

JAGUAR

ENTHUSIAST

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Sharing the Passion

2019 EVENT REVIEW
A RECORD BREAKING YEAR

DRIVEN: MKVII & MKIX
BIG BEAUTIFUL BARGAINS?

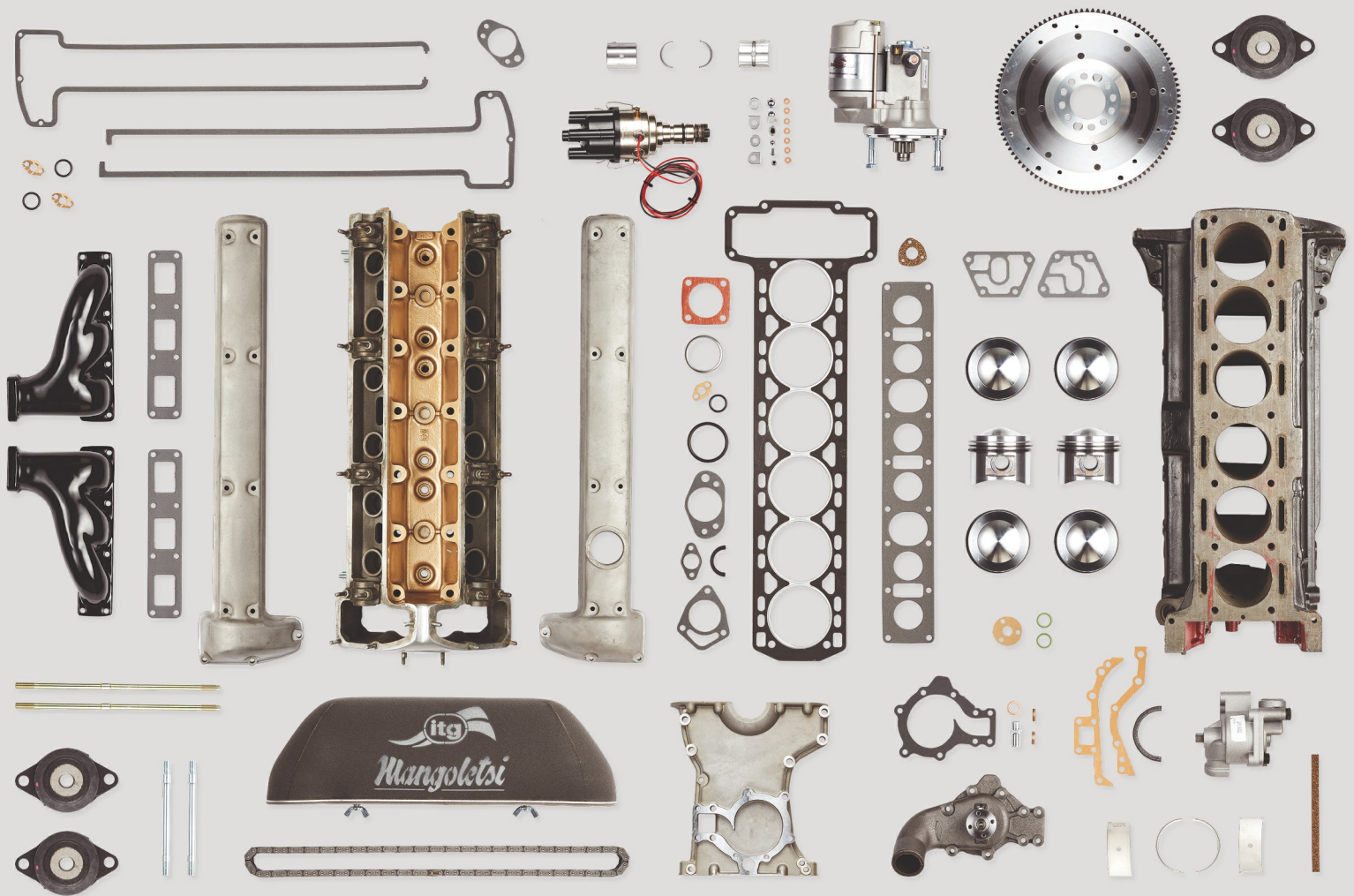
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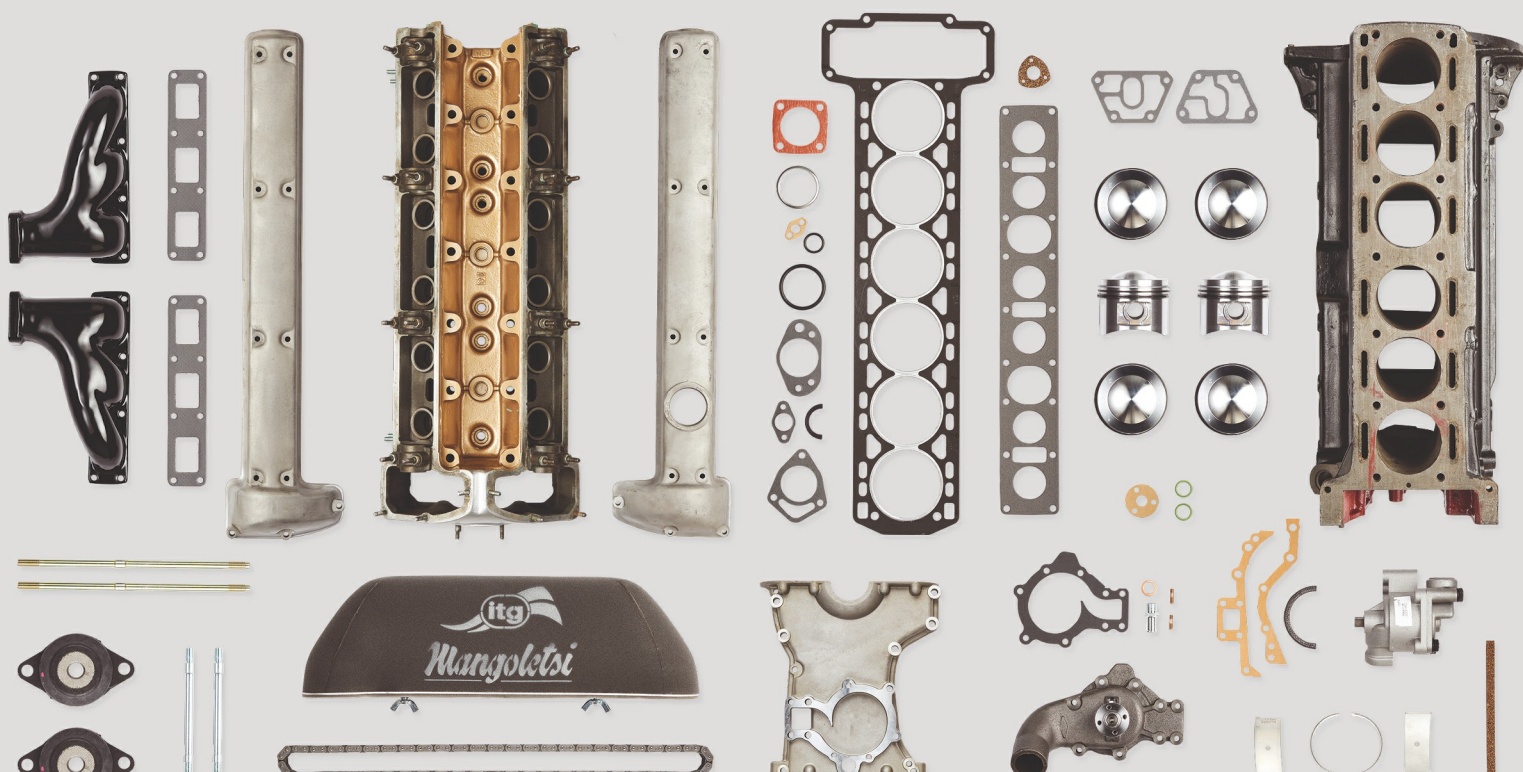
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Deadline for all articles, contributions and adverts for the next edition is February 10th 2019.

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Annual subscriptions (12 editions) for the printed edition are £20 per annum, payable to the treasurer. Contact Colin Manconi
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The Online eMagazine Edition is FREE, sign up online to receive it direct to your inbox:
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Jaguar Enthusiast South Wales Region Magazine is Designed and Printed on behalf of the Jaguar Enthusiasts Club South Wales Region by Trendy Design Company.

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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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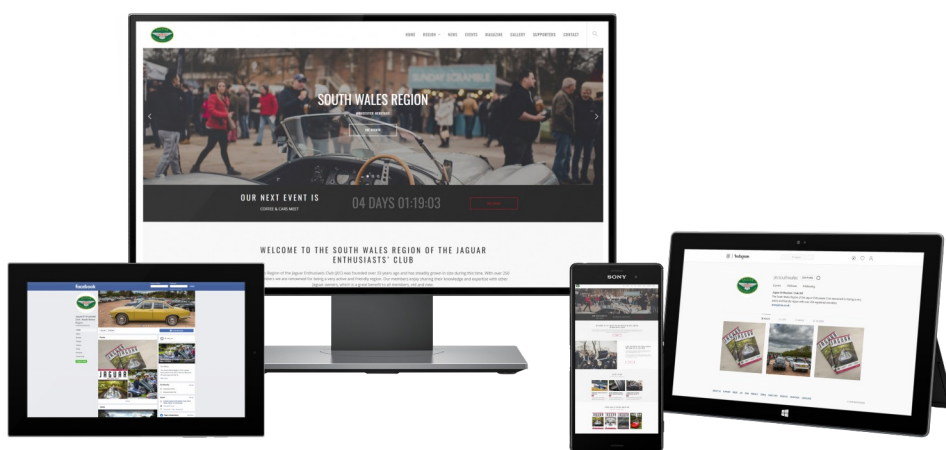
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COVER PHOTO BY: Classic Sports Cars

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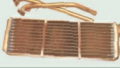
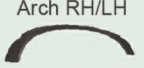
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XJ6	3845# Also MK2, E-Type	JLM9732* Also XJ12, XJS	JS604RP / JS605RP Also XJ12	C41831* Also XJS	CAC9089*W Also XJ12, XJS
					
XJS	AAU2103E* Also XJ S2/3	CAC8091# XJS 3.6>	CAC1582E* Also XJ S2	DBC6924HT Also XJ40/X300	JLM11343* Also XJ40
					
XK 120/140/150	39377* XK120/140	C8302*TRW XK120/140	30635* XK120/140	C8323*TRW XK140/150	8777# Also MK2
					
X-TYPE	C2S8622# £12.51	C2S48022*UNIPART £12.00	C2S48024*UNIPART from J05030 £12.00	C2S52080*UNIPART >E24053 £12.00	C2S8622/1*UNIPART £4.80
					
MK2	C15694* Also S / E-Type	C27160# Also S-Type, XK150	LR18230 £178.80	C15274E* Also E-Type, XK	C22678/1* £34.80
					
E-TYPE	C26767*TRW Series 3	C37103# Series 2 & 3	C20087# Series 1 & 2	C35564* Series 3	C20499* Series 1 & 2
					
XJ40	JLM805* £82.99	JLM11698* £346.20	EBC4437* Late XJ40	JLM1562# £150.00	CAP516RP* / CAP517RP* XJ40 to 1992 £28.80 each
					
X300	LNA4134AA* Also XJ8, XK8	NNA6784BC* £58.80	NNA6785BC* £58.80	CAC7585/1# Also XJ40	LNB5000AAAGD# Available in several colours <VIN 787954 £18.00
					
S-TYPE	XR822975# to VIN M45254	XR822753* Also XK8, X350	C2A1512# Also XF, XJ8, XK8	C2C29250# Also X350	C2D27865# Also X350/1, XF
					
XK8/X308	AJ83017# Also XJ8, X350	LNC1800AA# £160.80	AJ88912* Also XF, S-Type	JLM2209# Also XJ40, X300	JLM1388* Also XJ40, X300
					
XF	C2C38963# £67.20	C2S42673LUCAS Also S-Type, XJ	C2C25336*UNIPART Also S-Type, XJ	C2P17595*UNIPART Also XK, XJ	C2S43999*UNIPART Diesel 2.2 £3.96

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



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Welcome

New Year, new events,
new ideas. Help shape
YOUR region.

