

JAGUAR

ENTHUSIAST

YOUR SOUTH WALES REGION CLUB MAGAZINE BRINGS YOU : NEWS | FEATURES | OWNER INTERVIEWS | ROAD TESTS | REPAIR & RESTORATIONS | EVENT LISTINGS | ADVERTISERS



AUTUMN GAEL
WITH THE XK FORUMS

DRIVEN: E-TYPE
A MOST BEAUTIFUL CAR

CASTLE COME
THE AUTUMN CLASSIC



S·N·G
BARRATT
GROUP



Call us on +44 (0)1746 765432

Keeping your
Jaguar
on the road



Visit us at sngbarratt.com

JAGUAR



THE COMPLETE JAGUAR SERVICE

Servicing & Repairs, MOT's & Diagnostics
Over 125 years combined Jaguar experience

MISTERmatic

South Wales
01792 589469

www.mistermatic.co.uk



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

Deadline for all articles, contributions and adverts
for the next edition is November 4th 2019.

ADVERTISING

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

SUBSCRIPTIONS

Annual subscriptions (12 editions) for the printed
edition are £20 per annum, payable to the
treasurer. Contact Colin Manconi
email: colin.manconi@jecsouthwales.co.uk
Telephone: 07977 474637

The Online eMagazine Edition is FREE, sign up
online to receive it direct to your inbox:
www.jecsw.co.uk/signup

PUBLISHING TEAM

Jaguar Enthusiast South Wales Region Magazine
is Designed and Printed on behalf of the Jaguar
Enthusiasts Club South Wales Region by
Trendy Design Company.

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

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

All information is correct at the time of print and any
unauthorised copying or reproducing will constitute an
infringement of copyright. All articles are copyright of
their respective owners.

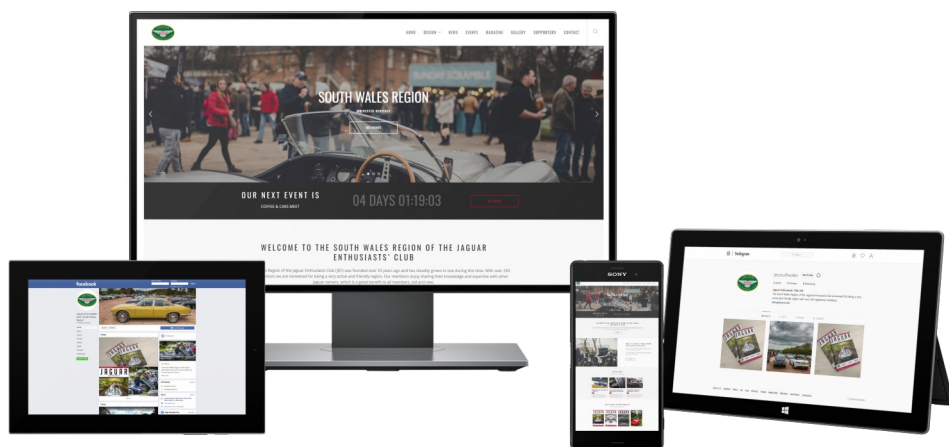
©Jaguar Enthusiasts Club South Wales Region
Magazine 2019, All Rights Reserved.

COVER PHOTO BY: Lee Bayliss

ISSUE 301

CONTENTS

- | | | | |
|----|---|----|---|
| 07 | STRAIGHT FROM THE ED
EDITOR AT LARGE - MORE LIKE
EDITOR HELD HOSTAGE. | 26 | CASTLE COMBE CLASSIC
OVERCAST, SHOWERS AND THE SMELL
OF BURNING RUBBER. |
| 09 | REGIONAL NEWS
COLIN MANCONI BRINGS US UP TO
DATE WITH REGIONAL GOINGS ON. | 29 | C&C BREAKFAST MEET
PORTHKERRY WAS WET, BUT THE
BREAKFAST WAS WORTH IT. |
| 10 | THE MONTH IN PICTURES
WHERE WE HAVE BEEN AND WHAT
WE HAVE BEEN UP TO. | 30 | THE AUTUMN GAEL
DAVE & RUTH TAKE THEIR ANNUAL
PILGRIMAGE TO THE XK AUTUMN GAEL. |
| 12 | NEWS
ALL THE LATEST NEWS IN THE
WORLD OF JAGUAR & DAIMLER. | 35 | CLASSIC JAGS ARE ELECTRIC
CHECK OUT THE COST OF THESE
BATTERY OPERATED JAGS. |
| 14 | ON TRACK
NEWS FROM THE WORLD OF CLASSIC
& MODERN JAGUAR MOTORSPORT. | 37 | GET IN MY GARAGE
MEET THE MEMBERS AND LEARN MORE
ABOUT THEIR JAGUAR STORY. |
| 17 | ONE FOR THE WEEKEND
FANCY SOMETHING IMPRACTICAL
OR EXPENSIVE, CHECK THIS OUT. | 39 | HUMOUR
WHEN YOU'RE HAVING A BAD DAY,
CHECK OUT THE JOKES & ANECDOTES. |
| 18 | THE TORBAY FLYER
HARRY KUEHLING KEEPS US UP TO
DATE WITH EVENTS IN SOUTH DEVON. | 41 | WHAT'S ON
ALL THE INFO ON LOCAL & NATIONAL
SHOWS WE ARE ATTENDING. |
| 22 | DRIVEN: ROAD TEST
THE E-TYPE, THE MOST BEAUTIFUL
CAR IN THE WORLD. | 42 | REGIONAL INFORMATION
FIND OUT MORE AND OUR REGION
AND WHO TO CONTACT. |



GET ONLINE

Join us online for the latest News, Events and Photo Galleries.

WWW.JECsw.CO.UK

GET SOCIAL

If you use social media, Like, Follow and Post to our accounts.



facebook.com/jecsouthwales



twitter.com/jecsouthwales



instagram.com/jecsouthwales

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.

When you've lavished so much love, time and money on your 'cat' what could be worse than some unforeseen event leaving you out of pocket or even worse, without your car.

The team at Peter James Insurance knows exactly how to make sure you and your vehicle are fully covered - on the road or in your workshop.

Go on, unleash the beast.

...If it's important to you,
it's important to us.



PETERJAMESINSURANCE.CO.UK
INFO@PETERJAMESINSURANCE.CO.UK

0121 506 6040

CLASSIC CAR | AGREED VALUE | LIMITED MILEAGE
LAID-UP | MODERN CAR | MULTI VEHICLE



Proud supporters of the JEC



Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.

Welcome

Rain, the smell of
burning rubber and
sideways action.

Well, that was a wet one! Our first Coffee & Cars Breakfast Meet at Porthkerry Country Park went ahead despite the rain, in fact the sun even came out for a while - then quickly went back in again. While not ideal for wet winter meets due to the lack of indoor seating, the fact the staff were so helpful, the food great, and the park itself very picturesque, it does also have another ace up its sleeve - a log cabin next door. We had a nose around and it would be absolutely ideal for a Summer Family Fun BBQ & Picnic. So keep your eyes peeled for more details in the new year.

Castle Combe once again lived up to expectations, producing some fantastic racing. It never fails to amaze me just how much the drivers push the cars, with many being worth considerable sums. Always a favourite of mine is watching the minis mix it up with the Jags, they look tiny compared to a MK1, yet they always give as good as they get. I can't wait for next year.

South Wales Aviation Museum Breakfast Meet.

Building on last months Breakfast Meet, Our next Coffee & Cars Breakfast Meet has been organised by Mike Hayes and it is being held at the South Wales Aviation Museum (SWAM) in St Athan on the 26th of October. They have a interesting display of aircraft, plus a good restaurant serving breakfasts, light bites, cakes, plus hot and cold drinks. More details can be found on our website www.jecsw.co.uk. So grab your Jag, classic or modern and take a drive out to meet us.

Club AGM & Star Awards Gala Dinner.

This years AGM & Star Awards Gala Dinner spaces are filling up fast, have you booked yours yet? The AGM is free for members to attend and the club provides a light lunch and refreshments. Its your chance to find out more about how the Club is run and to also have your say on Club issues. We have the Clubs 'Star Awards' Gala Dinner on the same day. This year our magazine is up for an award, so why not come along and show your support. You can find out more about these two events by checking the Events section on our website www.jecsw.co.uk.

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 22nd 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

A fantastic breakfast, with
fried bread, lots of rain
and burning rubber.

We had wanted for a while, to run some different Saturday morning Coffee & Cars breakfast type runs, so on Saturday the 28th of September we held our first one at Porthkerry Country Park, Barry. The Park is set in 220 acres of woods and meadowland in a sheltered valley leading to a pebble beach and spectacular cliffs. The weather forecast was not very good with heavy showers forecast, but thirteen of our members braved the weather and really enjoyed the fabulous breakfast at Marcos Café. It is a great venue, one which we will use in the future. See page ? for the full article.

Once again Castle Combe put on a great event! This year they had a wide range of races ranging from vintage sports cars to pre 66 Jaguars plus a range of other activities in the paddock.

We met at the Aust Services at the old Seven Bridge at 8.00am. For once the weather was dry but cloudy and we travelled up in convoy to arrive around 8.35. We needed to be early so we could set up our gazebo as a point of contact for the JEC as the club van was not available and the raffle car was elsewhere.

This year tickets had to be booked through the Castle Combe website and 65 Jaguars booked and paid to be in the circuit and on the JEC stand.

It didn't take long to put the gazebo up and Paul soon had the bacon rolls ready. One by one the cars came in, all sorts of classic cars, including all different models of Jaguars. The weather forecast was dry all day, with perhaps some rain on the way home. That was spot on!

We walked over to the paddock to see the race cars. There were a huge range of different race cars there including many Jaguars, including one of our good friends and advertisers Grant Williams in his MK1 (BUY 1) and also driving the JD Wins E-Type. On the way back we stopped to watch some exciting racing from the raised bank.

At lunchtime Paul cooked some of his delicious beef burgers and we spent the afternoon watching the racing. We packed up at about 4.30 and had a good, if damp run home. See page ? for the full article.

The Jaguar International Spares Day at Stoneleigh Park is on the 20th of October and is our next event. As usual the club will have a stand just inside the entrance and for a first time there will be a breakfast meet from 8am.

Our next Coffee & Cars breakfast run has been organised by Mike Hayes and it is being held at the South Wales Aviation Museum (SWAM) in St Athan on the 26th of October. They have a interesting display of aircraft, plus a good restaurant serving breakfasts, light bites, cakes, plus hot and cold drinks. Please see our website www.jecsw.co.uk for details.

Then on the 2nd of November we have the JEC AGM at Jaguar Classic Works. The AGM takes place in the afternoon and Classic Works will be open all morning for members to take a look around at the facility and collection. Attendance for the AGM is free and a light lunch and refreshments are provided. You must however book your space in advance.

In the evening we have the Clubs 'Star Awards' Gala Dinner. This year our magazine is up for an award, so please do come along and show your support. You can find out more about these two events by checking the Events section our website www.jecsw.co.uk.

We are then attending the Lancaster Classic Car show at the NEC on the 8-10th of November where Mike, Andy and I will be helping on the stand. Come along and enjoy complimentary cups of tea or coffee with us throughout the weekend.

Finally we would like to invite all members, family, sponsors and supporters of the Club to our Regional Christmas Dinner, to be held at St Mellons Golf Club Cardiff on the 7th of December. Full details are on our website www.jecsw.co.uk. I will need payment and menu choices by the 22nd of November.

Colin Manconi
Regional Representative



THE JAGUAR MONTH IN PICTURES

INTERNATIONAL AUTOJUMBLE @ BEAULIEU

September 7 - 8, 2019

With over 2000 stands at this signature Beaulieu event, each one groaning with all kinds of vintage and classic motoring ephemera, it is often said "If you can't find it at Beaulieu it doesn't exist!" The International Autojumble is always regarded as the place to locate and purchase even the most elusive motoring parts, literature, accessories, automobilia, tools and clothing.



