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ENTHUSIAST

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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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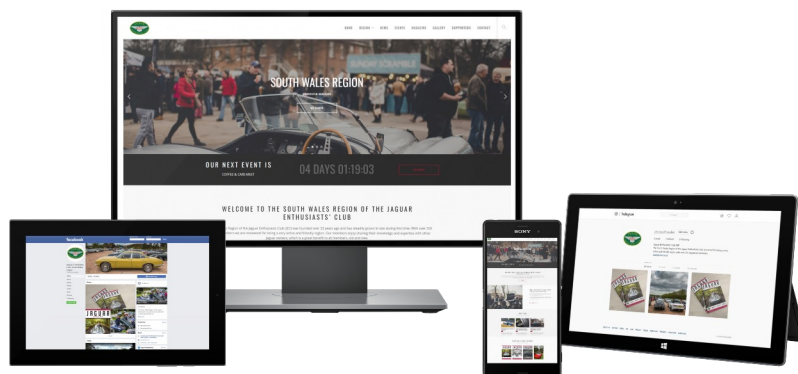
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COVER PHOTO BY: Michael Manconi

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Welcome

Winner, winner chicken Dinner.
Two Club awards in two years, plus
the best NEC classic show ever!

Wow, what a month! November saw the Club pull off its biggest and best ever stand at the Lancaster Insurance Classic Motor Show - and what a show it was!

Due to the sad passing of Norman Dewis, Jaguars legendry ex-test and development driver, the Club decided it would be fitting to dedicated this years stand to celebrate the life of Norman. With the generous assistance of The Jaguar Daimler Heritage Trust (JDHT) we executed the most fabulous display of truly historic Jaguars ever seen outside of a museum. Ours was without doubt, not only the most expensive display of cars on a single stand, but also the most exciting. From an original C-Type, to the prototype D-Type, not forgetting the most famous E-Type, 77RW. Even these could not top the star of the show though - the one and only XJ13. And just when you think it can't get any better the XJ13 is put on a turntable so it looks like it is floating as it turns - outstanding!

As you would expect the stand was packed for all three days, with record numbers of new members signed up and record shop and merchandise sales, it was a great success. While we celebrate our success, the reason for it is not only down to the hard work of Club staff and volunteers, but also our friends at the JDHT, especially Tony Merrygold and Karam Ram, whom not only loaned us this incredible collection of cars, but provided all the information and imagery, allowing us to tell the story of such an incredible man and great friend of the Club, Norman Dewis. The only question is now, how do we top that in 2020? Its a nice problem to have!

Success at the Clubs Star Awards.

After Colin winning the Long Service award at last years Star Awards, we only went and won another award - result!

Our success this year was in the 'Best Regional Magazine or Newsletter' category. It was a three horse race between the Kent South and North East, plus us and after some fierce judging we came out on top. So thank you to all the people involved in making the magazine the success it is, without you providing content we could not do it. So make your New Years resolution to send in an article or write up, and become part of the team.

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



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Our Region

A Visit to Classic Works, an awards dinner and regional dinner.

I would just like to wish all our members a Happy Christmas and a prosperous New Year. We attended a lot of events this year, I hope we enjoy next year as much.

Regional AGM

Our annual AGM will be held on the 15th of January 2020 at our monthly meeting at St Mellons Golf Club. I would urge as many members as possible to attend. We will be awarding as usual our "Wooden Spoon Award" for the member who has done the most stupid thing during the year. Who will win it this year?

Lancaster Classic Car Show

The Lancaster Insurance Classic Car Show was held from the 8th-10th of November at the NEC. Michael and I travelled up on the Wednesday to start setting up the JEC Stand, driving back that night and back up Thursday morning to finish off the stand. We then spent the Friday, Saturday and Sunday working on the stand, talking to existing members, signing up new members, helping with the shop and selling raffle tickets for the raffle car.

It was nice to see lots of our South Wales members at the show on the Friday, Saturday and Sunday. Some came up for the two days, others travelled up and stayed overnight. The show is so large now that really more than one day is needed to see it all. The show was a great success for the club with lots of new members signed up, more money taken by the JEC shop and lots of raffle tickets sold. I think all the members appreciate the seating area which allows them a base to come on to the stand, sit down, have a coffee or tea and relax. See a full report on page 32.

Jaguar Enthusiasts Club AGM

On the 2nd of November Michael and I attended the Clubs AGM at Jaguar Class Works. It is always great to meet up with old friends and acquaintances at these events. The format changed this year with lunch being served first and then the AGM after in the afternoon, and it worked very well. The AGM ran smoothly with no major problems and as last year Richard West provided an excellent presentation on his life and times with many of the well known faces of motor sport.

Star Awards Dinner

In the evening we attended the Star Awards Dinner at the Woodland Grange Hotel. This was the second time this had been run and it was very successful. It was organised by our own Andy Webber, well done Andy! I entered the region for "The best magazine or newsletter" award. I think we would all agree that Michael does a brilliant job producing our magazine. The judges agreed and we won. The prize was a cheque for £250.00 which has been added to the Regions bank account. Well done Michael!

Regional Christmas Dinner

On the 7th of December we went back to St Mellons Golf Club, for our Christmas dinner a venue we have used quite often in the past. As usual we were joined by our friends from the Bristol Region, with our new Club Chairman Ray Searle, his wife Kay and Graham and Lynne Searle also joined us.

The Region provided a bottle of red and white wine for each table to accompany the excellent meal - from the feedback received I think everyone enjoyed it. The raffle was fun with I think most people winning something. I would just like to thank everyone who donated a prize. It was much appreciated.

I would like to thank John, Charlotte, Trisha, and all the staff for looking after us so well. I hope you all enjoyed the dinner and thank you all for coming. A full report will be in next month's magazine.

Colin Manconi
Regional Representative



THE JAGUAR MONTH IN PICTURES

Check out some of the Great events we have been To over the last month. Be sure check out where we are off next.



LIGHTS, CAMERA, ACTION. THE SHELL FUELS PHOTO SHOOT

December 2, 2019

The plan was to close the Shell petrol filling station at the Taunton South Deane Services for a couple of hours and bring a large variety of Jaguars to park on the forecourt and take lots of promotional pictures. Nothing better than a jiggling car in -1 temperatures. When you drive a Jaguar this is just a normal cold winters night at your average Motorway Service Station!

THE 2019 JAGUAR ENTHUSIASTS' CLUB STAR AWARDS

November 2, 2019

Now in its second year, The Star Awards Ceremony and Gala Dinner was held at the Woodland Grange Hotel on the outskirts of Coventry. It was created to recognise the incredible efforts that our most enthusiastic members and Regions undertake. With a number of categories, there were plenty of awards to go around, and after last years success, our region brought home another award. Two in two years - not too shabby!



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.



EVENTS YOU'LL LOVE BOOK THEM NOW

THE SUMMER JAGUAR FESTIVAL

May 15 - 17, 2020

There is a full weekend of activities on offer, from luxury hotel and entertainment packages at Nidd Hall, to tours and runs, there is something for everything. With the show taking place on Sunday 17th at the fabulous Newby Hall, stay for the weekend or just come for the day. Early bird discounted packages are on sale now, so get ordering!

www.events.jec.org.uk/events/festival



SILVERSTONE CLASSIC, ROCKING & RACING.

July 31 - August 2, 2020

This is always a great event with over 10000 classic cars attending and 1500 racing. The club has its own stand hopefully this year back on the top of the banking. As usual we will be staying in the Premier Inn Hotel at Harpole, which is nearby Silverstone, on the Friday and Saturday nights and eating in our favorite restaurant The Cromwell Cottage. I have booked 18 rooms for our members. I have some spare rooms available if anyone else would like to come. Please contact me on 07977474637 if you are interested in booking a room. To book the tickets for Silverstone and the important car pass, please use their website www.silverstoneclassic.com. The JEC code which will give you the car pass, to get onto the JEC stand, as well as the tickets is 2020CCD002. "Early Bird" tickets at a special price are available up until the 31st of March 2020.



THE LANCASTER INSURANCE CLASSIC MOTOR SHOW @ THE NEC.

November 13 - 15 - 2020

With over 300+ classic vehicle clubs, specialist traders and sponsors, all contributing to the massive 3,000+ motors glistening across the weekend. Join us at the largest indoor Classic Motor Show of the year in the UK. Traditionally the season closing event features some spectacular displays. This year promises to be no different.

As well as admiring amazing vehicles, visitors have the opportunity to shop from the UK's largest indoor autojumble and source parts and tools for maintenance and restoration needs from specialist traders. Classic cars will be on sale from an outstanding range of dealers and at Silverstone Auctions, plus talks from motoring celebrities on the Live Stage, various restoration demonstrations in the theatre and much more.

For more information and ticket release dates visit:



COMING SOON

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.

BICESTER SCRABBLE @ BICESTER HERITAGE

April 26 2020

With over 40 specialist motoring businesses situated in a jaw-dropping location, this is an open day event unlike any other. See inside the workshops and showrooms at the freshly restored historic buildings of the former RAF Bicester, explore the unique site and take in its evocative atmosphere. More than 6,000 enthusiastic motoring aficionados flocked to Bicester Heritage for the final Scramble of 2019, so book now!

FULL EVENT SCHEDULE ONLINE
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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.

The new F-Type breaks cover, but will the update be a winner for Jaguar?

It's hard to believe the Jaguar F-Type has been on sale since 2013, as the sultry sports car is still one of the best looking options in its segment. Nevertheless, Jaguar announced on 2 December a major update.

The new model sports slimmer, wraparound headlights, with the bonnet and front bumper being massaged to fit the new lights, while at the rear the taillights will be tweaked to match the design on the updated 2020 XE. Internally there are a few improvements, with the main being a new 12.3" HD virtual instrument cluster, along with an updated infotainment system with a larger touchscreen display.

As for mechanical updates, Jaguar has ditched the supercharged V-6 currently used in the F-Type, the base model will still be the 296bhp turbocharged four-cylinder, which is available only in rear-wheel drive, but the next step up from that will now be a supercharged 5.0-litre V8 producing 444bhp and a hefty 428lb ft of torque, with either rear or all-wheel drive.

