extraordinary fine finish, absolutely and entirely free from the faintest noise vibration or period at all speed up to 65/70 mph (clearly the Trades Description Act or the Advertising Standards

Authority were not in force then).

One of the highlights of the day was the announcement of the best cars in show. The judging had fallen into disrepute over the years as one of the larger clubs in the past (naming no names, but think of a four letter word starting with F and ending with D) fixed the winner by all voting for one of their members. This year it was based on the personal effort put into the car and not money spent on it. Voted third was a very tidy 1973 MBG GT V8; First was an MG Y Type saloon which had been in the same family during its life but: [drum roll please] it was Colin Manconi who took a well deserved second place for his beautiful 1973 V12 Series III E Type, lovingly maintained by Colin for around 44 years. The presentation was made at the end of the show, the perfect end to an end to a sunny but windy day by the seaside.

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Prices subject to change, listed prices correct as of 18th March 2019. All prices inclusive of VAT.

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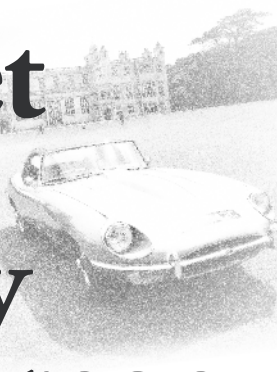
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Get In My Garage



Michael Manconi
Magazine Editor



South Wales Region member Andy Webber tells MM about his Jaguar moments of madness.

MM: What is your earliest Jaguar memory?

AW: Sitting on my great uncles knee driving his V12 XJS around Swansea airport car park. I was hooked from then on! Mum said that by 7 I could name all the Jaguar models and would point them out as we drove along, I was never interested in the other cars just Jags!

MM: Tell us about your first Jaguar or Daimler

AW: 2004 XKR - I can still remember picking the car up and driving home in heavy traffic on the M25, it was only on the M4 that I could put my foot down and it scared the hell out of me! A great car that I enjoyed doing many car shows with for over 4 years.

MM: What's your ownership history?

AW: It started with the XKR, which was soon followed by an 1997 XJ6. I then jumped in to a red 4ltr XJS convertible that looked fantastic and was great just to cruise in as well as scratching the XJS itch I always had since a kid. I loved it so much I also bought a coupe, which again was beautiful and so easy to drive. As daily drivers I've had an X-Type, XF and now on an XE, all of which have been impressive in their own ways. Recently I've bought a 1991 series 3 Daimler Double Six, which my little boy loves and allows us to have family days out at car shows! (I now have many Shell loyalty card points - MANY!)



MM: What are your favourite Jaguar or Daimler past and present?

AW: I love the Mk2's and the X350 XJ's - I will own both one day but I'm dabbling in other marques at the moment and enjoying a varied collection of V12's.

MM: What is your most memorable Jaguar or Daimler driving moment?

AW: Driving my XKR in a Jaguar convoy to my first car show with the JEC South Wales region to Coleford. To me, this was absolutely awesome even in the rain!

MM: What is the best car you have owned and why?

AW: It's got to be my first XKR! Probably because it was my first Jaguar and I enjoyed many happy motoring firsts in it including a drive around the West of Scotland on honeymoon.

MM: Any car regrets?

AW: Buying a second DB7 - nuff said. Oh yeh, and buying an older XJ6 as a daily driver - that was quite an expensive mistake, but a

great car to drive.

MM: If you could spend an evening with anyone from the motoring world past or present, who would you choose any why?

AW: Former Ferrari driver, Eddie Irvine - I bet he has some great stories from his life in F1!

HOW DID YOU COME TO JOIN THE CLUB?

A friend in my previous work place recommended the club and I rang our rep at the time Harry and as they say the rest is history. Maybe if I'd rung Colin I'd have joined the JDC!

WHAT SETS THE CLUB APART FROM OTHER JAGUAR/ DAIMLER CAR CLUBS?

It has to be Andy Webber, the Events and Sponsorship manager for the JEC. What a guy! (MM. Modest too from what I hear!)

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT THIS YEAR?

All of them but probably Goodwood revival as it's my first revival.

ANY ADVICE TO PEOPLE LOOKING AT BUYING A JAGUAR OR DAIMLER?

Take Scott with you and also someone who knows about cars, if possible buy with your head not heart!

AND MOST IMPORTANTLY, YOUR FAVOURITE BISCUIT IS?

Jaffa cake - I don't care if it's classed as a biscuit or not!

