

JAGUAR

ENTHUSIAST

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CLASSICS @ THE CASTLE
BATTEN DOWN THE HATCHES

DRIVEN: 1952 XK120
WITH A FANTASTIC STORY

JIM RANDLE
& THE STORY OF THE XJ220



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EDITORIAL

Magazine Editor Michael Manconi
News Editor Colin Masterson
Regional Rep Colin Manconi
Contributor Harry Kuehling
Contributor Scott Morgan
Contributor Leigh Woolford
Contributor Brian Pearson
Contributor Norman Alford
Contributor Mike Hayes
Contributor Lee Bayliss
CICPO Andy Webber

Contributions welcome.
Please email all contributions including
photographs, articles and reviews to:
editor@jecsouthwales.co.uk

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Colin Manconi
email: advertising@jecsouthwales.co.uk
Telephone: 07977 474637

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treasurer. Contact Colin Manconi
email: colin.manconi@jecsouthwales.co.uk
Telephone: 07977 474637

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Web: www.trendydesigns.co.uk
Email: hello@trendydesigns.co.uk
Telephone: 0845 366 58 48

CONTACT US

You can contact us using any of the methods
below. A full contact list of Regional Club
Officials can be found on page 42.

Web: www.jecsw.co.uk
Email: hello@jecsw.co.uk
Telephone: 07977 474637 (Colin Manconi)

WEBSITE

Find us online at www.jecsw.co.uk

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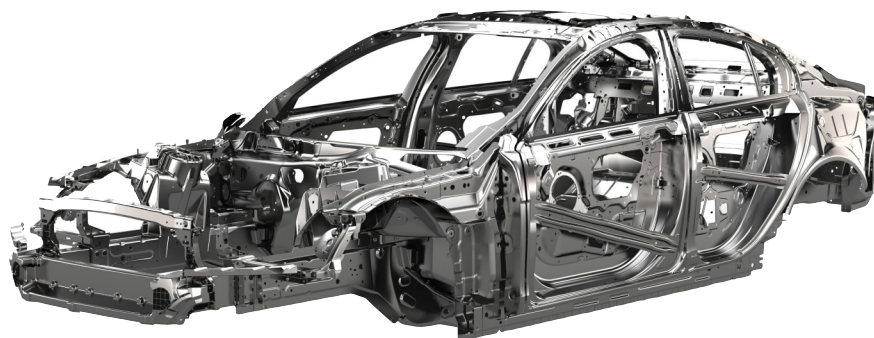
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JAGUAR & ALUMINIUM

The first Jaguar XK120s in the 1940s used aluminium panels, while the C-Type and D-Type racers that dominated Le Mans in the 1950s, and the lightweight E-Type of the 1960s were pioneers in aluminium chassis and body design. In 2003, Jaguar redesigned the iconic XJ with an aluminium bonded and riveted structure that was 40 percent lighter than its predecessor. Today's Jaguar saloons, sports cars and SUVs are benefiting from the fifth-generation of that aluminium thinking.

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Welcome

Roof down, sunglasses
on, road trip here
we come.

With summer finally here the sun is shining and the show season in full swing, its time to 'gas' up the car (as the yanks say), kick the tyres and hit the road - the very congested road!

In between the infuriating stop starting, never ending traffic lights, ever growing enforcement cameras and playing dodge the pot hole, is there any enjoyment left in driving? Surprisingly yes!

There is nothing better than heading out for a early morning drive just as the sun starts to beat down, winding through country roads and over taking the local farmer pottering along on his tractor. What has any of this got to do with you? I'm glad you asked.

We realise that not everyone wants to spend all day at a show or event, you may enjoy the drive there more than being there all day, or perhaps like most of us you are time poor so need to make every trip out count. With that in mind as a region we are going to be organising and attending more 'Coffee & Cars' type events - simple runs to picturesque locations for a coffee, snack and a natter, then back home in a few hours just in time to do that DIY you have been putting off! Predominantly to take place on a Saturday morning we will also throw in the odd evening - just to keep you on your toes!

As with all events, we need help organising them and also suggestions of where YOU our members would like to have a run out to. So, get your thinking caps on and drop us an email with some suggestions (our contact details are on page 42).

Silverstone Classic here we come.

My favourite show of the year is almost here and there is still time to book tickets and experience all Silverstone Classic has to offer. From the 1000+ historic race cars to the 10,000+ cars on show and over 100 car clubs, even being there for the full three days of the show I always struggle to see everything. This year will be different, or so I tell myself but in reality as soon as I get into the pits and start wondering around, marvelling at the quality of cars that are racing I get side tracked. The fact that you can literally walk up to and touch, *if you ask nicely*, a D-Type, Aston, Bentley or something else 'reassuringly expensive' always amazes me.

Michael Manconi
Magazine Editor



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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
	Air Filter  C2S11215# £8.89	Upper Lambda Sensor  C2S51801* £55.68	Window Regulator LHF  C2S51554* £82.80	Paper Pollen Filter  C2S8619# £10.80	Water Pump  C2S48033* £42.00
 MK2	Brake Master Cyl 7/8"  C27160# Also V8, XK150 £102.60	Fogranger Lamp Assy  C20735* Also V8 £94.80	Water Pump New  C15694* Also S/E-Type £102.00	Brake Servo 4.25:1  LR18230 Also V8 £178.80	Crank Damper Exch  C15274E* Also E-Type 3.8 £141.00
	Brake Master Cyl  C26767*TRW S3 £154.80	Steering Lock  C37103# S 2 & 3 £360.00	Steering Rack Mtg  C20087# S 1 & 2 £42.00	Brake Servo  C35564* Also 420 £240.00	Brake Vacuum Tank  C20499* S 1 & 2 £75.60
 E-TYPE	Re-Con Compressor GMH  EAC9616* Also XJ6, XJ12 £306.00	Water Pump Assy  EBC4437* £87.60	Immersed Fuel Pump  EBC11365* £93.46	Boot Lid Gas Strut  BEC13514* £14.40	Plug Lead Set  DAC7811# Also XJS £42.00
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 X300	Heater Valve  XR822975# £118.80	Wheel Speed Sensor  XR822753* Also XK8, X350 £35.70	Tensioner Chain  C2A1512# Also XJ8, XJ8, XF £43.20	Lambda Sensor Upper  C2C29250# Also X350 £86.40	Starter Motor  C2D27865# Also X350, XF £150.00
	Sump Drain Plug  AJ83017# £3.95	Alternator  LNC1800AA# £160.80	Water Pump  AJ88912* Also XF, S-Type £34.68	Park Brake Shoe Set  JLM2209# Also XJ40, X300 £35.40	Half Shaft U/Joint  JLM1388* Also XJ40, X300 £15.00
 XK8/X308					

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

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



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Our Region

Silverstone Classic approaches and another great Jaguar man passes away.

We have more sad news this month. After the passing of Norman Dewis last month we have just heard the news of the death of Jim Randle. Jim was perhaps not so well known as Norman but he was with Jaguar for 25 years and became the company's chief engineer. Jim was responsible for many of the engineering successes at Jaguar but in particular the XJ40. He became its custodian, living and breathing the car over the six years it took to bring the project to market. An insider at Jaguar once commented that "XJ40 is Jim". I was fortunate to meet Jim on our stand at the November Classic Car Show at the NEC in 2017, when we recreated the launch 25 years previous of the XJ220. He was the chief architect of the XJ220 working in secret with twelve hand-picked employees of Jaguar to produce the fabulous car. (A full write up of this story can be read on page 30) Jim and Keith Helfet, the chief designer of the XJ220, were guests on our stand and actually did the unveiling of the car for the launch recreation. It was marvellous to talk to him about the car but he was amazed at the amount of interest the car still attracted 25 years on. A lovely quite man, (he and Keith actually signed the inside of my boot on the 220). Rest in peace Jim.

By the time you read this we will have held our first Regional Summer Barbeque at our new venue St Mellons Golf Club. Over 50 members and guests have already booked and with a good weather forecast we are expecting this to be a great success. A full write up will be in the magazine next month.

We have not had a great number of shows to write about this month. June is always a quite month, but July is looking much busier with our BBQ, Classics & Supercars at Sherborne Castle. We also this month have our annual trip to the Silverstone Classic. I have 28 members booked in for our usual evening meal in the Cromwell Cottage so weather permitting it should be a great event. We will be meeting at the Magor Services on Friday the 26th of July to leave at 7.00am.

A new event at the Celtic Manor, Motoring at the Manor, was held on a Sunday the day after their prestigious Polo event. The cost of entry for a club stand was quite expensive and after some discussion at one of our meetings our members decided that for what was on offer we would not attend. From what we could see the organisers did not have any experience of running a show of this kind, remember it was their first event. It was a wise decision as Andy went with the Aston Martin Club and said it was a big disappointment with very few cars there and not a lot to see. The one thing he was impressed with was that they offered full hospitality during the day with breakfast, lunch and coffee and tea in the afternoon all free in a large marquee. If they had made this clear and perhaps asked for some advice we may have changed our mind and attended! It is a shame because after the Tredegar Park Show stopping we really could do with a new large event in this area.

Colin Manconi
Regional Representative



THE JAGUAR MONTH IN PICTURES

SUPER SUNDAY SCRAMBLE @ BICESTER HERITAGE

June 23, 2019

As the gates opened at 9am, the crisp and tranquil setting of former RAF Bicester was soon filled with the rumble of engines and excited conversation as the cars and crowds assembled. In typical Scramble style, the selection of cars was varied and inclusive, with the latest supercars rubbing shoulders with vintage rarities and everything in between.



CLASSICS IN COEDARHDYGLYN @ ST NICHOLAS

May 25, 2019

A brand new event in South Wales featuring traditional and 'modern classics'. Around 150 cars were on display, a smaller turnout than was expected, with plenty of food stalls, a small trade area, kids attractions and fairground. In all, a good effect for a new show.

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.



JEC DEVON REGION SHOW @ TORRE ABBEY

June 30, 2019

Always a good event in a lovely setting and with the club currently celebrating the 60th anniversary of the Jaguar Mk2 model, a special area was set aside for these cars. Twenty two cars present including five S Types and four Daimler V8s. Well over 100 Jaguar were in on display ranging from E-Types to the new I-Pace.





