

JAGUAR

ENTHUSIAST

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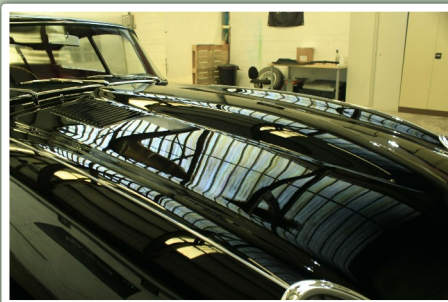
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Magazine strives to provide accurate and up-to-date
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ECURIE ECOSSE LM69

Several years ago, Jaguar Classic introduced an XKSS continuation series of nine cars to complete the models original run of 25 examples. Only 16 cars were made at the end of the 1950s, with the other nine being destroyed in the Browns Lane factory fire. Another Jaguar that had a rough life was the XJ13 from the mid-1960s, a one-off race car that didn't actually get the chance to compete due to changes to homologation rules. Fast forward to 2019, Scottish company Ecurie Ecosse aims to revive the spirit of the Jaguar XJ13 with a new-old supercar, featuring retro styling inspired by the 1960s racer - meet the LM69.

Don't be scared...

I won't bite.

We know it can be a bit daunting taking your beloved classic out on the open road.

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Welcome

Popcorn, hog roast,
racing shoes and the
smell of burning rubber.

Well summer is here, or it was, now it seems to have gone again. Will it return in time for our very own Andy Webber's Ponthir Car & Music Festival? Fingers crossed.

Always a great little local show with a real family feel, the afternoon start makes a nice change and always helps to encourage partners and the kids to attend. The weather report for the weekend looks good, so fingers crossed!

Something new for Club Night.

By the time you will have read this the first 'August In Archive' will have taken place. For those who don't have a chance to attend the monthly meeting (you should), we are trying out new and exciting additions to make the social part of the club even better. The 'Archive' element of the night was a collection of Jaguar clips and promotional ads from yesteryear - with a few modern(ish) ones for balance. On the modern(ish) front I love the Don Law/ Bridgestone Tyres mini documentary on remaking modern tyres for the XJ220 supercar. Bridgestone managed to get back together most of the team responsible for the original tyres back in the late 80's, who's insight on the original project makes for great viewing. Missed out? No problem! Visit our website www.jecsw.co.uk to view this and other great clips as they are added.

The Clubs track day at Castle Combe is back!

I love this track day, its pretty local, the circuit is nice to drive and best of all the cafe does an amazing breakfast! What's the difference between a Full Breakfast and a 'Big Boy' breakfast I asked, "£1.50" says the very dry guy serving. That's me told then!

This year along with the chance to take your own car on the track, there will be fast passenger rides from our friends and Club Partner Swallows Racing, parade lap and grid photo opportunity and a whole host of Club Partners and Sponsors who will be attending - so keep Wednesday 15th October free.

No experience is necessary, this is a great day and track to dip your toe into the world of Track Days and see if it's your cup of tea. Best of all you can book, full day, half day or just 15 minute power laps. See you there!

Michael Manconi
Magazine Editor





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Our Region

Out came the sun, the cars
too, and our first Summer
BBQ was a success.

We have had a busy month, with our first Summer BBQ at our new venue, The St Mellons Golf Club. Fifty four of our members attended and it appears everyone enjoyed it. The weather was great and the food superb. We will definitely be doing more of this sort of event in the future. We have a full write up on page 36.

We are trying to get new ideas of what we can do extra at our monthly meetings. We have introduced an evening meal before the meeting which we hope to have every other month (September being the next time for this) we now also have a projector and intend to play some Jaguar clips of different periods and cars. What we would like from you, our members, is some of your ideas what you would like at the meetings? Please contact Michael or myself in the first instance (contact details on page 42). Also, remember to check the website for what's happening at each months meeting: www.jecsw.co.uk/events

Ben the owner of the Cefn Mably Arms in Michaelstone-y-Fedw, just up the road from our venue, the St Mellons Golf Club, has been running a Saturday lunch time meet for classic cars for the last couple of years. Ben owned a series 3 V12 E-Type convertible for many years, but sadly after a few problems with it he has now sold it. So on the 20th of July a number of our members went along on the Saturday - the weather forecast wasn't that great but it stayed dry and about 30 cars arrived. Unfortunately the village and the pub had a power cut all afternoon so the restaurant was closed, but Ben brought out the gas barbeques and provided burgers and a drink free of charge for all the classic car owners. A great way to spend a Saturday afternoon.

The Classic and Supercar Show at Sherborne Castle was a great success! It is a massive event with over 1500 classic cars attending. A group of us travelled together to the show and met up with some of the Bristol and Dorset regions on a joint stand. We had around 40 jaguars on the stand including the raffle car which was manned by Graham Searle with some help from the members.

As usual we attended one of our biggest events of the year the Silverstone Classic, which was held on the 26th to the 28th of July. Twenty eight of our members and guests attended including some of the JEC events committee. I had booked our usual hotel the Premier Inn at Harpole and also the Cromwell Cottage a lovely pub/ restaurant for the Friday and Saturday evening meal. This year the JEC stand had been moved back to the banking at Copse corner, which most members seem to prefer. Unfortunately the weather was not kind to us with showers all weekend and a cold wind on Sunday. Despite the weather Saturday was extremely busy with over 240 cars on the stand, Sunday a bit quieter but still a great turn out.

Our next shows are the Ponthir Music & Car Festival on the 25th of August, the Bristol Region BBQ on the 8th of September, the Castle Combe Autumn Classic on the 6th of October and the Malvern Classic Car Show on the 13th.

Would anyone wishing to attend the Bristol Barbeque on the 8th of September please give me your names as I have to let Bristol know how many are coming to arrange the food.

Colin Manconi
Regional Representative



THE JAGUAR MONTH IN PICTURES

SOUTH WALES REGION BBQ @ ST MELLONS GOLF CLUB

July 14, 2019

The first Summer Barbeque at our new venue The St Mellons Golf Club. Fifty four of our members and guest attended and it appears everyone enjoyed it. The weather was great and the food superb. We will definitely be running more of this sort of event in the future.



COFFEE & CARS MEET @ THE CEFN MABLY ARMS

July 20, 2019

A small new event in a 'Coffee & cars' style format hosted by Ben the owner of the Cefn Mably Arms Country Pub & Restaurant. With an eclectic mix of vintage, classic and 'modern classics', around 50 cars were on display, a smaller turnout than was expected due to the rain that threatened. Great to chat to some different people from other clubs and see some different cars.

HISTORIC VEHICLE GATHERING @ POWDERHAM CASTLE

July 13-14, 2019

The 46th Historic Vehicle Gathering at Powderham, which has become probably the largest event of its type in the South West and possibly further afield, is set on a very large field with areas for classic vehicles, autojumble, catering stalls, very large beer and food marquee, steam traction engines, tractors, stationary engines and a large ring for vehicle parades.



LASSICS & 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 1,500 cars on display, there is always plenty of variety, from Rat Rods, Vintage and Classics to modern day Super and Hyper Cars. Over 40 members made it on the day and the club stand looked superb, with Graham Searle bringing this year Raffle car, manning it all day selling tickets to the passing crowds!





SILVERSTONE CLASSIC ROCKING AND RACING

July 26-28, 2019

This is 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. Despite the deluge of rain and wind, which also made for some interesting racing, this was a great event.



RIVIERA CLASSIC CAR SHOW @ PAIGNTON GREEN

July 28, 2019

Organised by the TWOC, this is the major motoring event in the area, with proceeds going to numerous local charities it is very much a community success and goes from strength to strength each year. In recent years noteworthy vehicles to see have included Chitty Chitty Bang Bang, a perfect working copy of the talking car Kitt driven by David Hasselhoff in Knight Rider, the actual Volvo driven by Sir Roger Moore in The Saint TV series, a replica of the Dukes of Hazzard car, a Flintstones car and the AC Cobra of Fitz from BBC.



COMING SOON

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 is necessary, just turn up on the day.

BRISTOL REGION BBQ

September 8, 2019

A superb day out with great hosts, our friends over in the Bristol Region. If you would like to attend please contact Colin (details on page 42). Pre-booking is essential.

