

JAGUAR

ENTHUSIAST

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

Contributions welcome.

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

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ADVERTISING

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

SUBSCRIPTIONS

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email: colin.manconi@jecsouthwales.co.uk
Telephone: 07977 474637

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PUBLISHING TEAM

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

CONTACT US

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

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

WEBSITE

Find us online at www.jecsw.co.uk

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

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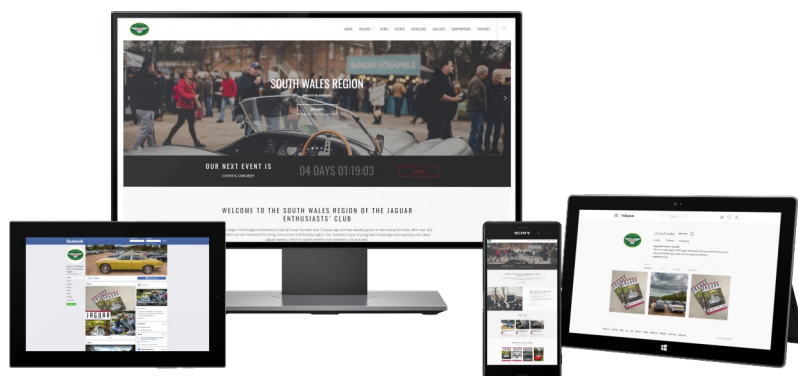
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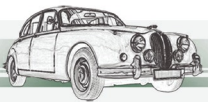
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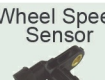
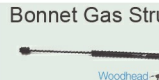
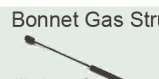
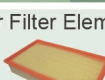
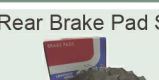
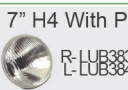
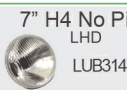
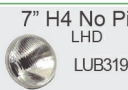
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Welcome

Yet more torrential rain,
amazing aviation history
and your views.

What a month! It seems this month my feet have not touched the ground. With eight different Club engagements, from shows and events to meetings and committee commitments, it has been non stop.

One of the commitments I have at a national level is to evaluate what our existing and potential new members want from a Car Club - not just ours but in general - so with that in mind I would be very interested to hear your views and suggestions. Many of you will be members of other local and national car clubs, tell us in your opinion what they do well and why, what you like about them and let us know how we can make your Club experience better and importantly what YOU want from the Club. Maybe you are a new or even a long term member but you don't interact with the region, now is your chance to be heard. Feel free to criticise, while it may sting, it will help us in the long run. If you do have any criticisms, any solutions you have to accompany them would be appreciated. You can email me michael.manconi@jec.org.uk or call me on 07854 530201.

South Wales Aviation Museum Breakfast Meet.

Building on Octobers Breakfast Meet, Mike Hayes organised a fantastic day at the South Wales Aviation Museum (SWAM) in St Athan on the 26th of October. Although we had torrential rain overnight and early in the morning, a number of us attended and we were not disappointed. We started off by heading for the cafe upstairs (well this is a breakfast meet after all) and after sampling a fantastic full 'Welsh' breakfast we headed downstairs to check out some aviation history. There were plenty of guides on hand to tell you about the aircraft, we were lucky though to have our very own Mike Hayes who not only volunteers at the museum, but also worked on many of the type of aircraft during his career in the RAF. They have an interesting display of aircraft, all undercover, essential due to the terrible weather we had, and after about three hours we headed back upstairs for a coffee and then headed home.

This is a fantastic venue, with a great drive out to it, the staff and volunteers are enthusiastic and helpful and the food was great. We will be visiting again in 2020 when we will be inviting our friends from Bristol and Somerset to join us.

Remember you can stay up to date with Regional news and learn more about our 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 1st of December.

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

Cold draughty cow barns full of
Jaguar parts, race track action
and aviation history.

Once again we have come to the end of our show season, with just our Christmas Dinner at the St Mellons Golf Club on the 7th of December to come.

International Jaguar Spares Day

As usual I attended this event to help on the JEC Stand. As I had the JEC Charity car at home I was asked to drive it to Stoneleigh. There must be worst things to do than drive a white F-Type Coupe early in the morning on an empty road!

Arriving early I helped James and Tom set up the stand. It was then time to have a quick walk around and I stopped at the SNG Barratt stand to pick up a part for Paul. I usually have a chat with Julian Barratt and thank him for his continued support of our magazine but he had not come to the show. I also stopped on the BAS Stand to chat with Steve and the boys. I had magazines for David Manners but they were not there. The first time they have missed for as long as I can remember.

It was not as busy as it used to be and it seems to be slowly dying I think mainly to the internet. We packed up and left about 4.00pm

JEC Autumn Castle Combe Track Day

As I had a family commitment in the morning most of our members arranged to meet early at the circuit with me coming up later.

The sun was out all the way and I arrived at a warm sunny circuit which was full of all different Jaguars from E Types right through the range up to the latest F-Types. It appears it was not so nice in the morning when it poured with rain.

There were lots of different Jaguars out on the track, with Swallow Jaguars taking anyone out for some hot laps in their race cars for a small donation to charity. Many of our members went out in the Swallows cars and enjoyed it immensely.

Quite possibly the busiest and best track day the club has had, combined with the nice weather in the afternoon made it a great day out.

Breakfast Meeting @ SWAM

We had our second "Coffee & Cars" Breakfast meeting at South Wales Aviation Museum. The weather was atrocious but it was warm and dry inside with a great breakfast and a fabulous range of classic aeroplanes and helicopters. I would like to thank Mike Hayes for arranging the visit and his fabulous commentary and history of all the planes as we walked around. We will definitely do this again next year.

Regional Christmas Dinner

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 and the menu is on the opposite page. I will need payment and menu choices by the 28th of November. Please email me for payment options: colin.manconi@jecsw.co.uk or give me a call on 07977 474637.

We have a number of our friends from the JEC Bristol Region and Swallows Jaguar coming over for the dinner and I am sure it will be a memorable night.

For any members wishing to stay the night, the closest hotels with availability are the Premier Inn (Castleton) and the Holiday Inn Express Newport (Coedkernew). Rooms are limited so I would advise booking as soon as possible.

Colin Manconi
Regional Representative



THE JAGUAR MONTH IN PICTURES

JAGUAR INTERNATIONAL SPARES DAY @ STONELEIGH

October 20, 2019

With over 200 stalls, all under cover, comprising of the regular established major Jaguar parts suppliers, restoration specialists to replica manufacturers and private garage clearances. You can find parts for the full range of Jaguar and Daimler models of all ages, both for routine servicing and maintenance and for major restorations.



MALVERN FESTIVAL OF TRANSPORT @ THE THREE COUNTIES SHOWGROUND

October 11, 2019

The amalgamation of three events – the Mini, Classic Car and Classic Commercial shows.. This popular end of season classic vehicle event goes from strength to strength and in 2017 saw in excess of 80 trade stalls, 600+ vehicles on display, 40+ classic commercials and the first Electric Vehicle Zone.

THE JAGUAR SALON & GT CHAMPIONSHIP @ DONINGTON

October 26-27, 2019

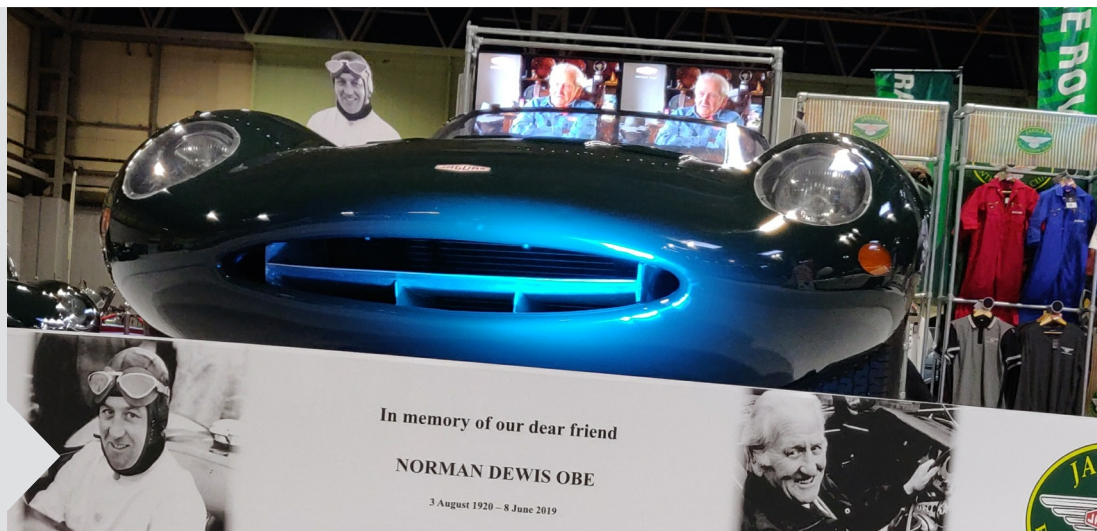
The season finale of the Clubs racing challenge produced some fantastic bumper to bumper high octane racing despite the torrential rain that plagued the weekend. An exciting and fitting way to end the year. Planning for next season is already underway with bigger, better and more exciting grids already in the pipeline for 2020, you really need to get down to the circuits and watch!