SPEECH HOUSE VINTAGE SHOW @ COLEFORD

September 8, 2019

Held in the grounds of Speech House was the best yet as people kept streaming in all day. There was a great array of vintage vehicles, including five full-sized and six mini steam traction engines, around 120 cars, 90 tractors, 60 Landrovers, 20 military vehicles, 60 commercial lorries, 55 stationary engines and 50 motorbikes.



THE WARREN CLASSIC CAR SHOW @ WARREN ESTATE

September 22, 2019

The Warren Classic Concours d'Elegance is always a wonderful opportunity to view some of the worlds finest classic motorcars. Over one hundred and twenty cars from around the world were hand picked to compete in the Warren Classic Concours. The supercar display included a LaFerrari, two Bugatti Veyrons, a one-off Pagani 760VR and Ferrari Enzos, of course the stunning Bugatti Chiron plus many more.



COFFEE & CARS MEET @ THE CEFN MABLY ARMS

September 21, 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 70 cars were on display, with everything from Minis to Rolls Royce. Always good to chat to some different people from other clubs and see some different cars. In all, great weather, fantastic food, in a lovely rural location and good company. What more can you ask for?





CASTLE COMBE AUTUMN CLASSIC

October 5 2019

The Autumn Classic is now one of the iconic classic car race meetings and the JEC had the largest Club stand with over 65 cars booked in. The racing was door to door, Jaguars, Austins, Mustangs, Minis, Lotus, Lancias and MG's, were all out in force.



BICESTER SUPER SCRAMBLE @ BICESTER HERITAGE

October 6, 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

JEC CLUB COFFEE & CAR MEET @ SOUTH WALES AVIATION MUSEUM

October 26, 2019

Join us for this Regional 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. For the convoy meeting location and times, visit our website www.jecsw.co.uk/events

CLUB AGM & AWARDS DINNER @ JAGUAR CLASSIC WORKS

November 2, 2019

Free to attend for all members, just book in advance. The works will be open in the morning for tours, with refreshments and lunch served during the course of the day. Also taking place after the AGM at the Woodland Grange hotel, a short distance from the Classic Works, is the Clubs annual Star Awards and Gala Dinner. This year the South Wales region are finalists for 'Best Magazine', so please come along and support us if you can. Spaces are limited so please book your meals and accommodation now.

LANCASTER CLASSIC MOTOR SHOW @ THE NEC

November 8-10, 2019

The Club will be paying tribute to legendary Jaguar test development driver, Norman Dewis OBE at the Show. The special four-car display will celebrate the story of his Jaguar career alongside an exciting new car from Ecurie Ecosse, the LM69 which represents a contemporary evocation of one of the most famous cars Norman Dewis worked on.

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

November 20 2019

Join us at 6.30pm for a meal at our 'Arrive & Dine' event before the evening meeting. Our monthly meeting then kicks off at 7:30pm as normal. See you there!

CHRISTMAS GALA DINNER @ ST MELLONS GOLF CLUB

December 7 2019

Join us at our Regional Christmas Dinner and enjoy a fantastic three course meal in great company. More information can be found on page 8.

FULL EVENT SCHEDULE ONLINE
WWW.JECsw.CO.UK

THE NEWS STAND

Read all about it.

Colin Masterson
News Editor



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

Jaguar teases electric XJ heralding major electric vehicle offensive.

An all-electric Jaguar XJ is in the pipeline and will be vanguard of an "electric vehicle offensive", Jaguar Land Rover (JLR) boss Ralf Speth said at this week's Frankfurt International Motor Show.

Confirming reports of a revival for the ditched XJ with electric drivetrain, an image was briefly shown during the company's press conference, as the Jaguar boss told the audience about the British premium carmaker's plans for an electric future.

It appears to show a flash of the rear end of the vehicle, with sleek angular lines as opposed to the snobbish curves of its ICE predecessor - a sign of the "new tranquility" of zero emissions vehicles according to Jaguar Land Rover CEO Prof. Ralf Speth.

The new electric XJ will be produced at JLR's retooled Castle Bromwich plant with the same team responsible for Jaguar's all-electric premium SUV, the I-Pace, working on design and development.

To power the all-electric XJ the carmaker also intends to build a battery factory in the vein of Tesla's gigafactories at Hams Hall, North Warwickshire, which it intends to put into operation during 2020 supplying batteries for 150,000 electric JLR vehicles a year.



The new, all-electric XJ - extraordinarily remastered for the 21st century - will offer spiritual freedom for our customers. Gliding in elegance, new tranquillity and new functionality, and in full consciousness taking care of the environment

Dr Ralf Speth | JAGUAR LAND ROVER CEO.



Team working on the next generation F-Type look to 2010's C-X75 concept car for inspiration.

The C-X75 is an extended-range electric supercar fitted with microturbines for range extenders. Jaguar started work on a production version with a plug-in hybrid powertrain utilizing a 2.0-liter inline-4 but ultimately canned the project in 2012 due to financial reasons. Now, some of its design and technology, may be resurrected for a future F-Type.

Autocar reported Monday that the team working on the redesigned F-Type are deciding whether to stick with the current model's front-engine layout or swap to a mid-engine layout, and that the latter is the favoured option. The mid-engine layout was also hinted by former Jaguar design chief Ian Callum as early as 2016.

Two powertrain types are on the table. Jaguar is reportedly looking at electric power for the mid-engine layout and internal-combustion power, including a hybrid option, for the front-engine layout.

"I find it interesting," said Colin Masterson, News Editor, JEC South Wales magazine that Jaguar are considering moving in the same direction as Chevrolet, which has started delivery of the new 2020 C8 generation of their Corvette which, for the first time, has gone mid-engined."

The biggest challenge for the mid-engine route is developing a suitable platform, though Jaguar could use some of the technology originally developed for the C-X75. Recall, the automaker actually got around to building some prototypes before the project was canned. Another possibility pointed out in the Autocar report is twinning the development of the redesigned F-Type with BMW's replacement for the i8, currently thought to be a more powerful plug-in hybrid sports car from the BMW M sub-brand. Jaguar and BMW are already collaborating in the area of engines and electric motors.

Jaguar will buy itself a few more years by giving the current F-Type a major update next year. It will be the second update for the F-Type since the car arrived in 2013. Stay tuned.



An SVR version of Jaguar's I-Pace electric crossover is a done deal.

Confirming plans that have been an open secret for more than a year; "There is no official timeline for a release just yet", Jaguar's Special Vehicle Operations boss Michael van der Sande told Autocar, but he described the project is a "when, not if."

SVO was responsible for development and production of the I-Pace Trophy race cars, which van der Sande says has given the team a lot of insight into how to build a higher-performance variant of the road-going I-Pace.

"They've taught us a lot," van der Sande said. "We've already learned plenty about battery management, heat management and software development that could be useful for road cars. When the call comes, we'll be ready."

The electric crossover is plenty potent as it sits. With 394 horsepower and 512 pound-feet of torque, it offers plenty of punch in stock form, and can hit 60 mph in just 4.5 seconds. Obviously, an SVR version would be even quicker.

In fact, Hanno Kirner, Jaguar's VP of product planning, hinted last year that it would be possible for an I-Pace SVR to reach 60 mph in 1.8 seconds, which he admitted would probably be a bit over-the-top.

He even suggested that an I-Pace SVR might need some sort of performance governing software to keep inexperienced drivers from being caught unaware by its capabilities.

Jaguar is also interested in building other variants of the I-Pace. A more luxurious model is on the radar, as is something with more serious off-road chops. Both offer the potential for development overlap with sister brand Land Rover.



Club to honour the life of Norman Dewis OBE with a tribute display at the Lancaster Classic Motor Show.

The Jaguar Enthusiasts' Club will be paying tribute to legendary Jaguar test development driver, Norman Dewis OBE at the Lancaster Classic Motor Show with Discovery, held at the NEC over the weekend of 8-10th November 2019.

The special four-car display, with cars supplied by the Jaguar Daimler Heritage Trust, will celebrate the story of his Jaguar career alongside an exciting new car from Ecurie Ecosse, the LM69 which represents a contemporary evocation of one of the most famous cars Norman Dewis worked on.

The display will include:

- Prototype Jaguar D.
- The first open-top Jaguar E Type 77RW, driven on 17-hour epic by Norman Dewis OBE.
- Jaguar XJ13 - the only genuine car in which Norman experienced a horrific crash.
- Prototype Jaguar D.Ecurie Ecosse LM69 - the exciting embodiment of the XJ13's lasting legacy.

Our thanks to The Jaguar Daimler Heritage Trust, and Ecurie Ecosse Cars, for their support celebrating Normans life.



Club AGM at Jaguar Classic Works and Star Awards Gala Dinner.

The Jaguar Enthusiasts' Club AGM takes place on November 2nd at Jaguar Classic Works. Free to attend for all members, just book in advance. The works will be open in the morning for tours, with refreshments and lunch served during the course of the day.

Also taking place after the AGM at the Woodland Grange hotel, a short distance from the Classic Works, is the Clubs annual Star Awards and Gala Dinner. This year the South Wales region are finalists for 'Best Magazine', so please come along and support us if you can. Spaces are limited so please book your meals and accommodation now. For more info see www.jecsw.co.uk.

ON TRACK

Live, love, race.

Colin Porter
Club Racing



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

Thrilling Thruxton

A combination of a heavy workload and Friday traffic chaos meant a late evening arrival at Thruxton in Hampshire for the most 'local' round of the JEC Racing Saloon & GT Championship. With the gearbox finally sorted on Tom's XJR after syncro issues at Anglesey, the mood in the Swallows camp was quietly optimistic. After all, Thruxton is the UK's fastest circuit which suits the car, and this was where Tom had the best result of the season last year.

Qualifying

Glorious early Autumn sunshine greeted us for qualifying. Getting out first gave Tom a clear track and by lap two he'd laid down a time which would prove good enough for pole. The XJR developed a misfire on lap three and meant Tom returning to the pits on lap four and yet another alternator fault as we had experienced at Silverstone. A quick dash for Gary and Jack to the nearest Euro Car Parts in Basingstoke to collect a new alternator didn't entirely solve the problem as the new alternator came with a fault also. Master Tech John Odam is always our go to man and soon he'd made one good alternator out of two faulty ones and we were back in the game with over an hour to spare.

Race One

Strangely pole isn't always an advantage at Thruxton as second on the grid can offer more grip and a better line into Allards at the end of the straight. So it proved when Colin Philpott got a marginally better start putting Tom second through the first corner.



With the XJR on song Tom was looking to take the lead going into Church corner, but perhaps with the tyres not quite up to temperature he span fortunately missing the on coming cars and dropping him back to ninth. Philpott was able to take advantage and began to open a healthy lead from Michael Holt's X300 in second and Richard Coppock in the XJS third.



Tom had the bit between his teeth and determined to make up lost ground set a fastest lap of the race and had caught Holt by lap five and set about passing the Yorkshireman using the power of the XJR to find his way past. Behind Holt newcomer Michael Seabourne a surprise P4 in qualifying was battling championship leader Chris Boon's XK8 for Class B and in the mix with Coppock Junior and Senior in the XJS's and being caught by Tom Lenthall in the Class C XJS.

Lap eleven and Tom's brilliant charge back through the field saw him close within three tenths of a second of leader Philpott, the impossible now seemed possible but the Powebell man's XJS is a strong car and digging deep he opened out the margin to a second holding on to deny Tom his first championship win. Holt was a fine third and winning Class C, new boy Seabourne with a great debut sixth overall and winner of Class B and drive of the day with Simon Dunford heading Class A in the XJS.



Race Two

Heavy overnight thunderstorms left the track with standing water, but by the time the Jags were due out for the first race of the day some drying lines were emerging in places from the qualifying rounds of the CSCC series. Combined with on and off drizzle it made for very tricky conditions as the lights went out. Tom got good traction from second on the grid and took the lead into Allards for the first time, while Philpott and Holt were battling for second behind, Holt coming out on top, followed by the Coppocks, Seabourne and Lenthall.