60 YEARS OF THE MK2 @ CMC, BRIDGNORTH

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.



MOTORING AT THE MANOR @ CELTIC MANOR

June 16, 2019

Another brand new event which was held at the Celtic Manor Resort in Newport. The event was set to featuring a large range of classic, performance and supercars. Around 100 cars were on display, a much smaller turnout than was expected, possibly due to the confusing promotion of the event. With an experienced motoring events company organising and promoting this could be a massive and prestigious event.



COMING SOON

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. Our stand is being organized by Graham Searle. Availability is very limited, the cost is £10 per car. Please e-mail or telephone Graham in head office to book your place. Tel: 01179 698186

SILVERSTONE CLASSIC ROCKING AND RACING

July 26-28, 2019

Billed as the "Biggest Classic Motor Racing Festival in the World", 20 classic races over the weekend with over 1000 entries and more than 10,000 classic cars on show. If you have not been before this really is one event you must go to.

We have 28 of our members going for the weekend and have booked Friday and Saturday nights in a hotel close to Silverstone. I still have a few rooms available. Please contact me for details. The tickets for the event have to be booked on the Silverstone Classic website.

SOUTH GLOUCESTERSHIRE COUNTY & CAR SHOW

August 3-4, 2019

Windmill Fisheries Showground just passed Bristol host this event, we went up on the Sunday last year and had a really good time. I hope more members will attend this year to support the show as it is going from strength to strength. We meet up with the Bristol Region and have a large stand. Please enter on line at www.southglosshow.co.uk or see Colin Manconi for application forms.

THREE COCKS STEAM & VINTAGE RALLY

August 11, 2019

Organised by one of our old members Howard Harper, this is a great show with a lovely run to the showground. Please see Colin if you require an entry form.

PONTHIR MUSIC & CAR FESTIVAL

August 25, 2019

This is a lovely little show held at the Ponthir cricket ground near Caerleon. With live music, food stalls and attractions for the kids it is a real family event. Organised by Andy Webber. No booking necessary, just turn up on the day.

FULL EVENT SCHEDULE ONLINE
WWW.JECSW.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 will not be sold to any other car manufacturing group.

Jaguar Land Rover has given its strongest indication yet that the company will not be sold to Peugeot-Citroen, Fiat-Chrysler, Hyundai-Kia or any other motor manufacturing groups hoping to buy their way into the premium car and luxury SUV markets.

Dr Ralph Speth, JLR's CEO, concedes that his British based company is currently going through a financially tough period. But there are many good reasons for this - including the politically-driven collapse of diesel car sales that he has, in the past, relied so heavily on; multi-billion pound spending on cleaner future products; plus massive construction works and other investments in his UK and overseas plants.

Speth also pointed out that the likes of Peugeot-Citroen and Fiat-Chrysler have suffered extremely worrying financial problems of their own in the recent past when, ironically, he says JLR could afford to buy them if it wanted to. "Today it's very simple. Jaguar Land Rover is not for sale," Speth assured me over a World Car Awards lunch at Ashorne Hill, JLR's country house and training centre.



We are owned by TATA of India. This is the way things will stay. TATA - with Jaguar and Land Rover - is a leader, producing leading products that have won a total of six World Car Awards in the last three years.

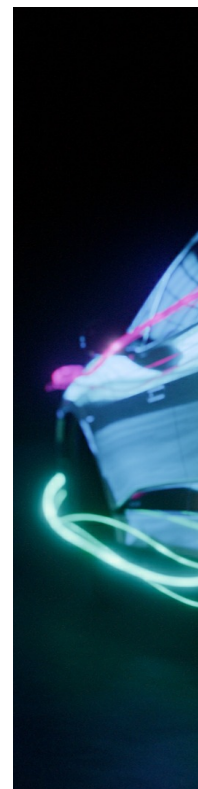
Dr Ralph Speth | JAGUAR LAND ROVER CEO.



Castrol UK accolade for Tom Robinson and Swallows Independent Jaguar.

Tom Robinson, of Swallows Independent Jaguar, was recently invited by Castrol UK to attend a workshop at the Castrol Oil technology centre at Pangbourne, Berkshire where the world leading experts in motor oils train not only their own staff but occasionally bring in selected individuals and company representatives who sell their products. Swallows were appointed as Castrol South West agents in 2018 and have been recognised by Castrol for the exceptional work been doing along with increasing volume of sales. The workshop consisted of two days with day one being held at the Renault Formula One factory in Oxfordshire, with an overnight stay at Heythrop Park and day at the Castrol UK base at Pangbourne.

On completion of the course Tom received the Technology Centre Training certificate. Unexpectedly Tom was also presented with the Castrol UK award for Best Customer Engagement, this was in recognition for the Swallows open day held at the end March in conjunction with Somerset JEC region. Truly a real accolade for Swallows and acknowledgment of the exciting and growing partnership with Castrol UK that has real benefits for Swallows clients.



Classic car restorers fix up comedian's 1961 Jaguar E-Type.

Steve Coogan, best known for his role as Alan Partridge, handed over his beloved vehicle to the team in a bid to return it to its original glory. A team of Jaguar restorers have painstakingly restored comedian Steve Coogan's 1961 E-Type to its original glory - and even bagged a prestigious award for it.

Technicians at XK Engineering, based in Shilton, carried out a "labour of absolute love" to return the rare sports car to its original colours and specifications. The judges described the Jag, registered as 171 DBP, as "the best E-type of the day by a country mile".

Coogan, best-known for playing Alan Partridge, handed over his beloved vehicle

to the team at XK and they have done such a good job that it's been noticed by those very much in the know, as they were awarded the Royal Brierley Cup at the International Jaguar Driver's Club E-type day. The car was the 62nd right-hand drive roadster to be built and one of the early pre-production E-Types released to Jaguar dealers in 1961. It was also only one of 500 cars made with the rare outside bonnet locking mechanism.

Coogan has praised the team at XK Engineering for their dedication. He said: "They have turned it into one of the best and most authentic '61 E-types in the world."

"I couldn't be more delighted with the detail and workmanship."

Steve is now going to enter the restored masterpiece to the Jaguar Drivers' Club Champion of Champions at the Classic Motor Show in the NEC in November.

Steve Coogan is passionate about 171 DBP and knows how historically important it is but he gave us carte blanche to restore it. Being a knowledgeable classic car collector, he has enormously high standards and I'm proud that we delivered." Also over-seeing the project was original Top Gear host Quentin Willson, who said: "This was a labour of absolute love bringing this rare outside lock E-type back to perfect period spec."

XK Engineering have been a joy to work with and amazingly patient with the sometimes insane demands from two crazy old car fanatics - it's an honour to have helped save 171 DBP for posterity.



Dave Woods | XK ENGINEERING MANAGING MD

Dave Woods and Terry Blencoe, from XK Engineering, with former Top Gear host Quentin Wilson and the restored Jaguar E-Type belonging to Steve Coogan.

Jaguar Land Rover accelerates electrification.

JLR have revealed plans to start manufacturing a range of new electrified vehicles at its manufacturing plant in Castle Bromwich. The announcement is the next significant step in delivering on the company's commitment to offer electrified options for all new JLR models from 2020.

The news was confirmed to workers at Castle Bromwich as production of the current XJ came to an end. The new all-electric model will be created by the same expert team of designers and product development specialists responsible for delivering the world's first premium electric SUV, and 2019 World Car of the Year, the Jaguar I-PACE.

The announcement, which safeguards several thousand jobs in the UK, is the next stage in execution of JLR's electrification strategy. In January the company confirmed plans to bring battery and Electric Drive Unit (EDU) assembly to the Midlands with investment in new and existing facilities. These investments have been anticipated in the company's

previously announced CapEx plans.

The new Battery Assembly Centre at Hams Hall, operational in 2020, will be the most innovative and technologically advanced in the UK with an installed capacity of 150,000 units. Together with the Wolverhampton Engine Manufacturing Centre (EMC), home of Jaguar Land Rover's global EDU production, these facilities will power the next generation of Jaguar and Land Rover models.

The extensive transformation of Castle Bromwich to become the UK's first premium electrified vehicle plant will be the most significant in the plant's history. Later this month, work will begin to commence the installation of all-new facilities and technologies required to support Jaguar Land Rover's next-generation Modular Longitudinal Architecture (MLA). Designed and engineered in-house, MLA enables flexible production of clean efficient diesel and petrol vehicles alongside full electric and hybrid models.

The expansion of JLR's electrified vehicle line up will see customers offered a greater choice of vehicles to suit their lifestyles. However increased consumer take-up remains a challenge.



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.

MARICLARO RECLAIMED WALLETS

Since 2008 Mariclaro have been using materials from aviation to vintage cars to create a myriad of handmade products from wallets, to handbags to passport cases. Mariclaro is built on the principles of high quality, sustainable production and ingenious designs. You can find reclaimed materials from Jaguar,

Mercedes and Porsche to name a few. They currently have a Wallet made from the interior of a 1986 Jaguar Sovereign 1986 and another from a 2004 X-Type. The products change regularly, so it's worth checking for something you might like.



Price: £45.00 +

Discount Code: N/A

Go to: www.mariclaro.ca/collections/drive-wallets



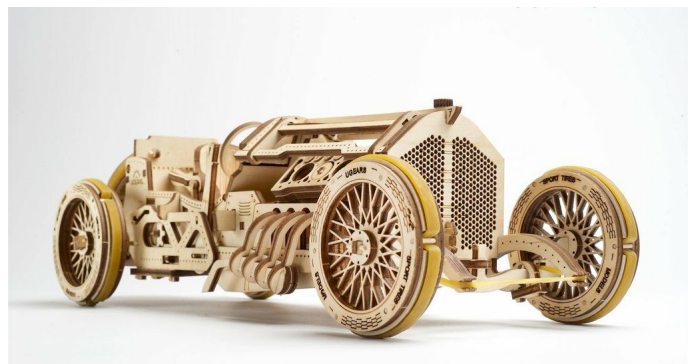
CLASSIC JAGUAR E-TYPE CUFFLINKS

Add a little classic style to your shirt with these Jaguar E-Type cufflinks from meandmycar.co.uk. These hand painted metal cufflinks are presented in a metal mesh cufflink box and a great gift for any car lover.