A very happy and damp New Year to you. I hope you all had a great Christmas and a hangover free New Year!

We need you, yes you! We need your ideas for events and social activities, and the region in general, along with any articles, product reviews or reports you can contribute for the magazine. Drop me an email with your contributions or if you would like a chat about any ideas you may have. My contact details can be found on page 42. I look forward to hearing from you.

Coffee & Cars Breakfast Meet.

After a slow December event wise, 2020 is kicking off in style with our AGM and then our first Club Breakfast meet of the year at Cobbles in Ogmore by Sea on **Saturday 25th January**. Its a great drive out with too much traffic on a Saturday morning, so I am looking forward to it. They offer some great breakfasts, so whether you fancy a full English or just a cuppa and a chat, jump in your Jag (classic or modern) and come and join us. For the members that regularly attend meetings its a great to have a catch up, for members that don't normally come to meets, and new members looking to dip their toes in the water, our breakfast meets are a great ice breaker. Turn up when you please, and leave when you like. For more info check our website www.jecsw.co.uk/events

A warning; there are a couple of steep dips as you pull off the main road into the Cobbles carpark, so take it slow as you pull in.

JEC Track Day - Castle Combe 2020.

The Clubs first track day of 2020 has now 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. We make available all you need to get 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. So join our friendly bunch of enthusiasts' on **Friday March 20th** and grab a few laps. Book online via www.jec.org.uk/events

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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MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
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Our Region

A very quiet Christmas and
New Year without any car
related events... terrible.

Happy New Year to all our members! I hope we have some great weather this year to enjoy all the events we will be attending.

Events For 2020

This year we are going to try some different events. At the end of last year, we had some very interesting Breakfast meets. One at Porthkerry Park, Barry and another arranged by Mike Hayes at the South Wales Aviation Museum at St Athens. Although they took place at the end of the year, both went off very well, but we did not have the best of the weather for either. With that in mind we will be arranging more of these type of events throughout the year to capitalise on the (hopefully) better weather.

The summer barbeque held last year at St Mellons Golf Club was extremely successful and we are hoping to hold one early in the year and another one at a different venue later in the year.

I need your help in finding new events to go to. Many of you attended different shows around the country last year. I would appreciate if you would pass on details of the shows with any contact details etc you have.

Coffee & Cars @ Cobbles

We look forward to our next event, a morning of 'Coffee & Cars' on the 25th of January. Come and Swap stories, grab a bite to eat or just share a cuppa at Cobbles, Ogmore by sea CF32 0QP from 10.00pm. Please try to attend these new events to make them a great success.

Note: When pulling off the road into the Cobbles car park beware, as there are a couple of dips.

Shell Photo Shoot

Last month Andy asked some of our members if they would help out on a photo shoot at a Shell Petrol Station site at Taunton South. Many of us arrived late at night in freezing temperatures for the photo shoot. It went very well with a fabulous array of different models of Jaguars on display.

Bristol Region Dinner Dance

The Bristol Region have invited us to their Dinner Dance at the Alveston House Hotel on the 7th of March. The hotel is close to their meeting place on the other side of the Seven Bridge. They have a live band playing throughout the evening. The cost is £26.50 per person. Overnight accommodation is also available. The Bristol Region always support us for our Christmas Dinner and I hope we can do the same. Please let me know if you are interested so we can confirm and make arrangements.

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 where you will also find photo galleries, back editions of the magazine and information on the region.

Colin Manconi
Regional Representative



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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

JAGUAR BREAKFAST CLUB MEET @ BRITISH MOTOR MUSEUM

February 1 2020

This is the largest regular gathering of the wider Jaguar community and a very popular monthly event, but there is plenty of space; all are welcome. Make your own way or see the event page on our website for time(s) and meeting location(s) to join our convoy.

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

February 19 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!

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 wander through the closed off historic streets of Coleford and take in the 100's of classic cars on display.

SOUTH WALES REGION DRIVE IT DAY@ THE PRIORY, CAERLEON

April 26 2020

Our annual drive it day attracts 50+ attendees each year. We meet at the Priory Hotel in Caerleon for tea, coffee and bacon sandwiches, then take in some great drives with refreshment stops along the way. We then return to the Priory for a fantastic Sunday lunch.

**FULL EVENT SCHEDULE ONLINE
WWW.JECNW.CO.UK**

THE NEWS STAND

Read all about it.

Colin Masterson
News Editor



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

OVER 1,000 COLLEAGUES CELEBRATE LONG SERVICE

In 2019 over 1,000 colleagues celebrated achieving long service with Jaguar Land Rover. Colleagues who had achieved 25, 40 and 50 years' service were joined by their guests to enjoy an evening of celebrations, including an 'Electric Dreams' show.

The event was hosted by Prof Sir Ralf Speth and Grant McPherson, opening the evening by recognising the significant service of employees and how they have contributed towards the achievements of the company during their long service. In the opening speech Prof Sir Ralf Speth said "Business is people. People form our business. Individuals have always made a special difference at Jaguar Land Rover and I thank you for the contributions you have made".

With over 2,200 people attending the event held at the Ricoh Arena this was the biggest long service celebration. The employees represented all UK locations and had an enormous 29,815 years' service collectively.

A 40 year service CB employee said "A memorable evening with exceptional attention to detail. It made me feel proud to work for the company and appreciated."

A Halewood employee said "The whole evening was a fantastic experience and was very well organised. The high-light of the night being the entertainment which was world class and left some of our guests blown away by the quality of it. Employees on our table had over 200 years' service between them and it was really interesting listening to the



guys reminiscing by gone years and who they recognised on the night."

Sarah Herd, celebrating 25 years service, said "Both my husband and I had a wonderful time - it was such a great celebration. The entertainment was brilliant (I particularly liked that they sang a Take That song as part of their set!) and the theme of 'Electric Dreams' was very cleverly chosen given our Destination Zero vision. I know there is a massive amount of hard work that goes into delivering this event, thanks to the organisers and the people who gave up their evenings to host tables too."

THE JAGUAR ENTHUSIASTS' CLUB MODERN XK SEMINARS

Taking place at the British Motor Museum, Gaydon on 7th March, the seminars will be covering the XK8/R (X-100) and XK/R (X-150) models between the years 1997 - 2014. This is the Clubs new format of seminars aimed at existing owners and those looking to buy. If you want to know more about these models this is the place to do so.

After a successful run of over 40 Seminars by the Club, 2020 sees the return of this successful format commencing with TWO seminars on the XK models. Each seminar will benefit current and aspiring owners, looking in detail at owning and maintaining these cars.

The X-100 Seminar (XK8/R 1997 - 2005) will cover general service/maintenance, all the problems and remedies associated with these older models, plus improvement upgrades.

The X-150 Seminar (XK/R 2006 - 2014) will provide specific assistance on models and development for those contemplating buying and general service and maintenance for existing owners



Each Seminar is £70 to Club members or £100 to non JEC Members. (£30 refundable if you join at the seminar).

Price includes handouts, morning and afternoon refreshments, buffet lunch and Free access to the Museum.

Spaces are limited so book online now:

<https://events.jec.org.uk/events/modern-xk-seminar>

JLR SALES FALL IN 2019, BUT SHOW SIGNS OF RECOVERY

Jaguar Land Rover posted a 5.9 percent fall in full-year vehicle sales after a challenging year in which its performance was hit by the weakening Chinese market and falling European demand for diesels.

Retail sales were 557,706 in 2019, the company said in a statement on Friday.

Land Rover sales fell 3.8 percent to 396,105 for the year, while Jaguar sales dropped 11 percent to 161,601.

JLR's sales last year were hit by a 14 percent slump in China, but in the last six months the company reported double-digit growth in the country.

"2019 was a year of two halves," said Chief Commercial Officer Felix Brautigam. "Over the last six months we saw a marked improvement in China, where intensive work with our retailers, combined with significant process and product improvements are starting to gain traction," he said.

JLR's global sales increased 1.3 percent to 52,814 in December. Land Rover's volume rose 9.6 percent to 39,442, but Jaguar sales dropped 17 percent to 13,372.

At the start of 2019, JLR announced plans to cut around 10 percent of its workforce and it has been pursuing measures to reduce costs and improve cash flows by 2.5 billion pounds.

The company, owned by India's Tata Motors, returned to the black in the three months to the end of September 2019, posting a 156 million-pound (\$204 million) profit.

JLR, like much of the car industry, has also faced the challenge of stepping up investment in zero- and low-emissions vehicles as regulations tighten while simultaneously dealing with a drop in demand for some conventionally-powered models.

It has paired up with BMW to jointly develop electric motors, transmissions and power electronics which should allow it to share some of the high costs of advancing the green technology.

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This latest addition by SNG Barrett is a compact yet powerful 6-12 volt battery conditioner, part no SBS1700. It will safely keep your battery charged to its optimum level with no risk of over-heating. This quality part has a built-in temperature control which regulates the charging current. Suitable for both classic and modern vehicles, SBS1700 also has an auto trickle and maintainer feature for all lead-acid batteries. Why not take charge now and order online sngbarratt.com

Alternatively call their Sales dept on 01746 765432 just in time for those prolonged, sedentary winter months ahead!



FROM RACE TO ROAD: JAGUAR ENHANCES ITS AWARD-WINNING I-PACE WITH KNOWLEDGE GAINED FROM THE RACE TRACK

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.

Last year, Jaguar established the I-PACE eTROPHY series – the world's first all-electric production based international race series – reinforcing its commitment to electric racing whilst leveraging technical expertise to develop future electric road cars as part of its 'Race to Innovate' mission. The series puts the all-electric SUV through extreme use conditions and the first competitive season yielded critical learnings for the durability and thermal control of the battery and torque management systems.

In a continual quest to enhance customer experience, Jaguar engineers have also analysed data from more than 50 million miles of real-world journeys from all corners of the world. Every element of the vehicle's performance is scrutinised to leverage the optimum performance of the systems and maximise efficiency. On the other 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.