The top of the F-Type range will be the R. Again, there's the 5.0-litre supercharged V8, but here it produces the same numbers as the old SVR – 567bhp and 516lb ft of torque. Underneath, the R also gets an updated chassis with new springs, dampers and anti-roll bars, and there'll be the option of carbon ceramic brakes that save 21kg.

The distinctive crackle and pop on the overrun remains, the sounds meticulously tuned to suit the range of powerful



Four, six, and eight-cylinder engines. All engines feature active exhaust systems, which are switchable by the flick on a switch, either as an option or as standard. Customers who choose the 450PS or 575PS supercharged V8s benefit from the new Quiet Start function, which ensures a more subtle, refined sound upon start up - no doubt saving your relationship with those pesky neighbours!

This is all good news, but what of the SVR model? Well fingers crossed that will be coming soon with more power and additional styling mods.

Chip Foote attempts to make the World's prettiest car prettier

Some people choose to appreciate perfection, and others attempt to improve upon it. In this case, Chip Foote falls into the latter camp.

This 1974 E-Type Jaguar, which was shown to the public at the SEMA show, started life as a bone-stock roadster. It came out the other end with a GM LS3 V-8 and matching 4L60E 4-speed automatic transmission, along with exhaust, brake, and suspension upgrades. In their own words, Foote and his team attempted to "build upon that legacy of subtle elegance and create an understated, yet high-performing, two-seated gentleman's roadster."

The E-Type has got a complete exterior redesign, including new takes on the rocker panels, bonnet scoop, rear end, lower front fascia, and windscreen. Foote also trimmed the doors, installed updated headlights and resectioned the bumpers, finishing off the exterior with bespoke 20-inch wire wheels on Pirelli P Zero tires. Inside, the E-type got a custom leather interior.

Foote's build manages to retain most of the elegance



of the original. Apart from the too-large (and too-wide) wheels, this reimagined E-Type still looks the part of a classic British roadster, even if it's powered by a modern, American V-8.

Is it more beautiful than the original? Not in my opinion, especially with those ridiculous wheels - you can't improve on perfection!

■ Lister ready to tune the I-Pace.

British tuner Lister Motor Company is eyeing the Jaguar I-Pace as its next tuning platform. The move would mark the jump to the electrified realm with a stripped-down variant of Jaguar's EV crossover.

Dubbed the Lister SUV-E Concept, Lister says it will build this vehicle in limited numbers if there is enough interest, including pre-orders, according to an Auto Express report from last Monday.

Lister's concept I-Pace has been stripped of more than 200 pounds of excess weight, largely thanks to the use of carbon fibre in the creation of custom exterior components. These replace the splitters, bonnet, bumpers, and rear spoiler.

Lister also cut down the size of both the new and some of the existing exterior elements to shave excess weight, improve cooling, and augment aerodynamics. Inside, Lister will offer a wide variety of customisation options, with 60 leather colours and 200 stitching options.

Under the bonnet, however, it's a different story. So far, Lister has not announced any mechanical upgrades. This means the SUV-E will be powered by the I-Pace's stock electric powertrain. While that's no slouch at 394 horsepower and 512 pound-feet of torque, fans of Lister's wilder Jaguar builds may feel a little envy.

The SUV-E's reduced weight should give it a performance edge over the stock I-Pace, especially in the corners, and we don't expect Lister will leave its power output alone permanently. This is, after all, the company that builds what it calls the world's fastest SUV, the LFP, which is based on Jaguar's F-Type.

Lister's builds often tend toward the wilder side, so a vehicle without engine modifications is somewhat out of character. It's only a matter of time before Jaguar gives Lister the keys to the parts shed. For now, this £125,000 I-Pace concept will have to be a window into the future of Lister's electric aspirations.



■ C-X75 built for the film "Spectre" hits the auction auction block in Abu Dhabi.

The car for sale, bearing chassis number 24001, is the first of six C-X75s built for filming of "Spectre." It was also used during promotional events, one of which included ex-Formula One driver Felipe Massa hopping behind the wheel. It doesn't feature the sophisticated hybrid powertrain shown in the C-X75 concept but rather Jaguar's venerable 5.0-litre supercharged V-8, mated to a 6-speed sequential transmission.

Because it was built to withstand the tough rigours of filming, the car also features a conventional tubular steel frame under the pretty body instead of the concept's carbon fiber monocoque. Rally-style extra-travel suspension was also added to ensure the car could handle the rough terrain it was subjected to.

Once all the film work was done, the car was fully restored by Williams Advanced Engineering and sold to a British collector who served as a consultant in the project. It has only been driven a few times since, accruing a handful of miles while being displayed at a small number of events.

Auctioned by RM Sotheby's, with a guide price of \$750,000, bidding stalled and the car remains unsold.



■ A Jaguar is for life, not just Christmas - well for at least 37 months anyway.

If you fancy treating yourself or the other half this Christmas, get down to regional partner Stratstone Cardiff on Penarth Road and bag a great deal on a fantastic new E-Pace.

The E-Pace brings a dynamic driving experience with the practicality of a compact SUV. Plus with Jaguar Personal Contract Purchase (PCP), it can be yours from £299 a month plus deposit and optional final payment*.

Or how about the new XE? With a style and presence which differentiates it from any other car in its class, this is one extraordinary sporting saloon. With Jaguar Personal Contract Purchase (PCP) you can experience a Jaguar XE from just £329 a month plus deposit and optional final payment, so upgrading to this premium saloon is even more tempting.

While Personal Contract Purchase (PCP) don't suit everyone, for those that it does, it's a great way to get into a brand new Jaguar.

Stratstone have a range of deals currently available on new cars, as well as a large range of nearly new and approved used cars, so what are you waiting for, treat yourself this Christmas.

www.jaguar.co.uk/offers-and-finance/index.html
www.jaguar.co.uk/retailers/stratstone-cardiff.html

Representative Example*

E-PACE D150 R-Dynamic S FWD	
On The Road Price	£33,530.00
Finance Deposit Allowance	£1,500.00
Customer Deposit	£6,349.00
Total Amount of Credit	£25,681.00
Purchase Fee	£10.00 (incl in Optional Final Payment)
36 Monthly Payments	£299.00
Final Payment	£17,473.00
Total Amount Payable	£36,085.28
Duration of Agreement	37 Months
Representative APR	3.9% APR
Interest Rate (Fixed)	3.82%

Stratstone

ON TRACK

Live, love, race.

Colin Porter
Club Racing



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

ToyoTires/Watchdogapp.com Jaguar Saloon & GT Championship

As autumn turns to winter and racing has ended it gives us chance to reflect on the 2019 Saloon & GT season and pay tribute to our winners. With rounds at many of Britain's best loved circuits, Snetterton, Silverstone, Oulton Park, Anglesey, Thruxton and Donington Park it has given Jaguar Enthusiasts from all over the country an opportunity to watch terrific close racing from their best loved Jaguar models and to support their local drivers.

End of Season Review

From Snetterton to Donington Chris Boon's consistent form allied to the reliability of the XK8 made him a worthy and excellent champion for 2019. Ten class wins out of twelve and only beaten in Class B one weekend in the entire season at Thruxton when newcomer Michael Seabourne put on a display of stunning driving in Gail Hill's ex-championship winning XJ40, this being his only set back. Chris's ever presence, love of JEC Saloon and GT racing and his constant support for fellow drivers in the paddock makes him a popular Champion.

Colin Philipott pushed hard all season winning five rounds in the Powerbell XJS keeping Boon honest to the end in the championship with a magnificent effort and he duly secured a tough and competitive Class D from old rival and last years champion James Ramm. Ramm put up an excellent defence of his championship also with five race wins at Oulton, Anglesey, and Donington Park but fighting in Class D with a rejuvenated Philipott, up and coming Tom Robinson (third) in the symphonic XJR along with the very quick Sam Clarke Junior who wasn't able to compete each round, it was never going to be an easy crown to hang on to. Lawrence Coppock enjoyed some strong performances in Class D towards the end season at Thruxton and Donington to ensure a top ten championship place.

Class C with ten competitors across the season saw a large spread of points, however Michael Holt's ability to consistently find a top three in class saw him take the honours by a healthy margin. 'Holty' also managed an overall podium finish with a magnificent third at Thruxton despite constantly saying "I don't like the circuit". He also proved to be 'king of the barbeque' cooking a mean spicy sausage! In a close call for second Tom Lenthall who made a strong late season showing picking up class wins at Oulton, Anglesey and Thruxton, out pointed Rodney Frost who claimed third in class, despite only competing in the early rounds of the season, testament to the strength of the



South Africans performances. Nick Strong proved to be an excellent class addition in a familiar XJS and narrowly pipped Guy Connew, Connew's well-loved XJ6 sadly having to be retired early in the season.

Chris Boon's domination of Class B saw the Cov Cats man wrap up the class title mid-summer but with the XK8 in fine fettle and proving to be the most reliable car in the field he went on to claim the championship at Donington with a near maximum tally of 140 points. With ten cars contesting Class B the fight for second was close, Daniel Stewart's excellent weekend at the Anglesey rounds in the Hesketh tribute livered XJS ensuring he did enough to fend off Rick Walker who collected third in class, Walker having an unfortunate season with a number accidents. Simon Lewis also strongly contested second and third but was also unfortunate to suffer several DNF's through electrical and mechanical failure. The experienced Roger Webster and newcomer Michael Seabourne also put in eye-catching



performances in the class.

Yorkshireman Dean Sewell's hat-trick of class wins at Thruxton and Donington saw him seal Class A from Dave Ringham who was in his debut season and who contested every round. Sewell's patriotic St George livered XJ6 fending off the XJ6 of Ringham from Kingswood in the car formerly driven by Simon Lewis. Sewell collected seven class wins throughout a strong season. Last year's class winner Simon Dunford who was only able to contest half the rounds this season claimed third from Tim Marrant whose ill-fated season began at Snetterton with a heavy crash due to brake problems and rarely got better apart from an excellent double class win at Anglesey. Colin Peach, Neil Blakes and Graham Allen all got to experience JEC racing for the first time this season courtesy of the Class A, S-Type prepared by Colin Philipott and the Powerbell team. Hopefully this will encourage others into coming and trying their hand at Jaguar racing.