Price: £25.00

Discount Code: N/A

Go to: www.meandmycar.co.uk/classic-jaguar-e-type-cufflinks



UGEARS U-9 GRAND PRIX CAR WOOD-EN MODEL

Not only is this a stunning recreation of an iconic design, it actually drives! With an estimated build time of 6-7 hours, the UGEARS U-9 GP Car features a 16 valve V8 engine equipped with a powerful fan, a link rod and also a transmission enabling you to switch between idle, reverse and of course race! The design of this beauty is based on the racing-sports cars that participated in the very first Grand Prix race that had taken place in Italy back in the early 20th century. A perfect project for a rainy day..

Price: £41.95

Discount Code: N/A

Go To: www.ugears.online



SPANNER CUTLERY CHEESE KNIVES

Here's a way to add a little motoring style to your dinner party. Hidden away in a retro vintage box, are two drop forged cheese knives, perfect for both hard and soft cheeses. An ideal gift for a cheese and car enthusiast.

Price: £30.00

Discount Code: N/A

Go To: www.classicmotorhub.com/shop/spanner-cutlery-cheese-knives/

OFFICIAL JAGUAR HERITAGE COASTERS

The keyring features the Jaguar Heritage logo on the front and is approx 5cm long (excluding the ring). Perfect for the Jaguar Enthusiast and suitable for any model.

Price: £25.00

Discount Code: N/A

Go To: shop.jaguar.com/uk/heritage-coasters-x4-with-tin



E-TYPE SOCKS

Enzo Ferrari called this Jaguar "the most beautiful car ever made". The iconic front air intake was the inspiration for this design. Simple, yet impossibly elegant. In British Racing Green, of course.

Price: £8.00

Discount Code: N/A

Go To: www.jec.org.uk/shop

HERITAGE BOTTLE OPENER FUEL GAUGE

Designed in the style of an E-type fuel gauge, this zinc alloy and leather bottle opener keyring is embossed with a Heritage lozenge to the back.



Price: £20.00

Discount Code: N/A

Go To: www.shop.jaguar.com/uk/heritage-bottle-opener-fuel-gauge

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Discount Code: Reduced From £85.00

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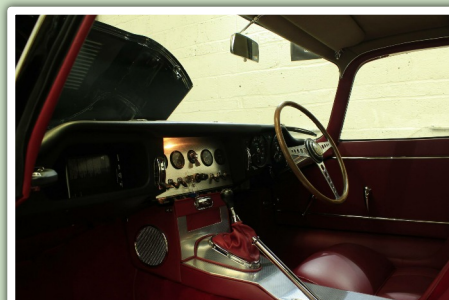
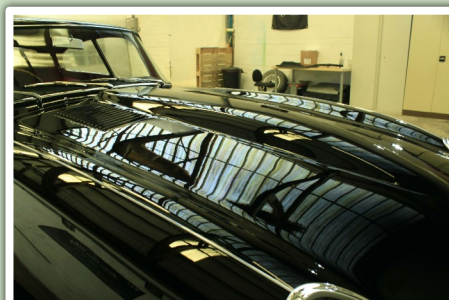
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This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or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



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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.

Ex-GP2 driver Sergio Jimenez wins Jaguar I-PACE eTrophy title.

Ex-GP2 driver Sergio Jimenez sealed the first-ever Jaguar I-PACE eTrophy title in New York a race early, as title rival Bryan Sellers failed to start after an earlier qualifying crash. The New York win was only Jimenez's second victory of 2018/19, following his win in Rome back in April. But Jimenez remained in title contention by virtue of his consistency, finishing off the podium just once in the nine races to date. Jimenez entered the weekend just six points clear of Rahal Letterman Lanigan Racing's Byran Sellers. But sportscar regular Sellers crashed in qualifying for the first race, clipping the wall on the outside of the Turn 13 left-hander, and RLLR was unable to repair the Jaguar in time for the race. That meant Brazilian Stock Car driver Caca Bueno became Jimenez's main rival - lying 16 points behind Jimenez in the standings.

Bueno required victory and setbacks for Jimenez to take the championship in New York. Bueno was unable to find a way past on the wide New York circuit in the first race, with none of the four Pro drivers able to make up positions in the race.

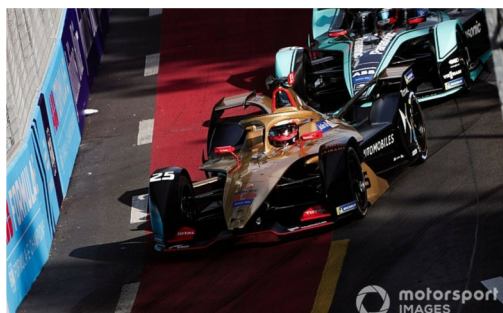
A late safety car called for VIP driver and journalist Mark Hacking's crash at the Turn 10 hairpin while battling Ziyi Z Zhang meant Jimenez had to resist Bueno in a one-lap shootout.



A rapid restart allowed him to pull a decisive gap on Bueno to seal the crown.

Bandar Alesayi, competing for Saudi Racing, took the Pro-Am title after dominating his class throughout the season, with Yaqi Zhang his nearest rival for Jaguar China Racing.

The Jaguar I-PACE eTrophy has averaged a grid of 11 cars in its first campaign and is currently evaluating its direction for the second season.



I was just trying anything to try and force him into something. He was covering

well, especially after the safety car and the full course yellow, there wasn't really enough energy saving.

MITCH EVANS | PANASONIC
JAGUAR DRIVER



Evans: Bern attack mode location "probably saved" Vergne.

Jaguar Racing's Mitch Evans says Swiss E-Prix winner Jean-Eric Vergne was saved from defeat by the ABB FIA Formula E Bern circuit's attack mode.

The narrow Bern circuit meant overtaking was at a premium and Vergne's defending at the downhill run to Turn 3, the long Turn 6 bend and on entry to the Turn 7 left-hander stifled Evans's attempts to pass. The location of attack mode, on the long straight between Turns 8 and 9, meant drivers incurred no time loss to activate the power boost. Evans was unable to use its effect to pass Vergne before the DS Techeetah driver responded with his own activation a lap later, with the same battle taking place during the second use of attack mode.

Evans said that Bern's attack mode causing no real time loss meant there was no strategy alternative to employ that could have helped him overhaul Vergne. The Jaguar driver activated his first use earlier than leader Vergne and Nissan e.dams directly behind him, but none of the three changed positions.

Evans added that his second place finish in Bern proved Jaguar's victory in Rome - its first in the series and the manufacturer's first major win in 28 years - was not a "one-off".



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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.

The XJC is a rare two-door version of the XJ6 four door saloon. The original model was the last Jaguar to be designed by Sir William Lyons, who left Jaguar in 1972. The "XJ", classified as the "experimental Jaguar", was launched at the Paris Motor Show in 1968, and was an instant hit due to its revolutionary design, premium materials and pure comfort. It was awarded 'Car of the Year' by Car Magazine.

We then had to wait until 1973 at the London Motor Show for the unveiling of the elegant short wheel base XJC, a new, two-door pillar-less coupé version. It had been delayed as production didn't begin until the 1975 due to economic troubles of the era, the difficulty of complying with the continually changing "intentions" of emissions,

coupe should offer. The rear of the car also comfortably accommodates two adults. The polished wood transports you back to a time when everything was done with pride and craftsmanship, by hand in a way only the British could do. There's symmetry everywhere you look, everything is perfectly balanced. Dials and buttons that click & light up when you operate them, and a gearshift that resembles something that looks more at home in an aircraft.

The car is lavished with chrome work inside and especially outside the car. The grills, bumpers, headlights, badges, key holes, mirrors, door & boot handles, window pillars, door trims, petrol caps, exhaust tailpipe... it's everywhere and it's glorious.



safety and other regulations.

This stunning Jaguar XJ-C in squadron signal blue with contrasting leather interior is one of just 37 coupes manufactured in 1978 this car is one of the final production models of the rarest of the XJ Jaguars. The 4235cc engine boats 172bhp and is more than adequate for today's roads and traffic. It will propel the car to 60mph in 12 seconds and you can expect around 20-22mpg, nearly double that of the thirsty bigger brother, the XJ12C. The XJ set new standards of ride and refinement and its magic carpet ride set this car apart from the competition, as well as many modern day cars. It's short wheelbase denotes a balanced, aggressive look, to match its handling and performance.

Inside the sumptuous leather "bucket style" seats, offer extraordinary comfort with the generous leg room a true

MM: *My guilty secret, a Squadron blue V12 XJC. Well almost. This being the 4.2L engine, which while more than capable, its not the petrol sucking, wallet busting V12 I hanker after. The Squadron blue colour brings out the aviator in me I guess... roger roger, over and out!*

SPECIFICATION

Model: XJ COUPE
Year: 1978
Mileage: 98,311
Max Power: 172bhp
0-60: 12 secs
Top Speed: 125
MPG: 8.9
Price New: £25,000

£25,000

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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.

Jaguar MK2 60 Year Celebration @Classic Motor Cars

Club Partner CMC
Celebrate 60 years
of the Mk 2 at their
Bridgnorth HQ.

By JEC

Following on from their successful event last year Club Partner Classic Motor Cars Ltd. in Bridgnorth held a second open day, this time to celebrate 60 years of Mark 2.

Vehicles started to arrive early at CMC's head office ready for what turned out to be another fantastic event. With a large selection of Jaguar's, and other makes too, this was an event for the whole family that was not to be missed. At the heart of the event were one of the largest collection's of Mark II's that have ever gathered in one place at one time.