GOODWOOD REVIVAL

September 13-15, 2019

This three-day festival celebrates road racing cars and motorcycles that would have competed during the circuit's original period of 1948-1966, including Grand Prix cars from the 1950s and 1960s, sports and GT cars, as well as historic saloon cars and little-seen Formula Juniors. Many of these important historic racing cars are driven by famous names from motor sport past and present. The main club will have a stand selling memberships and raffle tickets for the charity F-Type, so stop by and say Hi!

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

September 18 2019

Our monthly meeting kicks off with our new 'Arrive & Dine', simply arrive by 6:30pm and order a meal or bar snack before the main meeting. This was very popular in July so we would love you to join us. For those not eating, the main meeting starts at 7:30pm as normal. See you there!

CASTLE COMBE AUTUMN CLASSIC @ CASTLE COMBE CIRCUIT

October 5 2019

The Autumn Classic is now one of the iconic classic car race meetings in the South West and ever popular with our members. It is likened to a mini Goodwood and alongside the racing there are displays of exotic cars, trade stands, track parades. The JEC has the largest Club stand but even we have space limitations, so it is essential to book early as it will be filled on a first come first served basis. Entries close on 9th September or until the clubs stand is filled, so please book now.

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

THE NEWS STAND

Read all about it.

Colin Masterson
News Editor



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

Jaguar's former design chief Callum launches new company.

Jaguar's former head of design, Ian Callum, has set up a company focusing on styling projects inside and outside of the automotive world.

"I wanted to get back to the essence of creativity; the challenge of producing something wonderful and personal," Callum said in a statement. Callum, 64, said he had 15 years left of designing in him. Callum left Jaguar on July 1 after 20 years leading design at the British brand. He has been credited with modernizing Jaguar's retro image. Among his Jaguar designs are the F-Type, F-Pace and electric I-Pace.

He said he would be keen to "redo" some of his designs and work on other iconic cars to improve them. In 2014, Callum redesigned the Jaguar Mk2 sports sedan from the 1960s as a personal project by lowering it, giving it bigger wheels and restyling the interior. He also owns a hot rod based on a 1932 Ford coupe.

He was keen that the new company is not just seen as a chop shop for retro cars. "I want to be looking forward, that's where design should always be", Callum said.



I don't want to work in corporate OEM land any more, I want to do stuff that I can control the building and making of rather than just designing for others.

Dr Ralph Speth | JAGUAR LAND ROVER CEO.



Facelifted Jaguar F-Type Convertible spied for the first time.

The F-Type arrived in 2013 and its looks haven't really changed since then, not that they needed to. Nevertheless, Jaguar has some major tweaks pegged for the face of the car. The prototype sports slimmer, wraparound headlights instead of the current model's tapered design. The hood and front fascia has also been massaged to fit the new lights,



while at the rear the taillights appear to have a more angular shape to match the design on the updated 2020 XE.

As for mechanical updates, Jaguar is expected to finally ditch the supercharged V-6 currently used in the F-Type in favour of an electrified inline-6 that's already been announced by Land Rover for some 2020 models. With up to 395bhp, the powertrain is a mild-hybrid setup combining a 3.0-litre turbo charged inline-6 with a beefed-up electric starter motor that can aid the engine during high loads and recover energy under braking and coasting. There's also an electric compressor that helps build boost pressure before revs rise and the conventional turbocharger takes over.

As for the interior, a digital instrument cluster is expected to finally make its way into the F-Type, along with an updated infotainment system with a larger touch screen display. More electronic driver aids should also feature in the car.

The updated F-Type is expected to reach the market in 2020, meaning we'll likely see it arrive as a 2021 model. The updates will allow Jaguar to bide its time until a successor can be developed, possibly with a battery-electric powertrain.



Company plans road-going recreation of the late 1960s Jaguar XJ13.

Ecurie Cars will produce 25 examples of the Ecurie LM69, a recreation of the Jaguar XJ13 that was meant for Le Mans racing in 1969 but was never produced. The Jaguar XJ13 never came to life as the Le Mans-ready race car the British firm imagined it would be. However, Ecurie Cars wants to turn back the clock and answer the question "what if?" This is the Ecurie LM69, which Ecurie Cars said is meant to be road- and track-going recreation of the original Jaguar XJ13.

For those not up to speed on the original Jaguar model, only one exists, and it sits in the British Motor Museum. The car was originally developed for racing, but FIA regulation changes in 1968 meant the XJ13 never hit the track in 1969 as intended. It crashed in 1971, but it was fully restored following the incident.

Now, the Ecurie Cars has developed the LM69 as a road and race car that will be limited to 25 models for collectors to argue over through their chequebooks. Each car will be hand-built in Britain and boast a quad-cam V-12 mounted in the middle just like the original car. Ecurie Cars will offer the quad-cam engine in 5.0- and 7.3-litre sizes, the latter bored

and stroked from the former. It will come standard as it would have in 1969, with mechanical fuel injection and distributors, but buyers will be able to get modern, programmable fuel injection and ignition.

The company hasn't shared performance figures, but the XJ13's 5.0-litre V-12 made 502 horsepower when new. The engine helped the car rocket to a top speed of 161 mph.

Ecurie said the goal was to imagine the company stumbled upon an XJ13 barn find and restored the car for street purposes. Thus, the design is very close to the original car with big headlights and wide hips. A few tweaks are present to make room for a roof and a rear wing, but overall, the company captured the car's spirit quite well. In addition to those design changes, the car also features wider wheels and tyres for improved grip and lighter materials to make it lighter than the original. Don't look for the latest gadgets inside, though. The firm said the car has no technology that wouldn't have been added after 1969.

It's unclear how many of the Ecurie LM69 currently exist, but these pictures seem to show that at least one car has been built. No price has been given for buyers interested in the 25 that will be sold. It won't be cheap, though. Those 25 buyers will be able to drive a beautiful new car that depicts the Jaguar Le Mans racer that never was.



Project 8 is the fastest salon in production right now.

In 2017 the Project 8 version of the XE with 592 horsepower and starting price of £150,000 hit the streets. Sure that's steep for a small sport sedan, even one with 592 horses under the hood, but the car is now the fastest four-door production car around the Nürburgring - by a significant margin. Jaguar clocked a 7:21.23 lap time in 2017, which beat the previous record of 7:32 set by Alfa Romeo's fabulous Giulia Quadrifoglio the year before. Now, Jaguar has gone even better by setting a new time of 7:18.361, in a big part thanks to the efforts of development driver Vincent Radermecker. The next closest time by a sedan is the 7:25.41 set in 2018 by a Mercedes-AMG GT 4-Door Coupe 63 S.

For the new time, Jaguar fitted the XE SV Project 8 with the latest version of Michelin's Pilot Sport Cup 2 R tyres, a street-legal tire that features rubber compounds directly transferred from Michelin's racing tires. The car was also in its two-seat Track Pack configuration. The powertrain is a 5.0-liter supercharged V-8

with 592 hp, as well as 516 pound-feet of torque. Drive is to all four wheels via a 8-speed automatic transmission and all-wheel-drive system. Jaguar quotes a 0-60 mph time of 3.4 seconds and a top speed of 200 mph.

Other performance upgrades include adjustable ride height, adjustable camber, an adjustable front splitter and rear wing, a flat underbody, a differential oil cooler, carbon-ceramic brakes, 20-inch wheels, and ceramic wheel bearings similar to those used in motorsports. The car also features numerous carbon fiber body panels. In fact, only the roof and door skins are shared with the standard XE.

Only 300 examples are being built for worldwide sale and Jaguar has confirmed that a few build slots remain. In other words, if you were looking to park the fastest sedan on the planet in your garage, now's your chance.

If you fancy a full four seat version, Jaguar have also just announced a Touring Edition. The limited-run Touring swaps the adjustable carbonfibre wing of the original car with a more subtle fixed boot lid spoiler, with a splitter fitted to the front bumper to maintain aerodynamic balance.

ON THE MARKET

See it, want it, buy it!

Lee Bayliss
Contributor



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

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GALAXIAN MINI RETRO ARCADE GAME

In 1979, Galaxian was blowing people's minds as hard as it was blowing up aliens. And, today, nothing's changed... except now you can have this game in your home in the form of this mini retro arcade Galaxian game!

This 6.75-inch mini arcade machine is about to invade your free time and demand supremacy over your attention. Keep it at work for a cheeky game on your break or at home when you want to relive those childhood memories down at the arcade.