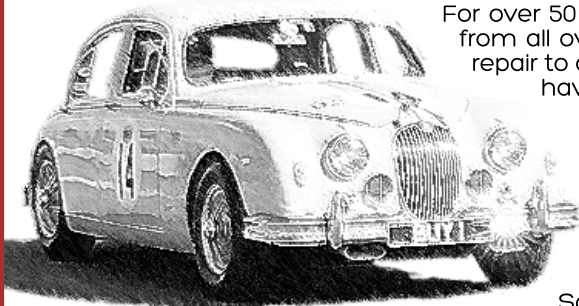


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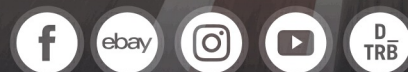
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JOKES & ANECDOTES

Skinned knuckles or car broken down again?
Lighten the mood with a selection of jokes
& Anecdotes from you, our members.
Email your jokes to editor@jecs.co.uk

THE BEAN SURPRISE

During lunch at work, I ate three plates of beans (which I know I shouldn't). When I got home, my husband seemed excited to see me and exclaimed delightedly, "Darling I have a surprise for dinner tonight." He then blindfolded me and led me to my chair at the dinner table. I took a seat and just as he was about to remove my blindfold, the telephone rang. He made me promise not to touch the blindfold until he returned and went to answer the call.

The beans I had consumed were still affecting me and the pressure was becoming unbearable, so while my husband was out of the room I seized the opportunity, shifted my weight to one leg and let one go.

It was not only loud, but it smelled like a fertilizer truck running over a skunk in front of a garbage dump! I took my napkin from my lap and fanned the air around me vigorously. Then, shifting to the other leg, I ripped off three more. The stink was worse than cooked cabbage. Keeping my ears carefully tuned to the conversation in the other room, I went on releasing atomic bombs like this for another few minutes. The pleasure was indescribable!

Eventually the telephone farewells signalled the end of my freedom, so I quickly fanned the air a few more times with my napkin, placed it on my lap and folded my hands back on it feeling very relieved and pleased with myself.

My face must have been the picture of innocence when my husband returned, apologizing for taking so long.

He asked me if I had peaked through the blindfold, and I assured him I had not.

At this point, he removed the blindfold, and twelve dinner guests seated around the table, with their hands to their noses, chorused, "Happy Birthday!"

WELCOME TO FRANCE

At the French immigration desk, the man took a few minutes to locate his passport in his carry-on bag.

"You have been to France before, Monsieur?" the Immigration officer asked, sarcastically.

The elderly gentleman admitted he had been to France previously.

"Then you should know well enough to have your passport ready."

The British gentleman says, "The last time I was here, I didn't have to show it."

"Impossible. The British always have to show their passports on arrival in France!"

The elderly gent gave the French Immigration Officer a long hard look.

Then he quietly explained: "Well, the last time I was here, I came ashore on Juno Beach on D-Day in June 1944, and I couldn't find any bloody French men to show it to."

HOLMES & WATSON

Sherlock Holmes and Dr. Watson went on a camping trip. After a good meal and a bottle of wine, they lay down for the night, and went to sleep. Some hours later, Holmes awoke and nudged his faithful friend.

"Watson, look up at the sky and tell me what you see." Watson replied, "I see millions and millions of stars." "What does that tell you?" Holmes asked.

Watson pondered for a minute. "Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Astrologically, I observe that Saturn is in Leo. Horologically, I deduce that the time is approximately a quarter past three. Theologically, I can see that God is all-powerful and that we are small and insignificant. Meteorologically, I suspect that we will have a beautiful day tomorrow. What does it tell you?"

Holmes was silent for a minute, then spoke. "Watson, you idiot. Somebody has stolen our tent!"

HEAVEN OR HELL

While walking down the street one day a Member of Parliament is tragically hit by a truck and dies. His soul arrives in heaven and is met by St. Peter at the entrance.

'Welcome to heaven,' says St. Peter. 'Before you settle in, it seems there is a problem. We seldom see a high official around these parts, you see, so we're not sure what to do with you.'

No problem, just let me in,' says the man.

'Well, I'd like to, but I have orders from higher up. What we'll do is have you spend one day in hell and one in heaven. Then you can choose where to spend eternity.'

'Really, I've made up my mind. I want to be in heaven,' says the MP.

'I'm sorry, but we have our rules.'

And with that, St. Peter escorts him to the elevator and he went down, down, down to hell. The doors open and he found himself in the middle of a green golf course. In the distance is a clubhouse and standing in front of it are all his friends and other politicians who had worked with him. Everyone is very happy and dressed in evening dress. They run

to greet him, shake his hand, and reminisce about the good times they had while getting rich at the expense of the people. They played a friendly game of golf and then dined on lobster, caviar and champagne. Also present is the devil, who really is a very friendly and nice guy who has a good time dancing and telling jokes. They are having such a good time that before he realizes it, it's time to go.

Everyone gives him a hearty farewell and wave whilst the elevator rises. The elevator rises and the door opens in heaven where St. Peter is waiting for him.

'Now it's time to visit heaven.' So, 24 hours pass with the MP joining a group of contented souls moving from cloud to cloud, playing the harp and singing. They have a good time and, before he realizes it, the 24 hours have gone by and St. Peter returns.

'Well, then, you've spent a day in hell and another in heaven. Now choose your eternity.'

The MP reflects for a minute, then he answers: 'Well, I would never have said it before, I mean heaven has been delightful, but I think I would be better off in hell.'

So St. Peter escorts him to the elevator and he goes down, down down to hell. When the doors open he's in the middle of a barren land covered with waste and garbage. He sees all his friends, dressed in rags, picking up the trash and putting it in black bags as more trash falls from above. The devil comes over to him and puts his arm around his shoulder.