Amongst those cars present were many belonging to club members, alongside others that had a truly unique history, such as an original Coombs car. This car had been in the same ownership since the mid-1970s and stored in a barn. The owner's intention was to one day restore and use the car as everyday transport. Over the passing years the inclination to spend hundreds of hours underneath a



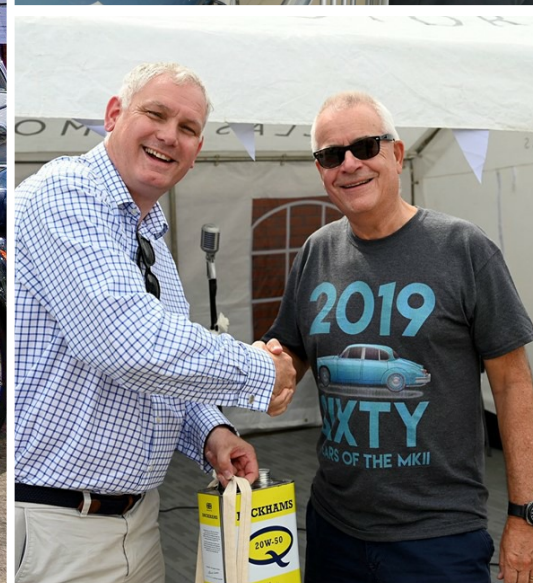
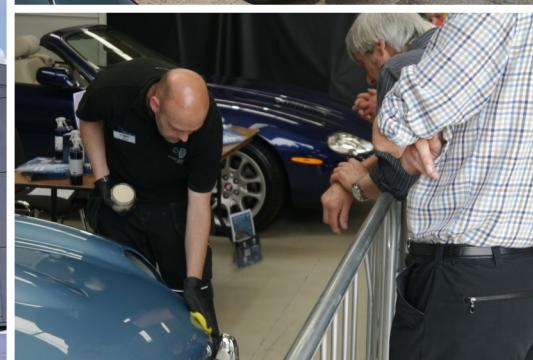
classic Jaguar lost its appeal and the car was put on the market. It then came to CMC for a full restoration. The car however is now up for sale at an incredible £215,000.00. If you would like more information on this fabulous car see CMC's website for more details www.classic-motor-cars.co.uk

Not only was it a great day for all of the general public who attend, but it was also a super day for the club. The Roadshow van made another appearance in it's busy schedule, and several regions also made the trip across. One of which was the ever active central region, and in an unexpected surprise one member also walked away with the first place in the charity raffle, which was an extensive full treatment for a car of their choice using CMC's new ceramic valet products. The raffle was won by Peter

Davies from the clubs Central Region, who has since been back to CMC and has had the full CMC Classic Guard treatment applied to his beautiful MK2 Jaguar.

Among the stalls and attractions at the event, CMC also had a number of demonstrations running throughout the day, one of which was watching super talented Paint Shop Technician John carrying out a superb paint demo. Fantastic stuff indeed.

During the day CMC Managing Director Nigel Woodward welcomed everyone to the event, and extended invitations for those present to also explore the the organisations workshops, where not only could they see some of the cars the skilled staff are currently working on, but they could also find out some of the tricks of the trade. Part of the workshops had



also been handed over to allow Automobila, and collectibles to be sold, whilst demonstrations took part in other areas.

Many who attend the event arrived early and stayed all day whilst enjoy the sunshine. Other attractions also included live music, and several local artisan food and drink providers. Other car clubs were also present, and there was a chance to up close and personal with some more unusual cars, including those which are normally found on the other side of the pond. Also, for those who are fans of the late Colin Dexter there was also a rare appearance from the burgundy Mark II known for it's starring role alongside John Thaw in Morse.

To finish off what was a great event the winners of the Charity Concours were announced, they were:

- Best Jaguar MK2 - John Liverton
- Best Jaguar 240/340 - Andy Fawkes
- Best of British - Mr Heath
- Best Foreign Car - Phil Matthews
- Judges Favourite - Mr Bunning
- Best Modern Classic - David Lazell

A very big thank you to everyone who donated on the day, a total of £1258.58 was raised for Hope House Charity during the event, we are so pleased to have supported this wonderful charity.

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.

For more information about the services they offer, and how they can help with your car, why not give them a call or take a visit to their website www.classic-motor-cars.co.uk

FULL GALLERY ONLINE
WWW.JECSW.CO.UK/GALLERY

Driven

1952 XK120 Fixed-head Coupé.

The important early Jaguar XK120 that has somehow tracked under the radar.

Few cars have made such a striking impression on the world of motorsport, the public consciousness and the future success of their manufacturer as the Jaguar XK120. Formed around the now-legendary XK engine, itself forged in the Swallow Road works beneath the searchlights of the Blitz, the groundbreaking 'Jaguar Super Sports' captured both the zeitgeist and the growing obsession with technological advancement.

Just a few years of conflict had brought about the transition from piston-engined planes to jet fighters, the splitting of the atom and the development of radar. Such leaps influenced people's expectations of their sports cars, which went from being toys for wealthy gentleman drivers in the 1920s and '30s to serious performance tools. Jaguar capitalised better than most in the postwar years, stealing the show at Earls Court in October 1948 with a sleek and powerful design that blew away the competition in all areas, from its sexy modern looks to record-setting performance - at a price that made it near-irresistible.

Capable of 120mph, the XK120 rendered its rivals obsolete and the sports cars of the pre-war era T-series MGs and Austin Ulsters - hopelessly quaint. Competition success drove sales, and within a year it had become the fastest production car in the world, clocking 126mph at Jabbeke in Belgium and taking its first chequer at Silverstone on 30 August. The model's assault on Le Mans and victory in the

inaugural Pebble Beach Road Races, the Tourist Trophy at Dundrod and the Alpine Rally followed a year later. It was an overnight success.

The arrival of the fixed-head coupé in 1951 brought an impressive level of refinement to the range, offering a quieter, more relaxed cabin and more headroom than a roadster with the hood up, plus a smooth shape with improved aerodynamics inspired by the one-off 1938 Jaguar SS100 Coupé. It was more practical, too, thanks to external doorhandles that could be locked and glass wind-up windows with front and rear quarter-lights. Ventilation flaps in the front wings also helped keep cabin temperatures down. Lauded from the beginning and highly prized in collector circles today, it's easy to assume that the XK120 always occupied the rarified air reserved for

blue-chip classics - but it wasn't always that way. Rewind the clock to the mid-1960s and the sight of a tatty old Jag smoking up the Kilburn High Road like a cut scene from *Withnail and I* was not uncommon. So it was for David Roper, a young man on the cusp of leaving school, with £50 in his back pocket and the blessing of his father to go and get his first set of wheels: "He knew I was into cars, but he didn't expect me to come home with an XK120," laughs Roper. "I bought it from a guy in Walthamstow who told me it had been owned by a famous racing driver, but it was a wreck. It was driveable, but that was about the most you could say for it: every panel was dented, there were bits missing, and there were no bumpers on it."

That the battered XK120 won the young enthusiast's heart was all the





more impressive given its competition; Roper also considered a Vincent Black Shadow at £60, and a later XK140 for £10 more. "The 140 with the occasional rear seats spoils the lines a bit - this is a much purer shape," he says, acknowledging a cheery thumbs up from a passing van driver.

After the car was delivered to his mother's house in Wimbledon it was immediately pressed into service, as a commuter and for running friends around the city: "I was working in a betting shop and would take off the rotor arm and put a big chain around the bonnet so it didn't get stolen. I remember once going on the A3 just to see what speed it could do. It was reading well over 100mph, and approaching 120. A friend was hanging on for dear life - he had to cling to the door because it wouldn't

stay closed! It was madness really; you do crazy things at 18."

Roper's automotive passion eventually led to a career as a mechanic, and so came a desire to do right by the big cat. Putting his new skills to the test, the young spanner man set about the car's mechanicals: "It was a bit noisy so I took the head and sump off, replaced the clutch, piston rings, shells and timing chain. That's when I found out about the racing parts in the engine..." The bodywork, meanwhile, was farmed out - but the standard fell well short of expectations.

The 'racing' stamped internal components weren't the only unusual features of Roper's XK120. The original engine and gearbox were finished in red paint, unlike most other XK120s, and the cast brake drums had been

replaced with lightweight aluminium Alfin units (an improvement, supposedly). The plot thickened when the ratty seats were taken to be retrimmed. "Despite its condition, the car was pretty much original," explains Roper. "When I had the seats reupholstered, I asked the guy to keep as much as he could. I went back and he said: 'You know those seats you gave me? They were just old ones out of a roadster!'" Upon closer inspection, each had a cutout to accommodate the hood frame that had been blanked off with a piece of wood.

When the old green logbooks were thrown out in favour of the new V5 in 1974, Roper was required to have the car - then in pieces - authenticated by the DVLA: "Unfortunately I'd lost the buff logbook, and I wanted to put it back on the registration number I'd



bought it with, EAN 100." Perhaps unsurprisingly, given Roper's youth and the fact that the car now resided in several large boxes of bits, the response from the DVLA wasn't positive: "I got a letter saying there wasn't any proof, so I wrote to Jaguar to see if they had any history of it." To his surprise, Jaguar's reply was more enthusiastic: the XK120 was not only totally original and known to the firm, it was chassis 679001 - the first left hand-drive XK120 fhc ever built. If Roper was still standing after that news, the discovery that his car was also owned by Peter Whitehead was enough to bowl him over.

A well-travelled and experienced racer, Whitehead had close associations with the Coventry firm

having campaigned an XK120 at Le Mans in 1951, and won the race outright the following year in a C-type. He bought the coupé direct from Jaguar following lengthy deliberation. It isn't known how long he kept the coupé, or indeed whether he had any hand in its race-derived modifications, but he probably moved it on quite quickly because the car turned up at Coombs garage at some point, most likely in the early 1950s. Period photographs show the car lined up with other significant Jaguars, including the Monthléry car, LWK 707, and LXD 437 (later to become OLH 3 and campaigned extensively by WW2 flying ace Benjamin Harvey Bowring), before it was sold and disappeared into private ownership.

Following its false-start restoration in the mid-1970s, the car remained off the road for 20 years. It followed Roper from house to house until, in the late 1990s, he was finally able to devote the time and money the project required. He tackled the mechanical work alone, drafting in professionals for the bodywork and a refresh of its striking original shade of Twilight Blue. Care was taken to preserve the unique features that mark out this extraordinary car.



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“CONTINUING THE
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Jaguar built one fhc before Roper's example, a right-hand-drive car that is thought to have been broken up at the factory, which makes this the earliest. Beyond its chassis plate and the different seats, clues abound to the expert eye that this car was based on the roadster. Small details such as the spacing between the window winders and the door pulls - wider on later coupés - and having only the ignition light below the lighting switch. The first three coupés were built without indicators and were modified later by the factory, with the switch relocated to the left of the map drawer.