Trophies for this season will be awarded at our end of season gala dinner at The Oxford Belfry Thame on January 11th 2020.



JEC Track Day - Castle Combe 2020

The Clubs first track day of 2020 has been announced, join us at the fabulous Castle Combe Circuit for the opportunity to enjoy your car out on track. Choose a short blast or maybe the whole day, this is a great place to stretch your cats legs in controlled conditions.

Our Club track days we make available access to all you need to make the most from your day at the track. Included for you to take advantage of are:

- ARDS Instructor
- Helmet Hire
- Race drivers
- Course guidance either as a passenger or driver.

The package is designed to allow you to enjoy your day as safely as possible while really exploring what your Jaguar can do. Access to the experience and advice of ARDS instructors and race drivers are time dependant and first come first served, but we try to accommodate all the requests throughout the day.

The days aim to allow all budgets to attend without tying you down for a whole day. Packages start from full day experience to 4 session of 15 minutes. This means you dont have to commit the full day, but maybe a few sessions, with individual sessions available to book on the day.

Each session lasts for 15 minutes starting from 8:00 am. The track will close for lunch for an hour.

Early bird booking will give you significant savings. This offer ends at the end of January, so book NOW!

BOOK ONLINE

WWW.JEC.ORG.UK/TRACK-DAY-CC

2019 Saudia Diriyah E-Prix Recap

Now entering its fourth season in Formula E, the Panasonic Jaguar Racing team are entering the fray with Mitch Evans and British driver James Calado as behind the wheel of their Gen2 Jaguar I-Type 4 cars. Going up against the most competitive line up in motorsport, Jaguar were looking to build on their first win and go for the all-important Championship title. A win that will have to wait.

With points for Mitch in Round 1, and fastest lap of Race, plus points for James in Round 2, our drivers certainly hit the ground running in Diriyah. Up next is the Santiago E-Prix on 18 January 2020, so tune in and support the guys.

From Race to Road

Jaguar is giving I-PACE customers a complimentary update for the award-winning all-electric model that will provide increased real-world range. Engineers have applied advanced technical insights from the Jaguar I-PACE eTROPHY race series to optimise the management of battery, thermal and AWD systems to enhance the efficiency of the all-electric powertrain.

Existing owners are being invited to take vehicles to their Jaguar Retailer to receive the complimentary update. The wide-ranging changes will also enable enhanced Software-Over-The-Air (SOTA) functionality. After receiving the latest software, more electronic modules will be able to receive remote updates, providing ongoing enhancements to the customer experience.

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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.

Nicholas Mazilu, an engineer and motoring enthusiast, purchased the car, used it and even proposed to his future wife in it, but she insisted that he sell the car as it was too beautiful and attracted too many ladies from Brasov University, where he worked as an engineer.

In January 1955 Nicholas sold the car to Dr Viorel Pop who lived in Hunedoara, Nicholas told him that he must be careful in driving the car due to its speed.

Philip Scott offered the SS100 for sale in 2000 after purchasing it from a dealer in Hungary, the dealer's name was never released, probably to protect himself from any questions from the Hungarian and Romanian authorities, about how the into Hungary and in his possession.

and the result is truly amazing, with a smooth and powerful 3.5 litre to pull you along effortlessly. The paint and interior are both to the highest of standards, the restoration was completed in 2011 and only 1,400 miles have been covered since then.

Also included with the car are folders full of history (too much to photograph) many happy hours could simply be spent going through these and learning every detailed aspect of this unique cars history. Included in the files are, bills, detailed photographs of every aspect of restoration, history sourcing and even correspondence with King Michael himself.

A beautiful and historical car that would not look out of place at any of the worlds most prestigious concours events. In our showroom and ready for viewing.



The car was then sold at Coys auction and by this time was in need of restoration, the current owner purchased WLD 100 later in the year after initially being put off by the work ahead.

Since then a painstaking and meticulous restoration was undertaken with incredible attention to detail. The current owner made several visits to Romania to talk to people and track the cars history, he has even had correspondence with the now King Michael to make sure every detail was correct.

This 1 off car is certainly not shaped to the usual SS100 style, from the front the wings are completely different to the standard model and at the rear the spare wheel is set into the boot lid, reminiscent of the prototype SS90 that Jaguar made in 1935.

Every inch of the car has been fettled to the highest of quality

MM: *You really need to visit the dealers website to read about this car, and if your pockets stretch to the £650k asking price then you could be sitting where European Royalty has sat! This car is stunning and a fabulous colour which against the chrome trim makes it striking.*

SPECIFICATION

Model: SS100
Year: 1939
Mileage: 1419 miles
Max Power: 125bhp
0-60: 10.4 seconds
Top Speed: 101mph
MPG: N/A
Price New: N/A

£650,000

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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 has come to an end but we successfully find or arrange other events to amuse ourselves including a brilliant Christmas display in Killerton House! Good to see Dave & Ruth on their travels on the

BUCKFAST ABBEY MEETING - 7th NOVEMBER 2019

Some months ago we had been contacted by the ex mayor of Torbay (who owns a Jaguar and is a member of the JEC) with the idea of organising a classic car show at Buckfast Abbey. Julian and I went along to Buckfast Abbey to meet up and discuss the possibility as well as view the intended site for the classic cars. As members of the TOWC are heavily involved with our own show on Paignton Green at the end of July (with approx. 70 members helping out on the day) there was no way we could commit to run an extra show at Buckfast Abbey in July or August. We gave them a number of ideas, including the possibility of a "Drop in Meeting", as well as advice on how to organise the show and offered to help publicise the event as well as provide contacts with other local classic car clubs. We suspect they were surprised at the amount of work involved in organising a show!

CLUB RUN - 17th NOVEMBER 2019

It's been quite some time since we had a club run as the September Kingswear Paddle Steamer outing and the October trip to the Haynes Museum took place when we would have normally had club runs. This time a couple of newish members, Adrian and Jayne, organised the run for the first time. On this occasion Natalea and I used our VW Camper as the advantage is that we can see so much more over hedgerows. I made a point of washing it a couple of days before the run! An excellent run starting from Gallows Gate, Paignton and going past Totnes to Kingsbridge via some very quiet, narrow country lanes that we had never used before. A very relaxed coffee stop at Avon Mill garden centre before continuing via Slapton Sands to the Sportsmans Arms near Dartmouth for an excellent carvery. Quite a number of members used classic cars. The only members to have problems (with a leaking radiator) were in a modern Ford Fiesta! After getting home I tucked the camper away for winter!

CLUB ANNUAL GENERAL MEETING - 28th NOVEMBER 2019

As is usual we had our AGM in our November meeting. A rather longer affair compared to the JEC South Wales Region's AGMs - I think the record for JEC South Wales was about 10 minutes! We started at 8.00pm and finished at 9.50 with a buffet break for half an hour! A brilliant year for the club with, among others, a record amount raised for local charities in our July show as well as ending up in the





top 10 of the Best Local Classic Car Clubs competition run by Practical Classics. I am continuing in my role as the club's Social Secretary. I was in danger of having to record and type out the minutes of the monthly meetings (instead of continuing as the Social Secretary) but thankfully a recent new member (Richard) volunteered to do that! I also had to organise the voting slips for our "Ian Hannaford Trophy" for the member voted as the person who has done the most for the club in the year. I was the honoured recipient of the trophy in January this year. The result will be announced at our Annual Lunch in the Redcliffe Hotel, Paignton in January.

FUTURE EVENTS

We are eagerly looking forward to our December party night on 12th December (helping us to forget about yet another election!) when Dave will entertain us again with an evening of music etc. On 1st January I have again organised a New Year's Day Get Together meal this time at the Old Smokey, Marldon.

OUR VEHICLES

In my last report I noted that the Daimler had been booked in for the MOT on 12th November. I'm pleased to say it went straight through the MOT with just a few advisories. I had only done about 300 miles this year and therefore didn't expect any problems I did have a scare a couple of days before the MOT as the dipped headlight on the N/S/F didn't work. After trying a couple of bulbs and fiddling with the

connector block on the inner wing, it turned out to be a poor connection in old wiring under the front wing. As noted above, the VW Camper has been safely tucked away for winter under a fitted cover.

Finally let me wish all members a very Happy Christmas and New Year. With a cue from "Strictly" - keep driving!

And finally...

Shopping Trips

After I retired, my wife insisted that I accompany her on her trips to Walmart. Unfortunately, like most men, I found shopping boring and preferred to get in and get out. Equally unfortunate, my wife is like most women - she loves to browse. Yesterday my dear wife received the following letter from the local Walmart:

Dear Mrs. Woolf,

Over the past six months, your husband has caused quite a commotion in our store. We cannot tolerate this behaviour and have been forced to ban both of you from the store. Our complaints against your husband, Mr. Woolf, are listed below and are "documented by our video surveillance cameras":

1. June 15: He took 24 boxes of condoms and randomly put them in other people's carts when they weren't looking.

2. July 2: Set all the alarm clocks in Housewares to go off at 5-minute intervals.

3. July 7: He made a trail of tomato juice on the floor leading to the women's restroom.

4. July 19: Walked up to an employee and told her in an official voice, 'Code 3 in Housewares. Get on it right away'. This caused the employee to leave her assigned station and receive a reprimand from her Supervisor that in turn resulted in management getting involved causing management to lose time and costing the company money.

5. August 4: Went to the Service Desk and tried to reserve a bag of chips.

6. August 14: Moved a 'CAUTION - WET FLOOR' sign to a carpeted area.

7. August 15: Set up a tent in the camping department and told the children shoppers they could come in if they would bring pillows and blankets from the bedding department - to which twenty children obliged.

8. August 23: When a clerk asked if they could help him he began crying and screamed, 'Why can't you people just leave me alone?' Emergency Medics were called.