It has the classic joystick and buttons setup that you'd expect from an arcade machine. But, if you're not into that, you can remove the joystick and play on gamepad-style buttons. Oh, and this machine has built-in sound AND a 3.5 mm headphones jack, complete with volume control, so you can choose how (ahem) invasive you want your sound to be!

So, for a retro experience that'll keep you coming back for more (just like those alien bugs keep doing), order this Galaxian mini arcade game today!

Price: £30.00

Go To: www.menkind.co.uk/galaxian-micro-player



THE JAGUAR PRINT

A SPECAT Jaguar GR Mk1 of No 54 Squadron, RAF provides a menacing foil to a Jaguar XJS identified by its registration number as the car featured in the 1975 XJS Launch Brochure. In the foreground is the proud Jaguar itself, which gave them its name. This limited edition print is 730mm x 610mm and on glossy paper.

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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 E-Type was never designed as a race car from factory and was very much focused on the mass production. This said, Jaguar at the time of launching the E-type had a long and illustrious history on the track with the C-Type and the D-Type. It didn't take long before privateers realised that Malcolm Sayers E-Type design lent itself naturally to the track. Backed by the factory a number of well-known privateers were campaigning various Jaguars on the track, the most notable being Coombs BUY1 / 4WPD.

In 1962 4WPD was crashed heavily at Goodwood, following this the E-type was rebuilt into what would become the homologated lightweight E-type. With a planned run of 18 lightweights, the factory ended up completing just 12 in

drive donor project, the E-Type was stripped and sent to Zealia Engineering to undertake the modifications to a lightweight E-Type with the customer specified de-seamed finish. Finished with aluminium bonnet, hardtop, doors, boot lid and welded in roll cage the car was finished in Audi Aluminium Silver.

The engine was rebuilt and uprated, triple Webers were fitted and a 5-speed gearbox fitted. The E-Type was finished with a blue interior and various race features, such as exposed fuses and internal cut off switch. The E-Type was eventually completed in 2012 and registered on a private number plate of 9803 PO. Following completion, the E-Type was featured in an extensive piece in Jaguar Enthusiast.



period. With original lightweight examples changing hands for near £7,000,000, it was inevitable that there would be enthusiasts who wanted to re-create these iconic cars.

This particular example was manufactured by Zealia Engineering, a company established by Brian Wilkinson, specialising in the recreation of lightweight E-types. Mr Wilkinson, originally from New Zealand was instrumental in the development and broad use of roll cages in road, race and rally cars. In 1972, Mr Wilkinson established Safety Devices and then in his later years established Zealia Engineering, becoming a leading authority on lightweight E-types and exacting recreations.

Commissioned by Mr P. O'Brien in roughly 2009, a serial restorer of Jaguar E-types, Mr O'Brien having owned in excess of 20 E-types. Sourcing a suitable original right-hand

MM: *It may not be the real thing, but it certainly looks the part! Absolutely love the look of the Lightweight E-Type and this re-creation really hits the spot for me. Silver or dark grey are my preference on these and the dark blue interior is exactly what I would order. Love it!*

SPECIFICATION

Model: E-TYPE
Year: 1965
Mileage: 6,500
Max Power: 172bhp
0-60: 6.7 secs
Top Speed: 151
MPG: 17
Price New: N/A

£168,000

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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.

Sherborne Classics @ The Castle

With around 2000 vintage, classic and supercars on display, Sherborne delivers.

By Colin Masterson

After a lull in car shows for a few weeks, two came along in a period of 7 days, "the not to be missed" Silverstone Classic at the end of July preceded by Sherborne Castle. Whilst is not as all-encompassing Silverstone, Sherborne is also one not to be missed, even though it is in Dorset and therefore one of our furthest trips, it is worth the drive.

Netta and I had been spending Saturday in Wiltshire and so motored down independently. Colin, Paul and Lee motored down in convoy but we both arrived at the entrance together, soon to be followed by Dave and Ruth and Scott. After a fair amount of confusion as to where and how we should park up in a square facing outwards (rounding the corners is a bit tricky), we eventually got sorted and mixed in with the members of other regions including Somerset, Dorset and the Three Counties (Gloucester, Hereford and Worcester), setting up our gazebo as it was due to be a pretty hot day. The JEC raffle car, a 2014 Jaguar F-Type, was on hand, driven to the show by Graham Searle who was busy selling tickets, with the help of our Ruth, during the day to raise money for this year's charity, the Invictus Games. The car show itself also raises a considerable amount and last year the total was over £43,000 that was donated to local charities.

After the usual bacon butty on a cheesy roll (yum!) courtesy of Paul, we had time to take in the show. Featuring



over 150 trade stands, including Motor Dealers and Trade, Auto jumble and a Craft Fair. Trade stands were exclusively for the display of Vintage, Classic or Modern Cars, Motor related products or services. With over 25 stalls this is the place for any motor related products or spares a great place for car enthusiasts to browse for that great deal, specialist part, unique tool, accessory, brochure, manual, painting, badge, etc.

There were around 1,500 cars on show, with something for everyone, so it is very difficult to pick a favourite. It is often fun to stop and talk to the owners of the cars as almost everyone had an interesting story to tell. Whilst I have never owned, or been a great fan of Ferraris I think one of the cars I would love to drive home was a 1961 Ferrari 250 GTE in Blu Sera with a Connolly beige interior. This car was original purchased by the movie producer of *Barbarella* and *Serpico*, among other films, Dino de Laurentiis.

MG is another make for which I have a soft spot. My first car was a 1934 PA followed by a 1947 TC. Subsequently, working for Lex Motor

Company, I also had an MGB GT as a company car followed by four MGB GT V8s. A pity these fun and relatively cheap sports cars were never developed into modern cars. They say that the Mazda MX5 is what a revised MGB should have been like. However, some of the MGs at the show were much rarer. For example, there was a very pretty 1926 MG14/28 'Super Sports' originally purchased by a Humphrey Cottrill after a particularly good win at the Ascot Horse Races. It was found derelict in a wood and rebuilt in the 1990's over a nine-year period. Next to it on the MG stand was a Tickford Bodied MG WA, one of only 8 remaining.

Of course, like most people reading this magazine, my favourite make is Jaguar and besides the cars on the JEC stand there were plenty of other Jaguar models scattered throughout the show in the general classic car parking area. I must be getting old but I found that, for once I did not walk up and down every aisle; there is really almost too much to see in just one day. I got back from my ramblings to sample the delights of one of Paul's





delicious hamburgers and, later enjoyed Ruth's scrumptious chocolate cake made to her latest recipe.

Near the castle, Haynes International Motor Museum had a special forecourt display of some stunning Rolls Royces and Bentleys. Other attractions included Tours & Parades - Supercars, Porsche, Lamborghini, Ferrari and Piston Heads clubs and Rally Car and Vintage Motorcycle displays as well as the Charterhouse Classic and Supercar Auctions. Unfortunately, you have to buy a program to get into look at the auction cars, no doubt this is to keep out the riff raff (no names no pack drill!).

Every year there is a display of cars with massive engines. Many of these were originally inspired after the First World War by surplus aero engines from both aircraft and dirigible balloons. One was the Meteor 40 Special with its 27 litre Rolls Royce Merlin based Meteor tank engine with 637bhp and a massive 1449 ft lbs of torque. Oil changes alone would cost a fortune at 36 litres and fuel consumption is also best left unsaid,

well, OK, its around 5 mpg, but whose counting!

Another star was the Bugatti Diatto AVIO 8C 1919 as 2019 marks the centenary for the final completion of the Bugatti Diatto AVIO which had lain dormant since 1919. In 1914 Bugatti told select clients that he was ready to create a luxury vehicle to surpass any known automobile. This coincided with Bugatti's design of the AVIO 8C aero engine - his first experiment with a straight 8 engine. Historians see this WW1 aero-engine more as an automobile engine than solely for aviation. Indeed, they deduce that this massive 14.5 litre AVIO 8C engine may be regarded as the prototype for Ettore Bugatti's Royale engine. In 1915-1925 Ettore Bugatti was actively working together with Diatto's capable technical team and using Diatto's factory as test facility for his new ideas. In 1919, following the First World War, attention turned to car production and development of the AVIO aero engine ceased - but obviously was not forgotten. Later this 8-cylinder aero engine, along with a big Diatto chassis, were discovered in

the Biscaretti Collection in Turin, Italy. The project had never been finished, and how it found its way to the museum was a mystery. It is this project that after a century has finally been completed and was revealed at Sherborne Castle on July 21st.