Further evidence came to light after Roper picked up a copy of the original workshop manual, which featured a number of photographs of early cars. "In one section there's a picture of the engine bay with the chassis plate in a different position," he says. "I looked at it and looked at it before blowing it up and realising that it was my car's chassis number!" Four holes were discovered where the plate had originally been mounted, and there was a telltale shadow on the plate where the oil line had run - clearly visible in the workshop



manual. The car was still in left hand drive configuration then. "I'm not sure when it was converted," says Roper, "but it could have been for Whitehead." The car also sported chrome sidelight housings, which had been changed to match the rest of the production run by the time it was sold by Jaguar in 1952.

How the car flew under the radar for so long is something of a mystery, considering the attention that was paid to the next example off the production line. At one point no fewer than four cars purported to be 679002 before the genuine article finally emerged in Australia, was restored by JD Classics and shown at Pebble Beach in 2014.

Meanwhile, Roper's arguably more significant car purred along in anonymity.

That suits him just fine. Having been owned for a lifetime and brought back from the very brink of oblivion to close-to-concours standard, the XK120 owes Roper as much in blood, sweat and tears as it does in time and money. As anyone who fell in love with their classic before rising values of historical significance became anything more than a passing afterthought will appreciate, some things are more valuable than the number stamped on a chassis plate or printed on an insurance document.



SPECIFICATIONS

PRICE NEW: £1,263
 PRICE AS TESTED: £ Unknown
 ENGINE: 3,441cc
 TRANSMISSION: Manual 4-speed
 VEHICLE LAYOUT: Front-engine, 2WD
 DIMENSIONS: 4,394mm (L) | 1,562mm (W) | 1,334mm (H)
 MPG COMBINED: 19.8mpg
 POWER: 160bhp
 0-60 MPH: 9.9 sec
 MAX SPEED: 121mph

WITH THANKS TO
 Vehicle Owner Mr Roper

ROAD TEST & WRITE UP BY
 Greg MacLeman & James Mann (Drive-My)

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.

Greetings from South Devon. The classic car show season has taken off in earnest with events virtually every weekend. Another fascinating non classic car related event was the annual Brixham Trawler Race around Torbay on 15th June which we viewed from Brixham harbour.

Very sad to read about Norman Dewis OBE passing away last month just before his 99th birthday. He was a legend and a brilliant ambassador for Jaguar. He had a superb memory and was a great speaker. We had the honour of a talk by him in the BBC Club in 2008 at the ripe old age of 88! He stood the whole time while giving his talk!

WESTCOUNTRY CLASSIC VEHICLE SHOW at NEWTON ABBOT - 8th JUNE

On this occasion I didn't enter the Daimler or the Camper into this show set along pedestrianised streets in Newton Abbot. I just went along to view the exhibits and chat with friends. Sadly the weather was not kind and it was just a little damp on the day. Still quite a good turnout with some interesting vehicles to look at as well as listen to the Liberty Sisters singing. Poor Barbara, in her Jaguar 240, was positioned right next to the singers and they were a bit loud! It was impossible to have a conversation with her!

BABBACOMBE FAYRE on the DOWNS - 12th JUNE 2019

This annual event is organised by the Rotary Club of Babbacombe and St Marychurch in aid of local charities. As in previous years the TOWC was invited to put on a display of classic cars. I took our VW Camper for this show and we were well positioned on the downs overlooking Lyme Bay. I'm pleased to say that Phil won the cup for the "Best in Show" car with his beautiful Morris 1000. His Jaguar 240 is still part way through an engine rebuild and other work. It was also good to see Derek & Val out for the first time in their newly restored 1963 Morris Mini. The restoration had taken about 3 ½ years after their unfortunate accident in Teignmouth. Some wag put a small plastic trophy on Dave's Ford Capri as a "consolation" prize! Nice to have friends!

I had a great deal of interest in the Camper with a number of interested people popping their heads round the door to chat about it. I also noticed a lot of younger viewers taking photos of the Camper as well as a lot of "selfies" in front of it! Natalea's "decorations" helped! As Babbacombe is a short 40 minute walk from our home Natalea joined me later in the day. I suspect the bottle of wine I had in the Camper encouraged her to do so!

MORWELLHAM QUAY SHOW - 16th JUNE 2019

This is one of my favourite shows with a lot of interesting museum exhibits to view as well as a guided trip into the

copper mine. I read that the "Modern XK Section" of the JEC also went to Morwellham Quay for their "Drive it Weekend" (see Jaguar Enthusiast magazine for July 2019 page 75). The old truck ride into the mine was fascinating and our guide, Rick, was brilliant and really encouraged audience participation! During the day we were treated to some Morris Dancing as well! Sadly for our visit the weather was a bit changeable and I was glad to have taken the VW Camper to the show. At least I could brew up in comfort! We finally departed a little early with most members opting to go home over Dartmoor. became a priority!

TORBAY OLD WHEELS CLUB ANNUAL PICNIC - 23rd JUNE 2019

As there were no clashes with classic car show events Ian & Alan organised our annual club picnic on this date. The picnic was preceded by a short club run commencing in "China Blue" in Totnes with a coffee stop at the "Route 5" American Diner just off the A38. An interesting place for a coffee stop with lots of typical 1950s Americana on display in the diner. On this occasion I again used the VW Camper and, as I was on my own, Wayne (also on his own) joined me to do the navigating. We then made our way to a club member's home & chicken farm for the picnic. The site overlooks the Teign estuary and, thankfully, they have a barn. Once again the weather was not kind and we were able to shelter inside the barn. Nobody warned me not to place my seat in a certain spot in the barn. All of a sudden a dollop of poo landed on my shirt as I was sitting directly





under a Swallows nest! Just glad it wasn't a Seagull!

A very large hog roast was also organised. Too large really as most of us took "doggy bags" of pork home afterwards. A couple of the ladies also prepared delicious cream tea scones. I took a couple home as two helpings of the hog roast with all the trimmings had been very filling! One member had brake problems with his Daimler V8 250 and both rear wheel brakes locked on generating a lot of heat and smoke. I suspect the brake flexible pipe had blocked up inside and the fluid was unable to return to the master cylinder. Hope he got home safely.

MEETING WITH THE PRACTICAL CLASSICS TEAM - 26th JUNE 2019

As noted in last month's report we were looking forward to our meeting with the Practical Classics team who are touring Britain in their quest to find the best local classic car club. They had met up with the South Wales Classic Car Club in Penarth on the previous day. Their plan was to leave Bridgwater soon after 9.00am and travel along the north Devon coast before crossing Exmoor and Dartmoor. We were expecting them to be with us between 4.00pm and 8.00pm. One of our members (Chris) met the Practical Classics group at Bridgwater in his Ford GT40 replica and travelled with them all the way to our club meeting point at the Blagdon Inn. Chris also texted us with progress updates. I also considered joining the convoy (in the VW Camper) at Bridgwater. However I thought better of the idea once I realised they were going up Porlock Hill which is one of the steepest roads in Britain! I doubt that the Camper

would have got up it! The weather on their route was dull and grey but, as soon as they got over the steep Telegraph Hill just south of Exeter, they were treated to hot Torbay sunshine!

They eventually arrived very nearly on time. By then the car park was virtually full of club members' classic cars. As we had noted that SWCCC had organised a BBQ for their meeting poor Sue worked late into the evening/night preparing lots of Devon cream teas. Julian also made a special shopping trip and bought lots of Devon cider for our guests. I'm pleased to report that the day went very well and everyone had a great time. Danny Hopkins (Practical Classics magazine editor) presented Julian with a framed certificate confirming the TOWC to be in the top ten of the best local classic car clubs. Julian responded with a customary and humorous speech. Fingers crossed for the outcome and hope the judges make the "right" decision!

JEC DEVON REGION SHOW at TORRE ABBEY - 30th JUNE 2019

While most TOWC members went to the Westcountry Classic Vehicle Club show on the Den at Teignmouth I went to the JEC Devon Region show at Torre Abbey in Torquay. I could have virtually coasted down to the venue as it's only just over 1 ½ miles from home! A few other TOWC members also had their cars in this show including a Rover 3500, Ford Classic and Alfa Romeo. I arrived early and had a very good position parked directly in front of the Abbey. As the JEC is celebrating the 60th anniversary of the Jaguar Mk 2 models a special area was set aside for these cars.





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I counted 22 cars present including five S Types and four Daimler V8s. A good percentage out of the estimated 115 cars in the show. There were lots of interesting and beautiful cars to look at. Sadly I didn't win anything in the raffle! The first ticket called out was number 705 and, of course, I had number 706! Grrr! I complained to Patch Jobson that they keep selling dud tickets - including the tickets I bought at Powderham last year for the JEC raffle car! I heard afterwards that Derek and Val had won the "Car of the Show" trophy at the WCVS Show on the Den at Teignmouth with their 1963 Morris Mini.

According to JEC Devon Region's Facebook page "For our third visit to Torre Abbey in Torquay it was great to see the return of Summer. Over 115 cars were in attendance, and it was without doubt one of our best events to date."

CLUB MEETING - 27th JUNE 2019

After running through news of events attended as well as upcoming events, the main agenda for this meeting was

planning in respect of our big show on Paignton Green on 28th July. In order to run the show properly we normally have about 70 volunteer members helping with setting up, marshalling and other duties. Specific tasks were also allocated including me and Phil taking on the responsibility for the photography. There will also be a final "Helpers Meeting" on the Thursday evening before the show. Not long to go now!

FUTURE EVENTS

There seem to be lots of events organised for July. The ones I'm planning on attending are the Donkey Sanctuary show on the 7th, the huge Powderham Show on the 13th and 14th and the Dawlish Show on the 21st. Our own TOWC show on Paignton Green is on the 28th.

FULL GALLERY ONLINE WWW.JEC5W.CO.UK/GALLERY



Celebrating The Life of Jim Randle And The Story Of The XJ220

Christmas 1987, one mans dream to build a modern Jaguar supercar begins.

By Richard Aucock



The original XJ220 concept was the secret brainchild of Jaguar's then chief engineer, Jim Randle. Twenty-five years after the road car went on sale, we talk to Randle about the original prototype and the problems he faced developing it for production.

"Everybody was ignoring the Ferrari," recounts Jim Randle, lynchpin of Jaguar engineering throughout the crucial, challenging days of the Eighties and father of the XJ220 supercar. "People were crowded around our stand, cheek by jowl. I then noticed that they put a girl on the stand - and as the day wore on, she was taking more and more of her clothes off. By the afternoon, a few heads did start to turn around... "A time-lapse of her throughout the day would certainly have been interesting!"