In conditions that don't suit the XJR Tom was managing to open a lead, and ahead of the battle for second between Philpott, Holt and Seabourne, the dark-horse Seabourne emerging and claiming second place in the ex-Gail Hill championship winning XJ40, Philpott third and Holt slipping back to fourth.

By the halfway point in the race, ex-kart racer Seabourne was clearly loving the slippery conditions and closed within a second of Tom and the pair were putting on a show twenty-four seconds clear of Philpott in third. Controlling the race from the front Tom continued to hold the finest of margins from Seabourne all the way to the chequered flag to seal a maiden championship victory in front of family and local supporters. Seabourne with a stunning debut weekend collected a second drive of the day trophy and Class B, Philpott hung on for third from a fast charging Tom Lenthall winner of Class C and GT drive of the day with Dean Sewell claiming Class A.

A truly sweet win for Tom in conditions that didn't suit the car he proved that he can master the wet and put in a mature performance. Cue the celebrations in the Swallows camp.

We look forward to seeing friends at the JEC/Swallows track day at Castle Come on 15th October and for our final outing of the championship season at Donnington Park on 26th & 27th October, we do hope that you will join us.



James Calado Completes Panasonic Jaguar Racing Driver Line Up

Briton James Calado has today been announced as the new Panasonic Jaguar Racing driver ahead of season six of the ABB FIA Formula E Championship.

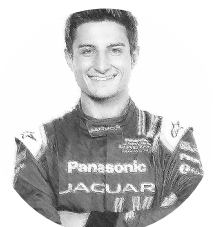
The 30-year-old, who started karting in 1999, has competed against some of the biggest names in motorsport including Formula E champion Jean-Eric Vergne and F1 driver Valtteri Bottas, during his career. He became the 2017 WEC GTE Pro champion and early this year took victory in the GTE Pro class at the Le Mans 24 hours.

Calado, who is based in Penarth, Wales, has a wealth of single-seater experience in GP3, GP2, British F3 and F1, scoring points, podiums and wins which he is keen to replicate in Formula E.

With the green lights of season six just over 50 days away, James Calado and Panasonic Jaguar Racing teammate, Mitch Evans, are focussed on preparing for the most competitive season of Formula E yet as they look to build on last season's success.

Expectations are high and I can't wait for the first race in Diriyah in November.

JAMES CALADO | PANASONIC JAGUAR DRIVER



FOR ALL YOUR FINANCIAL NEEDS

Pensions, Retirement Planning, Investments,
Inheritance Planning, Protection, Mortgages

Following the pension reforms announced in the budget, it is more important than ever to understand your retirement options.

Contact Peter to arrange a personal financial review at no cost to you.

Director Peter Harris BA DipPFS
t 07770 822115 e peter@jacobsandharris.co.uk

23, Orchard Castle, Thornhill, Cardiff, CF14 9BA. Authorised and Regulated by the Financial Conduct Authority



**CONTINUING THE
TRADITION & ETHOS
OF JAGUAR MOTOR CARS**

JAGUAR SERVICE SCHEDULE /
JAGUAR ONLINE SERVICE HISTORY /
ALL JAGUAR MECHANICAL & ELECTRICAL REPAIRS /
DEALER LEVEL SDD & TOPIX DIAGNOSTICS /
TYRES & WHEEL ALIGNMENT / AIR CONDITIONING

WWW.SWALLOWS-JAG.CO.UK
ACACIA FARM, BRISTOL ROAD, ROOKSBRIDGE, BRISTOL BS26 2TA
+44 (0)1934 750 319 | ENQUIRIES@SWALLOWS-JAG.CO.UK



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.

Would Jaguar have built a car like this before today? Sure, it has used the XKR-S nameplate before (in 2008) but I think it has taken a newfound confidence for Jag to serve up something as overt as this.

Something with a £97,000 price, as much power as the XJ220 (542bhp if you're asking) and a colour scheme reminiscent of a GT Porsche.

So what exactly is the XKR-S? Well, firstly, it was a series production model rather than a limited-run special. The 39bhp increase over the standard XKR comes from ECU changes and a new exhaust, there are no mechanical changes to the internals of the engine. Torque is increased by 41lb ft.

To reinforce that, we made a few new Portuguese 'friends' while filming the video to go with this story. But you can't argue with the fact that the new soundtrack certainly matches the way the XKR-S looks.

And the way it goes. The standard XKR is hardly lacking propulsion, but the 'S' is noticeably quicker again and freer revving at the top end.

Partly this is because, subjectively, the S feels like it has a more aggressive throttle map – despite Jaguar's claims to have softened it (across all XKs) for the 2012 model year.

Either way, this is a car where you find yourself backing out of the throttle halfway down a straight in an effort to keep speeds broadly moral!



More assertive styling is dictated as much by function as form. The front and rear aerodynamic enhancements are apparently required to maintain contact with the ground at the XKR-S's higher top speed: an electronically governed 186mph.

Changes to the chassis mirror those previewed on the limited-run Edition 75 and amount to 28 percent stiffer spring rates over the standard XKR's, a new aluminium steering knuckle, reprogrammed damper and differential controls, wider tyres and lighter wheels.

Of the mechanical alterations, what you notice first is the new active exhaust. Compared with the standard XKR, the 'S' is not only louder but also crisper, almost purer and less synthetic. Not everyone will love it, especially anyone who happens to live within three miles of your favourite roads!

MM: *French Racing Blue - an XKR-S in French Racing Blue - I absolutely love it! The fact you can get 4 people in, ok 2 and 2 halves, plus your luggage for a week, with heated and cooling seats makes this the greatest of grand tourers. Did I mention its in French Racing Blue?!*

SPECIFICATION

Model: XKR-S
Year: 2011
Mileage: 30,000
Max Power: 450bhp
0-60: 4.2
Top Speed: 186mph
MPG: 23mpg
Price New: £97,000

£44,850

BUY IT

Alexanders Prestige
Alexander House, Barr Lane Ind Est,
Boroughbridge, North Yorkshire
YO51 9LS

T: 01423 226591
E: sales@alexandersprestige.co.uk
W: www.alexandersprestige.co.uk

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.

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.

Sadly the classic car show season is coming to an end and we have to find or arrange other events to amuse ourselves!

WORLD OF COUNTRY LIFE SHOW - 15th SEPTEMBER 2019

This was another classic car show organised by the Westcountry Classic Vehicle Club. As Natalea had not accompanied me to this show the previous year I insisted she did so this year! The venue is a fascinating place to visit with museums of vintage vehicles, tractors, steam engines, etc. as well as a birds of prey display. There are also various animals to see as well as a "land train" taking rides through their deer and Llama park. We took a ride on the land train and stopped to feed the deer. The driver gave us handfuls of pellets to give the deer. There was no holding back and the deer pushed in and ate everything very quickly! Great fun!

We had previously arranged to leave the show early at approx. 1.00pm. On this occasion we took the VW Camper and managed to park close to the edge of the display area ready for our exit stage left! On our way home we met up with some friends in Dawlish for a meal and ice creams. A very pleasant day out.

PADDLE STEAMER STEAM AND CRUISE - 22nd SEPTEMBER 2019

I had organised this outing some months previously

consisting of riding in the steam train from Paignton to Kingswear, passenger ferry over the Dart river to Dartmouth and paddle steamer trip up and down the Dart river. The weather forecast for the day was decidedly poor and, on the morning, it was raining. I was seriously considering cancelling the outing. However after chatting with Valerie & Derek decided to go ahead and meet up with participants at the station in Paignton. Thankfully the weather was improving all the time. It was good to see that our steam train engine (number 75014 and currently named "Braveheart") was rescued from Woodham's scrapyard in Barry in February 1981! The paddle steamer ("Kingswear Castle") was built in 1924 (at Phillips Shipyard, Dartmouth) although the steam engine was some 10 years or so older. The commentary on board was both informative as well as humorous. At one point the commentator said the toilets consisted of two galvanised buckets - the one for the ladies being in pink! The following is a nice report in our club newsletter:

"The morning was very wet when we got up and we had visions of everything being cancelled. However, on arriving at Paignton Station in dry weather there was a good crowd of us and although we did not have a full complement, Harry was able to get us on the train with the discount. On arrival at Kingswear we made our way to Dartmouth and did not have to wait too long to be able to board the paddle steamer. Some members went out on the open deck whereas the rest of us, expecting rain, took shelter under the awning. However, once the paddle steamer left the shore we all went on deck to admire the views of the two





Castles at Dartmouth and Kingswear, before turning to go upstream. The main alteration on the River Dart is Phillips Shipyard at Noss. It was founded in the 1800's and during the Second World War employed 1800 people, mainly from Brixham and Dartmouth and built over 400 ships for the war effort. Most of the buildings have now been knocked down and there is permission for a 5 star hotel and over 100 dwellings. We understand that the "affordable" housing price will start at £750,000!!! Maybe the Club lunch will be held there in many years to come. The paddle steamer was very steady and it was not cold on deck with no rain. Soon we were at Agatha Christie's house and turned at Dittisham to return to Dartmouth. We only had a shower as we approached the landing jetty. We then made our way in different directions for lunch, and although we had a booked carriage on the 5 p.m. train, some of us went on the 3 p.m. Quite a few of us went in the Observation Coach - the views from the Churston Viaduct to Goodrington are spectacular and the sun was shining. A really lovely day out - the weather was on our side - and many thanks to Harry and Natali for organising."

NEWTON ABBOT SHOW - 28th SEPTEMBER 2019

This was the last in a series of smaller local shows organised by the Westcountry Classic Vehicle Club. Similar to the show at Coleford, classic cars etc. are parked up along the pedestrianised streets in Newton Abbot. We just made a brief visit for a couple of hours to see the show which also included some musical entertainment by the "Liberty

Sisters". On this occasion the historic St Leonards Tower (similar to the tower in Coleford) was open to the public and we were able to have a guided tour up the tower. We had to be careful climbing and descending the very narrow stone spiral staircase as well as the ladder at the top by the bells. There are eight bells at the top of the tower and our guide demonstrated the sound of one of the bigger bells. Very loud indeed and you would not want to be up there when the bell ringers are in action!

CLUB MONTHLY MEETING - 29th AUGUST 2019

For our September club meeting I had organised a guest speaker (Paula Hullett) from the South West Children's Hospice. She gave us a very interesting, and upbeat, talk on the operation of the hospice which has three centres with the main one in Barnstaple, Devon with two others at Wraxall, North Somerset and at St Austell, Cornwall. At the end of the talk Julian, our chairman, presented Paula with a donation from the club.

After a break for the usual monthly raffle (with a winning ticket given to Paula) our meeting continued with a run through of news of events attended as well as upcoming events.

We are very much looking forward to Dave's film evening (billed as "Pearl and Doyle") at our next club meeting at the end of October. Dave has been busy filming club outings during the year as well as at our show on Paignton Green in July.