THE LANCASTER INSURANCE CLASSIC MOTOR SHOW @ THE NEC

November 8 -10, 2019

The annual Lancaster Insurance Classic Motor Show saw the Club put on a display to celebrate Norman Dewis OBE and his time at Jaguar. With the assistance of Jaguar Daimler Heritage Trust, we put on one of the most significant display of cars at the event, ranging from a late original C-Type, the original prototype D-Type, 77RW the oldest surviving open top E-Type, and the car Norman drove overnight to the Geneva launch, and most importantly the original XJ13. It was a sight to behold.





COFFEE & CARS MEET @ SWAM

October 26 2019

Our last Coffee & Cars Breakfast for 2019 was held at SWAM, South Wales Aviation Museum. Despite the torrential rain, members turned up for a very tasty breakfast and fantastic tour of the aviation history on display - thankfully all undercover! This is one to watch out for next year.



FOOTMAN JAMES CLASSIC VEHICLE RESTORATION SHOW @ THE ROYAL BATH & WEST SHOWGROUND

November 7, 2019

The third and final Bristol Classic Car Show of the year, the Footman James Classic Vehicle Restoration Show embraces everything restoration. With traders and jumblesters plus fellow classic car lovers, it is the place to be for all classic car enthusiasts. From barn finds to pristine concours vehicles, no matter how far through the project you are, how much budget you have, or your level of expertise, you'll have found what you needed.



COMING SOON

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.

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

December 18 2019

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

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

January 15 2020

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. This month meeting will also incorporate our Regional AGM and yearly roundup. If you have any questions, suggestions or would like to help out with the region, please do come along. See you there!

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

February 19 2020

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

JAGUAR INTERNATIONAL SPARES DAY@ STONELEIGH

March 15 2020

With over 200 stalls, all under cover, comprising of the established major Jaguar parts suppliers, restoration specialists, replica manufacturers and private garage clearances.

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

March 18 2020

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!

COLEFORD CARNIVAL OF TRANSPORT @ COLEFORD

April 13 2020

Kick off the show season with a fantastic breakfast at the legendary 'Caplins Cafe', then wonder through the closed off historic streets of Coleford and take in the 100's of classic cars on display.

**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.

Barn Hunt Finder scores two Jaguar Xks a quarter mile apart.

What happens when a barn find hunter and classic Jaguar enthusiast happen upon two different XK-series roadsters less than a quarter mile apart? Tom Cotter, the host of Hagerty's "Barn Find Hunter," says he always dreams of opening a barn door and finding an old Jaguar XK120 or XK140. He struck gold twice, and they're virtually on opposite sides of the same street.

The first find is an XK120 roadster. Purportedly once owned by Daniel Gerber (like the baby food), it was acquired by Cotter's host, Denny Hoxie, from somebody who had let it go to seed a bit. Hoxie's XK120 is very much a survivor that was merely repaired, rather than restored. Hoxie says that when he first started working on his XK, the cars weren't old or coveted enough yet to warrant a full restoration. Getting it fixed and on the road was his priority.

Hoxie repaired some rust and gave it a fresh coat of paint, and drove it as one of several pleasure vehicles for years before retiring it over a water pump issue in 1989. That's when he pulled the engine for repairs, and thus it has sat for three decades.

In the intermission between Jaguar finds, Cotter tours the XK120 owner's farm, where he's shown various older farm and utility trucks, many of which are still (or a few simple repairs away from being) in use on the owner's property.

After once again espousing his fondness for the XK, Cotter asks Hoxie whether there might be any more



classics floating around the Traverse City, Michigan, area. As it turns out, there's one only a stone's throw away, "just on the other side of the street."

Cotter's hit pay dirt only once before, he tells Hoxie, in Detroit, where he found an XK120 coupe and roadster.

They meet up with Jim, who, as it turns out, has an XK120 coupe. Its story isn't quite so enticing and Cotter learns that it doesn't have the original engine; fortunately, Jim kept it, along with a whole mess of other spare parts, even after the XK was parked and covered in 1985.

Jaguar unveils 1,005-horsepower electric supercar concept.

Jaguar is the latest in a long line of automakers to reveal a virtual concept for the "Gran Turismo" video game, specifically "Gran Turismo Sport." It will be available for download in the game in late November.

The new Jaguar Vision Gran Turismo Coupe is a battery-electric supercar boasting a 3-motor (one at the front and two at the rear) powertrain delivering a combined 1,005 horsepower and 885 pound-feet of torque, or enough for 0-60 mph acceleration in under 2.0 seconds and a top speed of over 200 mph... in the virtual world. No range estimate was given.

To compensate for the battery, the construction consists of "experimental" lightweight materials such as advanced aluminum alloys. The passenger cell is a carbon fiber structure, common to many supercars on sale today. The result of the lightweight construction is a curb weight of 3,086 pounds, equally distributed front to rear.

Jaguar describes the concept as the ultimate expression of its brand's DNA. The sleek silhouette is a



modern interpretation of the lines of Jaguar's iconic C-Type and D-Type race cars, while the powertrain links the concept to Jaguar's I-Type Formula E race cars.

There's no engine to silence your screams in the I-Pace 'Ring Taxi'.

It seems Jaguar's I-Pace has no problems lapping the Nürburgring, as the electric SUV has just been enlisted for 'Ring taxi duty'.

The high-speed service allows you and your friends to experience a lap of the notorious German racetrack with a professional driver behind the wheel, and Jaguar has been offering it for several years with its gasoline-powered models, most recently with the XE SV Project 8 super sedan.

Now, Jaguar has added the I-Pace to the cab rank. The 394-horsepower, zero-emission SUV delivers 0-60 acceleration in 4.5 seconds and has a top speed of 124 mph. It also has an EPA-rated range of 234 miles thanks to its 90-kilowatt-hour battery, though we don't how long it will run between charges when lapping the 12.8-mile, 73-corner track also known as the Green Hell.

The service is available now and will run until late November when track services pause for the winter. A lap will cost you 149 euros (\$164) and that allows up to three people to enjoy the experience. A lap in the XE SV Project 8 is still available and costs 249 euros.

Places are limited so anyone wishing to make a booking should head over to the website www.jaguar.de/jaguar-live/race-taxi.html.

Jaguar is currently working on a faster I-Pace that will carry the brand's exclusive SVR performance label. While it isn't clear when this model will be available but don't be surprised if it's signed up for 'Ring Taxi' duty, too.

Tata rules out Jaguar Land Rover sale but partnership possible.

Tata Motors, the Indian owner of Jaguar Land Rover, said Tuesday that it is not looking to sell its stake in the British automaker but will pursue appropriate partnership opportunities with the goal of reducing costs.

"We're not going to sell," Tata chairman Natarajan Chandrasekaran told Bloomberg. "Auto is a core business for us. From revenue terms, auto is our largest company."

Chandrasekaran noted that JLR is facing headwinds on several fronts, including the U.S.-China tariffs, Brexit, the uprising in Hong Kong, and a downturn in the Chinese automotive market. He also said Jaguar Land Rover needs to sell the right models, invest in electric vehicles, and determine how to cut costs.