Randle was speaking at Don Law Racing, the current custodian of everything Jaguar XJ220, as part of the car's anniversary celebration held at the massive Silverstone Classic extravaganza in late July. Randle, designer Keith Helfet, and dozens of XJ220s were all guests of honour, 25 years after the production car came into being.

It's actually approaching 30 years since the project itself was born. I sit down with Jim in Don's workshop to take us through the story. "It all started during the Christmas holidays in 1987. I always liked the D-type era of racing Jaguars, where they were not only raced on track, but driven to places like Le Mans beforehand, too. It was a car that would happily turn from road car to race car. I thought, 'Wouldn't it be nice if you could do the same thing again?'"

So, out came the cardboard. "It was CAD, you know: cardboard-assisted design. I've still got it." Lots of the principals in this early model subsequently went into the V12 concept, he adds. It took him a week, after which he went into the styling studio with it, saying, "When you've got some time, put a skin on that... and I want it to be reminiscent of the XK 120." (It was 40 years on from the launch of the 120.)

"They came up with two designs. One was this, the other was much more reminiscent of a Group C racer, a Porsche type thing. I had to make a decision. They were both good cars, very well done... but I decided this one had more Jaguar in it. So, just after New Year's Day, 1988, the project was underway."

Famously, it was underway in secret. The ever charming Randle was a bit of a maverick at Jaguar, commissioning projects himself, and only presenting them to the board when they were finished. But, so perilous was Jaguar in

the Eighties, privatised and working flat out to unshackle itself from the stupor of British Leyland, such projects could never continue in open view.

"I had no money to do this, and I could never have asked the board because they would never have given it to me. So I called for 12 volunteers - who weren't going to get paid. Amazingly, I got 12. So we all started, divided the work up, and began meeting every Monday night in my office after work. "Nobody was allowed to work in works' time - if they got caught doing anything in works' time, I'd probably have to sack them. They all knew that. Those were the rules. And they still stuck with it." Each worked on his own area. Keith did the styling. "They made all their own decisions. If they had a problem, I'd help, but otherwise it was down to them. It was their bit." And the only one who would chase them was another member of the group. "I didn't have to say a bloody word."

**“It was CAD, you know:
cardboard-assisted design**

"Twelve is a good number - Jesus Christ knew that. You can make a team out of 12 people. Make it any bigger than that and it starts to get troublesome - I worked this out myself mathematically. Just transferring information between people, even with the best management in the world, takes up so much time, you can't handle it."

But how do you develop a car with no money and no official sanctioning from the board with a tiny team of 12 people? You call in favours from your friends in the supply industry. "My job in all this, apart from tapping the design a bit here and there and suggesting changes, was to get the help of the suppliers. There were a number of them I'd worked with in the past who owed me something."

"So they came on board too, throwing in their labour, contributing to areas of the project at no cost. The only promise they got from me was that if it went into production I'd do my best to see that they got the work. That's all - not even a promise to have the work, but that I'd try to see that they had it."

And that's how it went on. In ten months, it went from a quarter-scale cardboard model to the car that starred at the 1988 Birmingham Motor Show. Ten months - from



nothing – to a showstopper. “A full working motor car,” adds Randle. “It can be done.”

He didn’t exactly have hundreds of people on hand to help, mind you. In the Eighties, one of Jaguar’s biggest engineering challenges was finding qualified people. Britain simply wasn’t producing enough good engineers. “You could generally find people, but you’d rarely find good enough people.” Randle found himself spending more and more time working with academic institutions to try to encourage young people to take up engineering, a path that would later see him head up Birmingham University’s automotive engineering department.

In the early Eighties, Mercedes Benz’ engineering department was vast, with infinite resources and thousands of people working within it. Jaguar, says Randle, barely had 200. Under BL, it had been decimated, starved of investment, and the impact of this was clear.

Under chief executive Sir John Egan the turnaround began, something that was as reliant on winning the hearts and minds of the workforce as it was simply bolstering its ranks. Senior managers such as Randle were linchpins in this: they were respected, so could lead, and be followed.

The XJ220 project was the perfect example of this. “They worked every night, every weekend. Some of them even brought their wives along to make tea; keep them company. When it got really tight at the end, people were going in first thing, at 6am, then going to work at Jaguar, then going back to 220 to work until 10 or 11 at night. They were doing that night after night – and others were the same. “I went to see a hot sheet metal guy at 6am one morning. He was wearing the same clothes as the night before; it turned out he’d worked through the night, on his own, to finish this bloody job. I remember thinking, ‘This is incredible. If someone would do that... well, you’ve got him.’”

Remarkably, the secrecy continued throughout the project. “Sir John Egan didn’t see the car. The only people who saw it were the sales and marketing chap, Roger Putnam, and the manufacturing guy, Bob Dover – he would steal things for me from manufacturing, so he was okay.

It got to two weeks before the show, and John had still not seen it. So I brought him in. He saw it, then went away with Roger and Bob to a little room in the hot sheet metal department. We all sat around... ‘Is he going to say no?’

Of course, he didn’t – he was actually having a little trouble with the press at the time, so it was nice for him to show that we were doing something interesting.

“That’s how it happened: ten months, 12 guys, one XJ220.”

The next step was never planned. “It was always only intended to be a show car,” says Randle, “but such was the reaction that people were actually putting deposits down on it. By the end of the show, we had enough money for the programme. We knew we needed about £30 million to put it into production, and someone in sales and marketing suggested £40,000 would be a good deposit – by the end of the show, we had enough money pledged to do the whole programme without using any Jaguar cash.

“So from start to finish, it wasn’t actually going to cost Jaguar any money.” Alas, things are never quite so straightforward. “Sir John was soon raising the point that if it was done through Jaguar Engineering it would be a big distraction from the other programmes that were going on. In a sense, you couldn’t deny that. But you have to remember, if you have something like this going through, it

pulls everything up with it. Everybody actually performs a lot better.” The board disagreed with Randle. The project was turned over to Tom Walkinshaw Racing – including all the deposit money.

“I think it was the wrong decision,” says Randle. “It was a bit sad, really. Keith was the only one who followed the project over.”

That’s how it happened: ten months, 12 guys, one XJ220

We all know what followed. Tom, explains Randle, decided to put the V6 in, to get it to market faster. Randle reiterates that you couldn’t deny the logic – and he says the team did make sure the press understood that it wasn’t going to be a 4WD V12 when it was launched. “It was absolutely clear at the time when we did the presentation. Sadly, lots of people afterwards said they weren’t aware.” It ultimately ended up in the High Court.

In Don Law’s workshop, Randle talks through the production car. It’s not quite as he would have done it, he reveals. The wheelbase is too short and the overhangs are too long, so it’s not quite in balance. He points to the shutline at the forward base of the door, “That’s just putting a very easy hinge line in, which I think is a spoiler: it doesn’t carry the lines of the car through. The show car opened as butterfly doors – I engineered that so the shutline mirrored the shape of the car.”

Randle is more pleased with how well integrated the car’s aerodynamics are. He didn’t want big wings and spoilers, but the car still had to generate downforce because of the extreme speeds it was capable of doing. A respectful relationship between design and engineering was behind the XJ220’s graceful lines, aided by advanced solutions such as the car’s flat bottom and the enormous dual Venturis beneath the rear of the car. Lots of time spent in MIRA’s wind tunnel was put to good use, Randle tells me, although he’s still not sure which department picked up the bill for it. Surprisingly, reveals Randle, the project did have a downside for the team.

“While it was a lifetime experience for all of them, in some ways, it was sad. They’d all done such a wonderful job and received full recognition for what they did, appearing in Car magazine and the like, but the guys back at Jaguar who weren’t involved didn’t like it – so in some ways, the 12 were ostracised. It was very, very sad, but that sort of thing does happen.”

To this day, Randle still sees the team today. “All they’ll want to talk about forever more is that experience,” he says. The thrilling experience of creating the XJ220 didn’t scar Randle, either. “I did it again, you know: the Lea Francis 30/230 – in 12months. Again, we went from nothing to presenting the car at the 1998 Motor Show. I still have that car.” Although he may not have an XJ220, he does still have the original cardboard model that he created over Christmas 1987, which in some ways is the most authentic and pure XJ220 of all.

Today, Don Law is helping the world’s XJ220s live on. Although they had never met before, there are the clear beginnings of a friendship between Jim and Don: both are enterprising, resourceful, polite and respectful. Walking around Don’s workshop, you sense Jim’s pleasure at the memories that are flooding back. “It’s funny, you know, all this happened 28 years ago, yet you suddenly remember things like it was yesterday.” Then, quietly, Jim and Don scurry away to a corner of the workshop, Don saying, “I’ve got something special to show you, Jim.” They return, beaming, saying nothing. It seems there may yet be a surprise in the remarkable story of the Jaguar XJ220 – and the man behind it, Jim Randle, couldn’t be more delighted.

FULL GALLERY ONLINE WWW.JECSW.CO.UK/GALLERY

Jaguar And Aluminium, The Match Made In Alloy Heaven

Quieter, cleaner and requiring less energy than traditional steel chassis construction.

By Colin Masterson

Jaguars made of aluminium are not just about saving weight, they are also about creating designs that are stiffer, safer, stronger and more reliable.

They are now masters in the use of aluminium as a manufacturing material. Raw aluminium sheet - just 0.9mm thick for outer panels, or up to 3mm thick where more strength is needed - is pressed into complex, strength-giving shapes and forms, and using up to 2,000 tonnes of force, punched with millimetre precise holes. It creates astonishing results. The side panel for the F-PACE is one of the largest they produce, yet weighs only 5.8kg.

Aluminium Alloys Deliver Green Benefits

In addition to lowering weight, thereby increasing MPG, there are other major environmental benefits in moving from a steel to aluminium body. For example, the aluminium sheets used to form the body panels can be made from around 75% recycled material.

Aluminium cars have been around for the last 15 years or so - and have been in the Jaguar and Land Rover DNA from the beginning. However, many of the aluminium vehicles are lightweight sports cars, with fairly low volume. "The focus had been on low weight rather than high strength and long-term durability," says White. An off-road SUV, such as JLR's Range Rover, faces a much tougher duty cycle than, say, a high-end sports car driven a few hundred miles a year on the track.