9. September 4: Looked right into the security camera and used it as a mirror while he picked his nose.

10. September 10: While handling guns in the Sports department, he asked the clerk where the antidepressants were.

11. October 3: Darted around the Store suspiciously while loudly humming the 'Mission Impossible' theme.

12. October 6: In the auto department, he practiced his 'Madonna look' by using different sizes of funnels.

13. October 18: Hid in a clothing rack and when people browsed through, yelled 'PICK ME! PICK ME!'

14. October 22: When an announcement came over the loud speaker, he assumed the fetal position and screamed 'OH NO! IT'S THOSE VOICES AGAIN!'

15. Took a box of condoms to the checkout clerk and asked where the fitting room was.

And last, but not least:

16. October 23: Went into a fitting room, shut the door, waited awhile, and then yelled very loudly, 'Hey! There's no toilet paper in here.' One of the Staff passed out.

I wonder if I'll have to go along on many more shopping trips?



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

Lights, Camera, Action. The Shell Fuels Photo shoot.

Just a normal cold
winters night at your
average Motorway
Service Station!

By Mike Hayes

The regional meeting held on the 20 November 2019 was chaired by Andy Webber as both Colin and Michael Manconi were unable to attend. Andy had no news, no magazines and no ice creams to offer so not the greatest start in the chair! However, he was able to tell us about an initiative he had started with Shell Petrol to try and tie up a relationship between Shell and the JEC, to benefit Club members. He briefed us on a similar project put together by Porsche and Esso who now enjoy a close relationship.

The plan was to close the Shell petrol filling station at the Taunton South Deane Services for a couple of hours and bring a large variety of Jaguars to park on the forecourt and take lots of promotional pictures. Simple! Notice was short as the event was only 12 days away on Monday 2nd of December (or nights might be more accurate). Bristol and Somerset were also supporting the project and we were all to meet at 9.30 pm at the Services. A quick call for volunteers to bring their cars didn't

exactly bring a forest of raised hands for a weekday night 80 miles from Cardiff! However, 8 members agreed to attend with their cars in addition to Andy. It later transpired that two (XK owners), of these would not be required as there were plenty of XKs already coming.

So at 8.15pm at Magor on one of the coldest nights of the year, 6 intrepid members met up to keep the South Wales Region flag flying. Myself and Mike with our F-Types, Terry with his F-Pace, Howard (and Tim to navigate) in their XJS, Colin in his XKR and finally Paul in his E-Type. Tim elected to abandon Howard and ride with me in the luxurious and mega comfortable F-Type! Pity I didn't tell him how to adjust the seats. An hour or so later the Welsh convoy arrived at Taunton South Deane services car park after a gentle run down. First up

was a coffee and for some a quick bite to eat. In and around the car park were a wide variety of Jaguars both classic and modern to view despite it being the depths of winter.

Andy was spotted in his comedy hat and clipboard rushing around trying to organise the right car in the right place at the right time. There were some great cars on show including a





XJR15, C & D-Type replicas and my particular favourite, a XKR-S GT. Also on show were many of the more usual show Jaguars although 50s and 60s cars were fewer in number probably due to the time of year as many will have been hibernated for the winter.

Once all cars were in position then the pictures were taken with long exposures some with car lights on some off and only delayed occasionally as members of the public chose to walk

through the shoot to get a cup of coffee! After around 2 hours or so some cars were released and they and their owners headed for home. The remainder then were rearranged into a fan (Shell logo style) for a final shoot again with several shots being needed with different lighting. All finished around midnight and time to wrap up. Although cold it remained dry and the run home was enjoyable on pretty empty motorways which allowed a

slightly quicker return run!

I think South Wales Region were represented and supported the event well and we all look forward to seeing the results in print. Finally, I am sure members will be looking forward to benefiting from a JEC partnership with Shell when the details are announced - so over to you Andy.

FULL GALLERY ONLINE
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Chip Foose's Jaguar E-Type Restomod, an American Vision.

Enzo Ferrari said the Jaguar E-Type is the most beautiful car ever made, so why modify it?

Mihnea Radu



Many people want to leave their own mark on the design, and several companies have thus far given us awesome restomods, the Eagle Spyder GT being a particularly noteworthy example. But there's never been anything quite like the Chip Foose version, unveiled just in time for this year's SEMA show.

We've followed many of his projects over the years, and it's always the same story: a game of inches. You pull the windshield back and down a few inches, shuffle the features around, lower the car a few inches, etc.

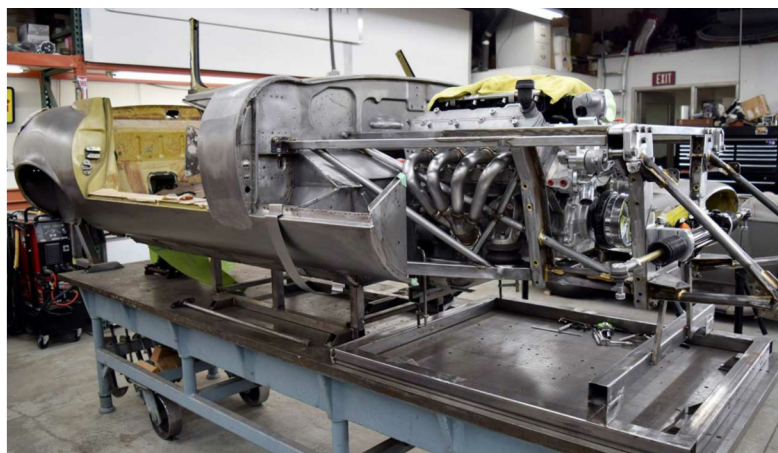
The Jag started life as a 1973 Series 3, which is not what it looks like today. That's because the later model with the weird headlights is cheaper, while a Series 1 is not only super-expensive but also a treasured rarity.

Foose's redesign feels like it has a tiny bit of American

styling in it, like his famous Ford Thunderbirds or perhaps a hint of the 1958 Corvette in those teardrop taillights. The polished wheels also modernize the classic and measure 19 inches at the front and 20 at the back, something Chip likes to do a lot.

The restored interior also has a hot rod feel to it, in the way the seats are spaced or the bold choice of leather. This is strictly a speedster now, not a convertible, which gets our seal of approval.

And as if the styling wasn't American enough, you've also got an LS3 V8 engine in place of the classic V12. It offers about twice the power of the original and screams through a custom MagnaFlow one-off exhaust system. But that doesn't make it an acceptable swap in our book.



Driven

Going back to the fifties, speeding on to the sixties.

While the MK2 grabs headlines, the Mk1 comes into its own.

So much for Fifties ventilation - it's bloody warm in here. In such temperatures (today is the hottest of 2013 so far), you yearn for the pampered cool calm of a modern car's air-con. Especially when Mr Hughes is looking so unbelievably smug in his modern FWD refrigerator.

Praise be! The queue of traffic quickly breaks up and the Mk1 Jag can climb up though the gears onto the motorway slip road. Windows down and quarterlights open, the air blasts away those terrible modern car thoughts and a few precious sweaty degrees.

Retrospectively dubbed the 'Mk1' the 2.4 and 3.4 were the original baby and/or mid-market Jaguars. Models which due to lower production figures (36,740 built between 1955 and 1959) have always lived in the shadow of its younger, more hip brother - the MkII 2.4/3.4/3.8 (83,800 built between 1959 and 1967 plus 17,620 of the 1962-'69 Damiler 2½-litre/ 250 V8). A groovy model with a broad range of pop culture references from Inspector Morse to Get Carter and Robbery - whereas the Mk1 really only has one claim to automotive fame... Or should that be infamy?

Registered 882 VDU, this green Mk1 3.4 is an evocation of the car in which Mike Hawthorn - Britain's first F1 world champion - was killed. That car was registered VDU 881, was on long-term loan from Jaguar and is thought to have boasted a racing engine with 70bhp more than the standard 3.4's

plentiful 210bhp. A car which, it must be remembered, was one of the fastest saloons of its day.

Modified by the Hawthorn family business, Tourist Trophy Garage in Farnham, on the track he won the 1958 production car race at Silverstone in that very Mk1 - but it is a contentious dice with team owner Rob Walker in a Mercedes 300SL during inclement weather on 21st January 1959, which is arguably for what that car was and remains infamous. On a fast flowing downhill section of the A3 near Guildford, he lost control; the car left the road, hit a tree, was completely wrecked and Hawthorn was dead.

This car isn't an exact replica in the vein of Nigel Webb's exacting recreation 881 VDU. Indeed, one element of the original car which I won't be missing is a set of early radial-ply Duraband tyres; 882 VDU is fitted with modern radial-plies, therefore grip won't be here one second and gone the next.

Built by Guy Broad using a 1959 Mk1, this machine has been modified for ease of use and to perk up its performance in keeping with the spirit of Hawthorn's 3.4. The interior is a different colour from Hawthorn's car and it lacks the C-type seats - but it doesn't matter to passers-by who smile and enthusiastically wave up turned thumbs.

It's an incredibly easy car to drive, if you are used to the eccentricities of the 'I refuse to be rushed' Moss four-speed gearbox with overdrive. The

suspension has been rebuilt with poly bushes and Koni dampers, while the steering is assisted rack and pinion to make the most of the aforementioned radial tyres. These Jags - along with their more numerous MkII successors - enjoy an unenviable reputation for being hard work to drive, but such is the lightness and precision of this car that you quickly and easily keep pace with modern traffic.

Running twin 2 inch SU HD8 carburettors, the 3.4-litre XK 'six' features ported inlet manifolds, ported and flowed cylinder head, D-type camshafts and a Broadport six-brand





extractor manifold. It is an engine which manages to be extremely capable no matter what you ask of it - be it swift acceleration, relaxed motorway cruising or urban dawdling on its vast reserves of torque.

In all honesty though, the latter two don't get much of a chance to shine - for once you have discovered the vocal range of the XK, your right foot cannot help itself. The urge is impressively linear, so unlike many engines there is no obvious notion of it coming on cam. Having said that, the delivery of the urge just gets more wide-eyed and louder around 3000rpm, where the

XK's creamy baritone alters its pitch to that of a gargling tenor. At 4000rpm and beyond it is really shifting and a cock-sure Transit driver is put firmly back into his box.