Chandrasekaran said the company will continue to look for partnerships, but does not just want to sell stake and be hands-off. He said Tata is not simply an investment group; it "runs companies." At this point, the most likely tie-up for JLR appears to be BMW, which has been in talks with the Brits over collaborations in both platforms and powertrains, with an emphasis on electrification. BMW is hard at work on next-generation modular electric powertrain. The most potent variant of this system powers a 5-Series GT prototype that produces 670 horsepower, but a scaled-down version (using fewer power modules) is expected to see production in the company's new iX3 crossover.

Beneath that, BMW's FAAR platform is said to be a target of opportunity for JLR, which wants to build something to slot below its compact E-Pace and I-Pace crossovers. This platform underpins BMW's 1-Series hatchback, and is compatible with the company's electrified powertrain program.

This partnership makes sense on multiple levels. Not only have the two been visibly cozying up over the past year, but they've also been down this road before. The two partnered on the third-generation Range Rover, which employed both gasoline- and diesel-burning BMW engines (both V-8 and inline-6) back in the early oughts. Of course, BMW may not be the partner. Automakers partner up on projects all the time without necessarily buying into each other. We'll follow this story as it plays out.



Jaguar to take on new season of Formula E with I-Type 4.

Jaguar has unveiled its fourth-generation Formula E race car, the I-Type 4. The car will compete in the 2019/2020 Formula E Championship which kicks off on December 22 in Saudi Arabia.

Jaguar, together with its partners in Formula E, Panasonic and Castrol, has been competing in the electric open-wheel series since the 2016/2017 season, the series' third. Confirmed drivers for the new season are New Zealander Mitch Evans and Briton James Calado.

The I-Type 4 is based on the Gen2 Formula E chassis introduced for the 2018/2019 season. The chassis is common to all 10 teams, as is the battery. Where teams are free to innovate is the powertrain. Compared to the I-Type 3 used last season, Jaguar has developed a new electric motor, transmission, inverter, and rear suspension. The weight of the car has also been reduced compared to the previous setup, which should result in improved overall performance.

For the latest season, Jaguar will see big names Porsche and Mercedes-Benz EQ enter the fray, so competition is going to be tougher than ever. Last season's champion was Jean-Éric Vergne driving for DS Techeetah.



ON TRACK

Live, love, race.

Colin Porter
Club Racing



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

Downpour @ Donington

You have to applaud the team at Donington Park the venue for our final round of the Toyo Tires/Watchdogapp.com Saloon & GT Championships for managing to get through a full programme of qualifying and racing on Saturday despite twenty-four hours of non-stop torrential rain. If he'd been available Noah would probably have been on pole!

Qualifying

With poor visibility and a river running down from Redgate corner to Craner Curves and pooling at the bottom of the Old Hairpin trying to avoid aquaplaning was the order of the day in qualifying. Something Class D front runners Sam Clarke Junior and James Ramm did with good effect only two tenths dividing the two XJ's to take the front row. Tom Butterfield returning from absence due work commitments did a sterling job in Dave Bye's glorious Class C XJC for third, Lawrence Coppock an excellent fourth in the Class D XJS. Champion elect Chris Boon was sixth in the Class B XK8, and Simon Dunford leading the Class A cars eleventh in his XJS. Michael Holt and Daniel Stewart relegated unfortunately to the back of the grid for going off while under yellow flags.

Race One

With conditions only marginally better, from the rolling start Ramm managed to out drag Clarke Jnr; around the outside of Redgate in the Class D battle to take the lead. Colin Philpott also made an excellent start moving up two places from eighth to be wheel to wheel with fellow championship contender Chris Boon, the Powerbell XJS getting past at McLeans and leading the Cov Cats XK8 into Coppice. Lap four saw Holt moving up through the field in the Class C X300 and onto the back of Michael Seabourne's Class B XJ40. In an excellent Class A race Simon Dunford's XJS was holding a charging Dean Sewell until Dunford got the car a little sideways at Coppice allowing Sewell's XJ6 to carry greater speed through the bend the Yorkshireman taking advantage down Starkey's straight.

Ramm had opened a two second lead on Clarke Jnr; by lap seven but an unfortunate error at the Old Hairpin by the latter saw the XJS beached in the gravel trap handing Ramm a comfortable overall victory and Class D win. Butterfield brought home the West Riding XJC second and first in Class C for saloon drive of the day in an unfamiliar car. Philpott keeping championship hopes just alive in third coming through from eighth, closely followed by Holt from the very back of the grid to fourth and second in Class C.



Boon solidified his championship position with another Class B win and surely with his best drive of the season Sewell collected Class A honours. GT drive of the day went James Ramm for his masterclass drive in the wet.

Race Two

Glorious Sunday sunshine greeted the 'Big Cats' for our early afternoon race. After the ball drop for the front six Michael Holt found himself completely at the opposite end of the grid from Saturday and on pole with Lawrence Coppock's Class D XJS alongside him. Off the line Coppock made a good start and led into Redgate for the first time but Philpott finding tremendous grip managed to drive around the outside of him to have the advantage into Craner, Butterfield also made a cracking start moving up to second into the Old Hairpin and pulling along Ramm with him into



fourth. In the meantime, Sam Clarke Junior was making light of starting at the back of the grid with the XJS carving its way through the traffic and up to fifth by lap two. Lap three and Ramm who was now up to second made an outstanding overtake going into Coppice to pass Philpott to take the lead.

An entertaining midfield battle was also taking place with Simon Lewis in the Class B X300, Tim Marrant in Howard Kirkham's Class B XJ40, Nick Strong in the ex-Butterfield Class C XJS, Sewell's Class A XJ6 and Seabourne's Class B XJ40 all fighting in close order. Off the back of this pack Rick Walker's stunning XJ6 was firing flames from the exhaust on each lift off, Rick who damaged his XJS qualifying on Saturday bravely returned on Sunday with the XJ6. Lap eight saw Clarke Jnr; come through and close onto the back of Philpott's XJS in the battle for second while Ramm had extended the lead out to nine

seconds. A mistake by Roger Webster on lap nine saw his Class B X300 end up in the gravel and consequently the chequered flag coming out early on lap ten which to the relief of Philpott saw him hang on to second from Clarke Jnr; Butterfield coming home forth to take Class C, Boon sixth winning Class B and securing the championship in the XK8, Dean Sewell sewing up Class A with a second class win of the weekend. Sam Clarke Junior collected GT drive of the day for his charge through the field and Dean Sewell Saloon drive of the day holding off many higher-powered cars. Congratulations go to our new Champion and Class B winner Chris Boon, Class A season winner Dean Sewell, Class C season winner Michael Holt and Class D season winner Colin Philpott.

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

James Calado Completes Panasonic Jaguar Racing Driver Line Up

Reema Juffali will create history later this month as the first Saudi Arabian woman to compete in an international racing series in the Kingdom of Saudi Arabia. Reema joins the Jaguar I-PACE eTROPHY series as the VIP driver for the double header opening weekend in Diriyah, Saudi Arabia on 22 and 23 November 2019.

Reema made her competitive racing debut – only months after her home country lifted the ban on females driving – at the F4 British Championship certified by FIA at Brands Hatch in April 2019, participating in the single-seater motorsport series for the Double R Racing team, who are based in the United Kingdom.

She made history by becoming the first Saudi female race licence holder to compete in the TRD 86 Cup at Yas Marina Circuit, Abu Dhabi where she took second place in the Silver Category and fourth overall. Her previous racing experience also includes the MRF Challenge in India.



I can't wait to be out on track racing on home soil for the first time.

