

JAGUAR

ENTHUSIAST

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THE THREE COCKS
VINTAGE RALLY & STEAM SHOW

DRIVEN: MK X SALOON
THE FORGOTTEN BIG CAT

PONTHIR FESTIVAL
CLASSIC & MUSIC FESTIVAL



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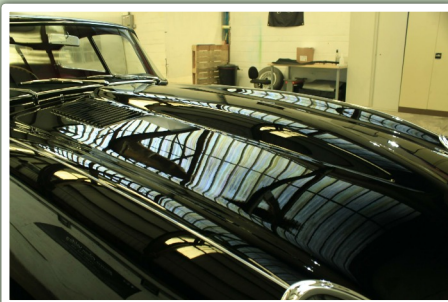
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EDITORIAL

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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ADVERTISING

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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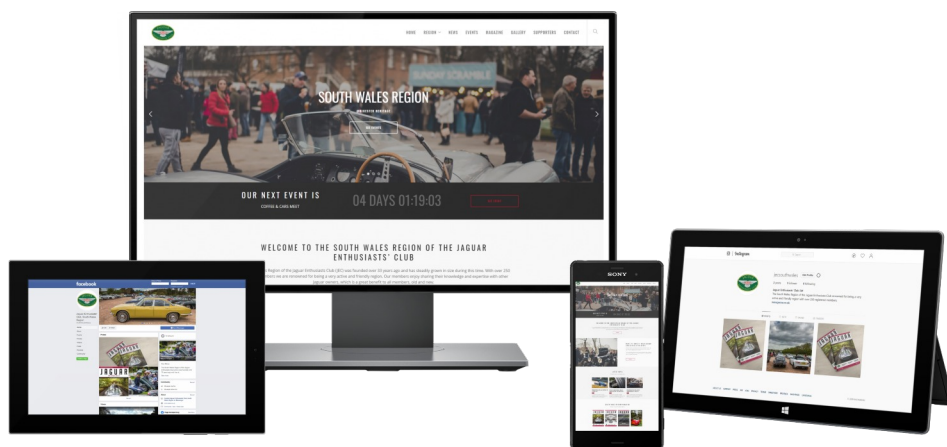
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ISSUE 300

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MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
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FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
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REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
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Welcome

Summers over but
the funs not
over yet.

As summer draws to a close I think back over some of the great events I have attended this year, none more so than Blenheim, what an event! With perfect weather, 1200 cars and the stunning backdrop of the Palace, it really was an outstanding event. Over the three days I met hundreds of fellow members and listened as many swapped Jaguar and Daimler 'wars stories' and what never ceases to amaze me is the passion, dedication and sheer love of the brand. How many times has your car broken down? Cost a small fortune to repair? I would guess to say more than a few, but we always have a moan then get back behind the wheel with a smile. True enthusiasts', that is what our club is all about.

Another highlight for me this year was The Silverstone Classic - I love it! OK the weather was not so kind, and while there is nothing worse than tromping around in damp clothes trying not to get stabbed in the eye by someone's umbrella, the fact you get to walk around in the pits, talk to the crew and drivers, then watch them race door handle to door handle really is something special. I can't wait for next year.

JEC Coffee & Cars Breakfast Meets.

With the show season almost at an end we thought about things we can do to keep everyone occupied through the off season. Coffee & Cars type runs and events have become more popular each year, and many new and younger members to the club always express an interest in these types of events. So with that in mind we will be holding a Coffee & Cars run to Porthkerry Country Park Barry on Saturday 28th September. A fantastic location with walks to a pebble beach, 200 acres of woodland and of course a great cafe! We will be meeting in the car park in front of the cafe "Marcos in the Park" from 9.30am.

So grab your Jag, classic or modern and take a drive out to meet us.

Club track day at Castle Combe.

This is a great day out and a chance to dip your toe into the world of Track Days. No experience is necessary as Race Drivers and ARDS Instructors are available for advice along with helmet hire if you don't have your own. Best of all you can book a full day, half day or just 15 minute power laps on the day. So keep Wednesday 15th October free and I will see you there!

Michael Manconi
Magazine Editor



REGIONAL CHRISTMAS DINNER

We would like to invite all members, sponsors and supporters of the JEC to our Regional Christmas Dinner, to be held at ST Mellons Golf Club on Saturday the 7th of December.

Drinks at 7.30pm with the meal commencing at 8.00pm.

We will need your choices of meals and full payment by the 30th of November.

Downloadable menu: www.jecsw.co.uk/downloads/christmas-menu-2019.pdf

ST MELLONS GOLF CLUB, ST MELLONS, CARDIFF CF3 2XS

Christmas Menu 2019

STARTERS

Wild Mushroom & Chestnut Soup
Smoked Haddock, Cheddar & Chive Croquets With Aioli
Melon, Parma Ham & Figs
Duck & Port Pate Served With Sticky Plum Chutney

MAIN COURSE

Roast Breast of Turkey With Sage & Onion Stuffing And Chipolata
Braised Shin Of Beef Served With Yorkshire Pudding
Herb Crust Fillet Of Salmon With A White Wine Sauce
Roast Vegetable & Cranberry Wellington

All Served With Seasonal Vegetables

DESSERT

Christmas Pudding With A Rich Brandy Sauce
Irish Cream Profiteroles
After Dinner Mint & Pistachio Roulade
Selection Of Cheese & Biscuits

Coffee & Mince Pies

Three Course Dinner

£25.00 per person



ST MELLONS GOLF CLUB, ST MELLONS, CARDIFF CF3 2XS

Our Region

Mini movie shows, buffets,
rain, sun and gazebos,
just another month.

It was a bit quieter this month with not so many shows as normal. We changed the format of our August monthly meeting and had a film show as well as a buffet after the show. Michael had purchased a projector and with the help of Lee they prepared a series of videos, the first being a black and white film of the Jaguar XK engine being manufactured back in the sixties. Then we had a series of ads back from the 50's right through to the 90's. Some of them were quite hilarious. It went down very well and we will be doing more of them in the future.

We attended the Three Cocks Steam at Hay on Wye on the 11th of August. Set in a fantastic position on top of a hill with the Welsh mountains in the background, Howard Harper, an old member who now lives near Hay and is now a member of the Three Counties Region, organised the Jaguar Stand. The weather forecast was changeable with showers forecast. There was a wide variety of classic and vintage cars on display and of course the usual "Steamers". Colin Masterson was asked to commentate on the aerobatic display and he made a fine job of it. I must say the pilot of the bi plane is definitely "nuts"! It rained on and off but we braved it packed up at about 4.00pm and had a dry run home.

Our next show was the Ponthir Music & Car Festival. This show is in its 5th year and is held on the cricket ground at Ponthir. This is a community event to raise funds for the cricket club and the car side is organised by our Andy Webber. For once it was sunny all day and we had around 20 members on our stand. We don't normally take our gazebo to this event but after looking at the weather forecast, a hot dry day, I decided that we would probably need it. Unfortunately I was taking the XJ220 and as most of you know there is not much space in it. Lee came to the rescue and brought it to the show and as Andy had brought three cars he had space to take it back. It was defiantly needed for shelter out of the hot sun!