Ride is good and body control is well-contained, but what this 3.4 really enjoys is bitumen of the bendy variety. Here, its combination of an exceedingly accurate and enjoyable front end, allied to deft turn-in - assisted by the Mk1's narrower rear track - makes the Jag one of the faster cars across country.

I say 'one of the faster cars across country' because something faster has

just boomed past me on a straight with Mr Smith behind the wheel. That familiar-shaped thing is SDW 740, a Jaguar 2.4 racer with decades of track history which amounts to five box files' worth of exploits. Although the 2483cc XK is due to be changed for a 265bhp 3442cc XK to make it FIA HTP eligible - this smaller engine will remain with the car. Featuring a trio of Weber 45DCOE carbs bolted onto an unusual inlet manifold, the 2.4-litre screamer is running a compression ratio of 10.1:1 and D-type camshafts.

Posting myself past the rollcage,





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the door-bars and the side-bolster of the racing bucket seat, I scarcely have time to notice the stripped out and black-painted interior, before I'm clobbered by the tidal wave of heat... Hell has to be cooler than this Jag.

Sliding into 882 VDU and the first thing you savour, is the unmistakable Jaguar fragrance of old wood and gamey leather, before noting the genteel aesthetics of the cabin and caressing the slim four-spoke wheel. Not here. In here, it's stripped to the bone and with utilitarian controls - some of which resemble a communist stomach pump.

On with the harness. You sit lower and further back than in the 3.4. Key turned, immobiliser de-activated and starter stabbed. The XK bursts into life. It is harsher, more urgent and sharper-edged than the 3.4, even without taking into account the vocal induction from the twin-choke trio.

On the move... The shrieking racing clutch has all the intellectual inflexibility of Fred Kite with regards to matters being 'in or out bruvvas'. The manual steering is as chunky as the rim of the leather-bound Moto-Lita steering wheel. The thigh-straining brakes feel completely unassisted and positively pre-War but the pedals are perfectly placed for heel and toe downchanges through the quick and positive 'crash' four-speeder. The all or nothing delivery of an engine that will apparently rev to 7000rpm. Oh yes!

Fettled highlights of the suspension include: poly bushing, uprated lowering

spring and Koni dampers; plus a wider tracked rear axle from a MkII and this time, bias-ply Dunlops of the racing variety are fitted. Meaning this Jaguar doesn't have the straight-line stability nor the keen turn-in of the green 3.4.

All the windows and quarterlights which can be opened are opened, but I am still being swiftly poached in my own juices. My fevered grey matter then squelches out a thought: go quickly, create a draft and get cooler.

The noise from the engine and gearbox. The heat soak. The fumes.

Through corners, the bias-ply tyres grip and drift, grip and drift - so steering lock is not applied in one smooth turn, it is necessary to tackle bends one nibble at a time.

The crash 'box, echoes the macho inclinations of the brakes and clutch. There's no need for a split-second pause as with the 3.4's Moss 'box, here you physically jab up through the gears as quickly as you can.

As the speed swells, the noise gets more intense and less coherent. At 4000rpm, it sounds like a glorious and very familiar racing XK - uncompromisingly shouty and serrated with an underscore of angry gargling. However, past 5000 and heading for 6000rpm it explodes into a brutal four-stroke screaming match which infiltrates everywhere and everything. Could it be the con-rods begging for mercy? Whatever - it overcomes your ears and penetrates your skull so completely that you can't hear yourself think. Oli

remarks most succinctly that 'it's the sound of war'.

Thankfully, a looming bend, physics and self-preservation demand that I lift and grant mercy to my frazzled brain and pummelled eardrums.

Catching my breath and wiping my brow, the 2.4 returns to a canter and a more sensible volume. In comparison with this, the 3.4 feels positively 'normal' - it is refined, chuckable and relaxing - an all-rounder that could easily cope with the daily grind. Yet, despite being old enough to know better - enjoying a healthy no claims bonus and driving licence - this Browns Lane berserker has got into my blood and wiped years off my attitude.

We come to a halt. The big flabby heat floods back in. The engine is killed and the resultant silence is almost oppressively deafening.

I clamber out - wet-through, slightly dazed and really rather knackered, yet for some reason this daft semi-cooked bugger can't stop bearing a ruddy great grin.

To hell with air-con!

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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.

Greeting once again from the Sunshine State. Did I ever tell you what a wacky place this is? Take place names: there are lots of places in Florida that are named after the places of origin of the original settlers. Names like Naples, Baghdad, Panama City and New York, there are also plenty of weird names like Christmas, Doctor's Inlet, Fluffy Landing (I kid you not!), Lone Cabbage, Okahumpka, Possum Bluff, Niceville, Weeki Watchi and Two Eggs North, to name a few.

Anyhow, our Trilogy club organised a trip to Melbourne on the Atlantic Coast, just South of Cape Kennedy, where the local Corvette Club had arranged a special deal with the local Hilton hotel so we could stay for the weekend, although the venue is only 90 miles away. Some 8 members with wives, including Netta, met at the Clubhouse for a 7.30 start so we could convoy down and park up at the show together.

Unfortunately the gods were not with us as tropical storm Nestor decided to unload torrents of rain from the night before the trip and the rain continued throughout the day, although slowly slackening off by lunchtime. The weather had a major impact on the attendance so there were not many older cars, which I particularly wanted to see and the trip to the coast of around 100 miles was not too pleasant with roosters of spray being kicked up from vehicles. However, we made the best of it and parked up along one of the tree lined main streets in the downtown area among, what are described as, "Old Time" shops; at least that's one for the ladies. The show has awards for 40 cars and for best of show (and, no, since you ask I didn't win

an award - Grrrr!).

Fortunately, as Netta and I are Hilton Honours members we had a useful free upgrade to their executive rooms and free food and drinks in the evening and breakfast in the mornings in their executive lounge, so we could really relax and enjoy the place. The day after the show the storm had past, and it was a beautiful sunny day and we made the most of our time on the beach, the sea still being warm enough to swim in after the very hot summer they had this year with temperatures in up to around 100F.

It was advertised as the 8th Annual Luau (for those of you not fluent in Hawaiian it means a party with food and entertainment) and Pumpkin Festival and Car and Truck Show: confused? Well so was I, but it turned out to be a great event. It was held at the "Horsepower Ranch" in Geneva. The horses referred to were not originally automotive as the owners wife kept a large stable and had some huge Clydesdales and does lots of charity work with rides for disabled people, especially children. However the horsepower also refers to the husband's work which is the creation, buying and selling of hot rods.

On arrival at the show everyone displaying cars was given a Lei garland to wear and I managed to park under a huge oak tree as shade was at a premium with the temperature up to 90F with a high level of humidity. It really is still quite hot here still, for the time of year.

The usual food trucks, many of which were selling fried food but one was selling pulled pork which was quite delicious washed down with a can of pale ale. They also had





what was described as the largest ice cream truck in the world, which can't be bad, although Andy would probably blanch at the prices which started at \$6.95 so if he were to buy a round of ice creams (yeah, I know we are talking fantasy here) it would set him back several weeks pocket money from Heather.

With a theme of pumpkins with a Halloween twist, there had to be a U-pick pumpkin patch but there were also local craft and food vendors, hay rides, Music, pony rides, petting zoo, rock climbing and an amazing exhibition of stunt riders on MX motorbikes who flew through the air after jumping off a ramp, somersaulting before landing on another ramp - quite spectacular!

The car show had a good cross selection of , mainly pre 1970 cars with a few more moderns sprinkled in. I particularly like a lovely 1920's Ford dump truck with powered rear end, looking much better than when it left the factory. There were plenty of the inevitable pick ups (its in the blood around these here parts, the best selling Ford F150 pick up outsells any car) and a few rat rods

Every month there is a Swap Meet at the Sumter County Fairgrounds, on one side of which is held a car show. Unlike the UK, where everyone seems to be using the internet and it seems harder and harder to get bargains or find the unexpected undervalued item, people turn up with trailers and pickups full of stuff. The market situation is like it was 30 years ago with us pretty old school. Admittedly, there's an awful lot of rubbish but you can find the occasional gem. Either way, its fun looking. The car show part of it is not that big, less than 100 cars but still a few interesting ones.

You'd have been shocked by the XJ6, parked near me, which externally looked pretty good but which had a Chevy V8 stuffed under the hood, but hey, that's what they do over here and think nothing of it, if it keeps a car running at a reasonable cost, that's what they do. There was an old rat rod pickup with what looked like a chicken shed on the back. Some of this type of vehicle look neglected and worn out but a lot of work goes into making them look this bad!

There was an old Corvette on a trailer for sale for \$10,000 but it looked as if it had been at the bottom of a lake for the last fifty years so not sure what you could use it for. A rebuild would cost more than the value when restored and I'm not sure that it would have even been useful as a parts vehicle. Another unusual item for sale was a Lycoming-aircraft-engined Airboat, also for \$10,000 that I think was also for sale last year. Pricing such unusual items seems to be using the "finger in the air" principle.

Another more attractive proposition on a trailer was a black 1956 Ford Thunderbird with a desirable factory hardtop, which had been in store for 43 years, but looked pretty complete, for \$7,850, a much better bet. I also love the rather eccentric style of the Chevy Camaro pick which has the styling of a car up front and a pickup up at the back. Almost as if the purchaser couldn't make up which to buy and thought he would get the best (or worst!) of both worlds.