'I don't understand,' stammers the MP. 'Yesterday I was here and there was a golf course and clubhouse, and we ate lobster and caviar, drank champagne, danced and had a great time. Now there's just a wasteland full of garbage and my friends look miserable. What happened?'

The devil looks at him, smiles and says, 'Yesterday we were campaigning... Today you voted.'

Two Irishmen are hammering floorboards down in a house.

Paddy picks up a nail, realises it's upside down and throws it away.

He carries on doing this until Murphy says, "Why are you throwing them away?"

"Because they are upside down" says Paddy.

"You daft git" replies Murphy, "Save 'em for the ceiling".



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TO BOOK YOUR PLACES CALL OR EMAIL COLIN
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T: 07977 474637

CALENDAR

WHAT'S ON IN 2019



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@xclusivelyjaguar.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@xclusivelyjaguar.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@xclusivelyjaguar.co.uk

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



EVENT KEY



JUNE

- 23 Super Sunday Scramble @Bicester Heritage

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 Classics & Supercars @ Sherborne Castle

- 26-28 Silverstone Classic Rocking & Racing

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 Classic Car & Music Festival

- TBA Bristol Region Summer BBQ

SEPTEMBER

- 1-2 ST Nichols Classic Car Show

- 5-8 Salon Privé Concours d'Elégance, Blenheim

- 7-8 Beaulieu International Autojumble

- 8 The Speech House Vintage Show Coleford

- 13-15 Goodwood Revival

- 22 The Warren Classic & Supercar Show

OCTOBER

- 5 Castle Combe Classic Action Day

- 6 Bicester Super Scramble @Bicester Heritage

- 13 Malvern Festival of Transport

- 20 Jaguar International Spares Day, Stoneleigh

NOVEMBER

- 2 Jaguar Enthusiasts' AGM & Awards Dinner

- 8-10 Lancaster Classic Car Show, @ The NEC

DECEMBER

- 7 South Wales Region Christmas Dinner

REGIONAL INFORMATION

Find out more about the South Wales Region, where we meet, who to contact and how to contact us.



ABOUT US

The South Wales Region of the Jaguar Enthusiasts Club (JEC) was founded over 33 years ago and has steadily grown in size during this time. We are renowned for being a very active and friendly region. Our members enjoy sharing their knowledge and expertise with other Jaguar owners, which is a great benefit to all members, new and old. The region attends many shows and events throughout the year and also arranges local 'Drive it Days', BBQ's and annual Christmas dinner.

So why not come along and join us at one of our monthly meetings regardless of age, standard and type of Jaguar you own. We pride ourselves on the eclectic and laid-back nature of our gatherings, with a varied range of members from all walks of life. There is no 'eliteness' regardless of whether you own a £500 X-Type or a million pound light weight E-Type, we welcome everyone who has an interest in and loves Jaguars and Daimlers. Whether you just want to talk cars, get local advice or meet other like minded Jaguar owners for a social evening, our local region is the best place for you and your Jaguar to be.

Our monthly meetings are held on the 3rd Wednesday in the month from 7.30pm and offer social meets, bonnet up nights, guest speakers and much more. Held at St Mellons Golf Club, St Mellons, Cardiff, South Glamorgan, CF3 2XS, we benefit from ample onsite parking, friendly staff, well stocked bar and great views across the greens.

We encourage everyone to visit us and take part adding to the social and welcoming feel of the region, so come along to meet us and get involved in supporting your Club locally, you will not regret it. See you soon!

MONTHLY MEETING VENUE

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.

WHEN: 3rd Wednesday in the month from 7.30pm

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



REGIONAL CONTACTS

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COMMITTEE MEMBER | COLIN MASTERSON
E: COLIN.MASTERSON@JEC SW.CO.UK

GETTING INVOLVED

We are always looking for members to play an active role in the region, be it helping out at shows, organising runs and meets or simply joining us at club nights, shows, drive it days, social events and meets. If you would like to get more involved then give our Regional Rep a call or drop him an email. Contact details can be found at the bottom of this page.

SEND US YOUR MAGAZINE ARTICLE

If you are reading this then you are probably interested in submitting an article or have some content for the regional magazine. Great news, we really do appreciate your help! You don't need to be Shakespeare, and your article does not need to be 10,000 words long - all we need is you to come up with whatever you feel comfortable doing. Don't worry about trying to make it look 'pretty', the design company who produce the magazine will do the hard work for you. Simply send your text in a Word or Text document and attach any photos to the email. Don't include your photos in the Word document as they lose quality. If you want to make reference to a particular photo in your article simply use something like: (ADD PHOTO NAME PHOTO1.JPG) in RED text to the article where the photo should appear. And that's it. Simple really. We look forward to getting your article published. Email your submissions to: editor@jecsw.co.uk

GET IN MY GARAGE

If you would like to share your Jaguar or Daimler story without having to do the hard work, head online to our site and fill in the quick fire questions, upload a photo or two and sit back and wait for your story to hit the mag. This really is a great way to get involved and only takes five minutes. Go to: www.jecsw.co.uk/gim

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