Ben the landlord of the Cefn Mably pub in Michaelstone-Y-Fedw, just up the lanes from our monthly meeting place, is holding another of his popular classic car meets on Saturday the 21st of September in the car park of the pub. As usual he is offering a free burger and soft drink or a discount on any of the meals to all exhibitors. Many of our members went to the last one and enjoyed it.

Due to popular request we are starting an occasional Saturday morning Coffee & Cars breakfast run. The first one will be on Saturday the 28th of September at Porthkerry Country Park Barry CF62 3BY. The park is set in 220 acres of woods and meadowland in a sheltered valley leading to a pebble beach and spectacular cliffs. It has a number of nature trails, picnic sites, a café, an adventure play area, barbecue areas and mini golf course. Picnic tables and benches are situated a short distance from the main car park. We will be meeting in the car park in front of the cafe "Marcos in the Park" from 9.30am. They have a varied menu serving breakfasts, snacks, tea and coffee etc. You can come and go as you please. I hope you all will support this first meet which I hope will be the first of many.

October sees us visit the Castle Combe race circuit on the 5th for the Autumn Classic, which includes the Norman Dewis Trophy race for pre -1966 Jaguars which is run by the JEC. Then we have the JEC Track Day at Castle Combe on the 15th. Andy has been promoting this event and we have more of our sponsors attending. If you have never been to a track day it worth going even if you just a spectator.

The Malvern Festival of Transport is next on the 13th and I will be taking names and collecting the entrance fee £4.50 at our next meeting on the 18th. We will be meeting at the car park in Monmouth at 8.15am

For our next Coffee & Cars breakfast run Mike Hayes has organised a visit to the South Wales Air Museum on Saturday the 26th of October. It has a large display of aircraft some of which you can sit in the cockpits. There is a restaurant serving breakfasts, meals and tea and coffee. Times and meeting place to be arranged - check the website www.jecsw.co.uk

We then have Jaguar International Spares day at Stoneleigh on the 20th of October. As usual the Club will have a stand selling a full range of merchandise along with raffle tickets for this years Charity F-Type.

We would like to invite all members of the JEC to our Regional Christmas Dinner at St Mellons Golf Club, Cardiff, CF3 2XS. The dinner will be on the 7th of December. Full details are on our website www.jecsouthwales.co.uk we hope to see you there.

Colin Manconi
Regional Representative



THE JAGUAR MONTH IN PICTURES

SALON PRIVÉ @ BLENHEIM PALACE

September 3 - 6, 2019

A Concours d'Elégance in the truest sense, Salon Privé is the most luxurious of garden parties set against the backdrop of Blenheim Palace. Presenting the finest collection of supercars, hypercars and classic cars, along with a luxury retail village and exquisite cuisine, it is a truly unique experience.



THREE COCKS STEAM & VINTAGE RALLY @ HAY-ON-WYE

August 11, 2019

A proper traditional country show with a large selection of steam traction engines, commercial vehicles, vintage and classic cars, tractors, motor and pedal cycles, stationary engines, historic caravans and miscellaneous exhibits. Various other attractions were cider making, steam sawing, stone cutting, woodcarving and a variety of trade stands and a car boot sale.



PASSION FOR POWER MOTOR SHOW @ TATTON PARK

August 17, 2019

Passion for Power is a huge show featuring everything the discerning classic car enthusiast could ever want. The Show offers the perfect opportunity to look at hundreds of exotic classic and supercars, while finding everything you could ever want or need at the various trade stalls. The Dream Cars Pavilion gave an opportunity to get up close with some of the fastest, rarest and most expensive supercars on the planet.



CARFEST SOUTH @ LAVERSTOKE FARM

July 26 - 28, 2019

This annual festival is not just for petrol heads, providing a stunning yet unpretentious musical extravaganza, plus culinary expertise and family fun. As one of the UK's most supercharged family-friendly festivals there was a full spectrum of fun for hardcore petrol heads through to the youngest of festival fans. Our very own Grant Williams entertained the crowds over the weekend with some of his tyre burning antics and very quick runs.





PONTHIR CLASSIC CAR & MUSIC FESTIVAL

August 25, 2019

Now in its 5th year and held on the cricket ground at Ponthir. This is a fantastic community supported event, with all funds raised going to local community sports clubs. The weather was perfect and helped bring out a wide range of classic and modern Supercars.



BO'NESS REVIVAL CLASSIC & HILL CLIMB @ BO'NESS

July 28, 2019

Simon and Emma Harper won the Bo'ness Classic Spirit of the Event award for bringing along their Jaguar D-Type. Of all the D-Types ever made, this was the most suitable for the Jim Clark 60th Anniversary event, since it was the one Jock McBain bought for Clark to race under the Border Reivers banner in 1958. Three years old at the time, it was riotously successful, winning twelve times from twenty starts and never retiring.

Photo copyright Gillian Carmoodie



COMING SOON

COFFEE & CAR MEET @ CEFN MABLY ARMS

September 21, 2019

Join us at the Fabulous Cefn Mably Arms for an afternoon of classic cars and Swap stories, share a cuppa and unwind alongside a varied assortment of classic cars.

JEC CLUB COFFEE & CAR MEET @ PORKERRY COUNTRY PARK

September 28, 2019

Join us for this JEC club run and meet. Come along for a bite to eat, grab a coffee and take a walk along the beach and parklands.

CASTLE COMBE AUTUMN CLASSIC @ CASTLE COMBE CIRCUIT

October 5 2019

The Autumn Classic is now one of the iconic classic car race meetings and the JEC has the largest Club stand but space is limited so it is essential to book quickly!

MALVERN FESTIVAL OF TRANSPORT @ CASTLE COMBE CIRCUIT

October 13 2019

Featuring over 500 vintage, classic, modern classics, clubs stands and a full vehicle concours. There will also be over 100 trade & autojumble stalls.

JAGUAR ENTHUSIASTS' CLUB TRACK DAY @ CASTLE COMBE CIRCUIT

October 15 2019

The Autumn Classic is now one of the iconic classic car race meetings and the JEC has the largest Club stand but even we have space limitations, so it is essential to book early as it fills up quickly!

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

October 16 2019

Our monthly meeting kicks off at 7:30pm as normal. See you there!

JEC CLUB COFFEE & CAR MEET @ SOUTH WALES AVIATION MUSEUM

October 26, 2019

Join us for this JEC club run and meet. Come along for a bite to eat, grab a coffee and take a look at some great aviation history. Our very own Squadron Leader Hayes (Ret) will be on hand to answer questions and give us the history on some of the aircraft on display.

**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.

Diez concepts Jaguar E-Type Low-Drag Coupe is the latest reimagined Classic.

Diez Concepts is a newcomer that's hoping to carve out a niche in the reimagined classic car segment, and the company is doing so with a vehicle inspired by the one-off 1963 Jaguar E-Type Low Drag Coupe.

Introduced during August's The Quail, A Motorsports Gathering, Diez Concepts' creation. Known as OWL226 for its California registration, it was designed and built to look exactly like the original 1963 Jaguar E-Type Low Drag Coupe 49FXN, right down to the screws that had to be machined so they'd match the originals. Given that attention to detail, it's little wonder that OWL226 took eight years to build.