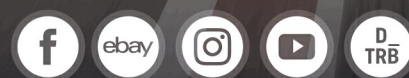
If you have ever thought about one of those great American road trips by Recreational Vehicle (think the rusting hulk of a 1972 Ford Condor II RV-Cousin Eddie's "tenement on wheels" from the National Lampoon's Christmas Vacation movie; or the Long, Long Trailer a 1954 





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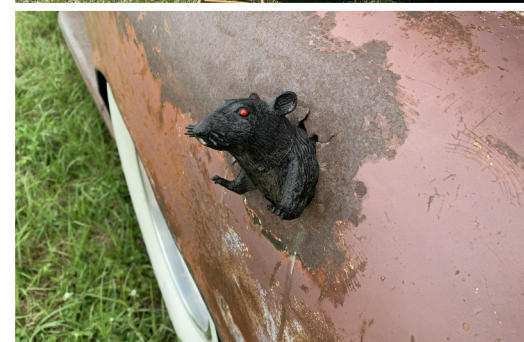
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America road comedy film about a couple [Lucille Ball and Desi Arnaz] who buy a new travel trailer home and spend a year traveling across the United States then you get the idea). Here was a magnificent top of the range (if a bit old!) Blue Bird Wonderlodge RV. It was fabulously equipped and even had a bath tub in the bathroom at the back. The riding position was quite lavish, with huge captain's chairs for the driver and navigator, and all this for just \$15,000 - what a snip!

I guess that's all the news for now folks. I hope the winter is not proving too cold and you still have some hair left after the last few weeks shenanigans over B**x*t. News her is that the multi billionaire, Berni Sanders is joining the Presidential election as a Democratic candidate, almost too late for some pundits (the election is around a year away!!), hoping that he, a 78 year old white male multi billionaire Democrat will manage to displace the incumbent 73 year old white male multi billionaire Republican - it could only happen in America.

Also, of course, you had the NEC show to enjoy, which looked fun and the Norman Dewis tribute was awesome, and quite right too (RIP Norman). By the time you read this the election will be done and dusted, not that that will bring much of a resolution to the issue! Netta and I have postal votes but by the time we get the papers it may be too late to turn them round for our votes to count, they certainly hadn't arrived by the beginning of December. Next month I'll have a write up of the Turkey Run at Daytona. Netta will be joining me for the long weekend but will probably spend much of her time at the Shores Resort, where we are staying, round the pool or maybe on the beach as the resort is by the Ocean. And there I'll be, your intrepid reporter from America, trudging round the mile upon mile of cars and trade stalls in the warm sunshine so I can give you a glimpse of what is on offer - well someone has to do it!

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



The Lancaster Insurance Classic Motor Show at the NEC.

Our Norman Dewis tribute display wows crowds at NEC Classic Motor Show.

By Colin Manconi

Once again motoring enthusiasts flocked to Birmingham's NEC in their thousands to celebrate the 35th anniversary of the Lancaster Insurance Classic Car Show, with Discovery. Over 71,000 attendees joined the three day celebration and grand finale to the motoring show season.

Show Director Lee Masters said: "We are delighted to have welcomed so many enthusiasts and those in the industry to the show this year, especially in the current climate. Huge thanks as always to the motoring clubs who all put on tremendous displays, all our partners and exhibitors, and our amazing guests who brought the house down on the Live Stage."

This year's show theme had been embraced by the 300 motoring clubs in attendance with many cars featuring on their own 'Top Trumps' card. Visitors crowded round headline sponsor Lancaster Insurance's stand to buy their special edition pack.

Wheeler Dealers' Mike Brewer hosted a wealth of motoring talent on the Discovery Live Stage with Salvage Hunters: Classic Cars' Drew Pritchard and Paul Cowland, and the Goblin Works Garage team Jimmy De Ville, Helen Stanley and Ant Partridge appearing over the weekend. They were joined by BTTC driver Jason Plato and Shed and Buried star Henry Cole as well as fantastic car parades and the three-day restoration of a Jaguar E-Type.

Of the sixteen stunning vehicles on the Meguiar's Club Showcase, it was Dave Rippard's 1959 Morris Mini Minor that received the top honours and the crystal trophy. The judges had meticulously inspected the cars in one of the closest results to date.

The hotly contested Lancaster Insurance Pride of Ownership competition saw 20 diverse cars in the final but it was Ted Brooke's 1961



Morris Minor Million that lifted the winner's trophy. Voted for by the visitors, second place went to Ian Cummins' 1991 Mazda MX-5 while Tahmid Haque's 1988 BMW E30 325i Sport came third.

Andrew Evanson, Senior Operations Manager at Lancaster Insurance, added: "This year was extra special for us; with Lancaster celebrating 35 years of trading and the show enjoying its 35th anniversary. Bringing everything together was the inspired Top Trumps theme and it was fantastic to see how well this was embraced throughout the halls."

"The show highlights what is so extraordinary about our community; the enthusiasm, dedication and a whole heap of passion and I felt a huge sense of pride as headline sponsor. It was great seeing the array of classics on

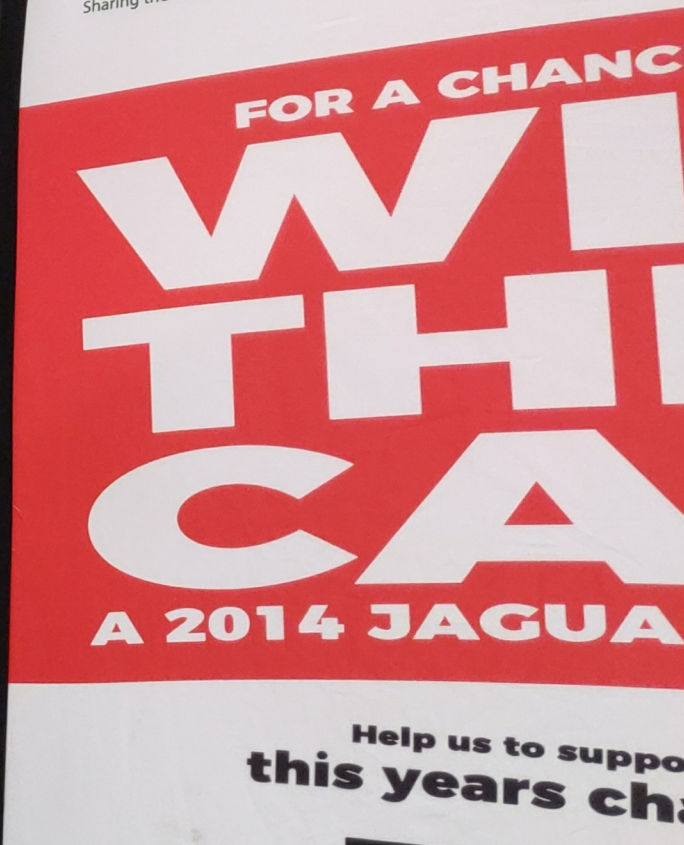
display including Ted Brookes' Pride of Ownership winning 1961 Morris Minor Million and as always the weekend was the perfect 'close to the season'."

It was the expert judges that decided the winners of the Classic Motorbike Show Pride of Ownership. Mark Taylor's Ariel Square Four bike and sidecar came first with joint second going to father and son Alan and Paul Stopford with their two 1959 Triumph Bonneville. Third place went to Blake Hemmingway's 1975 Honda XL250.

The Sporting Bears gave around 750 'Dream Rides', a ten-mile passenger ride in one of over 80 cars available over the weekend. They raised just under £30,000 for various UK children's charities.

A special test for the RAC Rally of the Tests brought live competitive





motorsport action into the NEC halls for the first time. The crowds flocked to the barriers as over 60 cars ranging from Minis to Porsches tackled an agility test before heading back out onto the road. The event was won by Steve Entwistle and Mark Appleton in their Morris Mini Cooper S.

Silverstone Auctions two-day sale saw some record breaking results with the ex-works 1955 'Le Mans' Triumph TR2 sold for £258,750, while the 2,000-mile Jaguar XJ220 sold for £362,812, both including premium.

The Lancaster Insurance Classic Motor Show, with Discovery, also brought together the UK's leading classic car dealers offering a wealth of car marques for sale to suit all needs and pockets.

The show hosts the UK's biggest indoor Autojumble, a haven of parts

and spares for anyone working on their car, offering a mix of products and services. In the Autojumble you were sure to find that elusive deal, specialist service provider, specialist product, part, unique tool, accessory, book, picture, painting, brochure, badge and much more. The show united huge numbers of UK and European companies and traders with over 650 trade stands for you to browse through and buy from for any conceivable products and services to the classic car owner and enthusiast.

BUILD AN E-TYPE IN A WEEKEND THEY SAID...

The team from Practical Classic Magazine and CBR Classic Restorations, on the Live Stage, were attempting to

rebuild this Series 3 E type in three days.

The car, a 1974 Series III roadster, had sat on a dolly in the corner of a workshop for 12 years. Away from the stage the welding, painting, trimming and heavy engineering had been completed - but the task was still absolutely huge. Could the PC boys really put it back together in three days... the V12 E-type is one of the most complex sports cars of the 1970s... and it needed to be running and driving by Sunday.

The V12 engine was stripped and spread across the workshop building room ready for reassembly, new 9:1 pistons, liners, polished crankshaft, refurbished cylinder heads and a whole host of soda blasted, painted





and lacquered parts were ready and waiting to go together. The independent rear suspension cradle, developed for the series 1 E-type in 1961 and used, albeit with a couple of revisions, right up until 2006 on the XK8, had been rebuilt so that could be fitted on stage as a single unit.

An XJ-S ECU was to be used to run the injection side of the engine, and the resident electronics guru Jon Bentley had modified its loom to work as a stand-alone system, taking its firing trigger from the negative side of the distributor, rather than a direct crank position sensor. This meant that, it could be fitted alongside the new Autosparks loom rather than needing to be incorporated into it. They were hoping to drive the car offstage at the end of the day on Sunday. I don't believe they quite managed it!

OUR SHOW

The club had decided to pay tribute to one of the heroes of Jaguar's history,

Norman Dewis OBE.

Norman Dewis, who passed away in June 2019 at the age of 98, was a hero to Jaguar fans and a friend to many in the classic car community. He was chief test driver and development engineer for Jaguar between 1952 and 1985. That 33-year career with Jaguar saw him break the land speed record for production cars in a Jaguar XK120 on the Jabbeke Highway in Belgium in 1953 and, through his long and often dangerous hours of test driving, significantly contributed to the Le Mans wins for Jaguar in the 1950s with the C and D - Types. Norman also raced alongside the greats which included Moss, Hawthorn and Fangio behind the wheel of a works Jaguar D Type. Norman's development career spanned the XK140 and XK150, the Mark 2 saloons, the E Type and the first XJ saloon through to the XJ40. In 2014, the adoration of Norman's fans was recognised on a national scale, when he was awarded the Order of the British Empire (OBE).

