

JAGUAR

ENTHUSIAST

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COFFEE & CARS MEET
FIRST BREAKFAST MEET OF 2020

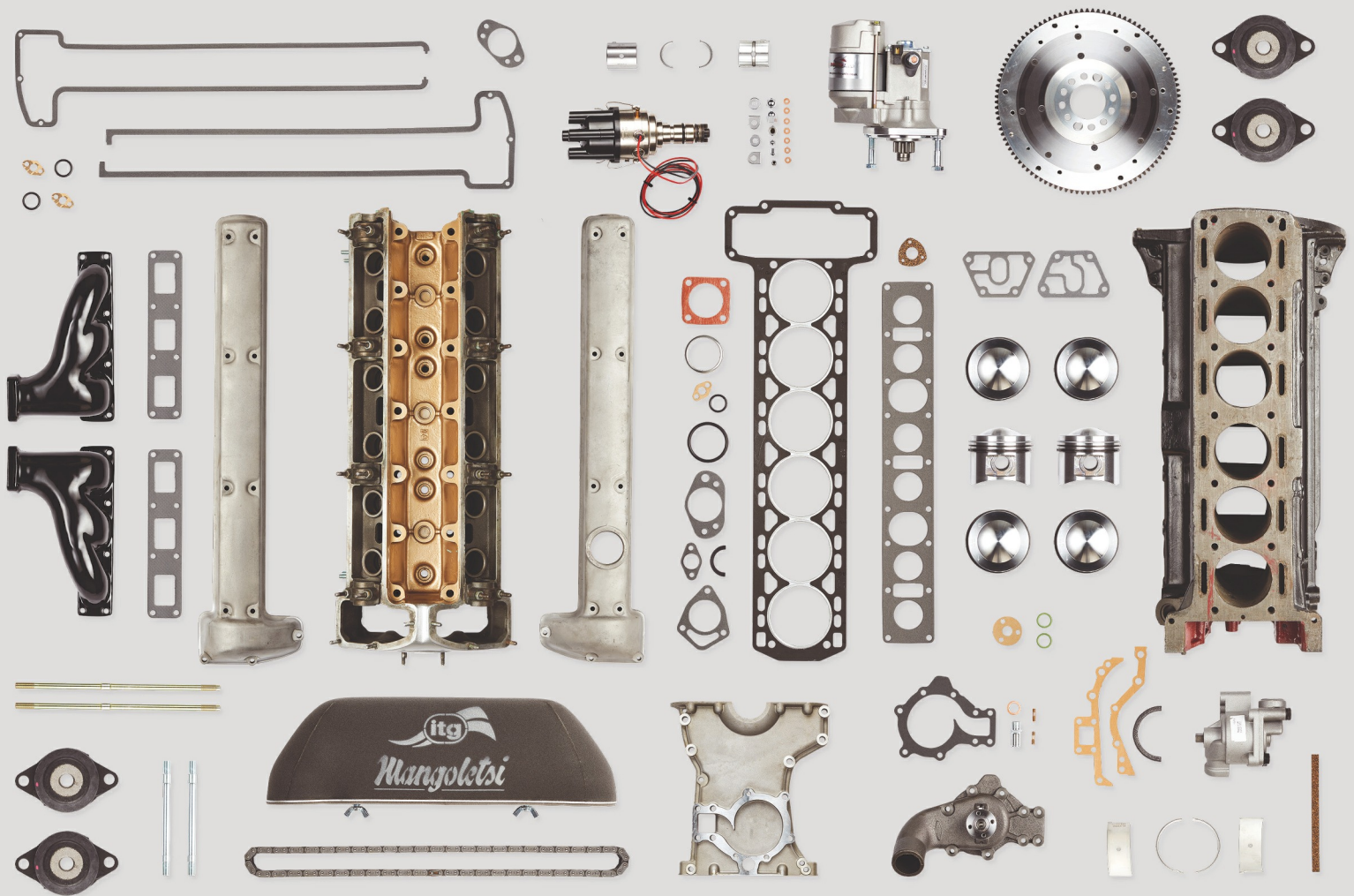
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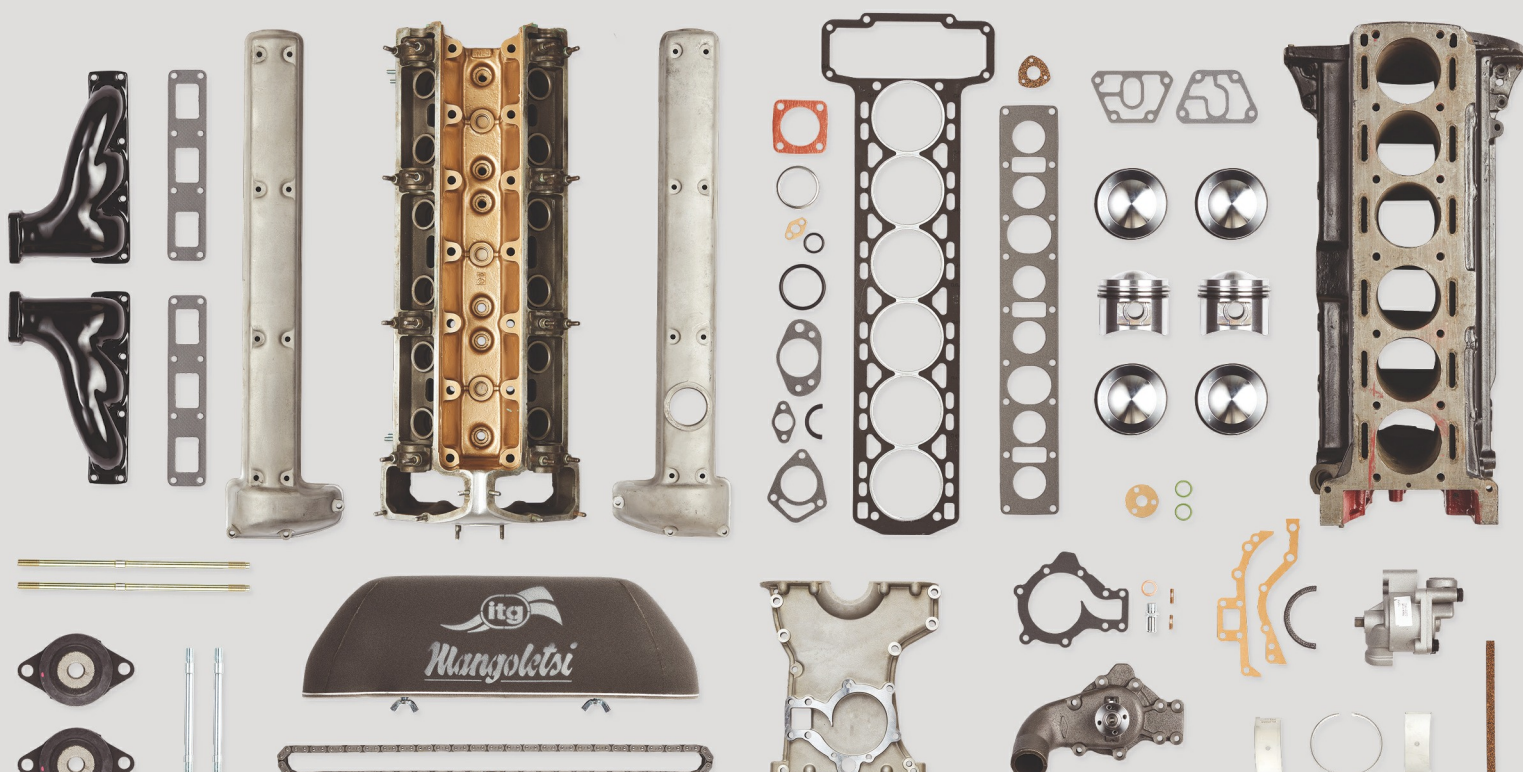
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Disclaimer: Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us: editor@jecsw.co.uk