Like the original 49FXN, which was also named for its number plate, OWL226 uses a 3.8-liter inline-6 fed by side draft Weber carburetors. Many of the engine's internal components were brought up to modern standards, however, raising horsepower to 380.

The interior of OWL226 was also given a modern makeover. Instead of a stripped-down racing cockpit, OWL226 features leather seats, a custom roll bar and even an airconditioning system.

What's in store for OWL226 isn't exactly clear. Diez Concepts says the car will make additional appearances in the future, but the company hasn't said if OWL226 is for sale, let alone what its sticker price would be.



This Jaguar E-Type Low Drag Coupe has been a passion project, I believe '49FXN' is one of most beautiful automobiles ever made, so to take inspiration from that and make it my own is a dream come true

Marco Diez | OWNER OF DIEZ CONCEPTS.



Could JLR use a BMW platform for a baby SUV?

Jaguar has hinted that it is considering an SUV positioned below the compact E-Pace, something to be named an A-Pace or B-Pace and potentially developed alongside a sister model from Land Rover. Talk of the baby Land Rover dates back several years, with the automaker even bagging the Landy name, which is often used as an affectionate term for its vehicles. A revival of the Freelander name has also been rumoured.

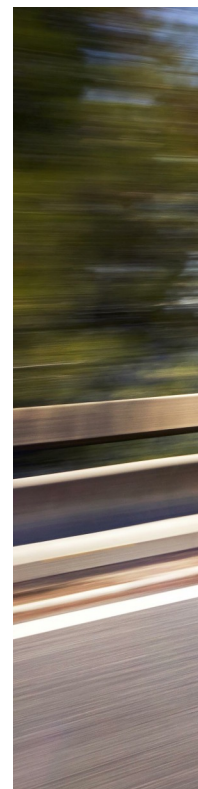
Developing a suitable platform would be costly and potentially even unprofitable for Jaguar Land Rover, but the growing partnership between the British automaker and BMW could be an alternative.

Jaguar Land Rover and BMW are already collaborating on electric drive systems, and there's talk of an internal-combustion engine deal brewing,

platform sharing. We're talking the sharing of BMW's newest front-wheel-drive platform known as FAAR. It debuted this year in a redesigned 1-Series hatchback.

According to the Autocar report, the FAAR platform would be suitable not only for the baby Jaguar and Land Rover SUVs but also redesigned versions of the Land Rover Range Rover Evoque and Discovery Sport compact SUVs. Presumably, the related E-Pace would also move the FAAR platform once it's due for a redesign.

Sharing the FAAR platform could be a shrewd move for Jaguar Land Rover at this time of slowing sales in China and Europe for the automaker, especially as it needs to spend big to develop electric and self-driving cars. In July, it required a taxpayer guarantee for a \$626 million loan to support the transformation of the Castle Bromwich plant in the United Kingdom into a hub for electrified vehicles, with the first model due out to be an electric XJ.



New Jaguar XF: 2020 facelift to get interior overhaul

Jaguar is expected to reveal an updated XF before the year is out, and disguised prototypes have finally been caught testing on UK roads.

Following the recently updated XE and tipped to arrive before similar revisions to the F-Pace SUV early next year, the executive car will benefit from design updates along with a raft of technological improvements aimed at restoring its competitive edge to the BMW 5 Series, Mercedes E-Class and Audi A6.

Speaking to Autocar earlier this year at the new XE's unveiling, senior product planning manager Wayne Darley said the XF was "the next priority".

"If you look at when those two cars [XF and F-Pace] went on sale - late 2015 and early 2016 - that gives you a good idea of the timings".

The changes will be as significant as the XE, with evolved exterior looks but significant cabin upgrades, focusing on a substantial boost in perceived quality and new technology features. Like the smaller saloon, the XF is set to adopt features from the I-Pace, including a new secondary central screen for the climate control functions and a new steering wheel.

Both cars will also join the XE in receiving RDE2-compliant diesel engines, which Darley said required a "huge push" on the engineering side to ensure the XE was the first car in its class to market with the ultra-efficient engines ahead of an emissions regulation change in 2021.

What remains unclear, however, is whether the XF S will return. The new XE will no longer be available with the supercharged V6 S variant for the rest of its lifecycle, while V6 petrol and diesel versions of the F-Pace and XF are no longer on sale.

Jaguar Land Rover has just released a new inline six-cylinder petrol engine in the Range Rover Sport, but with the XE S axed due to slow sales it remains to be seen whether that engine will return to the larger models.

The prototype spied here sports a petrol powerplant, according to number plate data, but there is no indication it uses a mild hybrid system as such checks commonly reveal. It remains to be seen if the model will benefit from the same efficiency-boosting 48v electrified system as its Land Rover cousins - but given the XF's older platform, it's not likely.



Jaguar I-PACE: Redefining what it means to be a car.

The I-PACE, Jaguar's all-electric performance SUV, is the 2019 World Car of the Year and European Car of the Year. However, strictly speaking, the zero emission vehicle isn't defined as a car.

Whereas the current definition of a 'car' on Oxford Dictionaries.com, a collection of dictionary websites produced by Oxford University Press, the publishing house of the University of Oxford, is: 'A road vehicle, typically with four wheels, powered by an internal combustion engine and able to carry a small number of people.'

To remedy the situation, Jaguar has submitted a formal application to the OED and OxfordDictionaries.com to have the definitions updated to include additional powertrains, including electric vehicles.

- Jaguar is calling for the Oxford English Dictionary and Oxford Dictionaries to update their online definition of the word 'car'
- The online definition currently only defines a car as being powered by an 'internal combustion engine'
- The all-electric Jaguar I-PACE was named 2019 World Car of the Year in April but using the current definitions it isn't a 'car'
- Jaguar is encouraging people to contact them on social media using #RedefineTheCar with how the word 'car' should be defined



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

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Lee Bayliss
Contributor



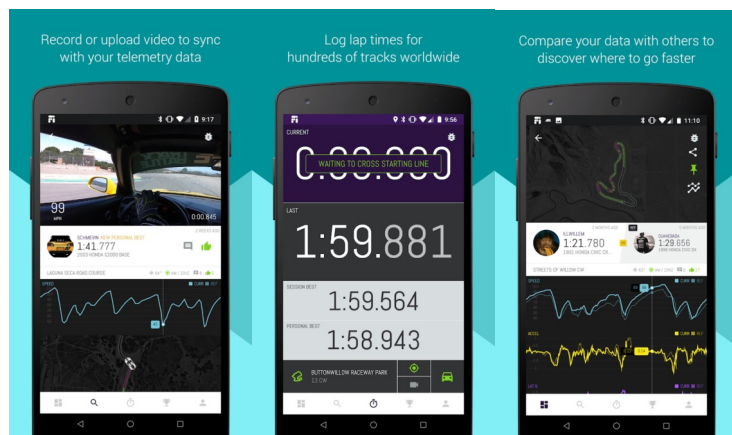
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This is an exact reproduction of the very first keyring which was produced for the early E-type Jaguar until 1964.

Also date correct for Jaguar saloons of that period. Classic Leather Fobs have put a lot of work into producing the vitreous enamel badge which is an exact replica based on a couple of original examples in their reference collection.