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ETROPHY VIP
DRIVER



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ONE for the weekend ...and maybe the week

Michael Manconi
Magazine Editor



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

This Jaguar XJ13 'All Aluminium' Recreation offered exclusively by Autostorico Ltd was painstakingly built over a seven year period by a renowned Jaguar specialist with unique bodywork by Shapecraft to LMP specification. Featuring a tubular steel monocoque tub section and clad in aluminium with front structured sub-frames mounting push rod suspension and steering. The rear structure includes an adaptor plate mounting engine/trans axle with gas adjustable push rod suspension system using Ohlin's TTX units. There is an additional front crash box with mounting for radiator. The custom designed suspension components utilise Teflon lined aerospace spec rod ends with Jaguar donor suspension components including front factured billet and rear uprights. A

mid engine wiring loom, Wosp 180amp alternator and hi-torg starter. A set of original gauges have been fully refurbished and converted to electronic. The Shapecraft aluminium all English bodywork, doors, boot, bonnet and access panels are detailed and riveted as per the original. Fitted with a TripleX glass windscreen the side windows are 5mm Plexi glass with 4mm Plexi glass engine cover screen. Two aluminium baffled fuel cells joined through the chassis, Facet red top fuel pumps, a Bosche high pressure fuel pump and easy access fuel filters are all connected with Aeroquip braided hoses and connectors. Customised seats in trimmed leather are complemented by Sabelt 3-point FIA specification racing harnesses in this extremely rare specification racing Jaguar.



specialist adjustable pedal box, Bias adjustable servo assisted front and rear brakes, Jaguar front and rear callipers with vented, drilled discs mean considerable stopping power. The Jaguar XJ13 comes with cast replica wheels with knock on peg drive spinner kits and a 6 litre Jaguar V12 engine which produces 360 bhp at the flywheel, electronic synchronous fuel injection system with Syvec S8 ECU, assisted cold start and individual plug coil overs. In addition the car features full flow stainless steel exhausts finished with Titanium heat wrap, an aluminium large core radiator, silicone hoses, stainless steel connector pipes and Spal 11 inch race fans. An Audi 6-speed gearbox with Quaife LSD, uprated carbon gear synchros – cable shift with Ringspann custom stainless spiral lined cables, a custom manufactured flywheel with an Audi RS4 clutch and Motor Sport specification drive shafts are fitted with a generic

MM: *Authentic? Maybe not. Beautifully? Absolutely. This recreation of the the XJ13 has the modern touches of fuel injection, LSD, 6 Speed gearbox and a V12 engine - it looks like its doing 200mph while standing still. Practical? Affordable? Hell no, but who cares!*

SPECIFICATION

Model: XJ13 Recreation
Year: 1966
Mileage: 301
Max Power: 360bhp
0-60: N/A
Top Speed: N/A
MPG: N/A
Price New: N/A

£440,000

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

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!

SKITTLES EVENING - 11th OCTOBER 2019

We won! After many attempts we finally won a skittles match against the Westcountry Classic Vehicle Club and Kickstart Club. As usual the match took place in Forde Hall, Newton Abbot which has two skittles lanes (necessary for so many participants) and is also very convenient and easy to get to. We won by just two points - job done! On this occasion it was our turn to provide the food and our ladies (Francis & Pauline) did sterling work in the kitchen. I also volunteered to help out by purchasing cakes, plates and serviettes etc. It is now our "captain's" turn to keep the trophy polished!

AUTOJUMBLE AT SOUTH DEVON RAILWAY - 13th OCTOBER 2019

For many years autojumbles were held in the cattle market at Hatherleigh north of Okehampton. The smells reminded me of outings to the Jaguar clubs autojumbles at the NAC, Stoneleigh! I think this is the second time an autojumble has been held at the South Devon Railway site at Buckfastleigh. The first one clashed with an outing to the show at Tavistock. On this occasion the weather was rather

damp and it was slightly muddy underfoot. I had a quick look around the stalls but didn't find anything of interest. I then rejoined Natalea, who had breakfast in the café, before we carried on to visit the superb Buckfast Abbey.

CLUB MONTHLY MEETING - 31st OCTOBER 2019

We were very much looking forward to Dave's film evening (billed as "Pearl and Doyle"). Dave had been busy filming club outings during the year as well as at our show on Paignton Green in July. As usual Dave's films did not disappoint and were very entertaining. He even caught me swearing to camera when the coil failed on the Daimler during "Drive it Day"! There were two films - one of our show at Paignton Green in July and the second was "Out and About" at various club events & shows during the course of the year. Dave is a master at editing, including adding music tracks and narrative. A brilliant evening. I think the films will eventually be available to view on the club's web-site once Phil has worked his magic! See www.towc.club

The rest of the evening consisted of Julian's usual updates on events - past and forthcoming. We also had a raffle during the interval. I won nothing as usual!

RALLY OF THE TESTS - 7th NOVEMBER 2019

Just by chance (thanks to Julian, our chairman) I found





out that the scrutineering for the "Rally of the Tests" was taking place at the Imperial Hotel about a mile away from home! After reading the website information I went down to the hotel to view the cars - and take lots of photos!

Interesting to see some exotic cars participating including a vintage Bentley. There were quite a lot of competitors from the Netherlands, Germany and Ireland. Just a few Jaguars including a Mk 2, XK150FHC and XJS V12. I thought the XJS was rather a big lump to throw around in the timed tests! Even Paddy Hopkirk's Mini Cooper S "6 EMO" was taking part. I had photographed this car the previous day on my way home from a Nordic Walk and placed the photo on Facebook. Thankfully Julian spotted the photo, did some research, and included an internet link to the event. It's worth a look. The link is www.heroevents.eu/event-schedule/rac-rally-tests-2019/

OUR VEHICLES, A HOLIDAY AND VISIT TO THE HAYNES MUSEUM!

The Daimler has been booked in for the MOT on 12th November - fingers crossed. Even though the Daimler is old enough to be exempt I still have it MOT'd every year for peace of mind. I've only done about 300 miles this year having covered more than 800 in the VW Camper. Gone are the days when I used to do more than 150 miles or so to attend national JEC & JDC events all over the country. As we live so far south, it's 100 miles just to get up the M5 to Bristol, which means sadly that national events in the midlands or home counties are no longer practical.

During the last two weeks in October Natalea and I had a holiday in Vienna and Prague. Both brilliant cities to visit. Our favourite is definitely Prague. Unlike in the UK, we had fine dry weather all the way through! Whilst there I kept an eye open for any classic cars or Jaguars. Sadly I spotted very few - a MGB GT in Vienna and in Prague a Mini, an old Wartburg and a huge American or even Russian car. There were "vintage" replicas (as well as horse drawn carriages) being used to take tourists on guided tours. I also spotted very few Jaguars - just one each of a modern S Type, X Type and X350. Quite a few modern and expensive Bentleys and Rolls Royces though!

Sadly our holiday clashed with the club outing to the Haynes Museum on 20th October. I had done all the organising for the club outing before Natalea organised our holiday! Better luck next time! I'm not complaining though! My thanks to Chris who took over the reigns on the day. I understand the day went very well on one of the only sunny days during that fortnight!

And finally...

A bloke starts his new job at the zoo and is given three tasks.

First is to clear the exotic fish pool of weeds. As he does this a huge fish jumps out and bites him. To show who is boss, he beats it to death with a spade. Realizing his employer won't be best pleased he disposes of the fish by feeding it to the lions, as lions will eat anything.

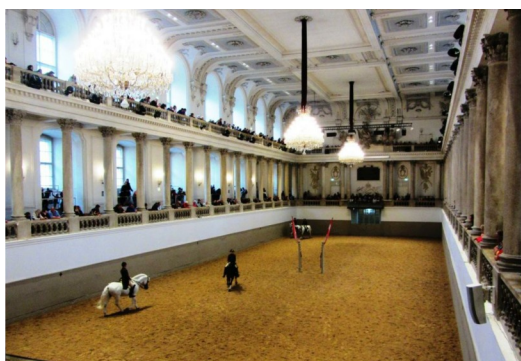
Moving on to the second job of clearing out the Chimp house, he is attacked by the chimps that pelt him with coconuts. He swipes at two chimps with a spade killing them both. What can he do? Feed them to the lions, he says to himself, because lions eat anything... He hurls the corpses into the lion enclosure.

He moves on to the last job which is to collect honey from the South American Bees. As soon as he starts he is attacked by the bees. He grabs the spade and smashes the bees to a pulp. By now he knows what to do and shovels them into the lions cage because lions eat anything.

Later that day a new lion arrives at the zoo. He wanders up to another lion and says "What's the food like here?"

The lions say: "Absolutely brilliant, today we had.... Fish and Chimps with Mushy Bees.

FULL GALLERY ONLINE WWW.JEC.SW.CO.UK/GALLERY





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Club Launches Group for Young Members!

New kids on the block.
Bring on the youth!

By Wayne Scott

An exciting new initiative was launched at the NEC Classic Motor Show. Amidst our tribute display of cars from Jaguar's past, something that will work towards our future was launched. Tom Robinson and Scarlett Orr kicked off the JEC Young Members' Group within the club.