The Club, with the support of the Jaguar Daimler Heritage Trust had assembled a line-up of four cars that represent key moments in Norman's career. The prototype Jaguar D Type OVC, the motor show E-Type, 77RW, that he famously drove through the night to Geneva, the unique XJ13 that he developed and was lucky to escape a crash in and the C type, NDU 289, - all represent key moments in Norman's life. These with of course our F Type charity car made a most spectacular stand. In fact a comment was made by a director of another car club that we must have the most valuable stand, car wise, of any stand in the NEC!

As we were paying tribute to Norman all weekend we decided that it would be great to have a large screen to share interviews from historians, authors and others who knew Norman and of course from Norman himself. A very large screen is expensive so it was decided to link four screens together to show one picture, a cost efficient way of doing it. Michael and I built a new





large stand to match the rest of the shop for the televisions to hang on and to carry some more merchandise.

Michael and I set off early Wednesday morning to start setting up the stand. There is so much involved now that it takes two days to set up the stand and the shop. We drove back Wednesday night. Thursday morning Michael printed out more advertising material for the stand and we drove back to the NEC to carry on setting up the stand. James and Tom had driven up from head office and with Patches help we had the stand finished by 7.45pm Thursday evening.

Years ago Friday was a quiet day, Saturday quite busy and Sunday the real busy day, but things have changed over the years. Now Friday is extremely busy, Saturday is manic and Sunday much quieter!

The show opens on Friday at 10.00am for the general public, 9.00 for the press and we immediately had loads of people on the stand looking at the cars. We had our hospitality area

set up behind the café barriers with two coffee machines primed and ready to go. The coffee machines were busy all day. It is great for members to have somewhere to sit down and relax as there are very few areas to sit down in the halls. We spent all day talking to members, selling shop merchandise and signing up new members.

Silverstone Auctions were alongside our stand and they had a considerable number of different models of Jaguars for sale in the auction. Some sold some didn't! Viewing was on the Friday with the auction on Saturday and Sunday. They sold over £5.8 million pounds worth of cars with 75% of cars sold.

The show closed at 6.30pm and our hotel was quite a way from the NEC causing some problems getting back and fore with the heavy traffic.

Saturday was not only the longest day; the show opens at 9.00am and closes at 6.30pm, but also the busiest.

We were rushed off our feet all day. Dave Fisher came up for a couple of

days, and many of our members were also at the show. We didn't get chance to look around the show but at about 6.00pm when things quieten down I walked over to another hall to see Steve and the boys on the BAS Stand. By 6.30pm we had all had enough and were glad to retire back to the hotel. Sunday is always a bit quieter, but the stand was busy all day with of course the raffle car sales of tickets being particularly good. The raffle was going to be drawn at 3.30pm and lots of people rushed to buy them on the last day. We were privileged to welcome Michael Quinn, Sir William Lyons' grandson onto our stand to pull the winning ticket. After a compelling interview with Michael Quinn about his family history's firm links with the founder of Jaguar, the winning ticket was drawn and the winner was contacted. To say that the person was shocked is something of an understatement and the lucky lady was interviewed live on the phone in front of the assembled show audience. The winning ticket number is 21773 and was purchased by Clara Ricketts at the Sherborne classic car show earlier on this year.

The club shop did well over the 3 days taking a considerable more than last year. The raffle car ticket sales were also good and we signed up a lot of new members. The show closed at 5.30pm on Sunday but then we had to pack up the stand and wait for all the cars to leave before the vans are let in. By the time we loaded the vans it was after 9.45 and we got home around 12.00pm.

A long old 5 days, but a great event. Hope to see you there next year!



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The 2019 Regional STAR Awards Winners Announced.

With higher entry levels than last year, choosing the 2019 group of Winners for this year's STAR Awards was a tough call for the Judges.

By Colin Manconi

This was the second year this award ceremony has been held. The idea is that it is on the same day as the club AGM and situated close to the JLR Classic Works.

It was held at the Woodland Grange Hotel on the outskirts of Coventry and organised by our own Andy Webber in his role as Events and Sponsorship Manager and he did a great job. It was created to recognise the incredible efforts that our members and Regions undertake. Those attending enjoyed a very good three course meal in good company.

Michael and I were due to represent our region. Scott and Rebecca were due to attend but could not due to illness.

I entered the region for "The best magazine or newsletter" award. I think we would all agree that Michael does a brilliant job producing our magazine. The judges agreed and we received the award for best magazine. The region has been presented with a cheque for £250.00 which has been deposited in the regions bank account. This is what was said about our magazine;

"The winner this year produces a Regional magazine that would not look out of place on the shelves of a newsagent. Production started in 2013 and has evolved and developed constantly during that time. Not only is it welcomed by Regional members in printed form, but is also available digitally via the Region's website and e-Newsletter. This is a superb production that does the significant efforts of Editor, Mike Manconi, proud".

ED: A big thank you to everyone who provides content for our 'Award Winning' magazine, without you we could not do it!

In total seven awards were presented both to regions, and key individuals. After much deliberation this year's winners were as follows;

Enthusiast of the Year
Ian Newman (from West Sussex)

Region of the Year
Somerset

Best Regional Communications;
Devon

Regional Event of the Year
West Sussex for Arundel Castle 2019

Best Magazine or Newsletter
South Wales for Jaguar Enthusiast

Best Contribution to Community Engagement
Essex & Suffolk Borders

Long Service Award
Geoff Johnston (Central)

Now in it's second year, this year's Star Awards and Gala Dinner were kindly supported by new club partners Lockton Performance Insurance and will return in 2020.



Celebrating Over 25 Years of Jaguar Servicing in South Wales

Founded over 25 years ago by John Root, Mistermatic Ltd has become very well-known throughout the automotive world for the quality of service, product knowledge and sensible approach to all things Jaguar. With customers from as far afield as Norway and Holland and regular customers throughout the UK, clearly the Mistermatic approach works and works very well.

A visit to Mistermatic is like walking through a timeless Jaguar brochure.

When you enter the neat, clean and tidy workshop it is clear that this is a very well-run garage. It is however, the eclectic mix of vehicles that shocks and provides sensory overload. Where else today would you see a 1956 XK140 alongside a 2016 F-Pace or a 1971 V12 E-type with a 2017 XE? XJ-S's nestle with XJ's and XK's, S-Types and X-Types park with F-Types. A visit to Mistermatic is like walking through a timeless Jaguar brochure.

Times have changed and Mistermatic has moved to keep ahead of them, investing in the latest diagnostic equipment from Jaguar, new machinery throughout the workshop along with a small fleet of courtesy vehicles and a dedicated recovery lorry. One thing that hasn't changed though is the staff. In today's ever-changing employment world where employees move on at a frightening rate, it is refreshing to see the length of service all of the staff have amassed.

Angela, Paul, Krystian, Ashley, Shaun and Luc between them have dedicated nearly 90 years of their lives to helping John build Mistermatic to the success it is today.

All aspects of Jaguar servicing and repair work are undertaken from MOT's, diagnostics, mechanical and electrical/electronic repairs through to vehicle pre-purchase inspection and preventative maintenance. *'It's been interesting over the last couple of years'*, says John. *'We've seen a seismic shift from the historical Jaguar owner to a newer generation of XF & XE client. We've had to not only invest hugely in the latest diagnostic and workshop equipment but also in marketing as our existing customer base changed and new first time Jaguar owners were not aware of us. We really have had to move quickly with the times. We have stayed focussed on quality of service, fairness in our pricing and making sure our reputation is second to none. Our clients appreciate this and many have been with us since the beginning.'*

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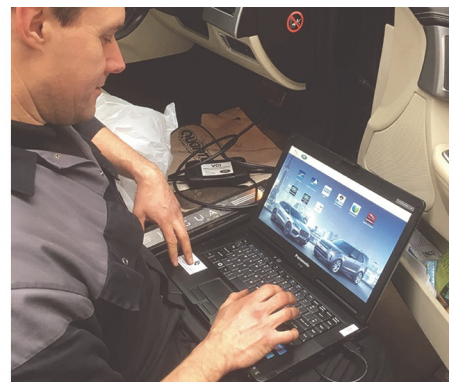
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XF's are a very popular model as illustrated here



Classic car storage spearheads the ambitious expansion programme



Main dealer diagnostics and the skills to match

John continues: 'We got a lucky break in 2017 when one of our very long-standing clients decided to retire early from his career in manufacturing. Completely by accident Matthew brought a car in for MOT on a day Angela was off. It was a busy day and he kindly offered to answer the telephone as we were run off our feet. He ended up doing a lot more than that and in fact never left! We are now business partners and have expanded into Classic and Sports car storage. We've got very exciting plans for the future and I see fantastic times ahead for our customers and staff alike.'

Looking around the workshop and the storage facility you can feel the infectious enthusiasm filtering through, not just for Jaguar product, but for the Mistermatic company.

Unusually for a company today, there really is a strong team atmosphere and a drive to continuously improve things. John sums things up perfectly: 'As an example of continuous improvement, we noticed that Central Junction Box failure on XF models built between 2011 and 2015 were starting to rise. We investigated this and it became clear that this problem was going to be very commonplace and in some cases, expensive if not detected early enough. Although Jaguar had brought out a modification kit, we took things one step further and carry out our own modification which prevents failure occurring.' With Mistermatic, failure really is not an option.