DAVID MANNERS

PARTS FOR JAGUAR & DAIMLER CARS

HERE ARE SOME OF OUR BEST SELLERS FOR

JAGUAR CARS

EXCLUSIVE CLUB MEMBER DISCOUNT



Please ensure you quote your club membership reference number to receive your discount

JAGUAR PARTS QUALITY CODE

Here at David Manners we offer you the choice of Genuine Jaguar Parts, Original Equipment Jaguar Parts and Quality Aftermarket Jaguar Parts

ORIGINAL EQUIPMENT
* HIGH QUALITY REPLACEMENTS

WATER HOSE KITS

Combined cooling and heating hose kits inc 3 year guarantee



EXHAUSTS

Stainless steel and aluminised exhaust systems with a 4 year guarantee



Prices subject to change, listed prices correct as of 6th September 2019. All prices inclusive of VAT

Lucas

High quality Lucas branded products packaged in the original green box

SPORTS COILS

A range of Wet Ignition Coils for a variety of cars

DLB101HQLUCAS
DLB102HQLUCAS
DLB105HQLUCAS

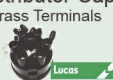
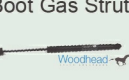
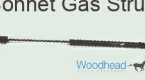
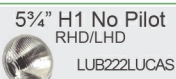
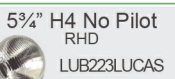
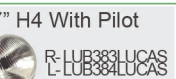
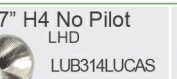
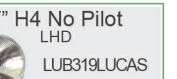
£23.40 each inc VAT

HEAD LAMPS

A wide selection of 5 1/4" & 7" H1 & H4 Halogen conversion kits for RHD and LHD cars



£30 each inc VAT

 XJ6	 12096*/12097* Also XJ12 £84/£78	 JLM9528* XJ6 Series 3 £14.64	 C27856* Also XJ12,XJ40,XJS £1.02	 CAC2647* Also XJ12,XJS £31.20	 RTC1116# Also XJ12,XJS £22.98
 XJS	 CBC5657/LUCAS Also XJ £63.00	 DAC4608* Also XJ40 £18.00	 BD48027* £12.00	 CBC5451/R* Also MK10,420G £5.40	 DBC10744* Also XJ40 £52.80
 XJ40	 DAC4608# Also XJS 5.3/6.0 £24.94	 JLM1562# £150.00	 EBC1789# Also XJS,XJ6 £36.00	 JLM150# XJ40 3.2/3.6/4.0 £19.20	 JLM805* XJ40 3.2/4.0/6.0 £82.99
 MK2	 5324#LUCAS Also XK140-150 £14.40	 6478LUCAS Also E-Type, XK150 £36.00	 C11990# Also E-Type, MK10 £7.02	 C16660# Also 420,S-Type,V8 £19.20	 8777# Also E-Type S1 £101.19
 E-TYPE	 C20499* 4.2 Series 1&2 £75.60	 BD16789* Series 1 £189.60	 JLM9523# S1, Also MK2 Late £15.22	 Series 1 Series 2-3 C23824* / C37945* £80.40 / £78.00	 6478LUCAS Also MK2, XK150 £36.00
 XK8/XJ8	 LCA1510ABLUCAS XJ8 -853936 £23.98	 LNE1510ABLUCAS XJ8 -853935 £29.17	 C2A1512# Also XF, S-Type £43.20	 NNG6700AA* £191.40	 AJ82217KIT £30.00
 X350	 C2C38869*WOODH £14.40	 C2C27291*UNIPART Also S-Type,XK £21.00	 C2C8354*UNIPART Also S-Type £21.30	 C2C2895*WOODH £12.60	 C2C41611 £17.98
 X300/X308	 LNA4134AA# Also XJ40,XJS £17.40	 JLM1388* Also XJ40, XK8 £15.00	 JLM2209# Also XJ40, XK8 £36.32	 MNC2360AB* Also XJ40 £24.00	 Fits X308 MJA1933AA Also XK8 £50.00
 S-TYPE	 C2S42673LUCAS Also X350,XJXF £25.18	 XR822975# To VIN M45254 £118.80	 AJ810445LUCAS Also X350,XJXF £23.94	 XR88759BUSH-KIT £38.40	 C2C27271*UNIPART N52048> £15.00
 XF	 C2S43699*UNIPART XF Diesel 2.2 £3.96	 C2P17595*UNIPART Also XK,XJ £18.60	 C2Z14096*GIRLING Also S-Type,X350 £59.90	 C2C38963# XF 3.0/4.2, Also V8 £67.20	 AJ88912* Also XK8,XJ8,S-Type £34.68
 £30 each inc VAT	 LUB222LUCAS MK10 3.8-4.2, 420G, XJ6 & XJ12 S1-3, 420	 LUB223LUCAS XJS Pre-HE, HE, Face-Lift	 R-LUB383LUCAS E-Type S2-3, XJ6 & XJ12 S3	 LUB314LUCAS E-Type S1, all MK2's, S-Type, 420, Daimler V8, Dart, XJ6 S1-2, XJ12 S1-2, MK10 3.8-4.2	 LUB319LUCAS E-Type S1, all MK2's, S-Type, 420, Daimler V8, Dart, XJ6 S1-2, XJ12 S1-2, MK10 3.8-4.2

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



f t i p

0121 544 4040

E-MAIL: ENQUIRIES@DAVIDMANNERS.CO.UK
VISIT: 991 WOLVERHAMPTON ROAD, OLDBURY, B69 4RJ

WWW.DAVIDMANNERS.CO.UK

PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5



VW OKTOBERFEST AT DART RIVER COUNTRY PARK - 4-6th OCTOBER 2019

This annual event at the Dart River Country Park near Ashburton. The campsite which can accommodate 250 campers is usually fully booked months in advance. As Sunday had the best forecast weather I went there in our VW Camper on Sunday afternoon. Unfortunately many of the campers had already packed up and departed. In future we'll visit on the Saturday as that seems to be the best day to see lots of interesting exhibits with some campers "dressed" up for Halloween etc. Still quite a lot going on and the queue in the restaurant was very long!

OUR VEHICLES

The o/s/f indicator light on the Daimler has finally been replaced and is now working perfectly. I also noticed that the lights were very dim on the driver's side. It was quite easy to sort this out as the old springy earth clips had lost their springiness. New ones have been fitted and all is well again.

FUTURE EVENTS

Just a few events organised for October and November including a group visit to the Haynes Museum on the 20th October and a club run on 17th November.

...and finally:

When a man volunteers to do the BBQ the following chain of events are put into motion:

- (1) The woman buys the food.
 - (2) The woman makes the salad, prepares the vegetables, and makes dessert.
 - (3) The woman prepares the meat for cooking, places it on a tray along with cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand.
 - (4) THE MAN PLACES THE MEAT ON THE GRILL.
 - (5) The woman organises the plates and cutlery.
 - (6) The woman comes out to tell the man that the meat is burning. He thanks her and asks if she will bring another beer while he deals with the situation.
 - (7) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.
 - (8) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
 - (9) After eating, the woman clears and does the dishes.
 - (10) Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.
 - (11) The man asks the woman how she enjoyed 'her day off.' And, upon seeing her annoyed reaction, concludes that there's just no pleasing some women!
- ENJOY YOUR BBQ THIS WEEKEND IF YOU ARE HAVING ONE!**



Driven

Lets talk Series 1 E-Type.

Enzo Ferrari described it as the most beautiful car in the word - he was right!



By long-standing automotive tradition, you are expected to remember exactly where you were when you saw your first E-Type Jaguar. The precise time and place, the colour of the car, weather conditions and angle of the sun are supposed to be etched in your memory, almost like the anodyne flip side of that terrible moment when Kennedy was shot.

But many of us don't remember. I've asked half a dozen people who ought to, but they usually dissemble into a vague mixture of mutterings and shifty eye movements: "Let's see, let's see, when was it. . . Ha! Yes, I do remember; no, wait. . ."

You can't blame them. The stunning good looks of the Jaguar, for most of us, simply overshadowed and swept away any memory of our immediate surroundings. In most cases, it's the E-Type that's unforgettable, not where we were standing at the time.

There's another defence of this amnesia too: While the E-Type was both derivative of the D-Type and strikingly new, it somehow looked like a car we'd always known about but had never met, a natural shape waiting since Greek times for a modern Praxiteles to chisel away all the stone that didn't look like an E-Type.

Cars being more complex than statues (they've got stuff inside 'em), there was no single sculptor behind the new Jaguar, just the usual industrial team.

Most external shaping was the work of the brilliant young Malcolm

Sayer, an automotive engineer who'd spent World War II doing aerodynamic work for the Bristol Aeroplane Company. A lively, energetic man who joined Jaguar in 1950, Sayer had the gift of thinking, instinctively and mathematically, in three dimensions.

Equally gifted was Sayer's famous boss, the founder and president of Jaguar, William Lyons (later to be Sir William). From his early years as builder of the lovely Swallow sidecars, through all of the SS, XK and racing-type Jaguars, the unschooled but intuitive Lyons had shown a remarkable sense of both value and style in every thing he touched. He was not an engineer, but had that rarest of human traits, almost perfect good taste.

One look at most Jaguar prototypes-penned before Lyons had a chance to put in his gifted hand-and you're ready to get down on your knees and thank heaven he intervened. With a few subtle changes of proportion and line, they go from pretty good to downright brilliant.

William Heynes was chief engineer and mechanical interpreter of Lyons' dreams and intentions; Frank "Lofty" England towered over the project (literally) as Jaguar's service manager and race director; Norman Dewis, chief test driver, shook down the prototypes; and Bob Knight developed the E-Type's independent rear suspension, a system so good it's still the rear suspension of choice to hundreds of hot rodders.

Credits could go on forever; the

point is, this was a very good team, nearly all of whom had five outright Le Mans victories under their belts and had just shifted their sights away from the sublime D-Type racing car to aim at the next big thing: a Jaguar racing car for the road. Well, sort of.

Here we get into the funny business of the car's name. Jaguar racing cars of the Fifties had been designated C-Type and D-Type, while the road cars had been XKs, followed by the model number. Yet within the factory, and for the European market, the new Jaguar was called the E-Type while in the U.S. it was introduced as the XK-E.

Floor wax or dessert topping? What was the deal? Was this Jaguar's new Le Mans contender or the replacement for the aging XK-150?

In a way, XK-E was probably the right name; the car was a little of each. With its monocoque passenger compartment/tail section, tube framed engine bay and tilting bonnet, it was clearly descended from the D-Type. But its well-appointed interior, civilized 3.8 XK engine (borrowed directly from the XK-150S) and compliant suspension made it an ideal 2-place touring car. As Lofty England said, "The E-Type was the fruit of the racing years, not a race car itself."

None of this mattered to the throng of fans who stood transfixed, first in Geneva, then around the rotating platform at the New York auto show on April 1, 1961, gazing upon an Opalescent Bronze fixed-head coupe. Peter Ustinov, Dick van Dyke, Paul Whiteman



and the tall and glamorous model Marilyn Hanold stood nearby or posed with the car, but they were not the stars of this show.

The new Jaguar was an absolute sensation. Not since the introduction of the XK-120 at the London show of 1948 had any sports car produced such a stir or so much favourable comment. The XK-E generated along with the Mark IX-\$30,600,000 in customer orders taken right at the show. People wrote checks on the spot and tried to hand them to any Jaguar staffer who could promise a car.

You had to muscle your way through a dense crowd to see them, but there were four E-Types parked under the Jaguar sign at the New York show that day: two fixed-head coupes and two roadsters, including the bronze coupe (chassis number 885004-i.e., the fourth production coupe built), a British Racing Green coupe (885003), a cream roadster (875002) and a dark blue roadster (875003).

You can be sure those lucky throngs at the show remember quite vividly where they saw their first E-Type. Close up and in real life, the sheer detail and texture of the car were overwhelming.

It had a tail end like a wasp, with two chromed exhaust stingers sneaking up the underside; a steering wheel and instruments out of a Mike Hawthorn racing photo; wraparound bumpers that looked like half-retracted safety razors; delicate forged upper and lower A-arms that appeared

incapable of holding the weight of the chassis, let alone the long, dense, XK engine with its polished cam covers and neat trio of 2-in. SU carburetors, which breathed through a back swept silver plenum atop an air cleaner the size of a Sears shop-vac. And then there were front torsion bars instead of springs, black-porcelained exhaust headers, wire wheels, knockoffs, glass-covered headlights.

The car seemed to have a hundred individual parts you'd gladly display in a trophy case; it was a virtual mother lode of future paperweights, conversation pieces, heraldic wall hangings and Druidic totems, all compacted into a single kinetic object of amazing sensuality and grace.

When you stood back and took it all in, the entire shape of the E-Type seemed charged purely with the task of delivering its own magnificent engine, which was wrapped tightly under that long bonnet bulge. The body, as Sayer himself said, was principally "a low-drag fairing around the mechanical parts..." There was a cockpit, of course, to fill the empty spaces next to the driveline, but almost as an after thought, like bunks in a submarine. This, in fact, did not escape the notice of road testers, once the early E-Types were released to the public.