Legendary sports car driver Derek Bell, was this year's Celebrity Guest. Spanning over 40 years, Derek Bell MBE has enjoyed one of the most successful, diverse and wide-ranging careers of any British racing driver. He is best-known as the consummate endurance sports car driver who won the Le Mans 24 Hours five times, the Daytona 24 Hours three times and the World Sports Car Champion twice. He is considered as the greatest Englishman ever to compete in endurance racing. Derek's sports car career spans the Ferrari 512 and Porsche 917, the Gulf-Mirage era, Renault's turbo effort at Le Mans, the Porsche 936, Porsche 956 and 962, the Kremer Porsche K8, the Ferrari 333 SP, and the McLaren F1, which earned him yet another Le Mans podium, with his son Justin, in 1995. The latter was one of the proudest moments of his career, on a par with any of his five outright victories at the famous 24hour race and a total of 35 racing wins in seven years.

In 1970 Derek filmed the cult movie 'Le Mans', with Hollywood legend Steve McQueen, and the two became firm friends. I enjoyed listening to his interview when he reminisced about his life and the various races he had been in and the people he had raced with.

The trip home was a pretty uneventful one via the M5. It is best to ignore the Satnav directions initially (something we ought to do more often!) and head due West to join the M5. We have tried other "quicker routes" in the past but always seem to get snarled up in traffic. Now we can always use the M49 to the Prince of Wales Severn bridge as the removal of the toll booths means a detour via the old Severn bridge to avoid long weekend queues is no longer necessary.

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Driven

The Eagle Low Drag GT.

The better-than-new £650,000 creation of the Eagle Low Drag GT E-type.

I had to think very carefully about just how much I wanted to write this story about the Eagle Low Drag GT. For the most part, putting aside the value of a car so that you may concentrate on the task of road testing it is just part of a motoring journalist's craft. Call it blind optimism mixed, perhaps, with a lack of imagination, it is what allows you to squeeze a £200,000 Ferrari down a country lane bordered with high hedges, or attempt to parallel park a Range Rover into a gap dismissed by a VW Up driver as too small.

To date, I've mercifully always been pretty good at this. But then I drove the Eagle. On some level, perhaps compared with a Sixties Ferrari, this modernised Jaguar E-Type represents good value for money. But throw even a modicum of rationality into the equation and its £650,000-plus price is enough to make even the most seasoned road tester think very carefully about how desperately they need to drive the thing.

It's pertinent to ask how anybody ever arrived at that value when you can pick up a very clean original E-Type for a tenth of the price. In order to appreciate the answer, you first have to understand what it is that Eagle does. Mere "restoration" is insufficient, such is the attention to detail. But nor are they new cars in the sense of, say, a Morgan.

Henry Pearman, the company's owner, settles on "better-than-new restorations" as a definition of what he and his team of 14 craftsmen, led by

technical director Paul Brace, do with Jaguar's epochal sports car. What that means is that it will strip an E-Type donor car to the last nut and bolt, before building it back up from scratch. Where it can reuse parts it will, but in truth that is rare, and so every component is new, fresh and almost always an improvement.

On top of this, Brace has developed hundreds of upgrades to modernise or enhance the E-Type experience, not least Eagle's own version of the straight-six engine, bored out to 4.7 litres and with a cast aluminium block to reduce weight. To that you can add Eagle's own five-speed gearbox and big, modern brakes. And you can do all of this knowing that it has been conceived with the utmost sympathy for Malcolm Sayer's original design. Take the air-conditioning for example,

which sits inside a replica of the housing that would have originally held the inner workings of the heater, so when you lift the bonnet you don't even spot it's there. It is such attention to detail that results in that eye-watering price.

Still too steep? Well, you could save a few hundred thousand by eschewing the Low Drag GT shape and opting for a "basic" Eagle E-Type, which takes 18 months to build and will set you back just £300,000. But don't think you can hang around for a second-hand one; owners, who include ex-Formula One driver Martin Brundle, simply don't sell their cars. Besides, with only 36 complete Eagles built since the East Sussex-based company turned from a classic car dealer to an E-Type specialist in the early Nineties, the pond from which to fish would give a





goldfish claustrophobia.

To date, the most special of all its projects has been the Speedster, a two-seater, open E-Type designed by Brace as a kind of ultimate classic car and featuring every conceivable Eagle upgrade. Its appearance on BBC Top Gear as part of the E-Type's 50th anniversary celebrations sent Eagle's reputation soaring.

However, Pearman's dream of the ultimate GT version of an E-Type predates the Speedster. Indeed, Eagle had set about working on such a car a decade ago, and it was only increasing demand for customer cars (at its peak, Eagle had an eight-year waiting list), that meant the project was placed on the back burner until a buyer expressed an interest and the wheels were set in motion.

In September, four years and about

6,000 man hours after that buyer commissioned the build, the Low Drag GT was unveiled at St James's Concourse of Elegance, in London, its reflective silver paintwork indicative of the aluminium panels used to form the coupé's body. Yet while the shape will be familiar to E-Type aficionados, mimicking as it does the trio of low-drag race cars built in the Sixties, this is the only one you'd consider driving anywhere but a track. That's because, as racers, those original E-Types (as well as the replicas built over the preceding years) are cramped, noisy and completely unsuited for touring.

To tackle this, Eagle set about its usual process of building a car. "All Eagle E-Types use original Sixties' Jaguars as the basis. Even for the Low Drag we've taken a pretty rusty old

coupé, stripped it right down to its last component and rebuilt it," says Pearman. That includes lowering the floorpan by an inch and a half, as well as adding 2in to the car's length, to increase cabin space. The 16-gallon fuel tank is lower and wider, to allow a bigger boot, and gives a touring range of about 350 miles.

Under the long bonnet is the 4.7-litre, aluminium block straight-six complete with Eagle's sequential fuel injection system. It's good for 345bhp and 360lb ft of torque. There's also Eagle's five-speed gearbox and limited slip differential, both in aluminium. While it retains the full original independent wishbone configuration, the Eagle's suspension has had a comprehensive makeover, including adjustable dampers.

Climb inside and the only obvious



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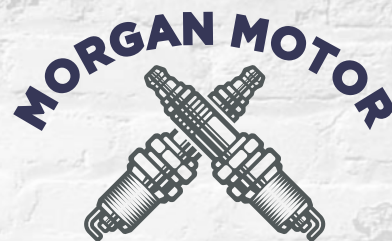
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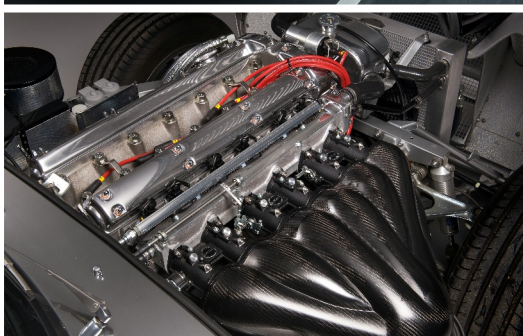
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visual difference between an original E-Type and this is a pair of air vents that flank a modern Pioneer stereo. The Smiths dials, patterned aluminium dash and thin, wood-rimmed wheel all whisper of an authenticity that works perfectly with the spotless, unmarked leather seats and glitzy Alcantara roof lining. The only absentee is the patina that comes with a well-used classic.

Out on the road, that the biggest challenge presented by the Low Drag is that its steering wheel sits on the left (at the owner's request) speaks volumes of how easy it is to drive. The clutch is heavy but the gearshift smooth, and the steering, which uses speed-sensitive power assistance, is a

revelation, as light for parking as a supermini's but brimming with feel once up to speed. And speed, thanks to all that torque and a dry kerb weight of just 1,038kg, is something the Low Drag GT accumulates with ease. Eagle quotes 0-60mph in under 5sec, and a top speed north of 170mph, which both seem eminently feasible given how the car leaps to attention on even part throttle.

Body roll is slight and the ride and visibility excellent. And while the AP Racing brakes lack ABS, they are powerful and are easily modulated.