Tom Robinson, 26, is known to many for his racing exploits in his XJ6 in the JEC race championship and for his work at Swallows Jaguar. Scarlett Orr, 18, is in her first year at the University of Southampton studying Aeronautics and Astronautics.

After a chat with Wayne Scott, who founded the first classic car club youth group for the TR Register, they met with the members from many other young members' groups, including the MG Car Club Young Members, Morris Minor Young Members, Sprite and Midget Club and of course the TR Register's Youth Group – all of whom had their own club stand displays within a dedicated 'Youth Area' at the NEC Classic Motor Show.

The timing was perfect because during the show, at the Classic and Sportscar Awards, the TR Register, Morris Minor and MG Car Club's young members jointly received the award for 'Best Car Club Event' for their TyreFest weekend, an event that sees all the young members' groups from various classic car clubs collaborating to create one event of their own.

The group is in its very early stages, but aims to give young fans of Jaguar within the club a group of their own to identify with, whether they own a Jaguar yet or simply aspire to one. Their first aim is to have a presence at the 2020 TyreFest Weekend for the JEC and ultimately their own club display for the JEC within the young members' area at the NEC Classic Motor Show in November next year. Thanks to making those early connections with the other car club's more established youth groups, it is hoped that there will be plenty of support and inspiration on hand to give the JEC young members a head start.

Please help us to spread the word to sons, daughters, grandkids – or, if you are reading this and consider yourself a young member – why not join them!

www.facebook.com/jecyoungmembers

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fabulous XJ.



The Jaguar XJ12 is the benchmark saloon car. Even today, some 45 years later the XJ12 has a lot to teach even the most luxurious modern German saloon offerings and some might say that no manufacturer has since managed to capture the presence of the XJ12. The original plan for the experimental Jaguar (XJ) project was to create a low-slung, four-seat sports saloon with the ultimate aim of creating a four-seat E-type. In this regard Jaguar invented a whole new class of car: the luxury sports saloon. The only real rival at the time was the Mercedes Benz 280SE which was far more expensive; there was no BMW 7-series and Audi only offered the 100 with a 1.9L engine, not quite in the same league as the mighty XJ.

Before the V12 came the straight-six. Originally Sir William Lyons wanted to launch both cars at the same time but just weeks before the launch in September 1968, Jaguar had to concede that the V12 engine was not ready and the XJ6 went on sale with the straight-six offered in 2 sizes: the 2.8 and the well-known 4.2 from the E-type. The XJ6 received rave reviews but there remained a sense that the best was yet to come. Having come so tantalisingly close in 1968 it was another 4 years until the V12 was fitted to the XJ bodyshell. Punishing new safety requirements had caused the delay but now with 12 cylinders, the XJ was the undisputed king of the saloons.

Success for the XJ series was instant. The factory in Coventry set

about producing 25,000 cars a year with 56% being exported, showing how well regarded and in-demand this new British saloon was. The car currently offered for sale at The Classic Motor Hub is the rare long wheelbase version (hence the "L"), of which only 754 were built out of a production run of some 82,000 Series 1 XJs.

A key requirement of the new saloon car was to offer the comparable level of luxury of a Rolls Royce Silver Shadow for the price of something closer to a Ford Granada. With that in mind the engineers spent several years working on the noise vibration and harshness (NVH). Engineer Bill Heynes and his team studied what created road noise and set about eliminating it from the cabin, using 5 different kinds of synthetic and natural rubber in the suspension top mounts, engine mounts and the subframe. For the first time in Jaguar's history a comprehensive study of every component of the car was undertaken to see how it could be improved to maximise the driver's comfort while driving. Different sizes of tyres were tested to record the differences in road noise and experiments were carried out on the path the exhaust took down the length of the car to minimise noise. All this contributed to a giant leap forwards inside the cabin.

This particular Jaguar XJ12 is in fantastic original condition with no modifications and has been wonderfully cared for. Cosmetically

the car is very honest and has plenty of character but the interior is truly fantastic with complete originality. The leather seats are distressed just the right amount and are still superbly comfortable with no sign of the padding degrading. Luxury cars today tend to be bolstered to be supportive around the sides but the seats in the XJ12 have no such support and in many ways are all the better for it.

The XJ12 has a charming old England aesthetic about it. The bonnet protrudes over the top of the headlights like old man's eyebrows and the chrome ring around each headlight





looks like wire-rimmed spectacles. Inside the car, the swage line of the bonnet tapers into a V and helps guide the eye down the road. The generous array of instruments, dials and rocker switches are reminiscent of a war plane, particularly with this Green Sand example. However, don't be fooled by the gentle lines of the Jag, every now when approaching the car, you'll catch a glimpse of the V12 badge, reminding you of what lies underneath the bonnet.

To get the big Jag rolling a little choke is required and a couple of pumps of throttle to prime the carbs, after which the engine cranks slowly

before catching and settling into a smooth idle that only a big V12 can. The gear selector again feels like the throttle of an aircraft as you pull back to select drive with your foot firmly on the brake. There is a lot of torque to this engine and so merely resting your foot on the brake will result in you lurching forward, which to my horror nearly resulted in me hitting an Aston Martin DB7!

Out on the road the XJ is a sweetly set up car. The steering is very light, which at the time of its launch was one of the few criticisms at a time when electric steering was not as common

as it is on today's cars; the result is a car that has a very light feel and is superbly accurate. On the way into a fast corner you can feel the mass of the car pitching in but there is surprisingly little body roll. However, as mentioned earlier the design team intended this car to be as similar to the E-type as possible and so the XJ cars used several parts developed from the E-type and the S-type such as independent suspension on all corners. This meant that the system had several years of development by





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A car for the executive businessman today has to earn its keep. It must deliver you to your destination unruffled, preserving your sanity, your temper and your energies. In a Jaguar these abilities are indivisible from the pleasure of being a driver's car. The smoothness shared only by Lamborghini and Ferrari, of the unbeatable V12 engine configuration. The colossal performance which enables you, should you wish, to quietly sprint to a hundred miles an hour in around 25 seconds, or calmly along at the legal limit on less than half throttle.

The prodigious capability of the suspension geometry. The stopping power which was unsurpassed in Motor magazine's recent braking from speed review. Yet it is because of all this attention to driving needs rather than despite it, that this Jaguar is above all engineered to be the world's quietest car. So reflect on this. Although you may never have considered owning a Jaguar XJ12, if you think about it, in today's frenetic environment, perhaps there's never been a better time.

JAGUAR XJ12

It's a good time to go for the best.



the time it was fitted to the XJ12 and so the car controls its mass very effectively and gives it the handling of a sports car without compromising the ride quality.

The tendency in modern cars is it to try and hide every bump and engineers are obsessed with damping out the car's response to the road and to minimise body roll which, in my opinion, results in a harsher ride. However, I find the old approach of absorbing bumps with large suspension travel to be far more comfortable. In the Jag, the smaller bumps are completely swallowed up by the wider profile tyres and independent suspension while the larger compressions in the road

surface are handled with grace by the softer approach to damping.

However, the centrepiece of the car is obviously the V12 taken straight from the E-type. At idle the car is eerily silent and super smooth. There is obviously plenty of power to give from the big V12 but it doesn't explode out of the corners, instead it seems to gird its loins and let the 3-speed Borg Warner automatic gearbox carry you down the road on a seemingly endless surge of power. The engine is very quiet throughout the rev range but at about 4000rpm you can hear a little snarl of induction noise as all 4 carburetors are wide open, reminding you of the exotic nature of the jag.

The XJ12 exhibits all of Jaguar's brand

values in one single model; strong performance, refined interior, sporty handling, comfortable ride and understated good looks. The car should be a serious consideration for anyone looking for a car to smoke about in. It fits four people in absolute comfort and - as you can see - is ideally suited to take to the pub.

For many years the Jaguar XJ12 has been somewhat forgotten but with the 50th anniversary of the XJ6 which started the model line, attention has again turned to the original XJ and with several magazines featuring the car in recent months, values of this special Jag are set to rise as people once again realise the significance of the original big Jag V12.