Originally, Sayer's design had stipulated a shallow floor well for the driver's heels, but production exigencies had deleted that feature, resulting in what are now known as "the early flat-floor E-Types." Tall drivers had little

knee room to operate the pedals, and shorter drivers commented there was no place to rest their heels. The barrel backed bucket seats, too, were slightly uncomfortable and didn't slide back very far. Both of these problems were corrected on later 3.8 and 4.2 cars; the floor well was put back in, the bulk head behind the seats was carved out for more movement, and the seats were redesigned.

On the mechanical front, the main complaint was the hardy but slow shifting Jaguar built gearbox with its Moss-style gears and non-synchro 1st. Jaguar was working on a new box, but it would not be introduced until the 4.2 Series 1 came out in October of 1964. There were other grumbles too: overheating in slow, hot traffic; leaking trunk and door seals; inadequate cockpit ventilation and scandalously high oil consumption.

The fact is, even after five years of hard work and development, Jaguar had more or less rushed the first E-Types into production for those 1961 auto shows, and the car was not quite ready for prime time. During that first summer, corrective measures slowed assembly lines to a crawl, so early orders took a long time to be filled.

But all these early nits were largely overlooked in the face of the E-Type's remarkable performance.

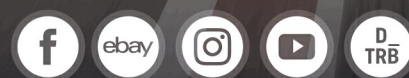
Here was a car advertised to go 150 mph at just a tick over its 6000-rpm redline, and British journalists





ENGINE BUILDING | FULL RACE CAR PREP
REMAPS | CUSTOM WIRING LOOMS | FRSU
FABRICATION | ROLLCAGES | BRAKES
SUSPENSION | PERFORMANCE PACKAGES
EXHAUSTS | RACE SUPPORT

WWW.SWALLOWS-JAG.CO.UK
ACACIA FARM, BRISTOL ROAD, ROOKSBRIDGE, BRISTOL BS26 2TA
+44 (0)1934 750 319 | ENQUIRIES@SWALLOWS-JAG.CO.UK



www.morganmotorservices.co.uk

A friendly family run business established 1981



SERVICING & REPAIRS ON ALL MAKES OF VEHICLES

-  CAR SERVICING & REPAIRS
-  MECHANICAL & ELECTRICAL WORK
-  AIR CONDITIONING REPAIRS & RE-GASSING
-  LASER TRACKING
-  EMISSION TESTING
-  DIAGNOSTICS
-  WELDING
-  PRE MOT CHECKS

MORGAN MOTOR

SERVICES

*For any queries or some free, friendly
advice just give us a call or why not call in.*

CALL: 01443 492440

Derek: 07817 620783
Scott: 07812 119535

22 Bassett Street, Pontypridd, CF37 4RU





from Autocar and The Motor had actually recorded two-way runs of 150 and 149.1 mph, respectively, on Belgian and Italian motorways. Never mind that these engines were carefully selected and bench-tested by Jaguar and that most owners were able to push their cars "only" into the mid 140-mph range at best, this was still an impressive speed in any car, let alone one that cost just \$5595.

More to the point, any car with a 145-mph top speed could cruise at a genuine 100 mph without raising a sweat, which the E-Type did. Better still, the car felt safe and stable at these speeds. Sayer's years of racing experience and testing had paid off in superb dynamic stability. The Jaguar was also well balanced on winding roads. It cornered with mild understeer, while a useful amount of oversteer could be induced with hard throttle or a quick lift. All while providing a compliant, comfortable ride almost unknown in the sports cars of 1961.

In our September 1961 road test, R&T recorded a 0-60-mph time of 7.4 seconds and a 0-100 of 16.7 with the standard 3.31 rear end. Bystanders asked if it could beat a Corvette on acceleration and we said it could not, but it had a higher top speed and, with lower gearing, might trounce the

Corvette on acceleration too. Not bad for a 2720-lb. car propelled by 230.6 cubic inches.

To some extent, the E-Type's performance envelope was limited by its 4-speed transmission, there being no room in the chassis for the overdrive unit used in earlier XK models. Still, the engine was so flexible, 265 (claimed) bhp at 5500 rpm and 260 lb.-ft. of torque on tap at 4000 rpm, a shortage of ratios was not really a problem.

Brakes, too, were excellent. Built by Dunlop, under license to Kelsey-Hayes, the 4-wheel discs hauled the car down smartly at a time when Corvettes and Porsche road cars, for instance, still had drums. In racing use, or on long mountain descents, the E-Type's brakes could be faded to a deep cherry red, but in normal daily use they were better than most. Rear brakes were inboard, which reduced unsprung weight but made them a little harder to cool and service, while also putting heat into the differential oil seals.

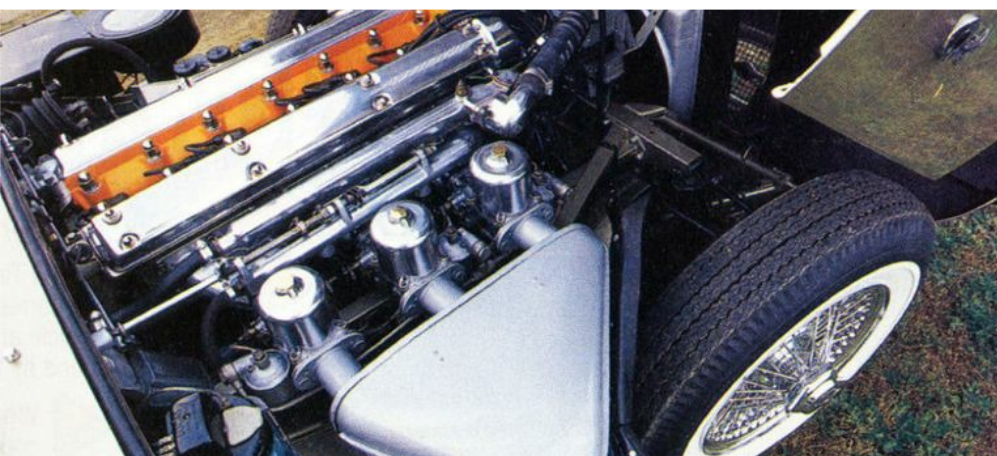
But the rear suspension, with its four coil springs and tubular shocks, chunky lower links and fixed-length halfshafts acting as upper arms, was the very model of elegance. The suspension subframe was bolted to the car through four rubber isolation mounts and a set of trailing arms, so

the whole chunk could easily be removed for service.

All in all, an amazing package, and so cheap! Here was one of the most beautiful and coveted cars on earth, and it could be purchased by ascetic first lieutenants, right-seat airline pilots and yes-even journalists.

You have only to drive an E-Type, work on the engine or look at the car from any angle-inside, outside or underneath to realise it has a quality and consistency of vision that goes all the way to its core. The unseen transmission housing is as beautiful in its own way as the roof line of the coupe or its glass covered headlights. For all its style and flair, and its few shortcomings, the car is completely real.

Straight resonating in every part. The E-Type seems to have been created by people who loved what they were doing and wanted, almost child like, to show us what they could make. And what they made was the product of hard work, historical good fortune and pure inspiration from the deepest and most sincere yearnings of the human spirit. It's a graceful blend of craft and innocence whose like we may not see again.



SPECIFICATIONS

PRICE NEW: £2,097
 PRICE AS TESTED: £150,000+
 ENGINE: 3,800cc
 TRANSMISSION: Manual 4-speed
 VEHICLE LAYOUT: Front-engine, 2WD
 DIMENSIONS: 4,453mm (L) | 1,657mm (W) | 1,222mm (H)
 MPG COMBINED: 15mpg
 POWER: 265bhp
 0-60 MPH: 6.9 sec
 MAX SPEED: 150mph

WITH THANKS TO

Road & Track
ROAD TEST & WRITE UP BY
 Peter Egan

The Castle Combe Autumn Classic

Overcast, showers and the smell of burning rubber - welcome to Caste Combe.

By Colin Manconi

First run in 2012, the Autumn Classic is now firmly established as a must-do date on the classic racing calendar and consistently delivers glorious automotive action from grids full of cars from the 'golden era' of motorsport. Off-track attractions are just as popular, with displays of feature cars and dozens of car clubs on-hand.

Three races come from the hugely-successful Historic Racing Drivers' Club, including the exotic new Classic Alfa Challenge. Many of the cars here were from the 1960s, including GTAs and Giulias, though the post-historic class allows cars from up to the 1980s to join the grid.

The HRDC brought two more grids to the table - full to capacity with sports, GT and touring cars of the 1950s and 1960s. The Coys Trophy race was a glorious evocation of the early years of the British Saloon Car Championship - later to develop into the BTCC - and was for cars from 1958 to 1966. From Austin A40s and Mini Coopers to Lotus Cortina's and Ford Mustangs, this was a firm crowd pleaser.

The HRDC All-stars race brought an over-flowing grid of sports, GT and touring cars from the late 1950s and early 1960s with TVR Griffiths, Jaguar XKs and Lotus Elans adding to the mix.

Back by popular demand was the Pre '66 Jaguar race for both sports and saloon cars; named to honour legendary Jaguar racer and tester, Norman Dewis. The Norman Dewis



Trophy for pre-'66 Jaguars was a headline race and was the circuit's tribute to the late Norman Dewis, the renowned Jaguar test driver who died earlier this year. A lovely mix of sports and saloon cars, including examples of the sublime E-type, provided a fitting memorial to a remarkable man.

More period sports cars lined up for the ever-popular FISCAR race for production-based cars of the 1950s, while new to the event was a race dedicated to the British Frazer Nash sports cars of the 1920s and 1930s.

Away from the 1.85-mile circuit, the Autumn Classic was also home to hordes of classic club car stands, as well as spectacular 'star car' displays (which this year commemorated the 1959 Le Mans victory of Aston Martin and Avon Tyres). With plenty of show-goers also opting to dress in period clothing, it really did prove to be another fantastic day out at the Wiltshire venue.

This year we met at the Aust Services at the old Seven Bridge at 8.00 am. The weather forecast was varied with perhaps the occasional showers, but luckily it was dry all day.

We had a good run up to Castle Combe and with our early arrival we drove straight in, no queues!

Normally all bookings for Jaguars have to be made through the club. It was changed this year and all tickets had to be booked through the Castle Combe website. This year we had 65 cars booked in and as usual we had the whole length alongside the track to park the cars.

We had been asked to bring our gazebo as a point of contact for the club as the club van was not available and the raffle car was at another event. When we arrived Graham was already parking up lots of Jaguars.

We soon had the gazebo erected and the lovely smell of bacon cooking wafted over as our world renowned chef, Paul, handed out the bacon rolls. That was just what we needed on a cloudy October morning. A cup of coffee and we were ready to park up the dozens of Jaguars that arrived along with hundreds of other makes of classic cars.

After parking up the last of the cars, we had by far the most cars on our stand of any of the car clubs, I counted





65 Jaguars on the stand, and we walked over to the paddock to look at the race cars. The paddock was full of all sorts of different makes of classic race cars but of course the ones which took our eyes were the Jaguars. There were all varieties on display from MK1&2's, XK120's, E types and a lovely MK7 all prepped ready to race. Grant Williams was there with his MK1 (BUY 1) and also driving JD Wins E Type.

We walked back up to the banking to watch the racing and it was quite spectacular watching the wide variety of different models of classic cars dicing for position.

We then went back to the stand where Paul was cooking lunch, his delicious beef burgers.

In the afternoon we went back up onto the banking to watch more of the racing. There was an unfortunate incident during the race. An A40 went off the track into the 6 foot high corn field in the inner circle. We waited for the car to reverse out but there was no sign of it. A marshal eventually went in to look for it and ran out and red flagged the race. The driver had had a heart attack and we found out later

that he sadly passed away.

Earlier in the day, Michael Grant Peterkin led from start-to-finish in the HSCC Historic Formula Ford race, bringing his Braham BT21 home 3.698sec ahead of Clive Richards, with Timothy Brise third.