And that, I'm afraid to say, is where I lost my road tester's nerve. For as much as I wanted to sprint through the

revs, or lean on the 235-section tyres, so the greasy roads and that figure of £650,000 nagged at me like a toddler wanting a new toy. So I'll leave it to other publications to detail how beautifully balanced the Low Drag GT feels at the point where the rear relinquishes grip, and simply tell you that in terms of concept and engineering this is the most impressive car I've ever driven.

Anyway, I'd wager the satisfaction of driving this incredible machine at the limit pales into insignificance against its ultimate thrill. That being, of course, the moment you come to a gentle stop, switch off the engine and hand it back in one piece.



SPECIFICATIONS

PRICE NEW: £650,000 +
 PRICE AS TESTED: £650,000 +
 ENGINE: 4,700cc
 TRANSMISSION: Manual 5-speed
 VEHICLE LAYOUT: Front-engine, 2WD
 DIMENSIONS: 4,260mm (L) | 1,740mm (W) | 1,105mm (H)
 MPG COMBINED: 22mpg
 POWER: 345bhp
 0-60 MPH: 4.9 sec
 MAX SPEED: 170mph +

WITH THANKS TO
 Eagle

ROAD TEST & WRITE UP BY
 Chris Knapman (Telegraph)

THE TORBAY FLYER

Greetings from the English Riviera

Harry Kuehling
President For Life



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

Greetings from South Devon.

We are now into a packed classic car show season with so many events (as well as clashes) to choose from.

DONKEY SANCTUARY - 7th JULY 2019

While a few of us went to the large show at the Donkey Sanctuary near Sidmouth other members went to another show at Teignmouth seafront. At the Donkey Sanctuary we were positioned quite close to a stage where an Amy Winehouse tribute singer ("My Winehouse") as well as other bands performed at different times during the day. Rather too loud to hold a decent conversation! Quite a contrast to the 2018 event when we left at approx. 1.30pm just before heavy rain! Very pleasant this year & I was able to walk around the fields of vehicles on display as well as the Donkey Sanctuary. Well worth a visit. I spotted only one other Daimler - a Daimler Ferret Scout car! The vehicle that won "Car of the Show" was a stunningly restored VW Camper. At the end of the day my Daimler came to the rescue of a club member's (Brian) Rover 3500S with a flat battery.

POWDERHAM CASTLE SHOW - 13th & 14th JULY 2019

This is the largest show in the area and is reputed to be the third largest in the country after Goodwood and the Great Dorset Steam Fair. The show is set on a very large field with areas for classic vehicles, autojumble, catering stalls, very large beer/food marquee, steam traction engines, tractors, stationary engines and a large ring for vehicle parades. They also have an area set aside for overnight camping. The annual event is organised by the Crash Box & Classic Car Club and more information can be viewed on their website (www.crashboxclub.co.uk). According to Peter (a Crash Box club member and close neighbour owning a XK150 Roadster) their gate receipts were just under £50,000 on the Saturday and approx. £75,000 on the Sunday! They make large donations to charity following their shows.

As in previous years TOWC had a large display with 26 or 27 cars on show on both days. We were also able to display our brilliant new flags for the first time - and very good they looked too! I took the VW Camper on Saturday and the Daimler V8 250 on the Sunday. As is usual we brought along cakes for Sunday afternoon and enjoyed tucking into the large selection! Sadly, I didn't spot any visitors from South Wales although I did chat to someone (with an ex rally Volvo Amazon) who came from Cardiff but had been living in South Devon for some 30 years! At the end of the Sunday I volunteered with Bill to take back a couple of rented electric invalid buggies on behalf of a couple of members. As the field is so large, these little buggies are made available for people who cannot walk great distances. We had a little race but Bill certainly had the faster buggy! Grrr!

DAWLISH LAWNS SHOW - 21st JULY 2019

This event took the place of the HTC run and was set on the lawns in the centre of Dawlish. We met up at Eastcliffe car park in Teignmouth before travelling in convoy to Dawlish. Once again we had a good position along an edge of the lawns with about 12 TOWC cars on show. On this occasion I took the VW Camper as the forecast was for indifferent weather. In the event it actually turned out to be fine and sunny. A pleasant venue with good walks long the small river watching the famous Black Swans. Sadly, I missed the steam train that went past on the railway line! Our numbers were slightly depleted as some members went to the Westcountry Classic Car Show at Torre Abbey in Torquay.

TOWC SHOW ON PAIGNTON GREEN - 28th JULY 2019

This is our own major event of the year and a lot of planning and work goes into it. I went along with a group of helpers to mark out the green on the Wednesday and Friday mornings before the event. It's very necessary to do this as we only have a few hours on the day of the show to set up. Colin & Cathy had taken over Rex's job of plotting the layout with the measurements for the different clubs and sections. The corners of each area were marked on the grass with white aerosol spray cans. On the Friday and Saturday, the corners were also drilled so that plastic poles for tapes could be easily inserted. New for this year was the use of a roller machine to measure distances (in metres for the first time!) and to drill the holes on the Friday and Saturday. This saved a huge amount of time on the Sunday as we were able to let the early arrivals onto the green about an hour earlier than normal!

On the day of the show I arrived at Paignton Green at approx. 5.40am (in the Daimler V8 250) and was beaten there by Dave (with his grandson Alfie in Dave's Ford Capri 3000GT) and Phil (in his Morris 1000). The benefit of getting there so early is that we were able to watch the beautiful sunrise and take photos and videos of it. I had several jobs to do including setting up the metal barriers (with a team) around the site, marshalling one section, judging the Jaguars as well as taking lots of photos (along with Phil) of the vehicles, members and the trophy presentations. Fourteen cars were booked into my marshalling section and I was rapidly running out of space in spite of encouraging people to park closer together. Then, horror of horrors, a very large Rolls Royce (driven by Lenny Windsor the comedian) and two large Ferraris turned up for my section! Thankfully there was an unallocated space close by and I could place the cars there along with a late arrival Ferrari Testa Rossa! Phew! Congratulations to Phil and his Morris 1000 for winning the trophy for the best car on the TOWC section. A very long day and I finally got home just before 7.00pm absolutely knackered!



TORBAY STEAM SHOW - 2nd, 3rd & 4th AUGUST 2019

This is another large, three day show based on fields near Brixham. I went along on Saturday 3rd August in the Daimler V8 250. The show is sited on several fields with areas allocated for classic vehicles, commercial vehicles, military vehicles and displays, steam traction engines, tractors, ploughing (using steam engines at both ends of a field), various stalls, a large marquee for smaller displays, autojumble, fairground, beer tent as well as a ring for vehicle parades. A pleasant day out and not too far to travel!

MOUNT EDGCUMBE CLASSIC CAR SHOW & FAYRE - 4th AUGUST 2019

While a couple of members were up before dawn to get to Mount Edgcombe a few more sensible members met up at the Torpoint Ferry in Plymouth at a more reasonable hour! For this show I took the VW Camper as we had been warned that no naked flames would be allowed on the field. I realised that I would be able to brew up inside the camper! After the short Torpoint Ferry crossing we took a short cut (avoiding the very long diversions and traffic queues) along very narrow country lanes with small passing places. As I took the lead in the Camper any "small" cars coming in the opposite direction had to give way! The benefit of being bigger than them!

After getting into the field I was twice directed by marshals to the wrong parking spots! I eventually found the rest of our TOWC members and our allocated spaces. I

certainly didn't want to be parked in a row of modern BMWs! Another very large show with lots of cars (though not all "classic"), various stalls (mostly charities), a miniature railway and, of course, Mount Edgcombe house itself. In the morning I had dropped off Natalea in Plymouth and suggested she use the ferry to come across from the Barbican in Plymouth to Mount Edgcombe. As she was some distance away from the Barbican when I phoned her, and was tired of walking, she just caught a train back to Torquay! On this occasion I didn't do the long climb up to the house as I had already been around it a couple of times before. Quite a number of interesting displays on the field especially some of the enormous American cars and the VW Campers! Directly opposite us was an interesting modern McLaren car. The doors opened in a very unusual manner! As for last year we waited until most of the cars had left before deciding that the worst of the queues had dissipated. We got back to the Torpoint Ferry in good time and with very little queuing although we got split up as the first ferry was full after I boarded! Bad luck Phil and Dennis!