Mark White, chief engineer, Advanced Body, Jaguar Land Rover Product Development. Explains: "When we started, we really wanted to make sure we developed alloys that were fit for purpose for any vehicle we make."



JLR has developed several high strength aluminium alloys over the last 15 years, including the following (and now it gets a bit technical).

AC300T61. This is a 6000 series alloy that is very ductile, so it absorbs energy in a controlled manner rather than any real fracture of the material. When a material fractures, it starts to lose a lot of its strength. Unless the place of fracture can be predicted, it lacks controlled energy absorption. White says, "We wanted this material to have a high level of ductility to get good, what we call 'crash/crush performance.' We developed it for the Range Rover models.

AC170. This alloy is easily formable while maintaining a good level of strength. It bake hardens in the paint shop to the equivalent strength of a steel skin panel on a steel car. It is used to make fenders, door skins, body sides and other complex exterior skin panels.

RC5754. AA5754 is an industry standard alloy. RC5754 has the same properties but is made from a high recycled content. "We spent about three or four years with one of our aluminium suppliers developing this new, what I would call, high recycle content alloy," says White. "It acts just like a normal primary 5754 that you could buy from any aluminium supplier, but it consistently has large amounts of recycled metal in it. Our goal is to get to over 75% recycled alloy in RC5754."

JLR is looking at other alloys to add the recycled content prefix to, as well. "We're starting with this one because it's a fairly popular alloy. We know we can get segregated 5754 scrap supplies from the industry as a whole.

It's a good place to start in terms of our recycling strategy," says White.

5754 is an industry-standard alloy with well-understood mechanical properties in terms of elongation and ultimate tensile strength. "We want to match all of those performance criteria, but what we've done is allowed for impurities in the alloy so we can tolerate a higher silicon level, a higher iron level in the alloy, etc." says White. "The customer will not notice the difference, but to us and the environment, it's a clear winner", he adds.

White says the carbon footprint of using a recycled aluminium alloy is also less detrimental on the environment. Depending on the process and how much recycled content is used, to make recycled alloys takes between 10%-25% of the energy used to make a primary alloy up to 90% energy savings and subsequently 90% carbon savings from the primary alloys. "And, as we increase the amount of recycled content," says White, "in the long term we'll see a reduction in the cost of the metal, as well."

CAE Enables Fine-Tuning

JLR uses CAE tools for all design aspects on its aluminium lightweight SUV bodies. "Everything is done in the virtual world, and then we only perform validation tests," says White, which are still required by government legislation and consumer bodies. "We don't have to test as much as we once did. We work with them to make sure the car does everything it did on the virtual platform."

Beyond modelling the vehicles for



crash results, JLR uses CAE to understand the mechanical properties of the materials used. "If we take a stamped part, for example, we will put it through the software and simulate the manufacturing process," White explains. "We'll get what we call the true gauge of the part in the model. Say we've got a panel that starts off as a flat sheet of material 1 mm thick. It may go down to as low as 0.85 mm in places where it thinned after it's been drawn. We can build that gauge model into our crash models."

That kind of detailed evaluation is repeated throughout JLR's design process. "We can record how much damage is done in the stamping process as we create the part because every time we put a sheet of metal into a press tool, not only do we thin it out, we also use some of its available

energy, its inert energy, in the stamping process," White adds. "It no longer brings all of its strength into the crash because we've used some of that strength in manufacturing the part. We can also build that into the CAE model."

This type of simulation was unavailable even 10 years ago. In the past, "We'd have just taken a constant gauge and assumed that you get the maximum amount of work out of that constant gauge part. That's no longer the case," says White.

JLR is now using thermal modelling to look at the bake hardening response of the part, which will also change the mechanical properties over the life. "We can even model how much work hardening happens depending on where the part is located in the body. An outer skin panel will see the maximum amount of heat for the most

amount of time while an interior reinforcement will see much less heat energy for much less time in the same paint shop oven. We are able to model that level of detail from a thermal point of view," he says.

■ Future Fidelity

JLR continues to build more sophistication into its models. "For every new product we design, we get a better level of fidelity, and we're able to do more in the virtual world than we were on previous models," says White. The company looks to improve techniques and partner with universities and research companies to identify areas for improvement.



Classics At The Castle @ Berkeley Castle

Grey skies, drizzle, clouds followed by lots of rain, welcome to Gloucester - the land of tarpaulins and bacon rolls.

By Scott Morgan

The morning of Sunday 2nd of June started as a drizzly grey old day here in Pontypridd. I had been a keen weather watcher the evening before and early that morning, repeatedly checking Google, BBC, met office and every other app and website I could think of! According to the majority of weather forecasts the worst of the weather would arrive in Gloucester at around 3.00pm so after much deliberation my Father, Becca and myself took a gamble and left in the MK9 and headed for Berkeley Castle.

As we left quite late at 8.30 ish we had missed everyone else who had met at the old Severn bridge. If we had made it earlier we would have met Howard and Tim with the XJS, Dave and Ruth with their XK8, Keith with his XK150 and our trusty chef Paul and his E-type.

The evening before Howard received a call from Colin saying he may not be able to make the show and could they meet at Cardiff East for Howard pick up the gazebo top section which was in his car. This done he met up with the others at Severn Services.

Their arrival at the show didn't start too well because despite a polite request an over officious steward told them how and where to set up, claiming he was in charge and they had to do as they were told because he was wearing the yellow vest.

The gazebo was quickly set up under threatening skies but still ready to cook bacon rolls by 9:30am. Sadly it

was discovered the side screens were missing which became very important because not long after, the showers started, and ultimately set the tone for the rest of the day.

The field of exhibitors really filled up quickly! Luckily Nigel and Alison Wilcox spotted the Mark IX driving in and kindly parked us on the end of the UVCCC row of cars. Nigel and Alison had brought their stunning, recently restored Alvis along (very brave indeed considering the gathering black clouds!).

After parking up and despite the threatening weather, we quickly equipped ourselves with our umbrellas and jackets and headed off to find some bargains amongst the fantastic collection of stalls!

There really is something for everyone amongst these stalls at Berkeley, some would describe some

as junk stalls but as the saying goes "one man's treasure is another man's gold!"

We quickly found the jaguar gazebo which had been promptly assembled but unfortunately the sides had been over looked and forgotten luckily and thankfully Keith had bought some tarpaulin from one of the handy stalls and quickly made use of it as make shift side to keep the wind out (and later rain!).

Then at around 10.30 the dreaded rain began! Much, much earlier than forecast! We decided to have a very quick look around the cars before it got too bad. There's always a great collection of American cars including Ford galaxies and Mustangs, Dodge Chargers and massive Cadillacs and Lincoln's to name a few. There's also always a great collection of cars from the 30s and 40s including old Morris's





and Austin's, which is always great to see as at some shows do seem to be becoming less and less as if making way for what seems to be a generation of "modern classics".

Unfortunately, as the weather deteriorated many cars on show started to leave as did the public, and it wasn't even 12:00 yet! Even the band which was due to perform on stage started to pack up before they had even started playing any music.

There were also a few jaguars on display including one very nice MK2 2.4 which was advertised for sale and a stunning Red v12 E-type roadster just to name a few.

After a wander we started to get cold and wet so took refuge back at the JEC gazebo. Thankfully Paul had already started the burgers! But by now the rain really started to get worse. Keith very kindly bought

another tarpaulin to cover another side of the gazebo where the wind and rain was blowing in! Unfortunately, the cars continued to leave as did the public as many people lost any hope in the weather improving.

It's so sad to see how after so much time and effort that goes into arranging these shows it always is so reliant on good weather, which really is something we can't depend on in this country!

At 2.00 Ruth served us her famous chocolate cake which raised our spirits no end! Thank you Ruth!

Then there was a brief spell around 2.30pm where the rain stopped and we decided to take the gazebo down quickly and all make our way home to dry off! All in all, this year was unfortunately a bit of a wash out but fingers crossed next year we'll have some sun at Berkeley.



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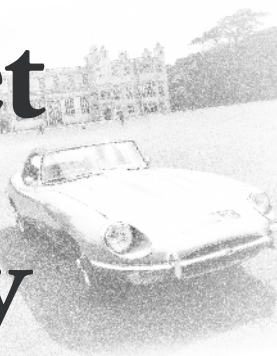


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Get In My Garage



Michael Manconi
Magazine Editor



South Wales Region member Michael Manconi tells MM about his Jaguar moments of madness.

MM: What is your earliest Jaguar memory?

MM: Seeing Dads E-Type in the garage and knowing I was not allowed in or to touch it - some things never change!

MM: Tell us about your first Jaguar or Daimler

MM: A rather nice 1987 3.6L Manual XJS cabriolet, in white (what else!) With black interior, hood and hard top. As the convertible model was still very new and fetching very strong money I though I would ease myself in with a Cabriolet. It was a long soul destroying search. The first one I saw I didn't even need to get out of the car to know just how rough it was. The old boy that owned it really thought it was pristine - rust blisters and all! In the end the one I purchased turned out to be a great car. I wonder where it is now?

MM: What's your ownership history?

MM: A bit light to be honest. Having had the 'garage of Dad' and a selection of Jags to choose from there was never really a need to go out and buy anything. That being said when the F-Type came out I knew I would have to buy one, and I did - but not for me, but for 'her in doors'. Settling on a V6S convertible, as the sensible option for her, after two weeks she had decided it wasn't the car for her, so it has been a great hardship having to drive it myself!

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

MM: I love the Project 8 Touring Edition. Such a superbly effortless car to drive, at any speed. A XJR12 or 15 would not go a miss either. Not very practical I admit, but who cares!

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

MM: Driving a pair of race prepared Project 8's around a very wet Silverstone with Andy 'racing shoes' Webber disappearing very rapidly in the rear view mirror!



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

MM: Sorry you won't like this, a Porsche 944 S2t Convertible. It will always win hands down purely for all the great memories it has given me. I still have it 26 years on.

MM: Any car regrets?

MM: Actually, no. The only regret I have motoring wise is the main dealer I purchased the F-Type from - they were extremely poor.