Meanwhile, in the curtailed HRDC All stars race, Perfetti had to settle for fourth, 2.297sec off Andrew Smith and the final spot on the podium. Mark Williams won, 5.949sec up on Grant Williams, with Chambers fifth.

In the FJHRA/HSCC Silverline Historic Formula Junior Championship, Stuart Roach pulled off another lights-to-flag triumph from pole position, beating Christopher Drake by 1.476sec. Iain Rowley was a distant third in his Lola Mk5, 39.468sec further back.

Of the rest, Jonathan Abecassis came through from fourth on the grid with a storming first lap in his Austin Healey 100 2660 to bag the victory in the FISCAR Historic 1950s Inter Marque race.

Brian Arculus and Robin Pearce were second and third respectively, less than five tenths between them,

although the former was just 2.764 seconds shy of P1.

As for the HRDC Classic Alfa Challenge, pole sitter Ted Pearson enjoyed a good early battle with eventual runner-up Chris Snowdon, before pulling away and setting the fastest lap en route to a building a 10.079sec cushion at the chequered flag. Antony Ross was third.

Finally, Martin Hunt beat Alan Bull to claim the victory in the Norman Dewis Trophy for Pre-66 Jaguars, while Patrick Blakeney-Edwards dominated the Freddie Giles Memorial Trophy, the eighth and final race of the meeting, bagging pole position, fastest lap and the race win, 7.227sec up on Shepton Mallet's Tom Waterfield. Eddie Williams from Cirencester was third from Tony Lees and Julian Grimwade.

At about 4.30 we packed up and made our way home. This is a great event which is getting bigger every year. For once the weather was kind to the organisers, for they have had awful weather for the last couple of years!

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





GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

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

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

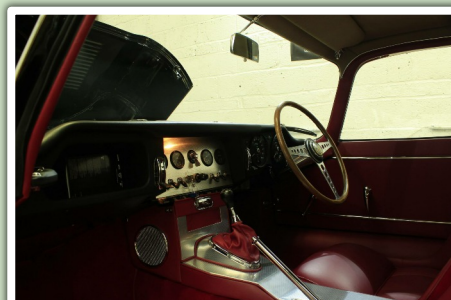
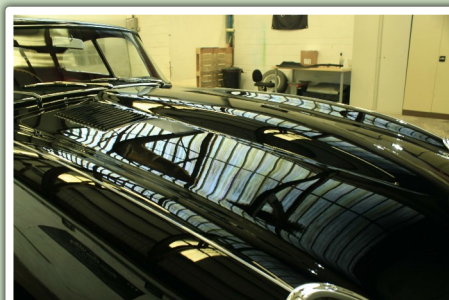
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



Full Body | Mechanical | Interior | Restoration Service



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



For a friendly chat about the work your Jaguar requires, please call

Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk



Our New Club Coffee & Cars Breakfast Run hits the road.

On a rainy wind swept Saturday morning we head out to Porthkerry Country Park.

By Colin Manconi

Due to popular request we decided to start a Saturday morning Coffee & Cars breakfast run. The first one was on Saturday the 28th of September at Porthkerry Country Park, Barry.

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. There is a very nice café adjacent to the car park called "Marcos in the Park". They have a varied menu serving breakfasts, snacks, teas and coffees etc.

Unfortunately, the weather forecast for the Saturday was not very good with heavy rain showers forecast. Jan and I had gone previously to check out the venue on a lovely sunny day. It was very pleasant sitting out in the sunshine with lots of table's available outside. The menu was good with a choice of breakfasts and light bites

available and a wide variety of fresh cakes and desserts in a cold counter. The one thing I had not noticed on my previous visit was that there was not a lot of seating inside. I was obviously too busy eating cream cakes!

Michael and I arrived early to find that Colin Masterson was already there, so we quickly headed inside to commandeer the sole table available.

The owners were very obliging and could not do enough to help us, and were very excited with the prospect of seeing a wide variety of classic Jaguars. Unfortunately, the weather meant that most of the members arrived in more modern Jaguars. Still perhaps next time!

Mike Hayes arrived in his F Type, Howard in his XJS, Dave and Ruth in their XE, Keith and Susie in their XKR and Andrew and Karen in their XJ350, Scott and Rebecca in their X300, while we had come in Michael's F-Type.

A plethora of breakfast related orders were placed, with Scott and Rebecca ordering a cream tea which

came with beautiful fresh scones, a pot of strawberry jam and clotted cream. If only I hadn't been so greedy and ordered such a big breakfast as the scones looked lovely!

As the morning ran on the sun broke through and we moved outside, the staff drying the seats and putting down blankets etc for us to sit on. Everyone was enjoying the breakfasts then it poured down again! The staff moved some people off the seats and we all sat under the awnings at the side of the building. Then the sun came out again. It was one of those days!

With the showery weather no one took the short walk down to the beach. It is quite spectacular with a view right around the pebbly beach.

It was a shame about the weather but everyone who attended enjoyed it and we will definitely use the venue next year for some more events. They also have a large log cabin that can be hired, so we are planning on doing a Family Fun Day, BBQ & Picnic next summer. Let us know what you think!



The Fantastic XK Forums Autumn Gael is back, better than ever.

Dave and Ruth Fisher head off on the annual Autumn Gael with the XK Forum.

By Dave Fisher

It was 7am on a miserable drizzly Thursday morning on the 12th of September that Ruth and I set off in our XK8 with the roof up on our third Autumn Gael heading towards North Queensferry, just outside Edinburgh, it continued to rain until we got to Monmouth when the sun came out, but I decided not to tempt fate and put the top down as the weather forecast was not good with showers forecast on and off all day for all over the UK. Sure enough just as we got to Birmingham it started to rain again and kept on till we got about 10 miles from our final destination.

We drove on to 1st our stop via the Stanford services we had to stop for the call of nature, but were quickly off to our planned stop the Houghton Hall Garden Centre just off Junction 44 off the M6 motorway. We have used this before on Jim's recommendation as it has a café and a nice picnic area, unfortunately it was still raining so we had to have the rolls that Ruth made in the car along with the refreshments in



our trusty cool box that goes with us on most journeys and shows. Whilst we were there a fellow JEC member who lived nearby pulled up alongside in a modern S-Type R who while chatting said he has two XK8's as well. We explained where we were there and where we were going but couldn't chat long as it was still raining. We then set off after refuelling at the ASDA fuel station at £1.23p a gallon compared to the £1.40-£1.45p a gallon on the motorway services (how do they get away with that?), feeling refreshed, fed and watered. We carried on to Queensferry after going through the usual road works on the M50, M5 and the M6, that seem to have road works and 50MPH speed restrictions that go on forever - only to have road works for a couple of hundred yards, WHY! That's my little rant over.

With the rain easing off and the sun coming out we crossed the new bridge on the M90 over South and North Queensferry on the final approach to our hotel. It is just as well we had Jim's directions as according to my TomTom sat nav, the bridge did not exist and we were sailing across the Firth of Forth (did not know you had that option on the XK8 Jaguar think of everything).

We arrived at the Double Tree Hilton at approx. 15.15 having covered 432 miles, 28.9 MPG. and an average speed of 63 MPH. Not bad considering all the road works.

After quickly dropping off the luggage in the room, we went down the bar to join our fellow modern XK owners for a refreshing couple of drinks after our long journey.

After about an hour and half of chat it was time to go up and get changed ready for the evening welcome dinner that Jim had organised in our own private room, The Hope View Suite. Before we went in we had some pre-dinner drinks while enjoying the stunning view from the bar across the river of the new bridge and also going outside to a viewing platform to take in the spectacular view of all three bridges across the river.

The dinner was a self-serve buffet with a "Scottish Twist" which as usual was delicious with something for everyone's taste. After dinner Jim did a repeat of his whiskey tasting session (similar to the one he did 2 years ago at the Glasgow Autumn Gael), like I have said before, even though I am not a whiskey drinker anything involving alcohol always gets my undivided attention and everyone who joined in agreed it was a very enjoyable





experience. We then had a few more after-dinner drinks and chats before going to our rooms for a good night's sleep for what was going to be another enjoyable day.

The next day was a "do as you please day" and after a hearty breakfast in the hotel after going through the many options available we decided to join up with Gary and June Maunders to go to the Leith docks and see The Royal Yacht Britannia. Gary is of the same mind-set as me "if the sun is out the top comes down" so on a crisp fresh sunny Friday morning we set off top down to Leith. The Britannia is docked next to a shopping mall spread over 3 levels with a FREE multi-storey car park - if more towns adopted this idea may our high streets would not be so empty, as parking fees is one my pet hates I'm sure I'm not alone in this. That's another rant over! The tour took about an hour and a half and was quite interesting, I was surprised to see how small the royal sleeping quarters actually were.

After the tour Gary and June stayed in Leith but Ruth was feeling a bit tired and so we headed back to the hotel for a bit of lunch as we still had some food left in our cool box.

In the afternoon Ruth had a rest in the hotel room, as it was still a sunny day I decided to do a little bit of local exploring to see if there was anywhere nearby to go for an evening meal. There didn't seem to be anything in the village near hotel as the only pub and small hotel had shut down. So I took a short drive across the bridge to South Queensferry. From the quayside was another stunning view from the other side of the river and the 3 bridges across to our hotel. There were a few

restaurants here including a "Harry Ramsdens" but I decided it was not worth getting a taxi across and we dined in the hotel, which turned out to be a good idea as so did most of our fellow members. It turned out to be a good evening of wining and dining.

The next day was the journey to our second venue the Alton Hotel in Aberdeen via the scenic route a distance of approximately 145 miles. After a photo-shoot at the top of the hotel car park we set off (A few of the brave ones like me had the top down on what was a grey blustery morning) towards our 1st destination, The Black Watch museum in Perth. Most of this leg was along the M90 which is quite scenic for a motorway. We arrived at approximately 11.45 after being held up by some road works entering Perth. After parking up we went into the

museum to be split up into two groups for what was a very interesting tour of the museum led by our very knowledgeable guide who explained the history of the Black Watch with an obvious passion for it. It was then time for lunch in our own separate room in the onsite café which had quite a good menu, but Ruth and I were still full from breakfast so I had a pot of tea and Ruth a hot chocolate - but she could not resist one of their scones with some jam and cream. We then set off on the next part of our journey to Aberdeen via Ballater on Royal Deeside along the A93 for a comfort break. The sky was very overcast on leaving Perth so I chickened out and left the top up. About 5 minutes into the journey the sun came out and I was cursing myself that I did not have the top down but it



GENUINE JAGUAR PARTS

Maintain the true Jaguar experience with **Jaguar Genuine Parts**.

Jaguar Genuine Parts are designed, tested and manufactured according to our uncompromising standards for quality, fit and durability. Each part is engineered specifically for your vehicle to contribute to its optimum performance and to help maximise its life span.



Brakes

Your defence against accident and injury.

Steering and Suspension

Vital to your ride, handling, comfort and responsiveness.



Oil

The essential fluid for your Jaguar engine.

Filtration

The essential fluid for your Jaguar engine.



First Time fit

Original equipment parts to maintain original performance.

Warranty

Peace of mind for every part.

2 YEAR WARRANTY
on all parts supplied



PARTS 02920 549339

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

All prices include VAT

Pricing	XF 2.7D 3.0 & 4.2	XF 3.0D & 5.0	X-TYPE Up to VIN:J60204	X-TYPE From VIN:J60205	XJ (Prior)	S-TYPE
INTERIM SERVICE	£199	£199	£199	£199	£199	£199
MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
BRAKE FLUID CHANGE	£55	£55	£55	£55	£55	£55
FRONT WIPERS	£45	£45	£45	£45	£45	£45

There's no need to compromise on your next service.

As an owner of a Jaguar over three years old, you can now have the premium service you desire at a truly competitive price.

With **Jaguar 3+** there's no hidden costs, just a clear fitted price for Jaguar scheduled servicing and routine repairs such as brake pad and disc replacement.