PRACTICAL CLASSICS "BEST LOCAL CLASSIC CAR CLUB" RESULTS

Last month I reported that the day when we met up with the Practical Classics team 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.





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We have since been informed that Torbay Old Wheels Club has been ranked in 2nd place of all the clubs visited and was narrowly pipped for top spot! A brilliant result for us!

TWOC CLUB MEETINGS "HELPERS MEETING" (25th JULY) & MONTHLY MEETING - 1st AUGUST 2019

We had two club meetings before and after our big show on Paignton Green. The first was the "Helpers Meeting" to finalise responsibilities and planning. We also collected our hi-viz jackets, marshals guidance notes, plans of the field layout etc. We finished off by tucking into a buffet laid on by the Blagdon Inn.

During our second meeting on 1st August (a week later than normal club meetings) Julian ran through news of events attended as well as upcoming events. After the break we had our rally prognosis and, in particular, news

from Jim (our treasurer) about the total gate receipts. The good news was that we have once again achieved a new record and will present Paignton Festival with another large donation next month!

FUTURE EVENTS

There are lots of events organised for August. The ones I'm planning on attending are the Bridgwater Classic & Vintage Show on the 10th or 11th, the Christow Show on the 17th, the Morris Minors Show at Exmouth on the 18th and possibly either the Aveton Gifford Show or Seaton Seafront on the 25th.

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



Silverstone Classic Rocking & Racing

A packed weekend of spectacular historic motor racing and vehicle displays.

By Colin Masterson

Once again it was time for the Silverstone Classic: one of the highlights of the car show season, and an early start, some of us meeting up at Magor Services, was truly justified to get the most out of the three days of the petrol heaven that is the Silverstone Classic.

What a treat in store: displays from over 100 car clubs featuring more than 10,000 classic cars; Interactive driving activities and dynamic driving demonstrations; Live music concerts on Friday and Saturday evenings and Vintage funfair rides and a Shopping Village full of everything conceivable automotive right by our parking spot near Copse corner and that is before considering the reason for it all: the best classic racing in the World - this is an event not to be missed.

We arrived in good time to join the JEC stand on the grass banking on the infield at Copse. Colin in his XJ220 could not make the tunnel under the track because of the large overhangs on his car so we took a longer route. I'm so glad he brings it each year as it makes a great centre-piece for the JEC display. Copse corner is at the most Northerly part of the circuit. The corner is a really fast right-hander at the end of the old start finish straight and from our vantage point we could see the cars race up to the left-right left of Maggots and on to Becketts and the Hanger Straight. By sitting on the Grandstand at the apex of Maggots you are at the best spot on the whole track to watch the racing action as you can also see another part of the circuit, the left hand hairpin corner, the Loop, where many cars come unstuck, followed by a further left hander, Aintree, as they accelerate past us. Swallows Racing arrived on the JEC stand with a Jonathan Palmer JP1 race car and a very modified for racing XJ8 helping to create an impressive display.

Well, enough about our antics, I



know you really wanted to hear about the cars racing at the show which boasted non-stop spectacular historic motor racing on the world famous circuit. and free access to the paddocks and grandstands. The weekend revolves around practice on Friday with the racing on both Saturday and Sunday interspersed with visits to the paddocks. There are over 1,000 exotics, rare, and valuable race cars competing, more than you'll see anywhere else in the world in one place. They use both the old paddock, between Woodcote and Copse, where the JEC cars were, and the new International Paddock, or "Wing" between Club and Abbey.

It is great to be able to wander unfettered through the pits, looking at such a wide range of cars and striking up the occasional conversation with an owner or driver; something you can't do at a modern Grand Prix meeting and, on some of the races, watch the cars pull in and accelerate off from their compulsory pit stops. Parked up next to the pits was a 1925 Bentley Super Sports that recently won the vintage class of the Paris to Peking race, still covered in mud from the event, a bit like the always display the Le Mans winners still covered in flies and oil as a badge of honour. Turning a corner in the pits I came across a mechanic who had a heat gun and a scraper scraping away at a slick tyre tread. Unfortunately, he didn't speak English so have no idea what that was all about.

With so many race cars are entered and some very exciting racing its pretty hard to find the gems, but here, and to give a flavor of the fabulous cars to be seen, are my picks:

1963 Ford Galaxie - Stig Blomqvist, the 1984 WRC title-winner drove the mighty 7-litre Ford Galaxie, which he saw and lusted after 46 years ago as a youngster, and here he was thundering around the track in the Transatlantic Trophy for Pre '66 Touring Cars - it reminded me of when I was a youngster in the early sixties going with my elder brothers to see the likes of Jim Clark and Graham Hill racing Ford Cortinas and Minis against the mighty Ford Falcons and Galaxies from America with the smaller car nipping at the heels of the large cars and overtaking on the corners only for the Yanks to blast past on the next straight; all this was before the same drivers stepped into their Formula 1 cars to race later in the day.

Mini Cooper S - Rally legend Paddy Hopkirk led a huge track parade on the Friday driving the same red Mini (reg 333 EJB) in which he famously won the 1964 Monte Carlo Rally.

1965 Ferrari 1512 - With its small, 1.5-litre, flat-12, high-revving zinger of an engine the 1512 is one of the most gorgeous and sweetest-sounding of all F1 cars.

1969 Matra MS80-02 - Racing legend Sir Jackie Stewart was due to be back behind the wheel of his title-winning Matra for some demonstration laps on both Saturday and Sunday 50 years after winning his first British Grand Prix at Silverstone en route to the first of his three F1 World Championship crowns but I must have missed that!

1979 Williams FW07 - Alan Jones and Carlos Reutemann who raced Williams innovative FW07, which won the 1979 British Grand Prix, featured in the Sir Jackie Stewart Trophy for FIA



Masters Historic Formula One races, which also featured other F1 icons from the sport's halcyon Ford DFV era, still competing in their much-loved original liveries. Jackie Stewart was on hand to make the presentations to the podium winners of the trophy race named after him.

2003 Bentley Speed 8 - For the first time ever the stunning Bentley Speed 8 prototype, as raced to Le Mans victory in 2003, was raced on home UK soil.

And finally, launched at the show was the Brabham BT62 - a brutally quick 700bhp, V8-powered track day star.

Another of the highlights of the weekend is always the car club displays. It was reckoned that there were around 10,000 classics plus supercars due to be on display, although the bad weather reduced this

somewhat. It was possible to dip into this huge collection during a spare moment or when crossing the infield to see another events. Silverstone always marks major anniversaries. In 2011 we took part in the E-Type's 50th anniversary parade, when the Guinness World Records recorded 767 cars on the track, which most of us thought was lower than the actual number present. This year there were numerous anniversary parades which included the 60th anniversary of the Jaguar Mk2; a Bentley centenary anniversary parade; the 110th anniversary of the Morgan Sports Car; the 70th Anniversaries of 750 Formula - the oldest continually running race series in the world; the 70th anniversary of the AC Owners Club; 60th anniversary of the Austin Healey 3000; and the 60th anniversary of

Marcos and the Sunbeam Alpine.

At the end of practice on the Friday we motored back to the Premier Inn at Harpole, a 20 minute drive from the track, to check in, freshen up and then have a pre-dinner drink before our taxis arrived to take us to our usual restaurant, the Cromwell Cottage, Kislinbury, less than a mile from our hotel. In total there were 28 of us as it was not just members of the South Wales Region but also the Guys from JEC head office including Rob, Leticia, James and Tom.

One of the things that you can't really account for is the weather and whilst on Friday it was teetering on the edge of rain Saturday and Sunday were a bit of a washout: very disappointing for those of us who wanted to sit out and watch the racing. To add insult to injury we couldn't even erect the side





screens on the gazebo on Sunday due to the breezy conditions so we had almost no shelter from the weather. Even Thomas crapper would have been stuck for words to describe the disappointing weather. The only ray of sunshine in the whole thing was that the racing was quite exciting in the wet conditions with the F1 cars in the Masters Series throwing up massive rooster tails of spray. It is impressive to see how fast they could still go in such conditions. The drivers are either very skilled or slightly mad! Probably both! Either way they are brave.

On both Saturday and Sunday there were sales by Silverstone Auctions of both memorabilia and Classic and competitions cars. We had a quick tour of the auction on the Saturday morning. Jackie Stewart was mingling with the crowd and very patiently

dealing with requests for his signature.