The all-wheel drive I-PACE is Jaguar's first full battery-electric vehicle and has a range of up to 292 miles from a single charge of its 90kWh Lithium-ion battery (WLTP cycle). While the new software upgrade doesn't change the official certified range figure, the marginal gains developed from eTROPHY analysis will give customers access to an improvement of up to eight per cent dependent on usage – equating to a potential extra 12 miles of real-world range.

Customers 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.

The I-PACE's state-of-the-art 90kWh Lithium-ion battery offers sports car performance of 0-60mph in 4.5 seconds alongside the practicality of a maximum 292 mile range (WLTP cycle) and 0-80 per cent charging time of 40 minutes (100kW DC). Home charging with an AC wall box (7kW) will achieve the same state of charge in just over 10 hours.

The Jaguar I-PACE performance SUV is Jaguar's first all-electric model and priced from £60,995 in the UK.



The Jaguar I-PACE eTROPHY has generated a huge amount of data for us to analyse and those marginal gains, derived from competition on the track, are now being applied to customers' cars to further enhance their driving experience.

Stephen Boulter | I-PACE VEHICLE ENGINEERING MANAGER

ON TRACK

Live, love, race.

Colin Porter
Club Racing



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

Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship 2020

Our dates for the club Saloon & GT Championships are now available and hopefully we can get as much regional support and attendance as possible.

Each race date will consist of qualifying and two races;

- Round 1 & 2: Sunday 29th March; Snetterton
- Round 3 & 4: Friday (Bank Holiday) 8th May; Brands Hatch
- Round 5 & 6: Monday (Bank Holiday) 25th May; Oulton Park
- Round 7 & 8: Saturday 25th July; Thruxton
- Round 9 & 10: Saturday 22nd August; Silverstone
- Round 11 & 12: Sunday 27th September; Donington Park



TOYO TIRES
driven to perform



Alex Lynn Returns To Formula E As Jaguar Test And Reserve Driver

After stating his career in the ABB FIA Formula E Championship with Virgin Racing in 2017, Lynn took up a spot with the Jaguar Panasonic Racing team in 2019 after taking over from former champion Nelson Piquet Jr.

Finishing the season with the Jaguar squad, Lynn achieved a best finish of seventh in the 2019 Bern E-Prix before he was dropped from the team ahead of the 2019/20 season in favour of all-electric racing rookie James Calado.

Now, with days to go until the race in Santiago, Chile on January 18, 2020, Jaguar revealed Lynn would be returning to the team, taking on the role of test and reserve driver in the place of Ho-Pin Tung, who moves to an ambassadorial role.

"I am excited to be re-joining the Panasonic Jaguar Racing team and returning to Formula E," said Lynn. "I am familiar with the Championship, the team, their goals and how they work."

"I look forward to playing my part in helping the team achieve their objectives."

Despite driving in World Endurance Championship,

the team claim Lynn will "dovetail" his commitments in WEC with Formula E. With Calado also driving in WEC, it's unclear who will partner with frontman Mitch Evans for the race in Sanya, China on March 21, which takes place on the day after the WEC race in Sebring.

"Mitch Evans and James Calado are an exciting combination and they will be strongly supported by Alex throughout the season," said team boss James Barclay.

"Alex is not only a very talented and accomplished driver, he also has valuable experience in Formula E and a great relationship with our team."

"That experience and relationship will be highly beneficial to our ongoing development. Winning races can only be achieved if you have a hard working, talented team around you. Bringing Alex back into the fold helps us achieve that."

After the first two opening rounds in Saudi Arabia, the team sits eighth in the standings. With no championship title to its name after three seasons in the series, the Jaguar squad will need to push hard in Santiago to better its standing in the opening rounds of the season.



Get To Know James Calado, Jaguars New Formula E Driver... And He Is Welsh!

He's the most high profile fresh face on the Panasonic Jaguar Racing squad for the new season of ABB FIA Formula E Championship action and James Calado couldn't be happier.

The 30 year-old was announced as Mitch Evans' teammate in early October and has since been in a whirlwind of preparation and testing.

From the unveil at Gaydon, to the official Valencia test session and then on to Riyadh for the season opening race, James has barely had time to take breath in recent weeks.

But the Welsh based driver took time out of his busy schedule to talk to us about his hopes and ambitions on representing Jaguar in the world's only all-electric global single-season series.

James brings a great deal of expertise and experience with him to the team. A World Champion in sportscars after dominant title success in the 2017 FIA World Endurance Championship, he considers himself very much a people person and someone who revels in being central to the team dynamic.

Get to Know James Calado...

First ever real job?

"It was washing dishes in a pub for four pounds an hour. That was my first job. And then I went to Halfords and got sacked. I think it was because I chased someone out of the place for stealing something and my language may have come out a bit strong!"

Worst job and why was it so bad?

"I worked in a betting shop when I was 18 and that was horrible because of people smoking so much. I just used to come out smelling like an ashtray. I hated it. I was racing in Formula Renault one weekend and then doing a shift at William Hill the next!"

So if we see any strange betting patterns on yourself this year we know why!

"I know some loopholes actually; I'll tell you the full SP!"

First car?

"A Peugeot 106. £800. I stripped it completely, got all the weight out of it and eventually rolled it and went through a fence."

Dream job before becoming a professional driver?

"Honestly, it was always to become a professional driver. That was all. I left school just to fully focus on this and thankfully I made it."

Any other sports you fancied yourself at?

"I used to do things as a hobby, like tennis, but it was always racing or bikes, motorbikes. So it was always something with an engine in."

Desert Island discs – three tunes?

"Fleetwood Mac. Rumours is a great album. Led Zeppelin. Thin Lizzy. I like my classic rock!"

One item to take with you on the Desert Island?

"A mobile phone probably. I can't live without my phone. A bit sad but there you go."

What are you most excited about in joining the team?

"Just to compete at a really high-level again, with a team that is capable of winning races. So that was the biggest attraction for me. Also being part of the JLR family is a big honour and something I am immensely proud of."



It is very special to join a British team when you are a Brit and so it's very close to my heart arriving at Panasonic Jaguar Racing.

James Calado | PANASONIC JAGUAR RACING DRIVER

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!

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ONE for the weekend ...and maybe the week

Michael Manconi
Magazine Editor



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

This low mileage genuine factory Series One 4.2 Manual with Overdrive XJ6 was manufactured on the 8th February 1972, finished in Jaguar Light Blue with Dark Blue leather upholstery and supplied new by the Inverness Motor Company. The 4.2 Manual Overdrive model is without doubt the most desirable of the early XJ6 range and is finished in one of the most favoured colour combinations as per its factory specification. HHR 258K has a recorded mileage of just 72,000 supported by a comprehensive file of documentation. Having spent its very early life in the Scottish Highlands, the Jaguar was sold in August 1976 (original 1976 sales invoice included in the history file) to a Mr Minihans in the Clackmannanshire region of Scotland who owned the car for almost 30 years. The

some body restoration work (photographs on file), new front and rear bumpers including over-riders, renewed fuel tanks and various electrical repairs. With a good history, low mileage, fantastic colour combination, largely original trim, bolt on chrome wires and a fabulous strong, fit engine and gearbox with working overdrive, this XJ6 is excellent value and an ideal car for regular use. HHR 258K holds the road superbly, has impressive power and performance and will be supplied with a full 12 months MOT and freshly serviced. The car has lovely paintwork of a high standard, bumpers are excellent having been recently replaced, the engine bay is very original, the original Dark Blue leather is fabulous, and the underside totally rock solid in structurally excellent order



XJ6 was in gentle use throughout the late 1970's and 80's but in 1989, the Jaguar was laid up for ten years with a mileage of 54894 miles. The XJ6 was back on the road in 1999 and its long-term owner covered a further 1000 miles before selling the car in 2003 after 29 years of ownership. The Jaguar moved from Scotland all the way down to Wiltshire where its new owner spent significant amounts of money on mechanical improvements. It was treated to electronic ignition, a long life custom-built stainless-steel exhaust system, rebuilt carburettors, new brake pads, overhauled overdrive unit and the gearbox was stripped down and new bearings and seals fitted. From 2005 to 2014 the Jaguar covered in the region of 10,000 miles clearly proving a reliable, usable car. It changed hands during 2014 and whilst with its new Lincolnshire based owner the car covered a further 6000 miles and was treated to

MM: *Its not always about what it costs. This Series One XJ6 would be a great car to use on those ambling country run outs. While tidy and presentable, and in a great colour combination, you would not be afraid to use it. Its not perfect, but that is half the charm.*

SPECIFICATION

Model: XJ6
Year: 1971
Mileage: 72,000 miles
Max Power: 184bhp
0-60: 8.7 seconds
Top Speed: 127mph
MPG: N/A
Price New: N/A

£14,995

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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 and Happy New Year from South Devon.

In spite of it being the end of the classic car show season there have been a number of events happening over the Christmas period including a pleasant family Christmas get together in Southampton. Some of you know that, since retiring, I take part in "Nordic Walks" twice a week. Of course I couldn't miss the excellent Christmas dinner celebrations in the Babbacombe Inn on 18th December.

Apart from classic car events Natalea & I went to a couple of National Trust properties to view their Christmas events. First of all to Killerton House north of Exeter on 29th November to see their brilliant Christmas displays in the house. Then, more recently on 23rd December, to the beautiful Coleton Fishacre house & grounds near Brixham to see their "Aglow" event set mainly in the grounds. We rounded off that evening watching and listening to a musical "Jam" session in Applebys, Torquay. The following afternoon was spent looking at the Christmas displays and 4D show in the Model Village in Babbacombe - well worth a visit if you are in the area.

TOWC MEETING & CHRISTMAS PARTY - 12th DECEMBER 2019

After the usual club business and raffle draw we settled down to a musical and fun evening with Dave once again

entertaining us on keyboards as well as doing a bit of singing. Even I got up to do a bit of jiggling around - with encouragement from Natalea! During the event five "volunteers" were required to shape very long balloons into dogs. There were some weird and wonderful creations which also had to be given names. One lady called her's "Boris"! Oh dear!

TOWC ANNUAL NEW YEAR'S DAY GET TOGETHER - 1st JANUARY 2020

As there is a long gap between our December 2019 and January 2020 meetings I once again organised a New Year's Day Get Together meal for the club. This is the third time I have done this for the club. On this occasion I booked tables at the Olde Smokey House, Marldon just north of Paignton.

Thirty eight members took part with most enjoying carveries. I even put in a large box of "Quality Street" chocolates for members to share. A very enjoyable and relaxed (for the members!) get together with most staying until closing time at 3.00pm.

I had the headache of collecting the money for the meals and settling up whilst dealing with "moving goal-posts"! It all came out well in the end and the landlady (Nina) was very helpful. She and her staff were given the last of the chocolates.

I'm happy to report that I've had very good feedback after the meal. Maybe I'll do the same again next year!





FUTURE EVENTS

We are eagerly looking forward to the club's annual lunch on the 19th January at the excellent Redcliffe Hotel, Paignton. The Redcliffe Hotel is an excellent venue if any JEC members wish to come down for a stay in Torbay - perhaps for our own show on Paignton Green in July or the massive two day event at Powderham Castle also in July.

And finally...

The Mexican maid asked for a pay increase. The wife was very upset about this and decided to talk to her about the raise.

She asked: "Now Maria, why do you want a pay increase?"