You also get the reassurance of Jaguar Trained Technicians, using advanced diagnostic equipment, and Genuine Parts.

And it's covered by a 12-month warranty.

£199
FIXED PRICE
INTERIM SERVICE*
QUALIFYING MODELS

SERVICE 02920 546702

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months old from date of 1st registration booking with a participating dealer for work to be carried out within the period of the relevant promotion. An interim service includes oil and oil filter replacement, a major service additionally includes air filter and fuel filter replacement (Diesel) (where specified by the vehicle service schedule). In addition all functional and safety checks will also be completed in accordance with the defined service schedule. Additional items not specified for automatic renewal/replacement (e.g. seat air filters / spark plugs) will be replaced based on age / mileage at an additional cost. All R / Super Charged models are excluded. **Camber replacement offer only available on the following qualifying models with 2.7 Diesel engines, Jaguar XF 2008-10, S-Type 2004-08 and XJ 2006-09. Cannot be used in conjunction with any other offer and may be amended or withdrawn at any time. Please consult dealer for full terms & conditions applying to their supply of parts and services.



turned out be the right decision as when we were in the clouds during the scenic drive along the Cairngorms it became very wet and it seems like an age to get the top up and get the tonneau cover off on an early XK when it's raining. Even though it was raining quite heavy in parts it was real pleasure to drive along and made you think how good it would be in the sunshine.

We arrived in Ballater for our comfort break and went to the Ballaters Station café for refreshments. It was a very pleasant venue which had been rebuilt after a fire with public funding and a big donation from Prince Charles.

Feeling refreshed we set off on the final leg of our journey to our hotel in Aberdeen. After checking in we went to our rooms a rest before coming down for supper in the hotel restaurant for a very enjoyable meal and a few drinks, while discussing how good the drive was from Queensferry to Aberdeen and how good the weekend had been so far.

The next day after a hearty breakfast we all met in the bar prior to our next day out in the cars. We then split into 2 groups some went to explore some nearby castles and some like Ruth and myself went to the nearby Grampian Motor Museum along with some members of the local Grampian JEC region. The museum had a variety of vehicles ranging from the very first stage coaches alongside vintage cars and motorcycles, also a display of cars and motorcycles from the 50's, through to the new millennium with even an early snow plough. On the next floor was an exhibition for the next generation of electric cars and on the outside there were few active steam engines. After we had all been round the museum we lined up the cars outside for a photo-shoot. We then set off to a nearby Garden Centre, the sun had come out in the afternoon and I think everybody with a convertible had their tops down on what was an excellent scenic route on some superb driving roads. We then had a look around the garden centre which seemed to have more Christmas stuff than anything else (still I doubt they sell many plants in September) but I think Christmas belongs in December. After some refreshments it was time to set off back the hotel for a rest before getting ready for the Forum Dinner in the evening.

The Forum dinner was held in our own private room The Beechgrove Suite. There was a set three course menu with a varied choice of what was again some delicious food served by the hotels really good and efficient staff. It was again another very enjoyable evening mixing with some old, and new friends we had met. About halfway through the evening a presentation of a bottle of Scotch that we had all contributed to was made to



thank Jim for yet another superb long weekend that he had organized so well. We carried on drinking and talking until about midnight before retiring to bed for what going to be long journey home for some of us.

All good things have to come an end unfortunately. It was a bright sunny morning at about 10 am after another hearty breakfast we set off top down on the 1st leg of our long journey home, and to our planned stop the garden centre Junction 44 of the M6. The journey down was mostly motorway but very scenic only spoilt by the many various speed cameras some average speed, some static and two mobile in some places down to 30mph for no apparent reason. Scotland seemed to have more speed cameras than Wales and England put together. We arrived at the garden centre at about 1.30 the sun was still out so we able to take advantage of the picnic area for some refreshments and sausage rolls and small pork pies we still had in our cool box, feeling refreshed and the car refuelled, we set off to our planned overnight stop The Tickled Trout Hotel which was located on the roundabout immediately on the A59 roundabout towards Preston after you leave the M6 (you couldn't get any closer) we picked this as it was a 10 hour journey without any hold ups according the sat nav to home and it was about halfway. The hotel room was very good value considering we paid about the same price as a Premier

Inn and the room was about twice the size and had three comfy chairs a large bed and even an ice box you could refill at the bar The bathroom was very roomy as well. The restaurant was quite nice with comfortable seating and a view of the River Ribble outside. The food was quite nice if not a bit expensive for what it was but that was compensated by the price we paid for the room. After dining we retired to room as we still had some drinks left in our cool box and took advantage of the ice box in the room.

The next morning, I went down for a full breakfast but Ruth was not hungry and stayed in the room. At about 10 am on a sunny Tuesday morning we then set off top down on the final leg of our journey home. I set the SatNav to go to Wrexham and then to home "avoiding motorways" to go the scenic route home avoiding all the roadworks we had to suffer on the journey up to Scotland. We had a little bit of rain on the outskirts of Wrexham but managed to keep over 50 mph sending the rain over the top of the car. We carried on through Llandridnod Wells, Welshpool, a short break in Builth Wells, onto the A470 and over the Brecon Beacons arriving home about 4pm - covering a total distance of 1236 miles, 27.3 mpg and average speed of 43.2 mph!

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



CAR STORAGE



THE COMPLETE CLASSIC SERVICE

Safe secure indoor storage for your
classic car, campervan or motorcycle

MISTERmatic

South Wales

01792 589469

www.mmcarstorage.co.uk

Classic Jaguar Conversion to go electric, start saving!

And you thought the cost for Jaguar Classic to turn your Jag electric was expensive, read on.

By James Holloway

A new British company based at the Silverstone Grand Prix circuit in Northamptonshire has unveiled electric converted versions of the Jaguar XK120, Rolls-Royce Phantom V and Rolls-Royce Cloud as a showcase for its bespoke classic-car electric conversion expertise.

Founded by David Lorenz in 2018, Lunaz is headed up by former Renault F1 technical director Jon Hilton, and boasts former Aston Martin, Ferrari, Jaguar, Volkswagen and McLaren employees among its staff. It analyses each model of car it converts closely in order to develop the most appropriate electric powertrain solution.

Lorenz's Jaguar XK120 (pictured above) gets an 80kWh and twin electric motors producing 375bhp and 700Nm of torque, while the Rolls Royces are fitted with 120kWh batteries.

Every car it converts is fitted with fast-charging capability, regenerative braking and "sensitively" integrated modern automotive technology such as cruise control,

modern automotive technology such as cruise control, traction control, sat nav and on-board wi-fi. The cars start from around £350,000 and can be customised by buyers with bespoke interior trims and colours.

The conversion process starts with the chassis being weighed to understand its original weight distribution, then being stripped back and fully restored, with all bodywork defects rectified and a 3D scan of the body carried out. Lunaz has not disclosed its component suppliers, but promises to use "the highest specification modules available for automotive applications".

Lunaz is based in the Silverstone Technology Park, across the road from the F1 circuit and also home to the Virgin Formula E team, among other hi-tech automotive firms. Its Jaguar and Rolls-Royce conversions are currently undergoing testing and the company says order books will be open from November 2019.





B|A|S

International

When it comes to choosing CLASSIC JAGUAR TRIM PARTS it's a decision not to be taken lightly if you want to retain your car's investment value.

BAS has not only been manufacturing Jaguar trim for over 30 years but also manufactures the original specification base materials including wool carpet, furflex, vinyls, hardura, seat diaphragms, foam seat cushions, pvc extrusions and plastic injection mouldings.

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

JUST ASK OTHER JAGUAR OWNERS.



B|A|S Jaguar

British history in the making.



Trade enquiries for finished parts or raw materials welcome



INTERIORS



HOODS



TRIM MATERIALS



PLASTIC MOLDINGS

World Renowned Jaguar Interiors

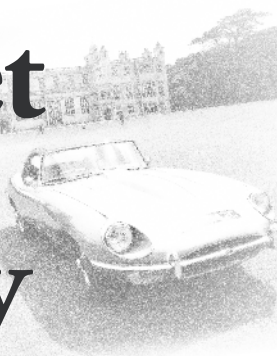
Check out our website **www.bas-international.com**

10-13 Llantarnam Park Industrial Estate, Cwmbran, South Wales
Telephone: **01633 873664** Email: **enq@bas-international.com**
Web: **www.bas-international.com**

We know about Jaguars!

 **B|A|S** International

Get In My Garage



Michael Manconi
Magazine Editor



South Wales Region
Member Colin Masterson
tells MM about his Jaguar
moments of madness.

MM: What is your earliest Jaguar memory?

CM: I was on holiday in Italy with my parents 57 years ago (when I was 16) and my father, who was a very law abiding and sober Chartered Accountant, asked me if I would like to drive his MK1 2.4 saloon - I did!

MM: Tell us about your first Jaguar or Daimler

CM: An XJ6 series II new as a company car when I worked for Vickers.

MM: What's your ownership history?

CM: The Series II was followed by a Series III, an XJ40 (with the ghastly digital instruments) followed by two more with the much better traditional analogue instruments. I then had a period without Jaguars, when I had switched my company car allegiance to Range Rovers, until I bought a factory built Challenger E Type. I had that for 28 years, I also, concurrently had a V12 XJS convertible. Last year I reached the conclusion that I had had 50 years grovelling under cars, sometimes at the road side, and I would like to enjoy some more relaxed and trouble free motoring and now have an XK convertible, which I really enjoy, especially as the roof only needs the push of a button to work and doesn't leak!

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

CM: I love the older cars so probably the XK120, but I also love the early saloons like the 3.5 litre SS and the subsequent MK V. As for Daimler, I love the Majestic Major with its magnificent 4.5 litre V8 - According to Heiner Stertkamp in his authoritative book 'Jaguar', the Daimler powered Mk X reduced the 0-60 mph time from 11 seconds to 6 seconds and increased the top speed from 120 mph to 130 mph - What a pity, I expect it was canned due to Board room politics but it obviously had great potential.

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

CM: Driving my Challenger E Type round the Spa circuit, starting from the hairpin at La Source and bottoming the suspension going through Eau Rouge and the long climb up to Les Combes with my foot mashing the floor and then turning off the public road down through eleven interesting turns from Stavelot to Rivage and the joining the main Road only to find myself coming up behind a bus, on the way back to the start finish!

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

CM: A Bentley Continental Flying Spur. With a 6 litre W12 twin-turbo charged engine producing 552bhp. The interior has beautiful leather and walnut wood and tactile switches with fantastic attention to detail. To drive it is everything from a docile cruiser to a manically fast machine. I must have been mad to get rid of it but could have faced big bills in the future but at least I had quite a few years of enjoyment with it.

MM: Any car regrets?

CM: Buying an immaculate looking VW Beetle convertible which was a basket case underneath (I couldn't believe the flimsiness of the whole design) and selling almost all of the other cars I have owned.

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

CM: My all time hero Derek Bell. I was fortunate enough to sit next to him at a wedding breakfast held in the Le Mans Museum - he had previously zoomed past my challenger E type in a very fast Porsche - but I would love to spend more time with him and listen to some of his stories.

HOW DID YOU COME TO JOIN THE CLUB?

I must have struck lucky as I never even looked at the JDC but hit the right one straight away. I had previously belonged to the Packard Owners, Cadillac Owners (both large World wide but small in the UK) and the Challenger Owners Club, all of which were friendly but widely spread across the UK. The JEC has all of the benefits of a large club with sub regions.

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

A great local region with some really nice members.

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT THIS YEAR?

It's the same every year - Silverstone. A chance to look at some amazing cars, tour the pits, watch unparalleled classic racing and enjoying the company of like minded friends over three days - what more could you ask?

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

Look at lots of cars and drive as many as you can, then offer what you think it is worth (or less!) and be prepared to walk away - that last bit is the hardest bit of advice to follow.

AND MOST IMPORTANTLY, YOUR FAVOURITE BISCUIT IS?

Proper Scottish short-bread.