Price: £34.95

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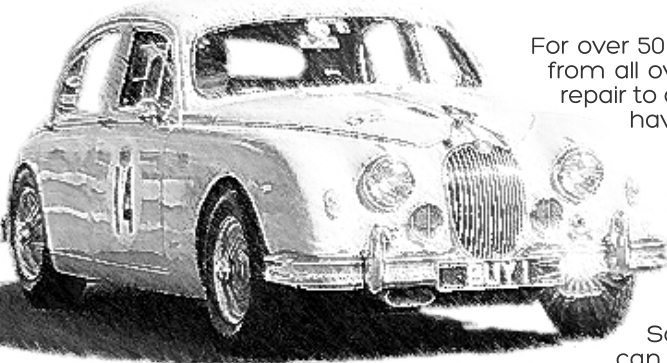
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ONE for the weekend ...and maybe the week

Michael Manconi
Magazine Editor



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

In late 1981 Tom Wilkinshaw Racing (TWR) was involved in an evaluation programme for Jaguar Cars after secret meetings at the famous Browns Lane headquarters in Coventry. These meetings centred on the proposal by Tom Wilkinshaw to run a team of XJS's in the new Group A regulations of 1982 European Touring Car Championship (ETCC). TWR were seen at that time as both the largest and most successful touring car team in Britain.

Over the course of three years TWR built seven Group A Jaguar XJS race cars with our car being chassis TWR JC 84A005. The car made its competition debut in 1984 at Zolder where it was driven by Win Percy and team co-owner Chuck Nicholson. The 1984 season included races at

Spares package includes:

- Dedicated tool box full of specific XJS TWR parts, running equipment.
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Mugello and Bathurst and Macau.

Just three weeks after the 1984 Bathurst 1000km the car was hastily painted in the famous JPS black and gold livery and shipped to Macau where Wilkinshaw took the car to victory in the Group A race supporting the famous annual Macau GP for Formula 3 cars, long considered the launch pad of many Formula 1 careers including that of Ayrton Senna.

The car remains race ready and one of only 4 genuine TWR XJS Group A cars in existence. It has been maintained regardless of cost and in recent times has been taken up the hill at Goodwood Festival of Speed by Martin Brundle and has been a front-runner in the MRL Historic Touring Cars series. It would also be a potential winner in Peter Auto's HTC, and comes with a fabulous spares package.

MM: *The absolute real deal and a important piece of Jaguar racing history - do I want it, yes and so should you! Practical? No, but who cares! The handful of XJS's this is part of put Jaguar Racing and more importantly Jaguar back on the map. Long live the XJS!*

SPECIFICATION

Model: XJS (005)
Year: 1984
Mileage: N/A
Max Power: 450bhp
0-60: N/A
Top Speed: N/A
MPG: N/A
Price New: N/A

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

Driven

The MK X, Jaguars Forgotten Big Cat.

They say size matters,
never more so than
with this 'barge' of fun.

Once overlooked Jaguar saloon that's now finding deserved favour. Almost four-door E-type that's as good as a XJ6 and superior to a Rolls although hard to restore as some parts are specific. A future classic that's big on everything.

Even by Jaguar standards, 1961 was a very special year - but the E-type wasn't the only wholly new design to leave the Browns Lane factory. The MkX saloon was, in effect, the saloon offshoot as it used the same (triple carb) tune engines and that legendary rear suspension design, wrapped up in a body which was just as sleek and head turning as any sports car.

Yet, the MkX was, until lately, always seen as a bit of a dud. Too large, too heavy, too thirsty and, not least, too brash and flash, for many tastes the MkX's many hidden qualities were subsequently overlooked for decades and they became bangers: brilliant bargains but bangers all the same.

Thankfully, this is another Coventry cat that's enjoying a new life - not least because this Transit-sized two tonner is not so big anymore and many of today's people carriers dwarf this virtual 17ft (6ft 4in broad) cruise liner; the new F-type is actually four inches the wider...

The Jag's sheer size, style and stance was dictated by the all important American market it was squarely aimed at, although poor sales both sides of the pond saw the fat cat 'killed' off by 1970, although the basics

of the MkX lived on in the Daimler DS420 right up to 1992 and this certainly helps in terms of spares and repairs.

Now the XJ6 has celebrated its 50th birthday, a landmark in saloon design, yet it owes a lot to the MkX, where some say it's as good if not better and certainly a nicer car to travel in and drive than a Rolls of that period. Want this Gigantic Jag instead?

History

Launched in 1961, Aimed squarely at the lucrative US market, the MkX was introduced that October and was as radical as the E-type.

Mechanically, it used a good percentage of E-type in its make up, including those famed XK engines and that legendary independent rear

suspension clothed in a stylish 17ft body although, despite being of monocoque construction, it actually weighed almost 200lb more than the old chassis-framed MkIX! Options included, overdrive, automatic (as most were) and power windows but power steering - thankfully - was standard.

1964 Along with the E-type, the MkX gained the torquier 4.2-litre engine (with an alternator) together with a better, slicker Jaguar-designed all-synchro gearbox, either with or without overdrive. A variable-rate Varamatic power steering system in place of the original, lifeless, PAS set up was fitted (also for S-type and 420). The heater set up is improved (air con surfaced two years later).

1965 Limousine derivatives launched complete with passenger division





glass and cocktail cabinet; less than 50 were built.

1966 saw the big cat's last revamp as Jaguar's flagship was revised and re-badged as the 420G although the changes were mainly trim and details, such as special perforated leather seat trim and a safety padded dash top. Externally, there are new style hubcaps and grille plus optional two tone paint. Again, a limousine variant was made but only 24 were produced. MkX 4.2 officially was discontinued in December so the pair were produced in tandem for a few months.

In 1970 Apart from changes to the engine mountings in 1967, and XJ6 brake servos for '69, the car survived until 1970 after only 25,212 were made; a third RHD. Per annum it was lowest selling Jaguar ever but one inescapable fact, however, is that the

car shared the same showroom floor with the XJ6 for almost two years and because the latter was in such short supply, to begin with, many buyers chose the 420G instead, causing it to survive until June 1970 with some even making a J-registration plate.

The 420G soldiered on as a coach build until 1992 and around this time specialist Craig Hinton also produced a dozen two-door cabriolets, such was the strength of the standard body construction.

Why this Coventry Cat failed to find homes in the States is strange but has been put down to two major reasons: the car looked too American for US Jag fans, and, secondly, lacked the grunt of a V8 which Yanks love. Ironically, this point could have been addressed very easily with the Daimler 4.5 V8 that was used in a number of

development cars (as was the Jag V12) but politically it was a no-goer; a shame as records show it was a great combination. Sadly, Jaguar didn't learn its lessons as when the XJ40 was being designed, the engine bay was deliberately designed so that the fine Rover V8 couldn't be fitted.