The memorabilia included various enamel signs, paintings, steering wheels, watches, specialist luggage, posters, illuminated garage signs and included:

c.1920s Bowser 'Red Sentry' petrol pump. - Estimate: £1,900 - £2,500

Sir Stirling Moss OBE signed race overalls - Estimate: £1,300 - £2,000

Ferrari 275GTB Tool Kit - Estimate: £5,000 - £6,000

Complete Original Ferrari 330 GTC Tool Kit - Estimate: £10,000 - £12,000

Testarossa 6-Piece Schedoni Leather Luggage Set - Estimate: £5,500 - £6,500

Ford GT40 'Gulf' 150cc Child's Car - Estimate: £4,000 - £6,000

Eighties Steering Wheel, signed by Nigel Mansell CBE - Estimate: £200 - £350

Thrust SSC Wheel - Estimate: £1,500 - £2,000

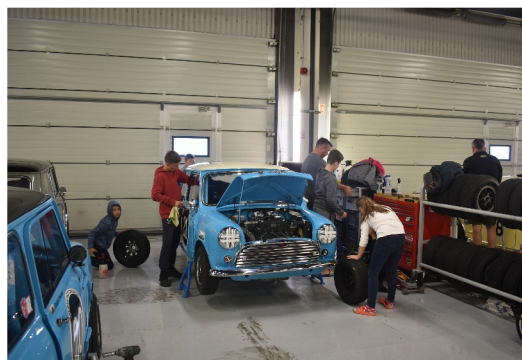
Niki Lauda Piston with COA - Estimate: £300 - £400

But my vote went for the Chelton-Villiers 4-Stroke Child's D-Type - Estimate: £4,500 - £5,500. Some lucky kid (or maybe Andy?) is going to enjoy that big time!

The permanent Silverstone shop is also into memorabilia- fancy a bit of the old start/finish lane dating back to 1948. They are selling framed slabs of it for £295, a snip, and who could refuse that! One of the exhibitors in the general trade area was an artist who was painting racing cars by squirting plastic bottles of paint onto a metal sheet and then using toy cars (including remote control cars) instead of brushes to spread the paint, quite amazing and entertaining to watch!

The Saturday and Sunday Classic and Competitions cars included a





number of unusual items including a 1985 MG Metro 6R4 - Estimate: £200,000 - £240,000. It had a recorded 7 miles, two of which were on jack stands but to me it was in a very tired condition. If I didn't know I would have thought, it had done 207 miles - it didn't sell - no surprise there then.

Jaguar cars in the auction included:
 1969 Jaguar E-Type Series 2 FHC - Est: £50,000 - £60,000 (didn't sell)
 1974 Jaguar E-Type Series 3 V12 Commemorative Edition - Est: £175,000 - £195,000 (didn't sell)
 1962 Jaguar E-Type FIA - Est: £115,000 - £130,000 (sold for £123,750)
 1959 Jaguar MK1 - Est: £55,000 - £65,000 (didn't sell)
 1961 Chevrolet Corvette C1 (how did that get on the list!) - Est: £40,000 - £50,000 (sold for £41,000 - and what a bargain!)
 1971 Jaguar E-Type Series 3 V12 Coupe - Est: £35,000 - £40,000 (didn't sell)

1963 Jaguar Mk2 3.4-Litre Manual/Overdrive - Est: £25,000 - £30,000 (sold for £27,563)
 1958 Jaguar XK150 3.4 DHC - Est: £90,000 - £110,000 (sold for £94,500)
 1972 Jaguar E-Type FHC Series 3 - Est: £50,000 - £60,000 (sold for £51,750).
 1957 Jaguar MK1 3.4 Manual With Overdrive - Est: £32,000 - £36,000 (didn't sell)

A completely mixed set of results, however Club Partner Silverstone Auctions achieved a 74% sale rate.

As usual there was a large Shopping Village with art, antiques, books, models, clothing, accessories, automobilia, Vintage funfair rides, and a 130 foot giant wheel which provided excellent views of the car club stands.

Arbarth set up a figure of eight course to test out their 595 model on timed test runs. You had one lap to familiarise yourself, followed by the

timed lap: lots of fun and adrenalin and I managed to get within 2 seconds of the record and I know I could have gone quicker (not to blow my own trumpet you understand!)

Although the weekend was very enjoyable, the early start to drive up on the Friday and each day to organise the parking of JEC members on the stand together with fairly late nights (it was almost midnight each day before we got back to the hotel) from dinner, were very tiring and I was quite ready to leave on the Sunday afternoon.

Imagine how annoying it was to have the sun come out for the first time as I drove home but the weekend certainly left some great memories and I'll be back next year!

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XJ6/XJ12	Front Caliper Piston RTC1119* Also XJ S2/3 £7.68	Cam Follower C44010# Also E-Type £12.00	Brake Master Cyl CAC1582* Also XJ S2 £138.00	Hi-Torque Starter DBC6924HT Also XJ40/X300 £228.00	Floor Panel LH/RH XJS604RP / XJS605RP £102.19 each
XJS	Front Wheel Cyl 25452* Early XK120 £41.60	Rear Wheel Cyl 34348* Early XK120 £58.80	Rear Shock Absorber Link SA250/17* £58.80	Front Sidelamp Assy C14929* Also MK2, V8 £34.20	Brake Linings + Rivets 35129* Also XK140 £60.00
XK 120	Water Pump Rep Kit PK5500 Also MK2, E-Type £31.20	Track Rod End C8323*TRW £19.20	Voltage Regulator C8821E* £189.00	Rear Shock Absorber C16558*B Also MK 7,8,9 £49.20	Rear Piston + Cyl 15/8 9339# XK150 £126.39
XK 140-150	Upper Lambda Sensor C2S51801# Also XK8 £88.80	Lower Control Arm C2S50863* £37.20	Radiator Top Hose C2S43430# £58.80	Expansion Tank C2S46861* £48.00	Cable Parking Brake C2S51134* £19.20
X-TYPE	Door Rubber Set DSK0100 Also S-Type, 420 £132.00	Tie Rod Assy Adjust C22678/1* Also V8 £34.80	Rear Spring Plate C10845* Also V8 £33.60	Tank Sender Unit C15476* Also V8 £40.80	Kevlar Water Hose Kit HK011 MK2 3.4 / 3.8 £34.80
MK2	Front Brake Disc C23484* Also MK2/V8 £27.60	Front B/Master Cyl C19967# / C19967* #£108 / *£65.00	Clutch Kit 254mm HK5229# E-Type 3.8 £237.12	Front Overider RH/LH BD19111* / BD19112* £59 each	Wiper Blade 11" 8183/1* LUCAS Also MK2/V8 £8.32
E-TYPE S1	Radius Arm Assy C37945*MTL Also 420 £103.80	Piston + Liner LC JLM1966# £144.99	Clutch Kit 267mm HK5230 Also XJS V12 £232.80	Kevlar Water Hose Kit HK009 £70.80	Crank Pulley Damper C34297E £180.00
E-TYPE S3	Aerial Mast Assy LNA4134AA# Also XJ40/XJS £17.40	Half Shaft U/Join JLM1388* / JLM1388# Also XJ40/XK8 *£15 / #£30	Park Brake Shoe Set JLM2209# Also XJ40/XK8 £36.32	Front Vee Mounting MNC2360AB* Also XJ40 £24.00	Front Brake Pad Set JLM21917* Also XK8/XK8 £19.20
X300/X308	Heater Valve XR822975# to VIN M45254 £118.80	Wheel Speed Sensor XR822753* Also X350, XK8 £35.70	On Plug Coil V6 C2S42673 LUCAS Also X350, XJ, XF £26.95	Handbrake Switch C16660# Also MK2, V8, 420 £19.20	Heater Valve XR840091# VIN on M45255 on £79.50
S-TYPE	4 Pin On Plug Coil LNE1510ABLUCAS Also XJ8 £29.17	Top Suspension Bush MJA1462AB/1* £12.60	Sec Chain Tensioner C2A1511# Also XF, S-Type £43.20	Alloy Thermo Housing AJ82217KIT Also XJ8 £30.00	Front Shock Bush MJA2153AB* £13.20
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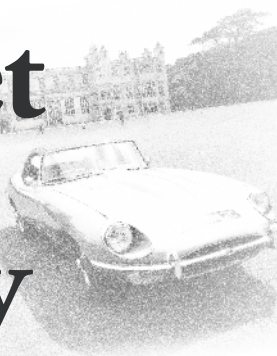
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Get In My Garage



Michael Manconi
Magazine Editor



South Wales Region member Leigh Woolford tells MM about his Jaguar moments of madness.