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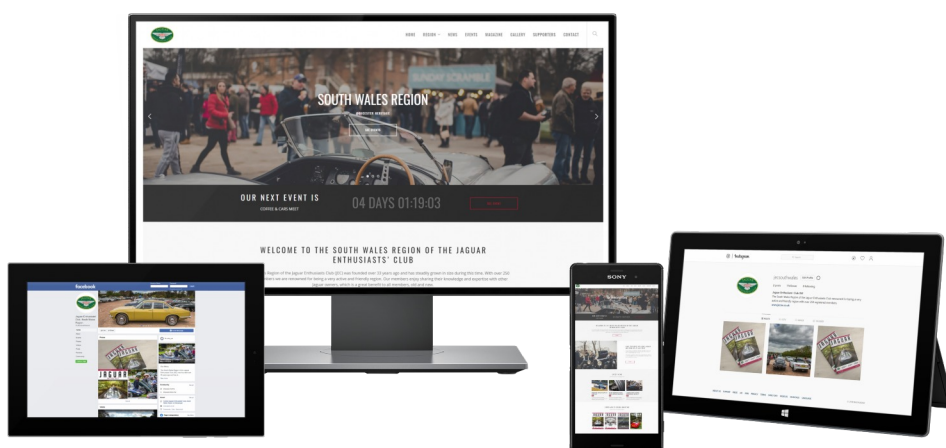
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COVER PHOTO BY: Jaguar Land Rover