Driving and press comments

Occupying almost 17 feet, weighing in at a massive 37cwt, the MkX is still large car by today's standards (although a Ford Focus is as wide) but, unlike the modern Ford, the benefits are all inside where rear seat space (along with boot capacity - a Jaguar rarity) is so great, that they almost occupy another post code. This saloon still impresses with its magic carpet ride, quietness (unless the engine is



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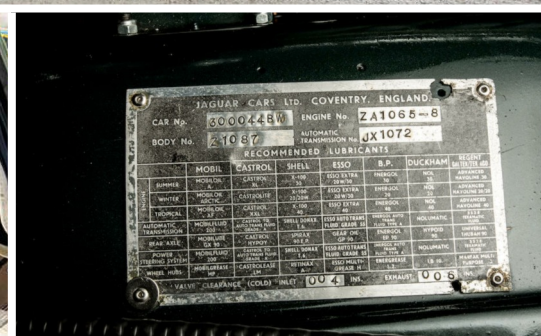
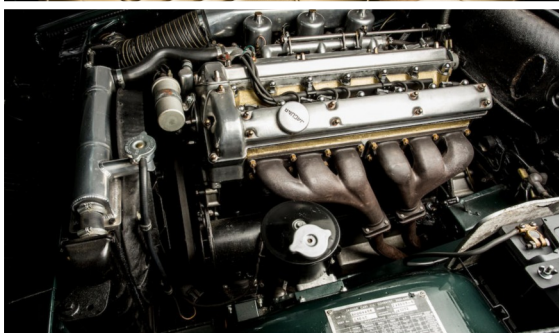
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revved hard) and cultured comfort from that old world Jaguar interior.

With so many of today's drivers used to piloting 4x4s, a MkX is no longer the culture shock it was half a century ago but still you need a decent-sized drive and (preferably double-sized) garage to store one.

With its E-type DNA the MkX drives and handles far better than any other big old classic barge of that era, although it's no sports car, of course! Also the car's prowess depends on how good the suspension - and that complex IRS in particular - has been maintained. Even so, it takes a brave soul to hurl a MkX around but with a maximum speed of well over 120mph and a zero to 60 clip in some 10 seconds (3.8 manual, autos are much lazier) it can still surprise many moderns although it goes without saying that the MkX was designed more for upper class cruising, where in its day was better than a compatible Rolls-Royce and on par to our minds, with the much acclaimed XJ6.

Even with those sporty E-type engines employed, performance from this big barge is now at best diesel supermini quick (although the Daimler V8 development ones were reputed to have been astonishingly quick...) and because these engines are worked hard to haul such a bulk around, you can expect little more than 16mpg and probably worse if age and mileage has taken its toll on the engine and fuel system.

Apart from instantly latching on to

the lack of engine cylinders, American Road & Track still gave the Jaguar ten out of ten, remarking that "no other car of the size and type gives a better combination of comfort, handling and silence".

In 1964, after introduction of the Marles Varamatic power steering, Autocar said the steering was "a revelation, giving relaxed high speed control." Ride comfort was also praised, being "at its most impressive when the car is at speed on a good road," and "100mph motorway cruising approaches the refinement that goes with modern air travel."

Well over half a century on Classic Motoring regular columnist Stuart Bladon (ex-Autocar tester) remembers the Jag's roadholding also earned praise, and this was unwittingly demonstrated when an impatient tester at MIRA was using the only available short straight for the acceleration tests. Repeated heavy braking from 80 or 90mph had the inevitable effect of sudden, complete brake fade, with the pedal going down to the floor. "With commendable presence of mind, the driver warned the co-tester 'get down, we're going to spin!'" recalls Stuart. Slight of build, passenger Warren Allport needed no second invitation to dive under that mammoth walnut fascia, as the driver twirled the steering round onto full lock (thank goodness for PAS-ed!).

"The pair counted how many times the car had spun, but when the smoke cleared they were surprised to find that

the car was still on its wheels and the tyres had not deflated! That the car had not rolled paid great tribute to the stability of the Jaguar MkX. It seemed a big car, and the relatively low seating position makes it seem all the wider, but it was a joy to drive. Rear seat passengers enjoyed extravagant legroom," he recalled to us.

The MkX is another of them "if only I'd bought one when they cheap" classics. For decades they were beer money and, until fairly recently, even ten-out-of-ten examples struggled to beat 10 grand. According to some price guides, you can triple or even quadruple this now, although in the real world of hard cash £20,000 gets a good one. So what are you waiting for?

SPECIFICATIONS

PRICE NEW: £48,300

PRICE AS TESTED: £2,392

ENGINE: 3,800cc

TRANSMISSION: Automatic 3-speed

VEHICLE LAYOUT: Front-engine, 2WD

DIMENSIONS: 5,131mm (L) | 1,938mm (W) | 1,384mm (H)

MPG COMBINED: 15mpg

POWER: 265bhp

0-60 MPH: 10.2 sec

MAX SPEED: 120mph

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Classic Motoring

Three Cocks Vintage Rally & Steam Show

Gale force winds and lashings of rain. Pack your brolley this, could get interesting.

By Colin Masterson

40 to 50 mile an hour winds on the Saturday with the lashing rain did not bode too well for the three cocks vintage rally due the following day. Fortunately, although very overcast and showering on Sunday morning, things did begin to look up as I arrived at the Showground with no rain and patches of blue sky beginning to appear. You have to admit that this is a beautiful venue. The Three Cocks Vintage Rally is held at the Boatside Farm at Hay on Wye, less than a quarter mile from the English border, on top of a one of series of rolling hills with magnificent views across the valley to the countryside beyond. We had just got the gazebo up when, within 5 minutes, there was a shower of rain, but by then Paul had the bacon butties on the go. Whilst there were plenty of threatening clouds, that was the last we saw of the rain during the day.

Club members had travelled from various directions to converge at the show. As usual, Howard Harper had reserved part of the show ground for Jaguars (South Wales and Three counties regions) so, despite arriving at different times, we could all park together. Some 35 Jaguars had booked to attend and in the end we had 27, not bad considering the weather: in fact the overall attendance of all classic vehicles was pretty good.

The theme of the show was divided between steam power (traction engines, stationery engines and steam lorries); agricultural machines (mainly

tractors); and various forms of transport (from bicycles and motorbikes to lorries and cars).

A couple of weeks before, and rather out of the blue, Howard Harper called me with a request that I do the commentary on the aerobatic display, something I have not done before although I used to fly light aircraft and owned a microlight for many years and have been thrown around the sky by others more skilled than I. Richard Goodwin was the pilot of the Pitts special who was to give the aerobatic display. Rich now flies Boeing jets for a living but was previously in the RAF and trained on the Hawk (the jet flown by the Red Arrows), and then joined IX Squadron to fly GR1 Tornados in the dangerous ground attack role. This included 21 combat missions during Operation Desert Storm in the first Gulf War. Needles to say his aerobatics were pretty spirited, helped by the fact that his aircraft had a souped up engine and enlarged control surfaces to enable him to perform some pretty extreme maneuvers like double-ham-merheads, high-alpha knife-edge fly pasts and the amazing 'Tower of

Power' to complete torque rolls whilst flying backwards through his own smoke.

Back to the classic cars, I always like to seek out a few cars to look at in a bit more depth, and here are my picks:

One of the most unusual cars was the 1920's Ford trials special (ie mud plugging car - the sort you see passengers jumping up and down in, to improve traction over muddy hills). Based on a Model T chassis the normal 3 litre 4 cylinder engine was souped up with period Frontenac overhead valves, as sold by the French Chevrolet Brothers, which was their business before they went on to found their automobile empire in Detroit. These double the power from 20bhp to 40bhp. Later versions even had gears driven by a double overhead camshaft and twin carbs, and Gaston Chevrolet, the younger brother, took the checkered flag at the 1920 Indianapolis 500.