MM: What is your earliest Jaguar memory?

LW: I have vague memories of my Grandfather having these big cars but didn't know that they were Jaguars until years later, mark 9s and 10s I'm told. My proper first memory was driving my father's 1974 Daimler Sovereign 4.2 when I passed my test in 1978. I loved that car and used to take it to school sometimes.

MM: Tell us about your first Jaguar or Daimler

LW: A burgundy 1994 (XJ40) Jaguar XJ6 3.2 with an ivory interior. I bought it when it was three years old, added the plate L66 JAG and some alloy wheels that I thought looked good at the time but with hindsight probably weren't. It was pretty reliable and the only problems I had (heater fans) were covered under the initial warranty.



MM: What's your ownership history?

LW: First was the 1994 XJ40, I then had a long wait until I got a 2014 XF Premium Luxury. After 22 months I traded that in for a 2015 XF 2.2 R-Sport Black Edition. I then became a two Jaguar family when I had my head turned by a 1998 XK8 which became known as BOB because of the XKZ808 plate. (At this point my mates started to call me Prescott). I later traded Bob for a 2004 XKR which I still have. I then traded the R-Sport Black Edition XF for a 2016 3.0 Supercharged petrol XFS. That's where I am now. Two Jags, 14 cylinders, 7.2 litres, two superchargers and 785 bhp. Not as many cylinders as Webber but I use a lot less petrol.

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

LW: My favourite Jaguar from the past is, without doubt, a Long nose Le Mans D-Type. It is the most gorgeous car ever made. I almost got to drive a Jaguar built replica D-Type at Jaguar Heritage's test track at Fen End but I couldn't get in it. From the present range I just after an F-Type coupe. I suppose the dream version would be an SVR in French Racing Blue but realistically if I were to get one it would probably be a 3.0S, maybe in orange.

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

LW: Recently I drove Neville Padfield's 1966 MK2. It was quite a challenge as I don't often drive manual cars these days, especially not 1966 manual cars. Other than the odd little crunch (sorry Nev), I think I did OK though, especially in reverse as I backed it into his (very narrow) car cocoon in one movement. The other drive I enjoyed was at Jaguar Heritage driving a red series 1 E-Type formerly owned by Mike Hailwood.

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

LW: It's close between the two cars I currently own. The XKR is a joy to drive but I'll have to plump for the XFS which is a real wolf in sheep's clothing. A family saloon that can go faster than the X100 XKR but has all the mod-cons. If you drive it in normal mode it is quite lively but not aggressive. However, switch the buttons to Dynamic and Sport and it becomes a snarling monster capable of scaring the bejeezus out of me.

MM: Any car regrets?

LW: Non, je ne regrette rien! Well actually, that's not true, I have many regrets. I wish I still had my 1974 Datsun 260Z. I wish I'd never bought a Morris Marina. I wish I hadn't part-exchanged Bob, should've kept both him and the XKR. I wish I could afford an F-Type SVR and I wish I could get an ice cream out of Andy Webber.

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

MM: Niki Lauda. A bona fide died in the wool legend. I was so sad when he died recently.



HOW DID YOU COME TO JOIN THE CLUB?

I joined the JEC, JDC & the XKEC at the same time so I could find out which was the best. Suffice to say, I'm no longer in the other two clubs although I still go to XKEC breakfast meets and pretend I am.

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

We go to lots of events and everyone is so friendly. Also, no one in the JEC has ever used the words 'where's the old memsahib?' when I turn up at an event on my own. Yes, that really did happen. I'll leave you to guess which club.

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT THIS YEAR?

Yes, but we've just been there. The Silverstone Classic. Endless car porn and proper racing too.

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

It's a cliché... but buy with your head, not your heart. There are lots of cars out there and the right one is worth waiting for. I really must start following this advice someday.

AND MOST IMPORTANTLY, YOUR FAVOURITE BISCUIT IS?

I'm a man of simple tastes. The good old digestive dunked in tea. For the record, Jaffa Cakes are NOT biscuits.



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THE DEAD WIFE

The man replied, "Long ago a man died here, was buried here, and three days later he rose from the dead. I just can't take that chance!"

IRELAND DECLARES WAR ON FRANCE

"Well," says Paddy, "we had a long chat over a few pints of Guinness, and we decided there is no f**kin' way we can feed 200,000 prisoners!

BLONDE BUYS AN E-TYPE

"Oh," says the blonde, with a puzzled look on her face. "How often will I have to do that?"



South Wales Region Summer BBQ

A cool breeze, car park full of Jags, great food and fantastic company - what more could you ask for?

By Colin Manconi

On the 14th of July we held our first summer barbeque at our new venue the St Mellons Golf Club. Picking a date for the barbeque was always going to be difficult as we have so many events during the summer and the Golf Club was fully booked on most weekends. The fourteenth was a compromise, some of our members and friends from the Bristol region were on holiday and couldn't come but overall it worked out quite well.

For once the weather played ball and we had a lovely dry day! Fifty four of our members and guests attended. The golf club allowed us to cordon off a large section of the car park so we had our own private parking area where the cars could be parked safely. We had a wide variety of cars attending ranging from a XJ220, various E Types, XJS's, XK8's, F Types, XF's, XJ's and a MK10. They all looked great lined up in the sunshine. Gary, Tom and Colin from Swallows Jaguar arrived in their XJ Super sport. Norman Alford came over from Bristol in his E Type.



Keith Ryle brought his whole family and it was great to see the grandchildren playing in the sunshine. It really is an ideal venue with plenty of space inside, should the weather be bad, and a large courtyard where we sat in the sunshine while the food was being cooked on the barbeques. I think everyone commented on how good the food was. We had prime steak burgers, leek and pork sausages, marinated pork steaks, chicken skewers, potato wedges, chips, coleslaw, mixed leaf salad, tomato and cucumber salad and bread rolls. There was also a vegetarian option. A large mobile "hot counter" kept everything warm while it was being served. The great thing was that there were plenty of food available, many people went back for a second helping!

Later on some of us moved to the balcony at the front of building overlooking the golf course, to have a few more drinks in the late evening sunshine. Other were seen going in the members bar to watch, on TV, the very exciting cricket match being played, while some of the ladies were seen to be watching the tennis at Wimbledon on their phones.

Overall I am please it was it was a very successful first Summer Barbeque. It appears everyone enjoyed it, well I haven't had any complaints so far. The weather was good, the food superb and we had a great turn out, what more could you desire.

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



CALENDAR

WHAT'S ON IN 2019

AUGUST

23-25 Carfest South @ Laverstoke Farm

25 Ponthir Classic Car & Music Festival

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

8 Bristol Region BBQ

13-15 Goodwood Revival

18 South Wales Region September Club Night

22 The Warren Classic & Supercar Show

OCTOBER

5 Castle Combe Autumn Classic

6 Bicester Super Scramble @Bicester Heritage

13 Malvern Festival of Transport

15 JEC Track Day @Castle Combe

16 South Wales Region October Club Night

20 Jaguar International Spares Day, Stoneleigh

NOVEMBER

2 Jaguar Enthusiasts' AGM & Awards Dinner

8-10 Lancaster Classic Car Show, @ The NEC

20 South Wales Region November Club Night

DECEMBER

7 South Wales Region Christmas Dinner

18 South Wales Region December Club Night

EVENT KEY



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

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

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



TRACK DAY
15 OCTOBER
@CASTLE COMBE

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
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COMMITTEE MEMBER | COLIN MASTERSON
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GETTING INVOLVED

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

SEND US YOUR MAGAZINE ARTICLE

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

GET IN MY GARAGE

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

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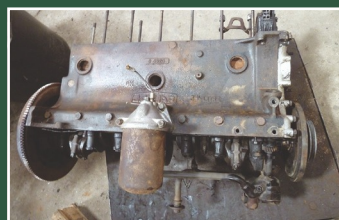
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And Saturday Mornings, please ring before visiting.

Recommended by the Jaguar Enthusiasts' Club.