SPECIFICATIONS

PRICE NEW: £2,356

PRICE AS TESTED: N/A

ENGINE: 5,343cc

TRANSMISSION: Automatic 3-speed

VEHICLE LAYOUT: Front-engine, 2WD

DIMENSIONS: 4,947mm (L) | 1,772mm (W) | 1,372mm (H)

MPG COMBINED: 11mpg

POWER: 286bhp

0-60 MPH: 7.4 sec

MAX SPEED: 147mph

WITH THANKS TO

Classic Motor Hub

ROAD TEST & WRITE UP BY

William Stoneham

LETTER FROM AMERICA

Greetings from The Sunshine State

Colin Masterson
Resident Globetrotter



CM keeps us up to date with all the latest news and activities from sunny Florida.

A few weeks ago I was on the point of cancelling our usual winter trip to Florida as Netta was on the receiving end of a vicious bout of sciatica, which had left her in excruciating pain and was maxing out on codeine, ibuprofen and paracetamol. Fortunately it started to ease a couple of weeks before the flight and she is now much better and able to enjoy the joys of a winter in the sun. Harry also survived a 5 hour delay in the flight and flying through the remnants of hurricane Lorenzo, which ended up causing flooding and power outages in the UK in early October.

Three days after arriving I was invited to join the rest of the Trilogy corvette group in a Saturday show in Old Town Kissimmee. I used to go regularly when I had the 1976 Cadillac Eldorado but the Saturday meeting is date restricted and my car could normally only attend the Friday Muscle Car meet. This was a special VetteFest, now in its 14th year, which welcomed Corvettes, classic and new, to spend the day showing off their muscle power and shine. There was live music on the Old Town stage during the afternoon. The Corvette, known as the 'Vette, has been produced through seven generations, with the new C8 due on the roads early in 2020. The first model, a convertible, was introduced at the GM Motorama in 1953 as a concept show car and paved the way to the Corvette's long-standing history of a true classic American sports car.

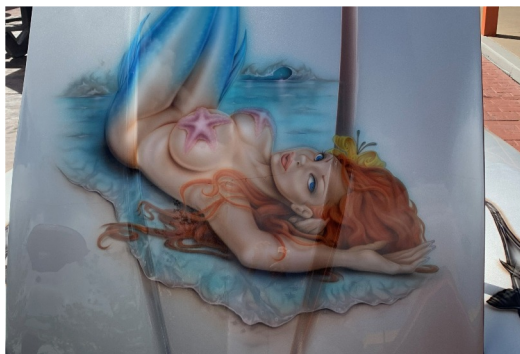
Seven of us met at our Trilogy clubhouse and convoyed on to the show. Arriving at Old Town there was a long winding queue to get in, time to get out and have a quick chat. I said that there was bound to be a little old lady

checking us in one, by one and what did we see as we entered the show? Yes, a little old lady checking us in one by one! There were at least 200 Corvettes, most fairly new, but quite a few old ones as well, many with amazing paint jobs.

One car was painted all over with fish: As the owner explained, the different fish represented his life history of fishing all over the world. On the bonnet was a huge mermaid so I asked him what that was about. Apparently he had lost a gold bracelet while scuba diving in the Far East and much later was swimming in the Caribbean when he saw something sparkling on the seabed, it was a gold ring which he said was the mermaid giving back what it had taken. Another car was owned by the brother of a navigator for the US Navy aerobatic team, the Blue Angels, the car was decorated with their colours and had been signed by every member of the team.

Americans are funny as they love to customise their cars, and not just the exterior look with special paint and aero packages but also "improvements" to the power packages. Some have huge increases in power but are probably not very driveable but they still get bragging rights. The event was due to end in a parade of all of the cars, but we ducked out early as no doubt the little old lady was organising that too!

The following week there was the Car & Truck Show at Sunset Walk at Margaritaville Resort Orlando, a newly built resort community with a number of mainly touristy type shops on the main street, a cinema and a number of





interesting restaurants. The show was started a few months ago and is held every month and has built up to over 200 cars, a mixture of old, all parked down the main street, and new, which were in the main parking lot together with some mighty beefy jeep based vehicles.

I mentioned that there were some interesting restaurants in this place. One is UK themed and has a huge replica of St Stephens Tower (alright, you know it as big ben) sticking out of the roof like an erection to its colonial past. More interesting from a petrol head's view is the Ford Garage, a Ford themed restaurant which is stuffed full of Ford memorabilia, including complete cars suspended above the bars. I sometimes wish we had restaurant designers in the UK with the same level of flair that you see over here. You don't just go for a meal but have an interesting experience. The only downside is that most of the menus or often uninspired and tend towards the hamburger style or Mexican and I am really not a great fan of Mexican food, although I have never been to a top end Mexican restaurant so maybe I'm biased. I'm always happy to try something new but Taco Bell is not for me!

As usual there were quite a few modified vehicles. One I particularly liked was a beetle with a massive V8 shoe-horned under the bonnet. It was cleverly done as they used the chassis off a corvette and then fitted a beetle body on top but the engineering in it was superb and it looked like it was factory built. The extent to which the builders go to make interesting vehicles is amazing and they probably cost an arm and leg to build, especially as most of them are one-offs. Whilst this car had been built by the owner, there



is a whole industry catering for this sort of thing.

As usual there were several "hot rods" - cars that had been built out of 1930's Ford chassis, or reproductions of the same, with the inevitable V8 power. They almost always have no wet weather equipment, rather like Paul's E Type! Paul, are you ever going to sort that out?

Rather more extreme, and with the name "El Capo" was a car designed by Bad Ass Rat Rods which will compete in the International RATical Rod Build Off competition which includes a 1,400 mile drive off (yes, USA is pretty big!) to sort the Rats from the, er..... Rats.

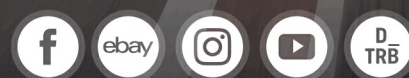
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Swallows Racing Tom Robinson drives the Series Elite Project 8.

Wet track, 592bhp, what's the worse that can happen?

By Tom Robinson



I was delighted to be invited by Series Elite CEO Graeme Glew to drive the Jaguar SVO built Project 8 XE around Silverstone International circuit at the recent MotorsportDays.LIVE event. As I'm sure you can understand I jumped at the chance to get behind the wheel of such a well-regarded wild Jaguar!

The first thing you notice about the car is its resemblance of a steroidal version of Jaguar's entry-level saloon combined with the Series Elite stylish new race livery the vehicle really does have a sense of purpose, I believe that over eighty percent is a completely new car. Let's face it, the XE did need a bit of pumping up. SVO's mission was to create the 'most capable track-focused Jaguar ever', with the welcome by-product of galvanising the company's youngest and hungriest engineers.

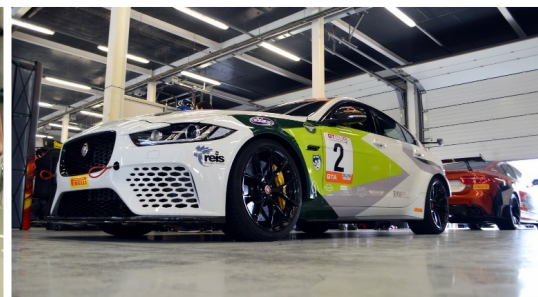
Project 8 can do 0-62mph in 3.7 seconds, 200mph all-out, uses JLR's 5.0-litre supercharged V8, makes 592bhp, 516 torques, and re-deploys the F-Type SVR's 4WD hardware. "Isn't this all a bit... silly? A 5.0-litre supercharged V8, four-door track car at Silverstone in the wet?" Said nobody! I can assure you I was pleased to see the car was sat on new Pirelli P-zero tyres, so this should be fun!

Climbing into the car the first thing you notice is that the dash layout and controls are the same as road version of the Project 8 and haven't been modified for the race car which makes for an easy environment to adapt to. It's certainly a different proposition to my 1995 Jaguar XJR race car that I drive in the Jaguar Enthusiasts Club Saloon & GT championship. Graham and his team have added a full MSA approved roll cage and safety equipment as well as removing some extra weight from the car and adapted some small modifications to the Project 8 stability settings to help remove some driver's aids.