ISSUE 305

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Welcome

Welcome to February,
now the events start
coming thick and fast!

Our first Club Breakfast meet of the year at Cobbles in Ogmore by Sea went well, a great venue with good food in a picturesque location - what more could you want? We will be returning later on in the year, so if you missed out don't fret, keep a look out for our next meet there..

Coffee & Cars Breakfast Meet

There is nothing like a great drive out on a Saturday morning, especially when you are meeting up with other Jaguar enthusiasts. So I am looking forward to heading over to Teddy T's in Barry Island for our next Coffee & Cars Breakfast Meet on **Saturday February 29th**, from 10am. Teddy T's is a American theme dinner with ½ a hot rot mounted to the wall, booth style seating and a Wurlitzer jukebox. So whether you fancy a full English, burger 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.

Fancy making a day of it? Why not bring the kids and dogs and head over to the beach. For more info check our website www.jecsw.co.uk/events

JEC Track Day - Castle Combe 2020

Join us for the Clubs first track day and car meet of 2020 at the fabulous Castle Combe Circuit and take 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. Entry to the circuit is free, only pay for track time if you want some. So join our friendly bunch of enthusiasts' on **Friday March 20th** and grab a few laps. No booking necessary for track time but advisable as it may sell out. Book online via www.jec.org.uk/events

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 38. I look forward to hearing from you.

Michael Manconi
Magazine Editor



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Our Region

Our first event of the
year sees some sun,
now here's the rain.

The first of our 'Coffee & Cars' breakfast meets this year went off extremely well with around 20 members and friends attending. Cobbles Kitchen & Deli was a great little find, the building is full of character, staff friendly and helpful, while the food was superb. Most had breakfast, some then carried on to Ogmere to walk on the beach. We will be returning a few more times throughout the year so keep your eyes peeled.

Coffee and Cars @ Teddy T'S Theme Restaurant, Barry Island

This was to be held on Saturday the 15th of February but due to the weather forecast of heavy rain and wind we decided to postpone it until **Saturday the 29th**. With the new date confirmed, I hope you can attend. We will be arriving from 10.00am.

Drive It Day

I have once again booked the Priory Hotel for our South Wales Region Drive it Day on the 26th of April. At the moment we are planning the route and I am sure it will be as successful as previous years. The menu is on page 34 of the magazine. The total cost of coffee or tea plus bacon sandwiches in the morning and then a two-course meal when we return is £23.00 all in. I need a menu choice and payment by the 1st of April.

Jaguar International Spares Day at Stoneleigh

Many of our members will be attending this show, on Sunday the 15th of March, looking for an elusive part. Andy and I will be on the JEC stand helping to sell tickets for the charity car. Please come and see us.

Club Track Day & Car Meet at Castle Combe

This is normally held in October but has been brought forward this year and is on the 20th of March. It is always interesting, whether you want to take your car out onto the track or just spectate.

Barn Find XK120

Our President Harry Kuehling sent me an update concerning the article on the barn find XK120 (721HYY) featured in February's National JEC Magazine. Bob Rees, the original owner, was a member of the JDC in the 70's and 80's, this was before the JEC was formed, and had a collection of Jaguars including the XK120 featured. He came to most of our meetings and to lots of shows. I always remember him complaining in the winter how cold it was in the 120 as it was not fitted with a heater. His daughter Emma responded to Harry informing him that Bob and his wife were still alive and had tried to buy back the 120 but the price was too high.