Maria: "Well, Senora, there are tree reasons why I wanna increaze. The first is that I iron better than you."

Wife: "Who said you iron better than me?"

Maria: "Jor huzban he say so."

Wife: "Oh yeah?"

Maria: "The second reason eez that I am a better cook than you."

Wife: "Nonsense, who said you were a better cook than me?"

Maria: "Jor hozban did."

Wife increasingly agitated, "Oh he did did he???"

Maria: "The third reason is that I am better at sex than you in the bed."

Wife, really boiling now and through gritted teeth. "And did my husband say that as well?"

Maria: "No Senora...the gardener did."

Wife: "So how much do you want?"



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The South Wales Region Christmas Dinner

Turkey, stuffing, crackers and mince pies, can only Mean one thing - its time for a Regional Christmas.

Colin Manconi



This year we went back to the St Mellons Golf Club for our regional Christmas Dinner. We had used this venue many times in the past and always enjoyed the hospitality and great food the Golf Club provides. It is always difficult to pick a date for the Christmas Dinner as members always have different events to go to around this time of year! After the problems of finding a suitable date last year I had booked the 7th of December provisionally after our Christmas dinner in 2018.

As usual We had terrific response for the dinner. Over 40 of our members and guests attended and enjoyed the dinner and raffle. We always invite our friends from the Bristol Region as we enjoy going to their summer barbeque and it is nice to reciprocate. Many of the Bristol Region attended. Some member stayed overnight at the Premier Inn at Castleton, just up the road. Our new JEC Chairman Ray Searle, his wife Kay and Graham and Lynne Searle also attended. The boys from Swallows Independent Jaguar also came along. It was great to see them all enjoying themselves.

We started at 7.30pm with drinks in the Eagle Bar and to meet up with old friends. Dinner was served in the Condor Lounge, at 8.00pm, which had been laid out beautifully with a Christmas tree and lots of decorations. The region

provided bottles of red and white wine for each table as a gesture of gratitude to all our members who supported us during the year.

The dinner was excellent. Everyone I spoke to enjoyed it, with many remarking it was nice to be back at St Mellons. The service was great with each table being served quickly and efficiently.

On behalf of our members I would like to thank John, Charlotte, Trisha, and all the staff for looking after us so well.

After the dessert we held our famous raffle. Thank you to everyone who donated a prize, which included wine, whiskey, chocolates, car cleaning products, Jaguar car accessories and books etc. I think most people won something and enjoyed the fun.

Coffee and mince pies followed and we finally said goodbye to St Mellons Golf Club who I believe had done us proud. It was great to welcome many new and old members to our Christmas Dinner. I hope you enjoyed it and I hope to see you back next year.

(I have provisionally booked Saturday the 5th of December 2020 for this years Dinner. Subject to confirmation by the members.)

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



Driven

Big beautiful, meet two big cats that are great value.

Buy them 'right' and the MKVII & MKIX offer great motoring.



Large, opulent Jaguars designed for the American market that are on par with a rival Rolls of that era yet sportier to drive and rarer. Excellent value if you get a good one but spares are harder to find than for other classic Jags. For decades now, nobody has been able to build luxury cars quite like the British. From Austin's Princess limousines up to the products of Rolls-Royce and Bentley, anyone wanting the ultimate in style, elegance and comfort have long been better off buying one from these isles. But you don't have to take the obvious route because there's another option - one that's often overlooked. Jaguar's big saloons of the fifties were fast, exclusive and luxurious when new, and not much has changed in the intervening 60 odd years.

HISTORY

1950 The MkVII is unveiled at the Earls Court motor show, replacing Jaguar's MkV (there was no MkVI, to avoid confusion with Bentley's car of the same name). Aimed at the US market, most of the 20,937 examples built crossed the pond, although some have now returned to the UK.

1954 From January there's an over-drive option then a facelifted car is unveiled in the autumn; known unofficially as the MkVIIM, this revised model has wraparound rear bumpers, repositioned auxiliary lamps, flashing indicators instead of semaphores plus simplified bumpers front and rear. There's also a more powerful 3.4-litre

engine (190bhp instead of 160bhp), closer stacked gearbox ratios to suit together with a firmer suspension.

1956 Further revisions that autumn produce the MkVIII, with more power gains (now a hearty 210bhp), a single-piece windscreen, cut-away rear wheel spats and adjustments to the interior design - power steering is also an option and a very welcome one.

1958 The MkIX arrives; it's simply a MkVIII with standard power steering, disc brakes all round and a bigger capacity engine (now 3.8-litres. Unusually, the MkIX sells alongside the MkVIII for the first year; by the time production is wound up in September 1961, total production of all variants stands at 47,190.

DRIVING AND PRESS COMMENTS

Let's be honest here. If you think that these Jags are merely bigged up XK sportsters then you're going to be a bit disappointed. They certainly share a similar character and aura but we're dealing with a large lumbering limo of Rolls-Royce proportions.

It's hard to imagine the impact of this car back in the fifties when the zero to sixty dash in around 12 seconds was considered rapid. There's an enormous amount of roll through the corners, of course but that's what all cars of this period did. It's no Mk2, of course, but better than an equivalent Rolls or Bentley and - happily - almost as comfortable and refined even if that

old Moss gearbox can be hard work to use. However, most MkIXs will be self-shifters anyway.

Interestingly, despite the car's size and weight, braking qualities have never been an issue; whether they are early drums or later discs, the system is efficient enough as long as due respect is given (and can be uprated if desired).

There's heaps of room inside - how often can you say that about a Jag - for up to six if the bench front seat is fitted (autos).

As one of the fastest, largest and most luxurious cars of its era, any tester who got their hands on a MkVII, MkVIII or MkIX in period, invariably came away gushing about its brilliance. After all, as some of the most capable cars in their day, few rivals offered such a wide range of talents.

In 1952, The Autocar ran a MkVII on a long-term test, reporting on it after 16,000 miles - including entering it into the 1952 Alpine Rally! It was on this event that the car's low gearing became apparent; a lack of power assistance on these early cars meant the driver was rather busy on twisty Alpine bends, but in everyday driving it's something that you soon get used to.

It helped that the wide range of seating adjustment - along with an adjustable steering column - allowed drivers to each find a comfortable driving position, so they could grip the steering wheel firmly. Meanwhile, the fitment of a servo for the all-round drum brakes helped to reduce pedal pressures, the



What impressed the most though, was the MkVII's comfort levels, the Jaguar swallowing four of five occupants - along with their luggage - with ease. The suspension soaked up the bumps no matter how bad, and maintaining an 80-85mph cruise was something the car thrived on like few others. Predictably though, fuel economy could take a bashing with all this high-speed driving - consumption could be anywhere between 16mpg and 22mpg, with 18mpg being fairly typical for most users.

If the MkVII had impressed the Autocar chaps, the MkIX was even better. When it arrived in 1958, the magazine gushed: "Designs for a car to suit all tastes, requirements and bank balances are beyond the capabilities of the most brilliant engineers, yet a select few of the motoring world's current products are distinguished by their exceptional combination of virtues and abilities. Of truly international good repute in the large-car category, Jaguars offer an unparalleled synthesis of comfort, high performance, quality and value for money. Of the range, the most luxurious is the MkIX saloon, introduced at Earls Court this year to supplement the MkVIII".

The magazine went on: "It is to the joint credit of the engine and transmission partnership that the MkIX's passengers are rarely aware of the rate at which they are swept away from a standstill. Without any sports car kick in the back, the Jaguar will defeat practically all competition from traffic lights to reach 30mph regularly in just

about four seconds, regardless of the driver's skill and experience". While the MkIX was noticeably swifter than its forebears, it was also thirstier; in the hands of that weekly it averaged around 14mpg - about what you'd get from an XJ12. However, it was clear from the review that the Jaguar was hammered pretty mercilessly for much of the time - and with a kerb weight of almost two tonnes, that was bound to take its toll at the pumps.

IMPROVEMENTS

Aside from the usual upgrades that you can apply to any fifties' classic - such as improved lighting and electronic ignition - one of the few worthwhile conversions that it's worth considering is the adoption of disc brakes on the MkVII and MkVIII. They're not actually needed as such, because a properly maintained drum set-up is adequate - but the disc system offers more reassuring stopping power, and these are very big cars. However, converting can cost up to £2000. Handling can be sharpened with harder dampers and springs. As the engine is the wonderful XK there's a lot of potential but the fuel returns won't be liked. If it needs a new unit anyway, then the lustier 4.2 engine from a MkX/XJ6 seems a good move. What To Look For.

GENERAL

Don't take on a project too readily; if you do, expect to pay up to £2500 for

it. Restoring a MkVII, MkVIII or MkIX is necessarily costly because it's so huge and lavishly appointed plus spares are rarer than those of other Jags. #bull; On that note, don't under-estimate the size of these cars; at 16 feet and four inches long (that's five metres), you'll need a lot of garage space to accommodate one - while such bulk means fuel bills will also be on the hefty side.

BODY AND CHASSIS

Rust-proofing was poor and there are plenty of rust traps. Start by looking at the front wings, around the snout; the lead-loaded area around the sidelights and the lower edges can also cause problems. The sills are another weak spot - especially where they're masked by the front wings - and the door bottoms frequently rot out.

Other weak spots include the floorpans, A, B and D-posts plus the area where the sills meet the floorpan. The sunroof gutters rot away; also open and close the roof, as it can seize shut. The rear valance inside the boot has a tendency to corrode too, as does the boot lid lip, the area around the fuel tanks (there's one in each rear wing) and the front bulkhead - especially the area around the battery tray.

Underpinning the MkVII is a massive chassis that rarely rots badly, as it's so substantially constructed. The key areas to check are the outriggers and the rear spring hangers, along with the rear-most chassis sections and the areas at the front where the anti-roll bar brackets are welded on. ➤



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ENGINE

All these cars have Jaguar's classic XK straight-six engine, which is well supported by specialists and needs regular maintenance or its life will be much reduced. Look for a service history, make sure the engine doesn't sound hollow or rattly and ensure the oil is clean; walk away if it's like tar. The key is to budget for a rebuild as soon as the engine shows signs of wear; delay things and the bills will quickly mount, especially if something breaks. If this sounds like a guaranteed recipe for disaster, nothing could be further from the truth. A cherished considerably driven engine will rack up 300,000 miles quite happily - the key thing is unstinting 3000-mile oil and filter changes.

The XK engine has a cast-iron block and alloy cylinder head. Because of the latter, anti-freeze levels must be maintained or internal corrosion is guaranteed. Even a well-maintained engine will need a fresh radiator every 5-10 years depending on use, so you may need to budget for this at £220 plus fitting.

Expect oil pressure of 45-55psi when cruising, once the engine is up to temperature, or 60-70psi when the coolant is cold. Some oil consumption is normal, but lots of blue smoke means the cylinder bores or piston rings have worn, which will necessitate a bottom-end rebuild - and while you're at it, the chances are the top end will need to be done as well. A specialist will charge £4000 or you could do the work yourself for upwards of £1000 for the parts alone - but it's an involved job. The construction of the 3.8-litre engine is different from its smaller siblings, as it features cylinder liners; the pistons of a 3.4-litre engine run within the block. As a result, the 3.8-litre powerplant has an extra water gallery at the top of the block, although the heads are similar. The result of this is a tendency for the 3.8 unit to run hotter, leading to an increase in oil consumption. When rebuilding a 3.8-litre engine, the liners must be removed to check for corrosion - it's not always done.