Setting off down the pit lane with highly experienced race-instructor Ray Grimes sat beside me I couldn't wait to pull the pin, as we costed out on track the sheer acceleration of the Project 8 just blew me away, combine this with the AWD system the car hardly broke traction even in the torrential wet conditions, there is good turn-in grip and very stable, consistent cornering grip, meaning you don't feel at all nervous leaning on the chassis in bends. The Bilstein dampers guarantee a very stable and solid platform, a level of body control that no other saloon I have driven can even come close to, with just astonishingly sharp steering response. Just as the Project 8 begins with a hint of slide, it steps out slightly at the back then simply rockets away. The eight speed upshifts are despatched in milliseconds with a shove to the back and a satisfying snort from the exhaust pipes. The epic roar is a hallmark for Jaguar but is even more present in the Project 8. There can be no tougher test of a track-focused car than a wet and cold Silverstone, yet in those most challenging of conditions the Project 8 gives you the confidence to press on. After what seemed like seconds the chequered flag was out and that was the end.

After a season spent developing and testing the Series Elite Jaguar XE SV Project 8 race cars the team have made the decision to join the well-established GT Cup series in the GTA class for 2020. This will give drivers the opportunity to experience longer races, with larger grids and battle against variety of GT machinery with the chance to win the overall championship from any class with its unique group and point's structure.

I would just like to say a massive thanks to Graham Glew from Series Elite and sponsor the Jaguar Enthusiasts Club. I'm excited to have played a part in such a unique concept and cannot wait to see these cars in action.



Coffee & Cars Breakfast Run @ The South Wales Aviation Museum

Torrential rain yet again, but this time the SWAM hanger came to the rescue.

By Mike Hayes

On October the 26th The Club held its 2nd Breakfast Meeting of the autumn, this time at the South Wales Aviation Museum (SWAM), near St Athans. Unfortunately, the weather was horrendous with 24 hours of heavy rain still continuing during the morning. This led to lower than expected attendees as some members decided not to expose their highly polished pride and joys to the risk of water leaks and flooded roads. Nevertheless, the meeting went ahead as planned.

Fortunately, the exhibits at SWAM are all in the hanger so once inside the weather had no effect on the member's enjoyment of the visit. Although we are asked to delay



breakfast orders by 30 minutes due to another large party arriving at 10.00, they did not materialise due to the weather so we headed straight to the café on the first floor. The breakfast menu on offer was varied, reasonably priced and delicious. After an very enjoyable and relaxed meal we headed down to the main hanger for a guided tour which I led. I have been a volunteer at the museum since it opened and during my RAF career I had worked on some of the exhibits so knew a little about most of the aircraft.

The museum opened during Easter this year and has gone from strength to strength but remains very much work in progress. The majority of the aircraft are post war UK military aircraft and helicopters with some civilian airliner cockpits and engines as additional exhibits. First up was a look at a Jet Provost which was the interim RAF fast jet trainer in the 60s and 70s. Next up was the Pegasus Engine which was the heart of the harrier 'Jump Jet' after which we moved onto the Sea Harrier which had seen action





in the 1982 Falklands war and was powered by the Pegasus. Then followed my favourite - 'Black Mike the 111 Squadron Phantom F4. This was an immensely powerful and successful twin-engine multi-roll fighter bomber which first entered service in 1968 and was finally retired in the late 80s. Black Mike also broke the record from John O' Groats to Lands End with a time of 46 minutes and 44 seconds at an average speed of over 700mph. It was of course capable of substantially reducing the time but was restricted to sub-sonic speeds overland in the UK due to the sonic boom. Some debate was had as to whether or not its fuel consumption of 500 litres per minute at full chat (and 1350 mph), was better or worse than Andy's Daimler Double 6 at 100mph!

Highlights of the other aircraft

looked at were the pre-production Panavia Tornado GR1, Fairy Gannet used in the Airborne Early Warning role for the Royal Navy, English Electric Canberra cockpit (70 years since its first flight this year), and the diminutive Folland Gnat painted in Red Arrows livery. The Gnat was used by the Red Arrows until 1979 when it was replaced by the Hawk which it still uses today. We also examined a Hawker Hunter and the mainly wooden constructed De-Havilland Vampire.

Also, in the museum was a Sea King Commando Helicopter which saw service in several conflicts carrying Royal Marine Commandos and supplies from Assault ships and Carriers. Dotted around the Museum were several jet engines of various types and ages including the largest a Pratt and Whitney 747 (Jumbo Jet) engine

and some smaller engines including a Viper which saw service in many types including the Jet Provost we saw earlier. Along the corridor walls we saw some wonderful murals depicting amongst others the Battle of Britain, famous female aviators and the history of flight, these are ongoing. We also visited the model room, the parachute room where we learned about the Caterpillar Club and the RAF history room.

So after over 3 hours we called it a day and departed for home having had a thoroughly enjoyable experience at one of Wales' newest and most interesting museums and would like to thank the volunteers who run and manage it. We look forward to revisiting for another breakfast meeting in 2020.

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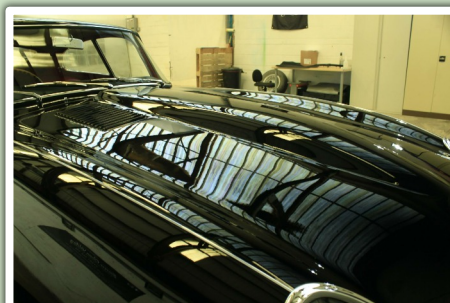
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You've got the E-Type, now all you need is the toolkit to go with it.

Reintroducing the original Jaguar E-type toolkit, making it available for the first time in nearly 50 years has been a labour of love.

By Dan Pink

Jaguar Classic is reintroducing the original Jaguar E-type toolkit, making it available for the first time in nearly 50 years.

The owner's toolkit was originally offered with Series 1 and Series 2 E-types and hasn't been available since the final Series 2 was produced in 1971. Complete original toolkits are highly collectible rarities, fetching as much as £5,000.

Now, thanks to their unique access to engineering records, Jaguar Classic's Genuine Parts experts have reproduced the toolkit to authentic specifications. The Jaguar branded tools come in a period-correct leatherette covered canvas roll, and feature all items needed to carry out routine maintenance on the iconic sports car. The reproduction toolkit is priced from £732 in the UK.

The E-type toolkit can be purchased directly from the recently-launched Jaguar Land Rover Classic online parts shop: www.parts.jaguarlandroverclassic.com, which gives access to more than 50,000 Jaguar Land Rover Classic Genuine Parts and accessories including E-type body panels and the Jaguar Classic Infotainment System.

The toolkit is also offered as an option for E-type Reborn restoration customers. E-type Reborn is a complete service from Jaguar Classic, offering the unique opportunity to buy a fully restored and highly collectible E-type direct from the vehicle's original manufacturer.

Every E-type Reborn, which starts with a base vehicle sourced by Jaguar Classic's E-type experts, is restored according to the company's original 1960s factory specification. Unique access to build records, original drawings, and the team's decades of experience ensures absolute authenticity, which has resulted in E-type Reborn restorations winning concours awards in Europe and North America in 2019. Jaguar Classic Parts are used to maximise the vehicle's quality, longevity and collectability.

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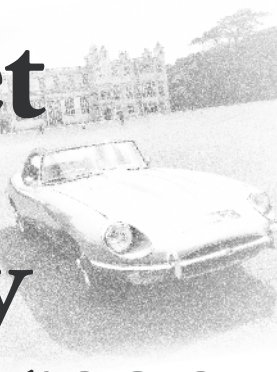


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Get In My Garage



Michael Manconi
Magazine Editor



Club General Manager
Member James Blackwell
tells MM about his Jaguar
moments of madness.

MM: What is your earliest Jaguar memory?

JB: I was too young to remember my dad's 3.8 S-Type, so my first Jaguar memory was the poster XJ220. I remember the buzz around its launch and then that period in the 80's when Ferrari and Porsche launched their answers. The Porsche 959 still being a car that goes in my 10 car garage. After that it's just longing for the age I could actually own a Jag, so many hours spent flicking through Autotrader and stopping at the "Jaguar" section.

MM: Tell us about your first Jaguar or Daimler

JB: A late 30th birthday treat. £180 of ebay XJ40 Daimler 4.0ltr. I got it home and it was a dream come true. Kingfisher blue, cream leather. I once locked myself out of it as I was cleaning it. Had both sets of keys on the same bunch, car running, I closed the driver's door as I was going to get something from the back seat and "Clunk" down went the locks, car running, just filled it up with fuel too! Anyway next MOT and the guys called me to say there was quite a bit of filler and they were going to condemn the car and did I want to say good bye!