There were a number of other American cars at the show including a rare Essex Model A of 1918 with a phaeton body by Briggs built by Hudson Motors of Detroit with max





speed of 60mph, not bad for the day, from a 58 bhp motor resulting in a typical 16mpg for those days.

Right next to our stand there were loads of little Austin 7s. The pretty little Swallow, built by William Lyons, as he then was, as the precursor to the Jaguar empire, was there as usual but I also liked the little 1931 4-seater tourer Chummy. There was also a Pearl, a luxury version of the Ruby, in the jewel series; mind you, Austin's idea of luxury was to include a fixed starting handle and bumpers! This car was used by a lady beekeeper who used it to tow bee hives around the countryside. As the owners says: "it will get you to where you want to go as long as you are not in a hurry".

In the general classic car section was a Heritage Jaguar SS replica. Suffolk are the most famous producers of the replica and have now made round 300 vehicles, more than the original car, but I have never seen one by Heritage before. Even the owner had little idea of its history or the history of the company that built it.

Of course it was on an SS100 that the famous Jaguar 'leaper', the

marque's signature feline hood ornament, was first displayed.

You get so used to seeing replicas that the yellow Lotus 7 looked like any other copy by Caterham or Westfield but this was a very early car being one of the first 20 Lotus Sevens built. It was originally built with The Ford 1172 cc Side valve then raced in America with a 998 CC Austin engine and has now been fitted with Coventry Climax FVB 1460 mL engine. The brakes have been up rated to Lotus 11 type front discs and so this is now quite serious machine. I was chatting with a fellow admirer of the car when I mentioned that my first car was a 1934 MG PA sports car which had the same Ford 1172 cc as the Lotus and, by coincidence he currently had the same model and year of MG with the same engine!

There was a nice maroon 1935 Daimler 15 Drop Head Coupe. Always nice to see Daimlers and this was a much smaller car than those of a few years before, due to the 1930's crash. This had an 1,805 cc 6-cylinder in-line ohv engine with a 4-speed Wilson pre-selector self-changing gearbox

and Fluid Flywheel. This car was at the low end of Daimler's range and had conventional valve gear, which had improved, superseding the former advantages of the Daimler-Knight sleeve-valve technology which was once the last word in smooth and quiet technology.

Another interesting car was a Fraser Nash BMW. AFN Ltd became importers and assemblers of BMW 328 cars in 1934 and sold them as Frazer Nash BMW. They were the official British BMW importer until the outbreak of war in 1939. After the war the Bristol Motor Company took on the rights to use that engine as war reparations and made 85, what were effectively, BMW 328s when BMW were no longer allowed to manufacture cars and kept going by producing pots and pans. The late great John Surtees was said the BMW 328 was his favourite car.

Having had a good wander round and a look through the various trade stalls, which never fail to disappoint, but we look hoping for something special anyway (!), it was time to get back to the JEC gazebo and enjoy the delights of Paul's burgers. The afternoon soon passed but by 4pm we decided that it would be a good time to pack up and leave. My trip was a pleasant run over the Brecon Beacons; with the sun out and the hood down it rounding off the day nicely.

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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.

Although there were many classic car shows to choose from during August we ducked out of a few. We tended to avoid shows where there was little of interest apart from the cars (as well as those that are expensive to enter e.g. the Dorset Steam Fair) as we are not ones to just sit in a field all day! We missed out on the Bridgwater Show as the weather was bad and RAF Harrowbeer was cancelled for the same reason. We decided not to go to the Aveton Gifford show as, apart from the show field, there is little of interest in the village. Similarly we didn't attend the small shows at Hennock, Christow and Kingsbridge. However approx. twenty TOWC members and cars did attend the Aveton Gifford show! Sadly the classic car show season is also coming to an end.

MORRIS MINORS SHOW AT EXMOUTH - 18th AUGUST 2019

This is a slightly unusual and very relaxed show. There is no entry fee and we could just turn up on the day. As this is a "free" show the organisers do not have to follow strict guidelines on organising shows with marshalling, health & safety etc. There was one charity stall selling items and receiving donations for the Devon Air Ambulance Trust. As usual TOWC members met up at Exeter Services before going on in convoy to Exmouth. We had a mini show at the services as there were a number of other shows taking

place on the same day with other clubs etc. meeting up at the services. Some of the exotica included a rare Renault Alpine as well as two McLarens. I went in our Daimler V8 250 and am pleased to report all of our club members got to and from the show with no mishaps. Probably the most interesting car at the show was an extremely rusty Austin Healey 3000. It was incredible that it was driven to and from the show - albeit under pseudo tow once on the public roads! Our club members were amongst the last to leave the site!

CLUB MONTHLY MEETING - 29th AUGUST 2019

The big event for our end of August club meeting was the cheque presentation to Paignton Festival representatives. For the occasion we arrived a little earlier than usual (as the nights are drawing in) for a photo session with members and a few classic cars outside the Blagdon Inn. We then moved inside for some more photos to be taken. Last year we presented a cheque for a record £6,250. This year's cheque was for £7,600! Considering we only charge £2.50 for the public to come into the show it's a brilliant amount due, in particular, to the hard work on the day of our show as well as a lot of planning and preparation during the year.

After a break for a buffet and raffle our meeting continued with a run through of news of events attended as well as upcoming events. I had the dubious honour of





recording the minutes as Dave (who normally does this) was going away on holiday. Thanks Dave!

OUR VEHICLES

I'm pleased to report that, after nearly two years of struggling, a shiny new starter motor has been fitted to the VW Camper. Sometimes the old one worked perfectly and other times it needed several attempts before it would turn the engine over. My thanks to Adam at VW Services, Paignton for sorting that out. I'm also ashamed to report that I took four months to fit new rubber tubing for the advance/retard pipe on the VW Camper! It's amazing the difference it has made to the performance and it took less than ten minutes to do the work! I now need to replace the o/s/f indicator light on the Daimler as the metal part is very rusty. A new one has been acquired and is to be fitted.

FUTURE EVENTS

Just a few events organised for September and October. The ones we're planning on attending are the World of Country Life Show on the 15th, the Sidmouth Show on the 21st and the Newton Abbot Show on the 28th. I have also organised a "Paddle Steamer Steam & Cruise" trip on the 22nd September as well as a group visit to the Haynes Museum on the 20th October.

...and finally:

Oxford University researchers have discovered the densest element yet known to science.

The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks.

Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete.

Governmentium has a normal half-life of 2 to 6 years. It does not decay, but instead undergoes a reorganisation in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become neutrons, forming isodopes.

This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration.

This hypothetical quantity is referred to as a critical morass.

When catalysed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons!

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Ponthir Classic Car And Music Festival

A bank Holiday Sunday with sun, live music, cars and bubble gum ice cream.

By Colin Masterson

Held on the cricket ground at Ponthir, near Caerleon, just behind the Star inn, this is a community event to raise funds for the cricket club and incorporates live music as well as a classic car show. Jointly sponsored by The Usk Valley Car Club, The Jaguar Enthusiasts' Club and the Aston Martin Owners Club and organized by Andy Webber, this show is in its 5th year. Last year was, unfortunately, a bit of a write off due to rain but this year it was sunny all day and almost too hot!