RUNNING GEAR

All these cars came with a four speed Moss gearbox or a three-speed Borg Warner DG unit. The Moss transmission is a familiar unit that's reliable but old fashioned. With synchromesh on all gears except first, the Moss manual box is also rather noisy, so don't expect everything to be quiet, even if the car is a minter. Make sure the box doesn't jump out of gear and that you can get all the ratios cleanly; if any of the cogs are damaged, you simply won't find the bits for a rebuild.

If you're looking at a car with the Borg Warner auto box, make sure it swaps ratios smoothly; this transmission has a tendency to leak oil, while it

can also go out of adjustment all too easily. The result is an effect that's much like a slipping clutch; gearbox rebuilds are very costly and some of the parts are no longer available.

All these cars came with a steering box; MkIXs and some MkVIIIIs featured power assistance too. Unassisted set-ups tend to be very reliable, but powered editions can suffer from leaks, often because the filter hasn't been changed; the dirty oil wrecks the seals. Repairs are possible but it's time consuming - and hence very costly if you can't or don't do the work yourself.

The suspension is also robust, with tired rear leaf springs the most likely malady; see if the car sits low at the rear and check for lots of bouncing about on the test drive. The ball joints in the front suspension also wear but replacements are available.

VERDICT

While prices of these big Jags are creeping up, they still represent fantastic value - especially if you buy one in merely average condition and make good as you go, providing years of sterling service, with superb reliability and rarity. As Simon Whitworth says: "You'll pay less for one of these than a Mk2, yet the MkVII, MkVIII and MkIX offer more space, a sporting drive and they're much more unusual. "These are also cars that have a real presence thanks to their generous dimensions - and it's that bulk that makes them so comfortable and such a great vehicle in which to drive long distances". If we were in the market for a large 50's saloon, we'd certainly give one a long look at before going for a dearer Silver Cloud.



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.

Hyall, What's occurring? Hope you all had a tidy Christmas and a well lush New Year. We had an early Christmas present, 5 weeks early in fact; our younger daughter, Hattie, whom many of you have met, had her first child, a bouncing baby boy, Wilber, 4lbs 13oz on 14 December. Mother and baby doing well. As soon as I can I will get him signed up for the JEC!

We had planned to come back to the UK at the end of March and then rebooked our flights, in view of the baby to mid January, so I won't lie to you we were gutted. Sorry, watched the Gavin and Stacey Christmas special and some of it must have stuck!

Back to car stuff: The 46th Daytona Turkey Run attracts people from all over the world for the largest combined classic car show and swap meet in the U.S. 6,000+ classic and custom cars for show and sale, arts and crafts on Artisan Alley, delicious food and drinks, including the Hops and Hoods beer festival and so much more!

With over 2,500 swap meet spaces, collector car parts and memorabilia as far as the eye can see this show is always the most daunting in its scope. Fortunately it runs from Thursday to Sunday, over the Thanksgiving weekend (hence the name) and as I had booked us in for a three-night stay there was at least a chance to pace myself.

Netta and I set out for the weekend early on Thursday with a stop for breakfast at one of our favourite diners in Deland, about half-way there. As usual we avoided the truck filled Interstate and opted for the slower country route. As

she didn't want to attend the show on the first day, we drove straight to the Shores Resort at Daytona Beach and fortunately they had a room ready for us, so we could check in straightaway and give Netta a chance to unpack and enjoy the pool and beach whilst I headed out.

I drove back the couple of miles to the International Speedway, was checked in and drove down through the tunnel under the track and found a nice grassy spot near the Car Corral, the area set aside for the sale of cars, where

I wanted to spend some time. Just as I was about to get out of the car, the whole side of the car next to me opened up. It was a 1940's four-door Chevrolet but has been converted so that both sides were effectively gull-wing doors. It was beautifully finished and the owner said he made it 20 years ago, but it could've been done yesterday the design of the

hinges very clever in that they were completely concealed. Often what lets these kind of conversions down is a poor interior but this was well done as it was completely refurbished with a classy cloth covering, which suited the car perfectly. After chatting with him for a while he told me that he been with the U.S. Air Force, some of the time stationed in the UK, working on F4 Phantoms and B-52 bombers, and you could see from the way he executed the work that he'd used the sort skills used in aircraft repair and maintenance to achieve a quality job.

Before the show got into full swing, at about 10 am, everything stopped for the song "Glad to be an American"





the 1983 hit country song by Lee Greenwood, instead of the national anthem. Americans are very respectful and hold their right arm over their heart and face their nation's flag, joining in the rousing bits and followed by much applause.

This show always seems to turn up some oddities and one of these was an Amphicar, an amphibious automobile made in West Germany in the 1960's. This is a descendant of the Volkswagen Schwimmwagen, as seen in the old Wartime movies, and offered only modest performance compared to most contemporary boats or cars. It featured navigation lights and flag as mandated by Coast Guard - and after operation in water, required greasing at 13 points.

The engine is the 1147 cc from the British Triumph Herald 1200 and drives the rear wheels through a 4-speed manual transmission. For use in the water, the same engine drove a pair of reversible propellers at the rear, with a second gear lever engaging forward or reverse drive. Once in the water, the main gear lever would normally be left in neutral. By engaging first gear as well as drive to the propellers when approaching a boat ramp, the Amphicar could drive itself out of the water. The owner said "It's not a good car and it's not a good boat, but it does just fine" largely because of modest performance in and out of water. "We like to think of it as the fastest car on the water and fastest boat on the road." In water as well as on land, the Amphicar steered with the front wheels, making it less manoeuvrable than a conventional boat. Time's Dan Neil called it "a vehicle that promised to revolutionize drowning",



explaining, "Its flotation was entirely dependent on whether the bilge pump could keep up with the leakage." In reality, a well-maintained Amphicar does not leak at all and can be left in water, parked at a dock side (the owner hopes!).

While walking through the car corral I was looking out to see how many jaguars were for sale and there were quite a few XK8, mostly in reasonable order. One car I came across was an '89 convertible V12 XJS very similar to the one that I used to have. Whilst the engine looked a bit dirty. The bodywork, paint and fabric hood looked good. The guy selling it had a problem: he bought the car into the show in the morning to sell and now was unable to get it started, so a sale seemed a bit unlikely. At the far end of the corral, up near the banking, was a lady who was selling her late husband's Chevy Bel-Air. This was a very nice car and had won awards and was part of his collection of several cars at the show. Another of the cars was among the trade stands with JAXWAX where the stall holder was using the sun bleached paintwork to show off his cleaning products, a bit of a win, win there!

There weren't that many British cars apart from the Jaguars a mentioned aside from a couple of Bentleys and a Rolls Royce and mid 50's Fords Anglia and Prefect both of which had been done up as dragsters with massive engines. There was a delightful little citroen to CV, which was quite original and in excellent condition, one of the cars I've always liked. One of the features of the two CV was that you could take the front seats out with just simple clip to form deckchairs. The mechanicals are impressively





simple and easy to maintain; for example the car has just two road springs, one each side of the car, running in tubes from front to back and fixed at their centres capable of giving a good ride over ploughed fields (so I am told!) and has a simple air-cooled engine.

One guy was selling his Ford V8, similar to one Bonnie and Clyde used to drive, and this had been completely rebuilt by a guy that used to work for NASCAR, building racing engines. The work had been beautifully done, mostly by the owner, who reckoned that, aside from his labour, he had put around \$100,000 into the car. He was looking for \$74,000 as he wanted to get on with his next project. This is typical of many of the people whose hobby is rebuilding cars.

As I was strolling along a car came towards me with the driver facing my way and the passenger facing the other I realised then the fact this was the front ends of two '79 Honda Civics welded together both with their own steering wheel, pedals, engine, in fact everything except a shared fuel tank and could be driven from either seat in both directions - a real push-me-pull-you. The owner, who had just bought it, said that both ends steer so you can make super sharp turns and drift like crab manoeuvres. The car was featured on the Jay Leno's Garage show and actually won first prize at Pebble Beach in the Concourse de Lemons category in 2017.

With some two and a half thousand trade stalls spread over 100 Rows in much of the infield it doesn't take long to feel completely worn out, especially at my age (!) but there's always a few interesting things to see. I was very tempted to

use one of the electric golf carts they rent out but managed to just about keep going with suitable stops to rest. I tell you, far more walking is involved here than at Silverstone.

There were endless stalls of both used parts and new, some sold by specialists in particular models. There was also plenty of inventive recycling going on with engine parts turned into table or lamp fittings. One guy was taking the front half of cars (one of which was a modern Jaguar) and trucks and converting them into media centres on which to set your TV.

Behind the pits there were a number of large garages, in one of which, taking autographs was a former child star, Butch Patrick, who played the child werewolf Eddie Munster on the CBS comedy television series The Munsters from 1964 to 1966. Amazing that after all that time people remembered the show. As a backdrop he had with him two vehicles, one was a type of landaulet bodied vehicle, a cross between a horse drawn coach and a limousine. The other was in the shape of a coffin with a dragster engine: handy if you have an accident they just bury you already in your coffin! He was surrounded by a number of more famous cars that had raced at Daytona.

By Saturday mid-day I had just about seen everything and decided I was due for some beach time, joining Netta before going out for nice meal in the evening.

A couple of weeks later our local Corvette club decided to organise our own Turkey Run. This time it was off to our local Publix supermarket where each of us bought a Turkey that we went on to take to a local food bank. You hear a lot about food banks in the UK (especially during the last





election) but there is considerable poverty in pockets in Florida and we feel it is only right to recognise our own good fortune and give something back to those in the community who are not so fortunate. Naturally, being a car club we combined it with a local run and, after delivering our turkeys we found a local restaurant where we went for lunch.

The following day we took part in the Groveland Christmas parade. Most towns have these parades over here, indeed I used to take part every year in the Apopka Christmas parade, when I had my Cadillac Eldorado when I enjoyed giving a ride to various local dignitaries, like the Mayor, and also Disney characters like Mickey Mouse and Mini on the back of the car.

I took part in this parade last year and all of the local streets had been blocked off with the parade forming up in various car parks and streets, which must have been a logistical nightmare to organise. Taking part one misses

seeing a lot of the floats, marching bands, mounted police and so on. With so many interconnected lakes around here the local sheriffs have a fleet of powerful boats for policing the waters (if you ask me that's their story as they look suspiciously like fishing boats to me!) and they were also towed along in the parade, all covered with Christmas decorations. I was the last car in the Corvette parade and behind me were the police so I had the joy of seeing two motorcycle cops and an SUV with all of their blue lights flashing and an occasional burst of their sirens in my rear view mirrors for 45 minutes - not something you would want to see every day! Once the parade was over it was time to head back and put up my own Christmas decorations - Happy New Year everyone!

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



THE EVENTS REVIEW

A round up of the 2019 show season

Colin Manconi
Regional Representative



CM reviews the shows and events we attended throughout 2019.

Happy New Year to all our readers.