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

MM: Sir William Lyons, Enzo Ferrari and Ferdinand Porsche - and ask them what they think of motor cars in 2019 - over a good dinner and a few glasses of wine of course.



HOW DID YOU COME TO JOIN THE CLUB?

Compulsory in my family or else be disowned!

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

For me its in the name, 'enthusiast'. The more members I meet, the one thing is always the same, the passion for the club and their cars. Also the amount of events the clubs puts on is very good.

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT THIS YEAR?

Yes, Silverstone Classic. The variety of cars it astounding, not to mention the endless historic racing. Walking around the pits and actually touching the cars in incredible!

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

Something you will hear form just about every Jag owner: buy with your head not your heart! Make sure the paperwork stacks up, ignore the shiny bits and look for the grimy bits.

AND MOST IMPORTANTLY, YOUR FAVOURITE BISCUIT IS?

The king of biscuits of course, chocolate oat crumbles!

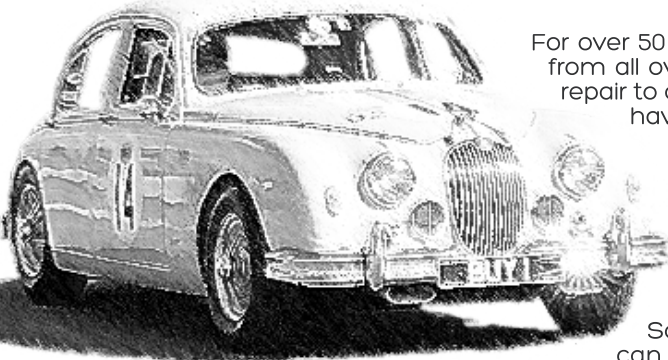


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JOKES & ANECDOTES

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@jecsw.co.uk

THE HUNTING TRIP

The guys were all at a deer camp. No one wanted to room with Bob, because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time, so they voted to take turns.

The first night Kev slept with Bob and comes to breakfast the next morning with his hair a mess and his eyes all bloodshot. They said, 'Man, what happened to you?'

He said, 'Bob snored so loudly, I just sat up and watched him all night.'

The next night it was Jim's turn. In the morning, same thing - hair all standing up, eyes all bloodshot. They said, 'Man, what happened to you? You look awful!'

He said, 'Man, that Bob shakes the roof with his snoring. I watched him all night.'

The third night was Pete's turn. Pete was a big burly ex-Navy man; a man's man. The next morning he came to breakfast bright eyed and bushy tailed. 'Good morning,' he said. They couldn't believe it! They said, 'Man, what happened?'

He said, 'Well, we got ready for bed. I went and tucked Bob into bed, patted him on the butt, and kissed him good night.'

Bob sat up and watched me all night.

SENIOR ACTIVITIES

Yesterday my daughter e-mailed me, again, asking why I didn't do something useful with my time. "Like sitting around the pool, drinking wine isn't a good thing?" I asked. Talking about my "doing something useful" seems to be her favourite topic of conversation.

She is "only thinking of me," she said, and suggested, I go down to the Senior Centre and hang out with the fellas.

So, I did and when I got home, decided to play a prank on her. I sent her an e-mail saying that I had joined the Senior Parachute Club.

She replied, "Are you nuts? You're 86-years-old and now you're going to start jumping out of air planes?"

I told her that I even had a Membership Card and e-mailed a copy to her.

Immediately, she telephoned me and yelled, "Good grief, Dad, where are your glasses?! This is a membership to a Prostitute Club, not a Parachute Club."

"Oh man, am I in trouble," I said, "I signed up for five jumps a week!" The line went dead.

Life as a Senior Citizen isn't getting any easier, but sometimes it can be fun.

TRAFFIC WARDENS

I went to the shop the other day. I was only in there for about 5 minutes and when I came out, there was a damn traffic officer writing a parking ticket for over-running the meter. So I went up to him and said, "Come on, how about giving a man a break?"

He ignored me and continued writing the ticket.

So I called him a pencil-necked Nazi. He glared at me and started writing another ticket for also having parked partially on the pavement!!

So I called him a son of a mutant pig. He finished the second ticket and put it on the car with the first. Then he started writing a third ticket!!

This went on for about 20 minutes and the more I abused him, the more tickets he wrote. I didn't give a damn.

My car was parked around the corner!

GET IN THE CAR

A boy is walking along the road when a car pulls up alongside him. 'If you get in my car,' says the driver. 'I'll give you a bag of sweets.'

The boy ignores him. 'Okay,' says the driver. 'Get in my car and you can have two bags of sweets and £5.'

The boy ignores him. 'The driver says, 'Listen, if you'll just get in the car I'll give you all the sweets you want and £20.'

The boy turns to the driver and says, 'Dad, for the last time, I'm not getting into that Skoda!'

SPEEDING MOTORIST

A man is out on the interstate having an evening drive in his sports car. He decides to open her up and the needle jumps to 120 mph. Suddenly he sees a flashing red and blue light behind him. He thinks about outrunning the cops, accelerates for a few seconds, then comes to his senses and pulls over.

The officer comes over to check his licence.

'I've had a tough shift,' says the officer. 'And this is my last pull over. I don't feel like more paperwork so if you can give me an excuse for your driving that I haven't heard before you can go!'

'Er, last week my wife ran off with a cop,' says the man. 'And when I saw your car I was afraid he was trying to give her back!'

'Have a nice night,' says the officer.

MOTORWAY BREAKDOWN

A car breaks down on the hard shoulder of a motorway. The driver opens his boot and lets out two dirty old men in

raincoats. The men stand at either end of the car and start flapping their coats open and closed, exposing themselves to the passing traffic.

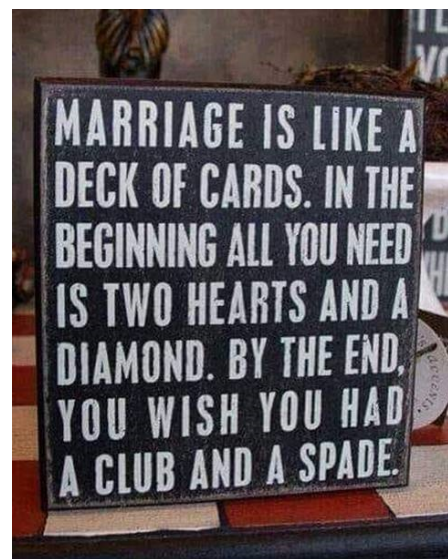
A police car soon pulls up. 'What are those two doing?' says the policeman. 'Them?' replies the driver. 'They're my emergency flashers.'

WIFE'S BIRTHDAY PRESENT

Bob was in trouble. He forgot his wedding anniversary. His wife was really pissed. She told him "Tomorrow morning, I expect to find a gift in the driveway that goes from 0 to 200 in 6 seconds AND IT BETTER BE THERE!"

The next morning he got up early and left for work. When his wife woke up, she looked out the window and sure enough there was a box gift wrapped in the middle of the driveway. Confused, the wife put on her robe and ran out to the driveway, brought the box back in the house. She opened it and found a brand new bathroom scale.

Bob has been missing since Friday.



Classics In Coedarhdyglyn @ St Nichols

A cool breeze, six cars,
a very bumpy field, lots
of bacon rolls and one
delicious chocolate cake.
Welcome to Saturday.

By Colin Manconi

This was a new show being held at St Nicholas, just up the road from Culverhouse Cross. Six of our members met in the car park opposite the Cophorne Hotel and had a short run up the hill to the entrance of the event on the right off the main A48. The entrance was over the pavement into a field and the organisers had put some rubber matting down but it was still a very bumpy way in. Matters didn't improve when we drove very slowly along the field to arrive at the show ground. The field was extremely bumpy, luckily I had brought the XJS, and if I had brought the V12 E Type with its very low exhaust system I would have had serious problems driving in!

They were advertising that there would be over 400 exhibits, classics, bikes, modern, trade stands, food and drink, funfair, bouncy castle, auto jumble, large boot sale, etc.

Unfortunately even though the weather was good, no rain, there were no more than approximately 150 cars on the show field. There were plenty of food stalls and some boot sales, a bouncy castle and a small fairground. The organisers had tried their best to put on a good show!

We were directed to an area where we could erect the gazebo and Paul was soon cooking the bacon rolls for breakfast. We watched the various



cars coming in and then decided it was time to walk around and see what auto jumble etc was for sale.

The organisers had spread the stands all around the field and it took a while to go from one side to the other. Unfortunately like most car shows now there is never much autojumble for sale. It is much easier for the seller to advertise the parts on sites like eBay and not have all the cost of driving to a show and paying for a pitch not knowing if they will sell much.

It was soon time for lunch and Paul soon had the beef burgers sizzling on the cooker. We then spent the early part of the afternoon walking around looking to see any different cars. There were a few Jaguars spread around the field but the problem with a lot of the

local shows is you see the same cars at each event.

Afternoon tea came with a delicious slice of Ruth's chocolate cake, I think I may need to up rate the springs on the cars if I keep eating so much at the shows! It was then time to pack up and make our way home.

I felt very sorry for the organisers. They had obviously put a lot of time and effort into organising the show and had arranged for quite a few food stands and the fairground etc. It didn't seem as though there were enough people who came to the show to make it worth the stands being there. They are exposed to be running another on the 1st of September, we will have to wait and see if it goes ahead.



CALENDAR

WHAT'S ON IN 2019

JULY

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'Élégance, 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

EVENT KEY



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).



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

REGIONAL REPRESENTATIVE | COLIN MANCONI
E: COLIN.MANCONI@JECSW.CO.UK
T: 07977 474637

COMMITTEE MEMBER | PAUL COGDON
E: PAUL.COGDON@JECSW.CO.UK
T: 01600 860969

MAGAZINE & WEBSITE | MICHAEL MANCONI
E: MICHAEL.MANCONI@JECSW.CO.UK
T: 07854 530201

COMMITTEE MEMBER | ANDY WEBBER
E: ANDY.WEBBER@JECSW.CO.UK
T: 07771 852703

PRESIDENT FOR LIFE | HARRY KUEHLING
E: HARRY.KUEHLING@JECSW.CO.UK
T: 07931 538434

COMMITTEE MEMBER | COLIN MASTERSON
E: COLIN.MASTERSON@JECSW.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/gimg

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