MM: What's your ownership history?

JB: Jaguar wise my ownership started with the above mentioned XJ40, then a couple of X300's a 4.0 ltr Sport and an XJR, Series 2 XJ12 and a Daimler DD6 Series 3 XJ.

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

JB: The Series 2 XJ's I think are a thing of absolute beauty. I prefer the lines to the Series 1 and the coupe version is just sumptuous. That ride also! The XK120 FHC, probably the prettiest car ever designed, those curves, so so beautiful. Currently though, my absolute must have is the current XJ, the X351. A car that big, should not be that good to drive. XJ's have always been my go-to, a car that can waft at 30MPH, but when you open the taps, boom, the world goes backwards!



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

JB: There have been a few, but my first X300. Driving the kids down to my mums in Bourne-mouth and we hit some dual carriage way and I put the car in sports mode, floored it and the thing just took off. The windows were down as it was a summer day and like most Jag's of that era the aircon wasn't great. All I could hear from the back seats was Charlie going "wooooooaaaaaaahhhhhhhhhhh" and the noise of the car hitting 70 MPH.....



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

JB: Sad to say the Lexus, that GS300 was something else. There is luxury and then there is Lexus. I had the X300 at the time and they were both of the same age the difference in equipment, quality and performance was telling. It could fit 5 kids, had a huge boot and surprise people with a great V6 engine too. But smooth, wow!

MM: Any car regrets?

JB: 1275 GT Mini. The thing had rusted and instead of storing her away and bringing her back to life I scrapped it. Why!!!!

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

JB: Jenson Button, just so he could tell me about that famous race in Canada. I remember watching it and was amazed at the way he drove and went from 16th to win. The type of race you will only see once, that and he has a very smooth driving style. Or maybe Valentino Rossi, shares my birthday, so we could have a beer or two. He is someone who changed the way Motor GP racing was watched, great man!

HOW DID YOU COME TO JOIN THE CLUB?

When I bought my XJ40 I joined the local Bristol region to try and get some help with little bits and pieces, then before you know it, I stumbled across a job in head office, the rest as they say is history!

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

The cars. Everyone talks about community and while each Club has their own community, there has always been something "mythical" about how Jaguar became such an icon. What's not to love!

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT THIS YEAR?

Always enjoy Silverstone Classic, the amount of machinery that turns up to that event is something else, there are events which I am lucky enough to know about in the planning, but I can't tell you about them, yet.....

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

Take advice. Join the Club or get to know a good specialist and pick their brains. They know more than you will.

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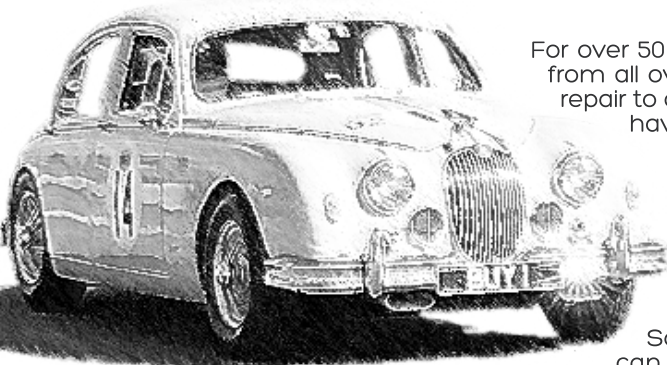


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JOKES & ANECDOTES

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

YOU CANT TRUST ANYONE

A man spoke to each of his 3 sons when he sent them off to college...

"I feel it's my duty to provide you with the best possible education, and you do not owe me anything for that. However, I want you to appreciate it. As a token, please each put £1,000 into my coffin when I die."

And so it happened. His sons became a doctor, a lawyer and a financial planner, each successful financially. When their father's time had come and they saw their father in the coffin, they remembered his wish.

First time, first, the doctor put 20 newly printed crisp £50 bills onto the chest of the deceased. Then, the financial planner also put £1,000 there in 20 newly printed crisp £50 bills. Finally, it was the heartbroken lawyer's turn. He reached into his pocket, took out his chequebook, wrote a cheque for £3,000, put it into his father's coffin and took the £2,000 cash.

The lawyer is now running for Parliament, possibly in your Constituency!

THE HOMELESS MAN

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a couple of pounds for dinner.

The man took out his wallet, extracted ten pounds and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on green fees at a golf course instead of food?" the man asked.

"Are you NUTS!" replied the homeless man. I haven't played golf in 20 years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a hot shower and a terrific dinner cooked by my wife."

The homeless man was astounded.

"Won't your wife be furious with you for doing that?" the man replied.

"That's okay. It's important for her to see what a man looks like after he has given up drinking and golf."

BE WARNED

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

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

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

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

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

A SHORT LOVE STORY?

A man and a woman who had never met before, but who were both married to other people, found themselves assigned to the same sleeping room on a transcontinental train.

Though initially embarrassed and uneasy over sharing a room, they were both very tired and fell asleep quickly, he in the upper berth and she in the lower.

At 1:00 AM, the man leaned down and gently woke the woman saying, 'Ma'am,

I'm sorry to bother you, but would you be willing to reach into the closet to get me a second blanket? I'm awfully cold.'

'I have a better idea,' she replied, 'Just for tonight, let's pretend that we're married'.

'Wow! That's a great idea!' He exclaimed.

'Good,' she replied, 'Get your own bloody blanket!'

After a moment of silence, he farted. The End.

COLD CALLING FUN

02080490090 have just cold called me. They wanted to talk to me about my recent car accident, was I hurt they asked?

Yes I said. I got a lot of sympathy and then I was passed to another handler. They took down all my details etc, (all false) and then asked about the accident.

I told them how my car was crushed between 2 Tesco lorries, how the fire fighters cut me out and the paramedics kept me alive while all this was going on. The 'blue light' special to Addenbrookes hospital in Cambridge Helicopter came as I was too injured to go by road.

They asked how serious my injuries were, all the while they were hearing the cash registers ringing. I then gravely told them how I lost my legs. Kerching! Tesco were going to get screwed.

I was then asked if there were any complications. I explained I died a few

days later and my funeral is next Thursday.

Apparently, I'm a time wasting asshole.

THE TRADE IN

Bill picks up his Fiat from his mechanic Tony, who says, "Bill, you got to trade this car in. It's breaking down every week, this car is costing you a fortune."

"Yeah, but look at it, It's rusty, the tires are bald, and it's got 90,000 miles on it. Nobody's gonna give me any money for a Fiat with 90,000 miles on it, says Bill.

"Tell you what I can do," Tony says. "This is just between you and me, but I could roll back your odometer. That way you could maybe get at least a few hundred bucks for it."

Bill agrees and gives Tony \$20 to roll back the odometer.

Two weeks later Bill comes by and asks Tony to top off the oil on the Fiat. Tony looks at the car and says, "I thought you was gonna trade this car in. What are ya doin' still driving it??"

"Trade it in??" says Dominick. "Are you nuts? This car's only got 30,000 miles on it!"

NOTHING IS MADE IN AMERICA ANYMORE. I JUST BOUGHT A TV AND IT SAYS "BUILT-IN ANTENNA" I DONT EVEN KNOW WHERE THAT IS.



WE NEED YOUR JOKES!

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



PRESENTS:

THE SUMMER JAGUAR FESTIVAL

15-17 MAY 2020 | NEWBY HALL, YORKSHIRE



WEEKEND PACKAGES NOW AVAILABLE TO BOOK

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CALENDAR

WHAT'S ON IN 2019/20

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
  

APRIL 2020

- 13 Coleford Carnival of Transport
  
- 15 South Wales Region April Club Night

APRIL 2020 continued

- 26 South Wales Region Drive It Day

MAY 2020

- 3 Monmouth Steam & Vintage Show
  
- 20 South Wales Region May Club Night

EVENT KEY



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OFFICIAL JAGUAR PIN BADGE SET



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£15

JAGUAR HOLDALL



£15

OFFICIAL JAGUAR RETRO KEYRING



£5

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@JEC SW.CO.UK
T: 07977 474637

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

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

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

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

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

GETTING INVOLVED

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

SEND US YOUR MAGAZINE ARTICLE

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

GET IN MY GARAGE

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

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