This is one of the few shows where you don't have to pre-book: you just turn up, pay your £3 per car and get an armband. It also starts in the afternoon, which enables a greater participation of families. The music side of the event had a succession of singers and bands that played throughout the afternoon and into the evening and, as well as a licenced bar and barbecue food, there was a football shaped bouncy castle, which my grandson Ben enjoyed, especially as he was the only one using it, and a



huge inflatable dart board with velcroed footballs for the grown-ups.

I didn't count the number of Jaguars but we must have had around 20 members turn up including some new members, which is always a good thing. On that subject, we aren't getting any younger and could do with some more, younger members in the club. Anyone out there who is reading this and thinking of joining us at our monthly meetings, or attending any of the shows advertised at the back of this magazine, please do so. We are a friendly lot and don't bite. We all want to enjoy are cars in any way we can, be they old or new models.

Fortunately we had our gazebo with us, which in view of the hot August sunshine, and temperatures in the high 20's, was really necessary.

Unfortunately, Paul did not bring his

cooking equipment, burgers and cheesy rolls with him so we had to make do with the barbecue food, which was not up to the high standard expected of our members: Andy please note for next year. Unlike last year, the ice cream man was doing a roaring trade, helped no doubt by him having a very attractive assistant! I tried to persuade the ice cream man that the arm band we had to wear entitled me to a free ice cream on Andy's account, but that didn't seem to work; the ice creams were delicious, by the way, none of your Mr Whippy here, these were real ice creams, for a change, although Ben's choice of a bright green bubble gum flavoured ice cream was not to my taste!

Whist not having as many cars represented as the Jaguar Enthusiasts Club, both the Ferrari and Aston Martin





Owners clubs had some nice representatives of their marques present although none could match the magnificence of Colin's 220, which took pride of place in the display.

Andy reckoned that around 150 cars would attend and there was a bit of everything there. I particularly like the Sunbeam saloon from the mid 30's, probably a 16hp made around the time the company went bust in 1934, like many luxury car makers of the time, due to the depression, and was taken over by the Routes brothers. This make had an interesting history from the early days in the 1880's when it started as a bicycle manufacturer, as many car companies did, through manufacturing aero engines in the First World War. Grand Prix cars in the 1920's (with a purpose-built V12 18.3-litre engine which had four blocks

Of three cylinders arranged in two banks set at 60 degrees) and producing three Land Speed Records including the first to achieve over 200mph, the 1000hp, which had two of those engines, car can now been seen at the National Motor Museum in Beaulieu.

On our stand was a car I had not seen before, a 1973 Series III Convertible E-Type in primrose yellow, which was brought by its owner who bought it new for £2,223. The car has its original paint and externally is in excellent condition

Another interesting exhibit was the Ford M151 Military Utility Tactical Truck, a Jeep to you and me. These vehicles were the final iteration of the Jeep styled vehicle before the advent of the military hummer and was built in 1969. It was a much more modern

version of the old Second World War Jeep with a 2.3 litre overhead valve engine and fully independent suspension. Whilst a huge number of these were made and served in the Vietnam War, it was the policy of the US Government to cut up all old vehicles rather than selling them on as is the practice in the UK with old military vehicles like Land Rovers. The exceptions were some vehicles that were sold on to the Danish Army, and these were then sold privately, so this vehicle is quite rare.

As we left the show the music festival was continuing in full swing and was expected to continue late into the evening.

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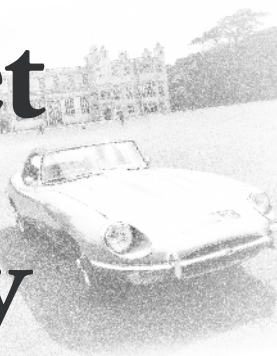


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Get In My Garage



Michael Manconi
Magazine Editor



Our Club Vice Chairman Ray Searles tells MM about his Jaguar moments of madness.

MM: What is your earliest Jaguar memory?

RS: Not that early really, growing up in the 60's my early car thoughts were all centred around James Bond and the Aston Martins and my dad never aspired beyond a succession of Vauxhall Vivas'. So my first real interest was actually sparked by the Inspector Morse TV series, (See below), and subsequently I had several MD's that drove XJ's and the interest grew from there.

MM: Tell us about your first Jaguar or Daimler

RS: So knowing I enjoyed Inspector Morse a friend of mine approached me in the early 90's saying he knew of a Mk II that someone wanted to sell and was I interested? I should have said "no" I didn't - so Myles (MYL401D), a Mk 2 2.4 Automatic (the worst spec imaginable) joined the family. It was tatty and with 2 growing children, it stayed that way pretty much throughout our ownership, but we enjoyed it - often going to shows and picnics with North Staffs region where we lived at the time.



MM: What's your ownership history?

RS: Myles stayed with us for 8-9 years before a house move meant we decided to move him on to someone who had more money available to spend on him. That left a Jaguar parking space, I then bought a Jaguar X308 in BRG, nice car but hopelessly unreliable, later realised (after its disposal) it had Nicasil problems. Then a redundancy left a sum of money and having secured a job straight away the proceeds were spent on an extension and Sophee - our Series III E Type V12 2+2 that we still have today.

Since then the everyday fleet has comprised an S Type Sport, an XF PremLux that turned out to have a dubious past, followed by "The Tardis" our X351 XJ that we kept for 4 years - a marvellous piece

of machinery. That was replaced by an XE R Sport that is too small for us so now we are taking ownership of a XF Portfolio, the latest model. In between all of them Kay acquired a red '99 XKR Convertible that has become a favourite touring companion, that we took on the Spirit of the Entente tour.

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

RS: Tricky, I love my E Type, that V12 engine just sounds amazing, but when I finally can't fold myself into it anymore I would rather like an XJC.

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

RS: In 2017 we toured in Sophee with friends to the Italian Lakes. That tour included 37 tunnels, including the tunnel used in the chase at the beginning of "Quantum of Solace" - driving through these and the Alpine passes looking down the bonnet of an E, fantastic.

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

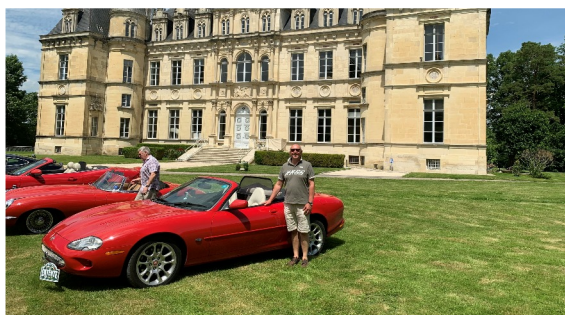
RS: The XJ 351 without question. Quiet, quick, amazing handling for a car so big, effortless to drive and so comfortable.

MM: Any car regrets?

RS: How long have you got - first married we had some shockers, mostly Chrysler or Renault company cars - a Renault 11TSE, a Matra Simca Rancho (google it!), a Talbot Horizon and worst of all a Talbot Solara.

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

RS: My hero growing up was Graham Hill, the archetypal gentleman racing driver, those were the days.