It is hard to believe another year has passed - where did it go? Below is a list of shows and events we attended as a region last year. It adds up to 41 in total, a new record!

LONDON CLASSIC CAR SHOW

This was held on the 14-17 of February at the Excel London. Michael and I left early on Thursday morning to help set up the stand and then man it for three days. The Excel is a horrible place to get to from Cardiff. It is right on the other side of London. For the club the show was not a success and we decided not to do it this year.

Significant work took place behind the scenes and both partners for Swallows and for the JEC were brought on board to support the event. As the first cars arrived guests were greeted with tea, coffee and bacon rolls supplied by Swallows and a team of volunteers. They were also treated to goody bags, with a selection of items from sponsors and Swallows Racing.

By the official start time of 10.30am, the numbers were telling us that something special had already been achieved; 120+ cars, over 160 guests, and well in excess of £3 million worth of cars on display.

COLEFORD FESTIVAL OF TRANSPORT



INTERNATIONAL JAGUAR SPARES DAY AT STONELEIGH

This being one of the first events of the year held on the 31st March. As usual many of our advertisers were in attendance. SNG Barratt had their whole isle. BAS from Cwmbran were rushed off their feet and David Manners were in their usual position on the right.

PRACTICAL CLASSICS RESTORATION SHOW AT THE NEC

We helped on the JEC stand at the Practical Classic Restoration Show. We had four cars on the JEC stand. Our lovely F Type Coupe charity car, Nigel Webb had kindly let us display 1628 VC, probably the earliest known MK2 and one with a fascinating story and race pedigree. We also had a stunning E-Type part way through a restoration. The show was very successful with us signing up many new members and selling a considerable number of tickets for the charity car.

SWALLOWS INDEPENDENT JAGUAR OPEN DAY

What started out as the idea for a simple cars and coffee morning for our Somerset regional members soon grew into something quite considerably larger.

We always attend this show every year with a club stand. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. We had fourteen Jaguars on the stand. Upon parking up we immediately made our way to Kaplans Café for our usual "small" breakfasts. It gets very busy in there so you have to be early. As you read in Colin Masterson's report of the event it would be remiss of me not to correct an inaccuracy in his write up. In my "small" breakfast I did not have eggs, baked beans, but he is correct about the rest, including 6 pieces of fried bread. Well, I like fried bread! All I can say is that other people had larger breakfasts than me and they know who they are.

DRIVE IT DAY

We gathered at The Priory Hotel in Caerleon, 18 cars and over 40 members and their guests arrived. I would like to thank Colin Masterson for all the work he put into the very detailed route planners. Everyone said how accurate they were. Also, to Benito and all the staff at the Priory Hotel who not only served us great bacon sandwiches in the morning and a fabulous lunch in the afternoon but allowed us to park on their beautiful grass.

MONMOUTH STEAM & VINTAGE SHOW

This event was held on the 5th of May and is organised

by the Boarder Counties Vintage Club. We have missed this show for the past couple of years due to the bad weather on the day of the event, but this year the weather was sunny and really warm.

THE SUMMER JAGUAR FESTIVAL 2019 @ BLENHEIM PALACE

May 10-12, this was the highlight of the Club events in 2019, a truly marvellous event. People have even commented that it even surpassed the show at Windsor Palace two years ago. Well over 1000 Jaguars attended, including many of our members, some staying for the three days.

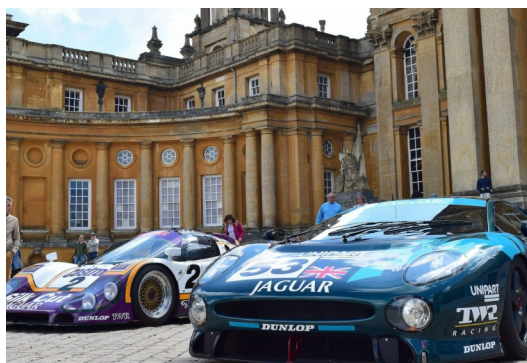
SWCC CLASSICS IN CARDIFF @ CARDIFF CITY STADIUM

May 19, We always attend this show and are given a nice position and it is quite a good event with over 400 cars. Sixteen of our members attended this event. The weather was good but I still think a Classic Car Show is better on grass.

ST NICHOLS CLASSIC CAR SHOW

Held on the May 25, A new show for South Wales, unfortunately the condition of the field was poor, with big ruts to drive over. Around 120 cars attended, not the 400 they expected but not bad for a first attempt.

VALE OF GLAMORGAN CLASSIC CAR SHOW @ SULLY



May 27. Always a good event in a lovely setting on the headlands overlooking the sea at Sully. We arrived at the show ground early and had a prime spot at the front. We ended up with over 12 cars on the stand including Keith's lovely Mercedes 300 SL Roadster. The weather was dry and sunny and a bit windy but we all enjoyed the show.

NORMAN DEWIS MEMORIAL

In June we heard the sad news that Britain's greatest ever test driver, Norman Dewis OBE, had passed away. He was 98. Norman developed 25 of the most significant Jaguars ever, including the C-, D- and E-types, XK140 and XK150 and XJ series, during a remarkable 33-year career as Jaguar's Test Development Engineer. His memorial was for family and close friends, Rob and Letitia paid their respects.

60 YEARS OF THE MK2 @ CMC, BRIDGNORTH

June 1, following on from their successful event last year Club Partner Classic Motor Cars Ltd. in Bridgnorth held a second open day to celebrate 60 years of Mark 2. It was without doubt another great event for the team at CMC and we will certainly be looking forward to whatever they plan to do next year.

CLASSIC AT THE CASTLE @ BERKELEY

June 2, 2019 The number of members who can go to this show is limited by the restriction on the age of the car but it is always popular. This year unfortunately the weather was poor with rain coming in early and it did spoil the event.

BARRY FESTIVAL OF TRANSPORT

This event was held on Sunday the 10th of June at Barry Island. The show is becoming more popular each year with a wide variety of classic cars attending. We had a good position, at the rear of the esplanade, overlooking the beach and I must say that the stand looked magnificent with our gazebo behind them. I would like to thank Howard for arriving early and setting up the stand!

MOTORING AT THE MANOR @ CELTIC MANOR

June 16, another brand-new event which was held at the Celtic Manor Resort in Newport. The event was set to featuring a large range of classic, performance and super-cars. Around 100 cars were on display, a much smaller turnout than was expected, possibly due to the confusing promotion of the event. With an experienced motoring events company organising and promoting this could be a massive and prestigious event.

SUPER SUNDAY SCRAMBLE @ BICESTER HERITAGE

On June 23, The Super Sunday Scramble promised to be the biggest one yet. As JEC Club Members we were able to book tickets at 50% off the online Some of our members

really enjoyed the event.

SOUTH WALES REGION BBQ @ ST MELLONS GOLF CLUB

July 14, The first Summer Barbeque at our new venue The St Mellons Golf Club. Fifty-four of our members and guest attended and it appears everyone enjoyed it. The weather was great and the food superb. We will definitely be running more of this sort of event in the future.

COFFEE & CARS MEET @ THE CEFN MABLY ARMS

July 20, 2019 A small new event in a 'Coffee & cars' style format hosted by Ben the owner of the Cefn Mably Arms Country Pub & Restaurant. With a mix of vintage, classic and 'modern classics', around 50 cars were on display, a smaller turnout than was expected due to the rain that threatened. Great to chat to people from other clubs and see some different cars.

HISTORIC VEHICLE GATHERING @ POWDERHAM CASTLE

On July 13-14 the 46th Historic Vehicle Gathering at Powderham, which has become probably the largest event of its type in the South West and possibly further



afield, is set on a very large field with areas for classic vehicles, autojumble, catering stalls, very large beer and food marquee, steam traction engines, tractors, stationary engines and a large ring for vehicle parades.

CLASSICS & SUPERCARS @ SHERBORNE CASTLE

July 21, now in its 16th year and regarded as certainly one of the premier classics and supercar shows in the South of England. With upwards of 1,500 cars on display, there is always plenty of variety, from Rat Rods, Vintage and Classics to modern day Super and Hyper Cars. Over 40 members made it on the day and the club stand looked superb, with Graham Searle bringing this year's Raffle car.

SILVERSTONE CLASSIC

July 26-28, this is the Biggest Classic Motor Racing Festival in the world, 20 classic races over the weekend with over 1000 entries and more than 10,000 classic cars on show. Despite the deluge of rain and wind, which also made for some interesting racing, this was a great event. The hotel is already booked for this year and the JEC is quite possibly going to provide hospitality.

CARFEST SOUTH @ LAVERSTOKE FARM

July 26 - 28, This annual festival is not just for petrol heads, providing a stunning yet unpretentious musical extravaganza, plus culinary expertise and family fun. Our very own Grant Williams (BUY 1) entertained the crowds

everything you could ever want or need at the various trade stalls. The Dream Cars Pavilion gave an opportunity to get up close with some of the fastest, rarest and most expensive supercars on the planet.

PONTHIR CLASSIC CAR & MUSIC FESTIVAL

August 25, now in its 5th year and held on the cricket ground at Ponthir. This is a fantastic community supported event, with all funds raised going to local community sports clubs. The weather was perfect and helped bring out a wide range of classic and modern Supercars. Once again organised by Andy.

GOODWOOD REVIVAL

September 13-15. This three-day festival celebrates road racing cars and motorcycles that would have competed during the circuit's original period of 1948- 1966, including Grand Prix cars from the 1950s and 1960s, sports and GT cars, as well as historic saloon cars and little-seen Formula Juniors. Many of these important historic racing cars are driven by famous names from motor sport past and present. The main club had a stand selling memberships and raffle tickets for the charity F-Type.

SPEECH HOUSE VINTAGE SHOW @ COLEFORD

September 8, held in the grounds of Speech House and was the best yet as people kept streaming in all day. There was a great array of vintage vehicles, including five



over the weekend with some of his tyre burning antics and very quick runs.

THE XK OWNERS AUTUMN GAE

Dave & Ruth Fisher along with other Club members and officials once again attended this event after really enjoying it last year. It was organised by the modern XK section of the JEC and after reading Dave's article he kindly provided for our magazine it appears they had a great time.

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

August 11, A proper traditional country show with a large selection of steam traction engines, commercial vehicles, vintage and classic cars, tractors, motor and pedal cycles, stationary engines, historic caravans and miscellaneous exhibits. Various other attractions were cider making, steam sawing, stone cutting, woodcarving and a variety of trade stands and a car boot sale.

PASSION FOR POWER MOTOR SHOW @ TATTON PARK

August 17, Passion for Power is a huge show featuring everything the discerning classic car enthusiast could ever want. The Show offers the perfect opportunity to look at hundreds of exotic classic and supercars, while finding

full-sized and six mini steam traction engines, around 120 cars, 90 tractors, 60 Land rovers, 20 military vehicles, 60 commercial lorries, 55 stationary engines and 50 motorbikes.

COFFEE & CARS MEET @ THE CEFN MABLY ARMS

September 21, A small event in a 'Coffee & cars' style format hosted by Ben the owner of the Cefn Mably Arms Country Pub & Restaurant. With an mix of vintage, classic and 'modern classics', around 45 cars were on display, with everything from Minis to Rolls Royce. In all, great weather, fantastic food, in a lovely rural location and good company. What more can you ask for?