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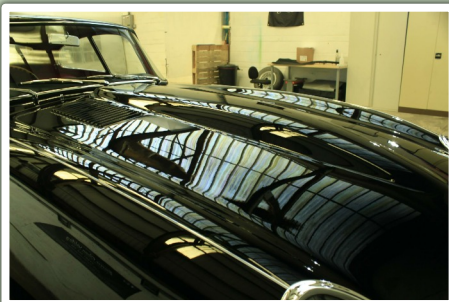
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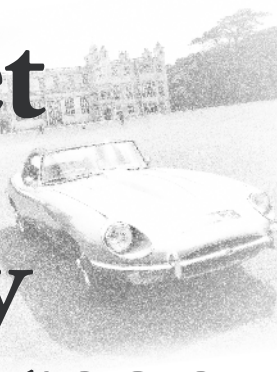
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Get In My Garage



Michael Manconi
Magazine Editor



South Wales region member Howard Cox tells MM about his Jaguar moments of madness.

MM: What is your earliest Jaguar memory?

HC: My earliest memory that motivated me was seeing an S1 4.2 E-Type Coupé in Opalescent Maroon with beige interior. Parked in a close by side street, as a teenager I used to stand and drool regularly, promising myself.....one day.

MM: Tell us about your first Jaguar or Daimler

HC: A 1964 E-Type Coupé. My very first car, couldn't even drive at the time.

MM: What's your ownership history?

HC: I've had a few! So far the list reads: 64 E Type Coupé, 68 E-Type Roadster, 78 XJ12, 94 XJ6 LWB, 98 Daimler V8 LWB, 62 E Type Coupé, 87 XJS 3.6 Cabriolet.

MM: Favourite Jaguar or Daimler?

HC: Past: First E-Type 3.8 Coupé (64), Present: XJS Cabriolet.

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

HC: 20th anniversary rally to Geneva in 1981 to commemorate the launch of the E Type. I went with my then wife in my S1.5 E Type roadster. A very memorable drive even now, nearly 40 years ago.



MM: Best car you have owned and why?

HC: My Rolls Royce Silver Cloud III Chinese Eye convertible which I've owned for 15 years. A sublime drive and reminded so, every time I use it.



MM: Any car regrets?

HC: None really, and that's from someone who bought an Austin Allegro from new!

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

HC: Has to be Mike Hailwood MBE. Nine times world motorcycle champion, Formula 1 racing driver, and George Medal holder for bravery. He could ride anything and win on it from the word go. No set up, no alterations, no excuses, yet his mechanical understanding of motorcycles and cars was zero.

HOW DID YOU COME TO JOIN THE CLUB?

I joined the the JDC in 1978 when I bought my 2nd E-Type. I'd known of Colin Manconi (fellow Barry boy) via Junior school, and his association with E-Types and motorcycles, so seemed a good idea at the time. Many years later when I bought my current E-Type I rejoined the fold, though the JDC was not active and Colin Manconi was the leading light in the current JEC set up. Seemed the JEC was the way to go.

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

I think the enthusiasm for the marque and the willingness of members to support the many car shows throughout the year displays the enjoyment derived by us all.

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT THIS YEAR?

I look forward to all classic display shows, though strangely (perhaps) not that interested in racing. Too much mechanical sympathy I guess to thrash them to bits. Oh, and any meeting that involves BBQs, Dinners and driving.

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

Contrary to other recipients advice, I only ever buy classics with my heart, never my head. If I have a passion for a car then I have to have it and I accept any/all problems that come with it. For daily drivers I buy with my head as I'm fairly indifferent to what I drive.

AND MOST IMPORTANTLY, YOUR FAVOURITE BISCUIT IS?

Chocolate covered Malted Milk. Or maybe Orange Cream at a push.

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JOKES & ANECDOTES

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& Anecdotes from you, our members.
Email your jokes to editor@jecsw.co.uk

DUCK HUNTING

Curly went hunting one day up in the Northern Territory and bagged three ducks. He put them in the back of his ute and was about to drive home when he was confronted by a surly Territory game warden who didn't like smart alics.

The warden ordered Curly to show his hunting licence, so Curly pulled out a valid Northern Territory licence.

The game warden looked at the licence, then reached over and picked up one of the ducks, sniffed its bum and said, "This duck ain't from The Territory. This is a Queensland duck. You got a Queensland hunting' licence?"

Curly reached into his wallet and produced a Queensland licence.

The game warden looked at it, then reached over and grabbed the second duck, sniffed its bum, and said "This ain't a Queensland duck. This duck's from West Australia. You got a West Australian hunting' licence?"

Curly reached into his wallet and produced a West Australian hunting licence.

The warden then reached over and picked up the third duck, sniffed its bum, and said, "This ain't a Western Australian duck. This duck's from South Australia. You got a South Australian Hunting' licence?"

Again Curly reached into his wallet and brought out a South Australian licence.

The game warden was extremely frustrated at this point, and he yelled at Curly "just where the hell are you from?"

Curly smiled, turned around, bent over, dropped his pants, and said, "You tell me. You're the expert!"

SPORTING ACTIVITIES

Two Irishmen walk into a pet shop in Dingle, they walk over to the bird section and Gerry says to Paddy, 'Dat's dem.'

The owner comes over and asks if he can help them.

'Yeah, we'll take four of dem dere little budgies in dat cage up dere,' says Gerry.

The owner puts the budgies in a cardboard box.

Paddy and Gerry pay for the birds, leave the shop and get into Gerry's truck to drive to the top of the Connor Pass.

At the Connor Pass, Gerry looks down at the 1000 foot drop and says, 'Dis looks like a grand place.'

He takes two birds out of the box,

puts one on each shoulder and jumps off the cliff.

Paddy watches as the budgies fly off and Gerry falls all the way to the bottom, killing himself stone dead.

Looking down at the remains of his best pal, Paddy shakes his head and says, 'bugger dat. Dis budgie jumping is too bloody dangerous for me!'

THERE'S MORE . . .

Moment's later, Seamus arrives up at Connor Pass.

He's been to the pet shop too and walks up to the edge of the cliff carrying another cardboard box in one hand and a shotgun in the other.

'Hi, Paddy, watch dis,' Seamus says.

He takes a parrot from the box and lets him fly free. He then throws himself over the edge of the cliff with the gun.

Paddy watches as half way down, Seamus takes the gun and shoots the parrot.

Seamus continues to plummet down and down until he hits the bottom and breaks every bone in his body.

Paddy shakes his head and says, 'I'm never trying dat parrotshooting either!'

IT IS NOT OVER YET . . .

Paddy is just getting over the shock of losing two friends when Sean appears. He's also been to the pet shop and is carrying a cardboard box out of which he pulls a chicken.

Sean then takes the chicken by its legs and hurls himself off the cliff and disappears down and down until he hits a rock and breaks his spine.

Once more Paddy shakes his head. 'bugger dat, lads. First dere was Gerry with his budgie jumping, den Seamus parrotshooting . . . And now Sean and his bloody hengliding!'

A SCOTTISH LOVE STORY

An elderly Scotsman lay dying in his bed. While suffering the agonies of impending death, he suddenly smelled the aroma of his favourite pan fried drop scones wafting up the stairs.

He gathered his remaining strength and lifted himself from the bed. Leaning on the wall, he slowly made his way out of the bedroom and with even greater effort, gripping the railing with both hands, he crawled downstairs.

With laboured breath, he leaned against the door-frame, gazing into the kitchen. Were it not for death's

agony, he would have thought himself already in heaven, for there, spread out upon the kitchen table were literally hundreds of his favourite scones.

Was it heaven? Or was it one final act of love from his devoted Scottish wife of sixty years, seeing to it that he left this world a happy man?

Mustering one great final effort, he threw himself towards the table, landing on his knees in crumpled posture. His aged and withered hand trembled towards a scone at the edge of the table, when it was suddenly smacked by his wife with a wooden spoon... 'Piss off, they're for the bloody funeral', she said.

MYSTERY SOLVED

Did you ever wonder why earrings became so popular with men?

A man is at work one day when he notices that his co-worker is wearing an earring. The man knows his co worker to be a normally conservative fellow and is curious about his sudden change in "fashion sense".

The man walks up to him and says, "I didn't know you were into earrings."

"Don't make such a big deal, it's only an earring," he replies sheepishly.

His friend falls silent for a few minutes, but then his curiosity prods him to ask, "So, how long have you been wearing one?"

"Ever since my wife found it in my truck."

I always wondered how this trend got started... Now I know!

GETTING OLD

Two elderly gentlemen from a retirement centre were sitting on a bench under a tree when one turns to the other and says: 'Slim, I'm 83 years old now and I'm just full of aches and pains.

I know you're about my age. How do you feel?'

Slim says, 'I feel just like a newborn baby.'

'Really!? Like a newborn baby!?'
'Yep. No hair, no teeth, and I think I just wet my pants.'



REGIONAL INFORMATION

Find out more about the South Wales Region, where we meet, who to contact and how to contact us.



Sharing the Passion

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. From MK2's to XE's, 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

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GETTING INVOLVED

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

SEND US YOUR MAGAZINE ARTICLE

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

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

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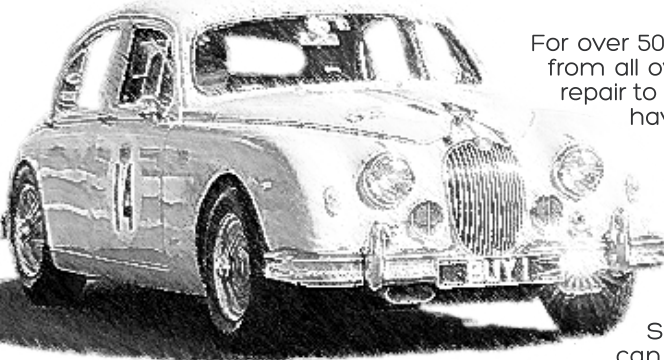


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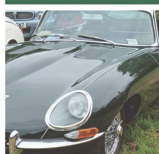
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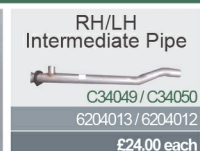
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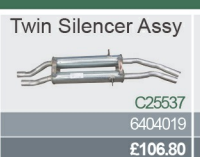
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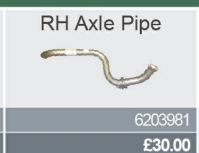
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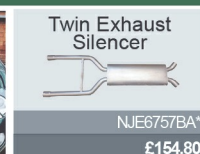
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