HOW DID YOU COME TO JOIN THE CLUB?

If you buy a tatty Mk II that you know nothing about you either call Ghostbusters, or join the JEC.

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

For me it's the social and camaraderie side. Having the technical support is great when you need it but Touring in particular with like minded people is always fun and interesting.

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT THIS YEAR?

Not now - but I am looking forward to returning to Newby Hall for next year's Summer Festival.

(Ed. Ray did you just reveal our 2020 Festival location before the official launch? Don't worry we won't tell anyone if you don't!)

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

Do your research and take someone with you, or just buy an X351 and you won't regret it!

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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

TAKEAWAY WARNING!

I hate to do this about a local business but feel you deserve to know. Be aware!

We ordered a Chinese takeaway from a local place (we won't name them) just been to pick it up and as we were driving home, we heard the bags rustling and moving!

We thought what the hell is that? Has something got in the bag? We thought we could see a little pair of eyes peering out

I was driving so I leaned forward, picked up the bag, put it on the passenger seat and there it was again, more rustling and little eyes looking out behind the prawn crackers,

I thought its got to be a rat or a mouse or something, so I carefully pulled the bag down, And there it was ... A Peeking Duck!

CORBIN TAKES ADVICE

Jeremy Corbyn asked the Queen, "Your Majesty, how do you run such an efficient organisation? Are there any tips you can give me?"

"Well," said the Queen, "The most important thing is to surround yourself with intelligent people."

Jeremy Corbyn then asked, "But how do I know if the people around me are really intelligent?"

The Queen took a sip of tea. "Oh, that's easy; you just ask them to answer an intelligent riddle, watch me and listen" The Queen pushed a button on her intercom. "Please send Prince Charles in here, would you?"

Prince Charles walked into the room and said, "Yes, Mother? The Queen smiled and said to Charles, "Answer me this please Charles. Your mother and father have a child. It is not your brother and it is not your sister. Who is it?" Without pausing for a moment, Prince Charles answered "That would be me." "Yes, very good!" Said the Queen.

Ah ha I get it said Jeremy, thank you Ma'am. And in a great rush he left. Corbyn went back to Parliament and decided to ask Diane Abbott the same question. "Diane, answer this for me." "Your mother and your father have a child. It's not your brother and it's not your sister. Who is it?"

"I'm not sure," said Abbott. And then in true Diane Abbott style she went on to say. "Let me get back to you on that one." She went to her advisers and asked everyone, but none could give her an answer.

Frustrated, Diane went for a coffee and met Nigel Farage..

"Nigel, see if you can answer this question."

"Yes Diane" replied Nigel.

"Your mother and father have a child and it's not your brother or your sister. Who is it?"

Farage immediately answered, "That's easy, it's me!" Abbott grinned, and said, "Good answer Nigel, I see it all now!"

Abbott then, went back to find Corbyn and said to him; "Jeremy, I did some research, and I have the answer to that riddle." "If your mother and father have a child who is not your brother or your sister, the child is Nigel Farage!"

Corbyn went red in the face, got up, stomped over to Abbott, and yelled in her face, "No! You bloody idiot! It's Prince Charles!

HANDY WOMAN

A blonde, wanting to earn some money, decided to hire herself out as a handyman-type and started canvassing a wealthy neighborhood. She went to the front door of the first house and asked the owner if he had any jobs for her to do.

"Well, you can paint my porch. How much will you charge?"

The blonde said, "How about 50 dollars?"

The man agreed and told her that the paint and ladders that she might need were in the garage. The man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?"

The man replied,

"She should. She was standing on the porch."

A short time later, the blonde came to the door to collect her money.

"You're finished already?" he asked.

"Yes," the blonde answered, "and I had paint left over, so I gave it two coats."

"Impressed, the man reached in his pocket for the \$50.

"And by the way," the blonde added, "that's not a Porch, it's a Ferrari."

THE POPE IN NEW YORK

The Pope goes to New York, and gets picked up at the airport by a limousine. He looks at the beautiful car and says to the driver, "You know, I hardly ever get to drive. Would you please let me?"

The driver is understandably hesitant and says, "I'm sorry, but I don't think I'm supposed to do that."

But the Pope persists, "Please?" The driver finally lets up, "Oh, alright, I can't really say no to the Pope."

So the Pope takes the wheel, and boy, is he a speed demon! He hits the gas and goes around 100 mph in a 45 zone. A policeman notices and pulls him over. The cop walks up and asks the Pope to wind the window down. Startled and surprised, the young officer asks the Pope to wait a minute. He goes back to his patrol car and radios the chief.

Cop: Chief, I have a problem.

Chief: What sort of problem?

Cop: Well, you see, I pulled over this guy for driving way over the speed limit, but it's someone really important.

Chief: Important like the mayor?

Cop: No, no, much more important than that.

Chief: Important like the governor?

Cop: Way more important than that.

Chief: Like the president?

Cop: Much more important.

Chief: "Who's more important than the president?"

Cop: "I don't know but he has the Pope DRIVING for him!"

STURGEONS CHAUFFEUR

Nicola Sturgeon is touring Perthshire in the First Minister's chauffeur driven car. Suddenly a cow jumps out into the road. They hit it full on and the car comes to a stop.

Nicola in her usual jaunty manner, says to the chauffeur "You get out and check - you were driving."

The chauffeur gets out, checks and reports that the animal is dead.

"You were driving, go and tell the farmer," says Nicola, "I can't afford to be blamed for anything."

The chauffeur walks up the drive to the farmhouse and returns five hours later totally plastered, his hair ruffled and with a big grin on his face.

"My God, what happened to you ?" asks Nicola.

The chauffeur replies, "When I got there, the farmer opened his best bottle of single malt whisky, the wife gave me a slap-up meal and the daughter made love to me."

"What on earth did you say?" asks Nicola.

"I knocked on the door and when it was answered, I said to them, I'm Nicola Sturgeon's chauffeur and I've just killed the cow."

WE NEED YOUR JOKES!

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

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

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CALENDAR

WHAT'S ON IN 2019

SEPTEMBER

- 21 Coffee & Cars Meet @ Cefn Mably Arms
- 22 The Warren Classic & Supercar Show
- 28 JEC Coffee & Cars Meet @ Porthkerry Country Park Barry

OCTOBER

- 5 Castle Combe Autumn Classic

- 6 Bicester Super Scramble @Bicester Heritage

- 13 Malvern Festival of Transport


OCTOBER continued

- 15 JEC Track Day @Castle Combe

- 16 South Wales Region October Club Night
- 20 Jaguar International Spares Day, Stoneleigh

- 26 JEC Coffee & Cars @ South Wales Aviation Museum

NOVEMBER

- 2 Jaguar Enthusiasts' AGM & Awards Dinner


NOVEMBER continued

- 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



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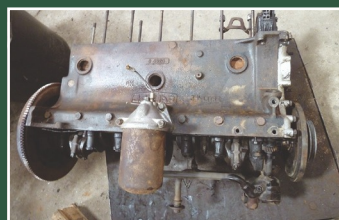
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MK7 Half Engine

1953 MK7 C4820 Bottom half engine to recondition. Comes with sump, crank, oil pump, con rods and more.

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S1 3.8 E-Type

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