JEC COFFEE & CARS MEET @ PORTHKERRY PARK

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

CASTLE COMBE AUTUMN CLASSIC @ CASTLE COMBE CIRCUIT

Once again Castle Combe put on a great event! This year they had a wide range of races ranging from vintage sports cars to pre 66 Jaguars plus a range of other activities in the paddock. We met at the Aust Services at the old Seven Bridge at 8.00am. There were a huge range of different race cars there including many Jaguars, including one of our good friends and advertisers Grant Williams in his MK1 (BUY 1) and also driving the JD Wins E-Type. At lunch-time Paul cooked some of his delicious beef burgers and we spent the afternoon watching the racing. We packed up at about 4.30 and had a good, if damp run home.

BICESTER SUPER SCRAMBLE @ BICESTER HERITAGE

6TH October This event is becoming more and more popular after each meeting. Definitely one to consider for this year if you have not been before.

MALVERN FESTIVAL OF TRANSPORT @ THE THREE COUNTIES SHOWGROUND

October 11, The amalgamation of three events - the Mini, Classic Car and Classic Commercial shows. This popular end of season classic vehicle event goes from strength to strength and saw in excess of 80 trade stalls, 600+ vehicles on display, and 40+ classic commercials. Always a great show to attend at the end of the season.

his fabulous commentary and history of all the planes as we walked around. We will definitely do this again next year.

THE LANCASTER INSURANCE CLASSIC MOTOR SHOW @ THE NEC

November 8 -10, 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.

JAGUAR ENTHUSIAST CUB AGM

On the 2nd of November Michael and I attended, on behalf of the region, the Clubs AGM at Jaguar Class Works. 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



JAGUAR INTERNATIONAL SPARES DAY @ STONELEIGH

October 20, with over 200 stalls, all under cover, comprising of the regular established major Jaguar parts suppliers, restoration specialists to replica manufacturers and private garage clearances. You could find parts for the full range of Jaguar and Daimler models of all ages, both for routine servicing and maintenance and for major restorations.

JEC AUTUMN CLASSIC TRACK DAY

There were lots of different Jaguars out on the track, with Swallow Jaguars taking anyone out for some hot laps in their race cars for a small donation to charity. Many of our members went out in the Swallows cars and enjoyed it immensely. Quite possibly the busiest and best track day the club has had, combined with the nice weather in the afternoon made it a great day out.

JEC COFFEE & CARS AT SOUTH WALES AVIATION MUSEUM

We had our second "Coffee & Cars" Breakfast meeting at South Wales Aviation Museum. The weather was atrocious but it was warm and dry inside with a great breakfast and a fabulous range of classic aeroplanes and helicopters. I would like to thank Mike Hayes for arranging the visit and

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!

THE SHELL LIGHTS, CAMERA, ACTION FUELS PHOTO SHOOT

December 2, 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!

SOUTH WALES CHRISTMAS DINNER

On the 7th of December we went back to St Mellons Golf Club, for our Christmas dinner. As usual we were joined by our friends from the Bristol Region, 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

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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.

If I have missed any events, sorry.

As I indicated earlier, we attended 41 events last year.

Thank You!

I would like to thank all the members who came to the events during the year and helped out especially Paul, our Star Chef, who kept us from dying of hunger during the shows with his bacon rolls and beef burgers. Also, Ruth whose delicious chocolate cake always goes down very well with a cup of tea or coffee in the afternoons.

I would also like to thank my fellow committee members Andy, Paul and Colin for all their help during the year. Also, our President Harry, who even though he has moved to Torquay, still stays in contact and sends us an article for the magazine each month.

Moving on to the magazine. If you log on to the JEC website and look at what the other regions have to offer I think you will find that we probably have one of the best magazines and websites in the club. This year Michael has completely re-designed the magazine and website. On your behalf I would like to thank Michael for all the work he does editing, collating, and printing the magazine and looking after the website. It is a massive amount of work!

I would also like to thank the members who contributed to the magazine during the year. Colin Masterson for his "Letter from America", Harry for "The Torbay Flyer", Scott and Derek for their great articles on the repairs of their cars, Andy, John, Howard, Mike and Terry, for their various

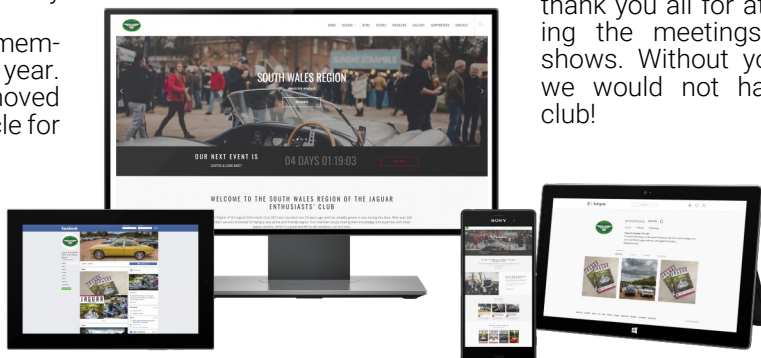
articles. Brian, Norman and Mike for their hilarious jokes, some of which even though hilarious, could not possibly be printed in this magazine.

I would like to have a separate column on any work you have done on your car, even changing the plugs oil etc. I am sure it would be of interest to our members and may even encourage them to do the work themselves. Write a short article with a few pictures.

We have a lot of shows coming up this year I hope you can attend them. Let's hope for good weather and some great drives in our cars this year.

We are always looking for new ideas and events so please contact us with your thoughts.

Finally, I would like to thank you all for attending the meetings and shows. Without you all we would not have a club!



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

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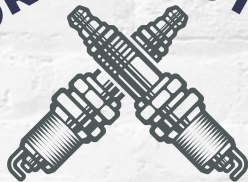
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Get In My Garage



Michael Manconi
Magazine Editor



South Wales region member Mike Hayes tells MM about his Jaguar moments of madness.

MM: What is your earliest Jaguar/ Daimler memory?

MH: When I was around 12 years old (1965) friends of my Mum & Dad from London visited us in Merthyr. The parents arrived in a Mk10 and their son & girlfriend in an E type convertible. A short ride later and I was smitten by cars and fast machines. I can also remember watching a Jaguar saloon having a spectacular end to end crash at a meeting at Llandow circuit in the mid 60s but don't remember the exact details.

MM: Tell us about your first Jaguar/ Daimler.

MH: I was late comer to Jaguar ownership (saved the best to last) as my first Jaguar was my 27th car and was a 59 plate 3 litre XF Portfolio - I wish I still had it (as well as my F Type).

MM: What's your Jaguar/ Daimler ownership history?

MH: Currently totals 28 cars that I can remember, starting with a 1959 Austin A40 bought for £25 and by the time I had driven from Rutland to Yorkshire I had learned to drive! I passed my test at Melton Mowbray some 3 months later in my second car a Ford Anglia 105E. I have also owned Fords including a Mk1 & a Mk2 Lotus cortinas, BMWs, Mercedes, Renaults, Citroens, Vauxhalls and a Dutton kit car. It should be noted that I always did motoring on the cheap and did not spend more than £200 on at least the first 12 cars I bought. .

MM: Your favourite Jaguar or Daimler?

MH: Favourite today is my F type 3.0 V6S Coupe. From the past, my favourite has to be an E type or perhaps an XK140 DHC but to be honest any of the classics.

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

MH: Taking my F Type out at Castle Coombe on my first track day although I have to admit I was a little cautious at first. Fate worse than death awaited me at home should I have had an expensive mishap.

MM: Best car you have owned and why?

MH: My 1963 Lotus Cortina Mk1 -It went like stink, handled incredibly well and was so much fun all round, yet was easy to maintain myself. I know it was a rust bucket and I felt like Fred Flintstone as my feet could touch the floor in places, but why oh why did I sell it for £200. The Mk 2 Lotus Cortina was also very good but not the same as a Mk1. Apart from my F Type, I did like my XF as well.

MM: Any car regrets?

MH: Selling my Lotus Cortina Mk 1 and never having enough to buy a Porsche 917K. Also never buying a Marcos with a wooden chassis in the 70s as I could never afford one at the time due to being single and more interested in wine, women and song.

MM: Any car regrets?

MH: John Wyer who was a Le Mans and Nurburgring 1000 winner, but more famously the team manager and later team owner racing GT40s and Porsche 917s with Gulf Oil sponsorship. His famous blue and orange cars were to dominate Le Mans for several years in the late 60s and early 70s. I even painted a couple of my cars at the time in the same colours (using Woolworths car paint which was applied with a brush!) Pictures of his cars and drivers, Jo Siffert and Pedro Rodriguez adorned my walls as a young man. One of cars were featured in the Steve McQueen film Le Mans depicting the famous battle between the 917s and the Ferrari 512s in the early 70s. I have really come to appreciate great leadership and management in my working life and JW certainly had that - a bit like Toto Wolff today.



HOW DID YOU COME TO JOIN THE CLUB?

Just by trawling the internet looking for a car club that shared my interest in Jaguars once I had bought one. Came to a couple of regional meetings and liked what I found.

WHAT SETS THE CLUB APART FROM OTHER JAGUAR CAR CLUBS?

I think the people and members you meet, although a relatively new member I have always felt very welcome. The organised events are great - both national and local, but like all things you get out what you put in. With this club there are a lot of people who do a lot of work for the members and I for one, greatly appreciate it.

ARE YOU LOOKING FORWARD TO ANY PARTICULAR EVENT?

Apart from attending as many of the regional events as I can then I would like to go to more national events Silverstone, NEC and possibly classic Le Mans (I was last Le Mans in 1979), are in my thoughts at the moment but as always other commitments and interests have to be balanced with my Jaguar interest.

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

I would always say research and don't buy on impulse, there is plenty of documented guidance around, especially through JEC. Always consider taking a friend who you can trust to give an honest opinion and don't forget talking to Jaguar specialists such as Swallows or Mistermatic who may know of good available cars coming up as I have found they have excellent relationships with owners of the cars they maintain.

AND MOST IMPORTANTLY, YOUR FAVOURITE BISCUIT IS?

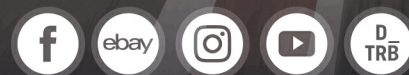
Bahlesen Choco Leibniz (or Tesco equivalent), can anybody resist nibbling the chocolate around the edges before eating the biscuit itself?



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NEIGHBOURS CONFESSION

FIRST TEXT MESSAGE:

Hi, Max. This is Richard, next door. I've been riddled with guilt for a few months and have been trying to get up the courage to tell you face-to-face. When you're not around, I've been sharing your wife, day and night, probably much more than you. I haven't been getting it at home recently. I know that's no excuse. The temptation was just too great. I can't live with the guilt & hope you'll accept my sincere apology and forgive me. Please suggest a fee for usage and I'll pay you. Richard

Max, enraged and betrayed, grabbed his gun, went next door, and shot Richard dead. He returned home, shot his wife, poured himself a stiff drink, and sat down on the sofa. Max then looked at his phone and saw a second text message from Richard.