- Full & Part Restorations
- Panel Repairs & Spraying
- Lead Loading Repairs
- Engine & Gearbox Rebuilds
- Rewiring & Re-trimming
- Servicing & Tuning

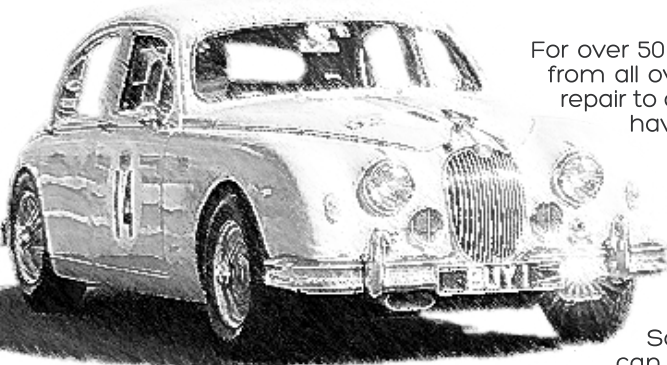


With over 40 years experience of classic vehicle restoration I employ old school skills and methods on all projects.

We pride ourselves on the quality of our workmanship, combined with a personal friendly affordable service.



**GT
TYRES**



Call us now on:

01495 272770

Mobile: **07977 797750**

www.gttyrecentre.co.uk

For over 50 years GT Tyres as it is known today has been helping customers from all over Wales with their motoring needs. From a simple tyre puncture repair to a complete engine rebuild, three generations of the Williams family have led from the front.

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the the ex-Coombs Mk I "BUY1". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

So whatever your motoring requirements you can be sure the team at GT Tyres have it covered!

A family run business for over 50 years

FRIENDLY EXPERT ADVICE FROM
PEOPLE WITH OVER 50 YEARS
EXPERIENCE OF JAGUARS

RACING TYRE EXPERTS
COMPETITIVE PRICING

WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE



GRANT WILLIAMS
RACING



GT Tyres | Valley Service Station | Cwmcarn | Newport | NP11 7NF

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

OLD COUPLE SHARE

The old man placed an order for one hamburger, fries and a drink.

He unwrapped the plain hamburger and carefully cut it in half, placing one half in front of his wife.

He then carefully counted out the French fries, dividing them into two piles and neatly placed one pile in front of his wife.

He took a sip of the drink, his wife took a sip and then set the cup down between them. As he began to eat his few bites of hamburger, the people around them were looking over and whispering.

Obviously they were thinking, 'That poor old couple - all they can afford is one meal for the two of them.'

As the man began to eat his fries a young man came to the table and politely offered to buy another meal for the old couple. The old man said, they were just fine - they were used to sharing everything.

People closer to the table noticed the little old lady hadn't eaten a bite. She sat there watching her husband eat and occasionally taking turns sipping the drink.

Again, the young man came over and begged them to let him buy another meal for them. This time the old woman said 'No, thank you, we are used to sharing everything.'

Finally, as the old man finished and was wiping his face neatly with the napkin, the young man again came over to the little old lady who had yet to eat a single bite of food and asked 'What is it you are waiting for?'

She answered, the Teeth!

THE MAFIA BOSS

A Mafia Godfather finds out that his bookkeeper, Guido, has cheated him out of \$10,000,000. His bookkeeper is deaf. That was the reason he got the job in the first place. It was assumed that Guido would hear nothing and would therefore never have to testify in court.

When the Godfather goes to confront Guido about the missing \$10 million, he takes along his lawyer, who knows sign language.

The Godfather tells the lawyer, "Ask him where the money is."

The lawyer, using sign language, asks Guido, "Where's the money?"

Guido signs back, "I don't know what you are talking about." The lawyer tells the Godfather, "He says he doesn't know what you are talking about."

The Godfather pulls out a pistol,

puts it to Guido's head and says, "Ask him again or I'll kill him!"

The lawyer signs to Guido, "He'll kill you if you don't tell him."

Guido trembles and signs back, "OK! You win! The money is in a brown briefcase, buried behind the shed at my cousin Bruno's house."

The Godfather asks the lawyer, "What did he say?"

The lawyer replies, "He says you don't have the balls to pull the trigger."

Don't you just love Lawyers!?

YOUTH OF TODAY

If you are 40 or older you will think this is hilarious!

When I was a kid, adults used to bore me to tears with their tedious crap about how hard things were. When they were growing up; what with walking Twenty-five miles to school every morning.... Uphill... barefoot... BOTH ways Yadda, yadda, yadda.

And I remember promising myself that when I grew up, there was no way in hell I was going to lay a bunch of crap like that on my kids about how hard I had it and how easy they've got it!

But now that I'm over the ripe old age of forty, I can't help but look around and notice the youth of today.

You've got it so easy! I mean, compared to my childhood, you live in a BLOODY UTOPIA!

And I hate to say it, but you kids today, you don't know how good you've got it!

I mean, when I was a kid we didn't have The Internet. If we wanted to know something, we had to go to the bloody library and look it up ourselves, in the card catalogue!

There was no email! We had to actually write somebody a letter - with a pen!

Then you had to walk all the way across the street and put it in the mailbox and it would take, like, a week to get there!

Stamps were 5 pence and you had to lick them to get them to stick!

Child Protective Services didn't care if our parents beat us. As a matter of fact, the parents of all my friends also had permission to kick the living daylight out of us! Nowhere was safe!

There were no MP3's or Napsters! If you wanted to steal music, you had to hitchhike to the record store and shoplift it yourself!

Or you had to wait around all day to tape it off the radio and the DJ would usually talk over the beginning and

balls it all up! There were no CD players! We had tape decks in our car. We'd play our favourite tape and "eject" it when finished and the tape would come undone. Cause - that's how we rolled, dig?

We didn't have fancy crap like Call Waiting! If you were on the phone and somebody else called they got a busy signal, that's it!

And we didn't have fancy Caller ID either!

When the phone rang, you had no idea who it was! It could be your school, your mum, your boss, your bookie, your drug dealer, a collections agent, you just didn't know! You had to pick it up and take your chances!

We didn't have any fancy Sony Playstation video games with high resolution 3-D graphics! We had the Atari 2600! With games like 'Space Invaders' and 'Asteroids'. Your guy was a little square! You actually had to use your imagination! And there were no multiple levels or screens, it was just one screen... Forever! And you could never win. The game just kept getting harder and harder and faster and faster until you died! Just like LIFE!

You had to use a little book called a TV Guide to find out what was on! You were screwed when it came to channel surfing! You had to get off your ass and walk over to the TV to change the channel! NO REMOTES!

There was no Cartoon Network either! You could only get cartoons on Saturday Morning. Do you hear what I'm saying?! We had to wait ALL WEEK for cartoons, you SPOILED LITTLE RATS!!

And we didn't have microwaves, if we wanted to heat something up we had to use the cooker! Imagine that!

That's exactly what I'm talking about! You kids today have got it too easy. You're spoiled. You little sods wouldn't have lasted five minutes back in 1970 or before!

Regards, Grumpy Old Git!

E-TYPE ACCIDENT

A guy who was driving his E-Type back from a car show slid on a wet road, crashed the car into a brick wall and was trapped. Two families stopped to help, the Baker family and the Ball family. Fortunately, he was pulled out by the Bakers

WE NEED YOUR JOKES!

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



PRESENTS:

JAGUAR FESTIVAL

15-17 MAY 2020 | NEWBY HALL, YORKSHIRE



WEEKEND PACKAGES NOW AVAILABLE TO BOOK

www.jec.org.uk/festival

CALENDAR

WHAT'S ON IN 2019/20

OCTOBER 2019

20 Jaguar International Spares Day, Stoneleigh


26 JEC Coffee & Cars @ South Wales Aviation Museum

NOVEMBER 2019

2 Jaguar Enthusiasts' AGM & Awards Dinner


8-10 Lancaster Classic Car Show, @ The NEC


20 South Wales Region November Club Night

DECEMBER 2019

7 South Wales Region Christmas Dinner

18 South Wales Region December Club Night

JANUARY 2020

15 South Wales Region January Club Night & AGM

FEBRUARY 2020

19 South Wales Region February Club Night

MARCH 2020

15 International Jaguar Spares Day, Stoneleigh


18 South Wales Region March Club Night

27-29 Classic & Restoration Show, @ The NEC


FULL EVENT LISTING ONLINE
WWW.JEC.SW.CO.UK

EVENT KEY



Sharing the Passion

SHOP SECURELY ONLINE AT WWW.JEC.ORG.UK

WIDE SELECTION OF CLUB & OFFICIAL JAGUAR MERCHANDISE AVAILABLE

JAGUAR FESTIVAL MUG



£6

OFFICIAL JAGUAR RETRO KEYRING



£5

JAGUAR SOFT TOY



£12

OFFICIAL JAGUAR LEAPER CAP



£25

CLUB ZIPPED TOP



£25

OFFICIAL JAGUAR PIN BADGE SET



£20

JAGUAR MKII CELEBRATION OF SIXTY YEARS T-SHIRT



£15

JAGUAR HOLDALL



£15

JAGUAR FESTIVAL JIGSAW



£15

CLUB MAGAZINE BINDER



£15

CLUB SHIRT



£25

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@JECWSW.CO.UK
T: 07977 474637

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

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

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

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

COMMITTEE MEMBER | COLIN MASTERSON
E: COLIN.MASTERSON@JECWSW.CO.UK

GETTING INVOLVED

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

SEND US YOUR MAGAZINE ARTICLE

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

GET IN MY GARAGE

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

ONLINE & SOCIAL

W: www.jecsw.co.uk
FB: www.facebook.com/JECSouthWales



Insurance solutions* for classics and more.

Jaguar Enthusiasts' Club Scheme*

- Jaguars may be covered from new (driver age and mileage restrictions apply)
- Up to 10,000 miles available for Jaguars over 10 years old
- Classic policies for young enthusiasts (18+) doing low mileage

Call our friendly UK team for a quote.

0333 207 6185

footmanjames.co.uk



Ken Jenkins

Independent Classic Jaguar Spares
Trading as Carlton Autos Ltd



Call us now for New or Second hand Classic Jaguar Spares

CARS FOR SALE



XK150 FHC

1958 3.4 FHC with 5 speed gearbox. This older restoration has an amazingly good body and chassis. Drives well, Recent service & MOT

£82,500



3.8 Engine

1960 3.8 Good Running engine. Ready to fit into an XK140, C Type replica, MK7, MK8, or MK9. Can be seen running

£5,000



S1 4.2 E-Type

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

£94,950



X308 4L Sov

Superb car with a very comprehensive history file, 68,000 miles. In this condition it should make a good investment

£8,955



S1 4.2 E-Type

In silver with suede green leather Eagle type seats. With 5 speed gearbox, superb alloy bonnet, upgraded brakes and a stainless steel exhaust.

£150,000



XK120 FHC

1953, Modified 3.8 engine with all synchro overdrive gearbox. In silver with blue leather. A well known car.

£110,000



3.8 E Type Roadster

1962 Genuine RHD with matching numbers. Superb body, needs light restoration. In running condition.

£110,000

**NEW
WEBSITE
COMING
SOON**

A sensible offer may be considered.

We try to sell the best quality parts available and give free advice on fitting them.

REMAPPING



We can map a 123 Tune to suit your car and send it ready to fit. Includes 123 Distributor, Sports Coil, Switch, Leads & Spark Plugs.

Facet Fuel Pump.
Red Top 8mm & 10mm
Tails, Silver Top, Solid State

All Stocked



FILTER KING



85mm Alloy Body, 85mm Black Body Hi Flow, Replacement Paper & Metal filter all stocked

Contact us on
01909 733209
email:ukjag@hotmail.com
New website coming soon.

Unit A, Holme House Farm, Owdy Lane, Worksop, Notts S81 8DJ
Open Monday to Friday 9am - 5am
And Saturday Mornings, please ring before visiting.
Recommended by the Jaguar Enthusiasts' Club.