SECOND TEXT MESSAGE:

Hi, Max. Richard here again. Sorry about the typo on my last text. I assume you figured it out and noticed that the darned Spell-Check had changed "wi-fi" to "wife." Technology, huh? It'll be the death of us all.

EYE POPPING

This guy is dining alone in a fancy restaurant and there's a beautiful redhead sitting at the next table. He's been sneakily checking her out ever since he arrived, but doesn't have the courage to start talking to her.

Suddenly she sneezes, and her glass eye comes flying out of its socket toward the man. His reflexes kick in and he reaches out, plucks it out of the air, and hands it back to her.

The redhead is mortified. "Oh my, I am so sorry," she says as she pops her eye back into place. "Let me buy you dinner to make it up to you."

So he joins her table and they enjoy a wonderful meal together. Afterwards they go to the theatre followed by drinks at a bar. They talk, they laugh, she shares her deepest dreams and he shares his. She listens.

After paying for everything, she asks him if he would like to come to her place for a nightcap. He says yes and they return to her place.

He ends up staying the night. The next morning, she cooks a gourmet meal with all the trimmings. The guy is amazed at how everything has been so perfect and how incredible this woman is. He can't believe his luck. "You know," he said, "you are the perfect woman, are you this nice to every guy you meet?"

"No," she replies, "You just happened to catch my eye."

DEEP HOLE

Two guys are walking through the woods one day when they stumble across a big deep hole.

The first guy peers into it and says, "Wow! That looks deep."

The second guy says, "It sure does. Let's throw a few pebbles in there and see how deep it is. We'll be able to tell the depth by how long it is before we hear the noise of the pebbles landing."

So they pick up a few pebbles and throw them in and wait. Nothing. There's no noise.

The first guy says, "Jeeez. That is really deep. I know, let's throw one of these great big rocks down there. Those should make a noise."

So they pick up a couple football-sized rocks and toss them into the hole and wait... and wait... Again, nothing.

They look at each other in amazement. Then the first guy gets a determined look on his face and says, "Hey, over here in the weeds, there's a railroad tie. Help me carry it over. When we toss that sucker in, it's gotta make some noise."

So the two of them drag the heavy tie over to the hole and heave it in. Once again, not a sound comes from the hole.

Suddenly, out of the nearby woods, a goat appears, running like the wind. It rushes toward the two men, then right past them, running as fast as its legs will carry it. Suddenly it leaps in the air and into the hole.

The two men are astonished with what they've just seen and look at each other in amazement.

Then, out of the woods comes a farmer who spots the men and ambles over. He asks them, "Hey, you two guys seen my goat out here?"

The first guy says, "You bet we did! Craziest thing I ever saw. It came running like crazy and just jumped into this hole and disappeared!"

"Nah", says the farmer, "That couldn't have been my goat. My goat was chained to a railroad tie."

CROCODILE WRESTLER

A multi-millionaire living in Darwin, Australia, decided to throw a party and invited all of his buddies and neighbours.

He also invited Brian, the only aborigine in the neighbourhood.

He held the party around the pool in the backyard of his mansion.

Everyone was having a good time drinking, dancing, eating prawns and oysters from the barbecue, and flirting.

Then at the height of the party, the millionaire said, "I have a 15 foot man-eating crocodile in my pool and I'll give a million dollars to anyone who'll join him in the pool."

The words were barely out of his mouth when there was a loud splash.

Everyone turned around and saw Brian in the pool fighting madly with the crocodile, jabbing it in the eyes with his thumbs, throwing punches, head butting it, getting it in choke holds, biting its tail and flipping it through the air like some kind of martial arts expert.

The water was churning and splashing everywhere. Both Brian and the crocodile were screaming and raising hell.

Finally, after what seemed like an age, Brian strangled the crocodile and let it float to the top of the pool like a dead goldfish.

An exhausted Brian wearily climbed out of the pool with everybody staring at him in disbelief.

The millionaire said, "Well, Brian, I reckon I owe you a million dollars then."

"Nah, you all right boss, I don't want it," said Brian.

So the millionaire said "Man, I have to give you something. You won the bet. How about half a million bucks?"

"No thanks, I don't want it," Brian insisted.

The millionaire said, "Come on, I insist on giving you something. That was amazing. How about a new Porsche, a Rolex and some stock options?"

Once again, Brian said, "No." Confused, the rich man asked, "Well Brian, then what do you want?"

"I just want the bastard who pushed me in," said Brian.

How one shoe can ruin a family photo





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CALENDAR

WHAT'S ON IN 2020

JANUARY

25 SAT | South Wales Region Breakfast Meet @ Ogmore by Sea

FEBRUARY

1 SAT | Jaguar Breakfast Club Meeting @British Motor Museum, Gaydon

19 WED | South Wales Region February Club Night @St Mellons Golf Club

21-23 FRI-SUN | Race Retro 2020 Historic Motorsport Show @ Stoneliughly Park

MARCH

7 SAT | Jaguar Breakfast Club Meeting @British Motor Museum, Gaydon

7 SAT | Club Modern XK Seminars (X100 & X150) @British Motor Museum, Gaydon

15 SUN | International Jaguar Spares Day, Stoneleigh

18 WED | South Wales Region March Club Night @St Mellons Golf Club

20 FRI | Club Track Day @ Castle Combe Circuit

27-29 FRI-SUN | Practical Classics & Restoration Show, @ The NEC

APRIL

4 SAT | Jaguar Breakfast Club Meeting @British Motor Museum, Gaydon

13 MON | Coleford Carnival of Transport @ Coleford Town Centre

15 WED | South Wales Region April Club Night @St Mellons Golf Club

26 SUN | South Wales Region Annual Drive It Day 2020

MAY

1-3 FRI-SUN | Donington Historic Festival 2020 @Donington Park Circuit

2 SAT | Jaguar Breakfast Club Meeting @British Motor Museum, Gaydon

3 SUN | Monmouth Steam & Vintage Show @Vauxhall Fields, Monmouth

15-17 FRI-SUN | SUMMER JAGUAR FESTIVAL 2020 @NEWBY HALL

17 SUN | SWCCC Annual Classic Car Show @Cardiff City Football Stadium

20 WED | South Wales Region May Club Night @St Mellons Golf Club

MAY CONTINUED

25 MON | Vale of Glamorgan Classic Car Show @Sully Sports & Leisure Centre

JUNE

6 SAT | Jaguar Breakfast Club Meeting @JLR Classic Works, Coventry

7 SUN | Classic and Performance Car Spectacular @Tatton Park

14 SUN | Barry Festival Of Transport @Barry Island

17 WED | South Wales Region June Club Night @St Mellons Golf Club

20 SAT | Jaguar Super Saturday @ Coventry Transport Museum

20 SAT | Jaguar Super Saturday @ Coventry Transport Museum

20-21 SAT-SUN | FJ Bristol Classic Car Show @Royal Bath & West Showground

21 SUN | Bicester Super Scramble @Bicester Heritage

27 SAT | South Wales Supercar Festival @ Chepstow Race Course

28 SUN | Simply Jaguar @ Beaulieu National Motor Museum

JULY

3-5 FRI-SUN | JEC & Usk Classic Car Club @Le Mans Classic

4 SAT | Jaguar Breakfast Club Meeting @British Motor Museum, Gaydon

9-12 THU-SUN | Goodwood Festival Of Speed @Goodwood House & Estate

15 WED | South Wales Region July Club Night @St Mellons Golf Club

19 SUN | Classics & Supercars At The Castle @Sherborne Castle

TBA SUN | South Wales Region Summer BBQ @St Mellons Golf Club

31-02 FRI-SUN | Silverstone Classic 2020 @Silverstone Circuit

AUGUST

1 SAT | Jaguar Breakfast Club Meeting @British Motor Museum

8-9 SAT-SUN | Beaulieu Supercar Weekend @ Beaulieu National Motor Museum

9 SUN | Three Cocks Steam & Vintage Rally @ Hay on Wye

AUGUST CONTINUED

15-16 SAT-SUN | Passion For Power Classic Motorshow @Tatton Park

19 WED | South Wales Region August Club Night @St Mellons Golf Club

23 SUN | Tewkesbury Classic Vehicle Festival @Tewkesbury School

28-30 FRI-SUN | Carfest South @ Laverstoke Park Farm, Hampshire

TBA SUN | Ponthir Car & Music Festival @Ponthir Sports Ground, Newport

SEPTEMBER

3-6 THU-SUN | Salon Privé Concours d'Elegance & Classic Car Motor Show @Blenheim

5 SAT | Jaguar Breakfast Club Meeting @British Motor Museum, Gaydon

5-6 SAT-SUN | Beaulieu International Autojumble @British Motor Museum

11-13 SAT-SUN | Goodwood Revival @ Goodwood Motor Circuit, Chichester

16 WED | South Wales Region September Club Night @St Mellons Golf Club

OCTOBER

3 SAT | Castle Combe Autumn Classic @Castle Combe Circuit

11 SAT | Malvern Festival of Transport @The Three Counties Show Ground

18 SUN | Jaguar International Spares Day @Stoneleigh

21 WED | South Wales Region October Club Night @St Mellons Golf Club

NOVEMBER

7 SAT | Jaguar Enthusiasts' Club AGM @JLR Classic Works, Coventry

13-15 FRI-SUN | The Lancaster Classic Motor Show@The NEC

18 WED | South Wales Region November Club Night @St Mellons Golf Club

DECEMBER

5 SAT | South Wales Region Gala Christmas Dinner @St Mellons Golf Club

16 WED | South Wales Region September Club Night @St Mellons Golf Club

REGIONAL INFORMATION

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



ABOUT US

The South Wales Region of the Jaguar Enthusiasts Club (JEC) was founded over 33 years ago and has steadily grown in size during this time. We are renowned for being a very active and friendly region. Our members enjoy sharing their knowledge and expertise with other Jaguar owners, which is a great benefit to all members, new and old. The region attends many shows and events throughout the year and also arranges local 'Drive it Days', BBQ's and annual Christmas dinner.

So why not come along and join us at one of our monthly meetings regardless of age, standard and type of Jaguar you own. We pride ourselves on the eclectic and laid-back nature of our gatherings, with a varied range of members from all walks of life. There is no 'eliteness' regardless of whether you own a £500 X-Type or a million pound light weight E-Type. 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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PRESIDENT FOR LIFE | HARRY KUEHLING
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T: 07931 538434

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

GETTING INVOLVED

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

SEND US YOUR MAGAZINE ARTICLE

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

GET IN MY GARAGE

If you would like to share your Jaguar or Daimler story without having to do the hard work, head online to our site and fill in the quick fire questions, upload a photo or two and sit back and wait for your 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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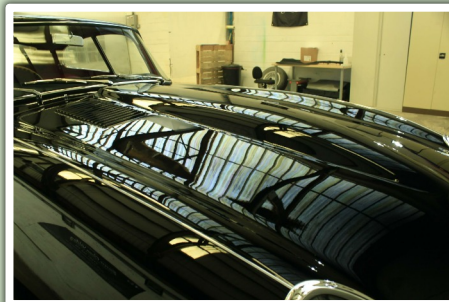
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And Saturday Mornings, please ring before visiting.

Recommended by the Jaguar Enthusiasts' Club.