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

REGIONAL BREAKFAST MEET @ TEDDY T'S, BARRY ISLAND

February 29 2020

Join us for our local breakfast meet. Grab a bite to eat or a cuppa, chat and enjoy the view. Bring the family and dogs and take advantage of the sandy beach - all welcome.

JAGUAR BREAKFAST CLUB MEET & JEC XK (x100) SEMINAR @ BRITISH MOTOR MUSEUM

March 7 2020

This is the largest regular gathering of the wider Jaguar community and a very popular monthly event, all are welcome. The club is also holding a modern XK Seminar at the same venue - see the website for details.

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 from 7:30pm for a pint, chat and a catch up. See you there!

CLUB TRACK DAY & MEET @ CASTLE COMBE

March 20 2020

The club track day and mini show/meet is a great way to meet new faces. Strap in for some fast passenger laps, take your own car out on track, or just grab a coffee, chat and see the cars.

COLEFORD CARNIVAL OF TRANSPORT @ COLEFORD

April 13 2020

Wonder through the closed 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.JEC SW.CO.UK

THE NEWS STAND

Read all about it.

Colin Masterson
News Editor



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

MARKET WATCH: E-TYPE PRICES EDGE LOWER

Weakness in the middle and upper segments of the market sees this month's Price Guide Movers chart for cars on the slide crowded with names that include Aston Martin and Porsche, peppered with the odd Jaguar and TVR.

Aside from the more collectable early 3.8-litre Jaguar E-types, the later Series 1s with the 4.2-litre evolution of the XK straight six have long been rated as the best balance between pure, early styling and later, more driver-friendly improvements, but this month those very cars have made it into the top ten classics on the slide.

A 5.9% dip in roadster prices brings project cars down to £57.5k, with driver-condition examples now at £85k and the mint or concours-rated cars making £125k and £160k respectively. Expect these movements to create further downward pressure on values of two-seater coupés and all body styles of the Series 2 and Series 3 evolutions over the coming months.



PRACTICAL CLASSICS CLASSIC CAR & RESTORATION SHOW

New features for 2020 include a revamped live stage: Practical Classics Classic World. This area will showcase the full restoration journey: from Work in Progress to beautifully restored Barn Finds as well as being hosted by a panel of restoration experts - you really won't want to miss out.

The Federation of British Historic Vehicle Clubs is also new for March with a stand concept for all to get involved with. Be sure to wander by and see what's going on during the tutor-led sessions. Whether you fancy learning a skill or polishing up on a few things, this is for you.

All this is in addition to the 1,000+ classic vehicles on display, over 150 car clubs available to chat to and learn from and 250+ traders to help you find that final piece to your restoration puzzle.

Discounted club tickets are available by visiting: <https://events.jec.org.uk/events/pc-show2020>



JAGUARS NEW PIONEER SHAPE SHIFTING SEAT OF THE FUTURE

Jaguar Land Rover is developing the seat of the future - a pioneering shape-shifting system designed to improve customer wellbeing by tackling the health risks of sitting down for too long.

The 'morphable' seat, being trialled by Jaguar Land Rover's Body Interiors Research division, uses a series of actuators in the seat foam to create constant micro-adjustments that make your brain think you're walking, and could be individually tailored to each driver and passenger.

More than a quarter of people worldwide - 1.4 billion - are living increasingly sedentary lifestyles*, which can shorten muscles in the legs, hips and gluteals causing back pain. The weakened muscles also mean you are more likely to injure yourself from falls or strains.

By simulating the rhythm of walking, a movement known as pelvic oscillation, the technology can help mitigate against the health risks of sitting down for too long on extended journeys with UK drivers covering an average of 146 miles every week.



"The wellbeing of our customers and employees is at the heart of all our technological research projects. We are using our engineering expertise to develop the seat of the future using innovative technologies not seen before in the automotive industry to help tackle an issue that affects people across the globe."

Dr Steve Iley | JAGUAR LAND ROVER CHIEF MEDICAL OFFICER



UNPRECEDENTED DEAL SIGNED BETWEEN NHS AND JAGUAR LAND ROVER

A new deal between Jaguar Land Rover and the NHS will see 700 I-PACE electric SUVs made available for healthcare staff across the country. The agreement via Northumbria Healthcare's NHS Fleet Solutions, will give staff from more than 200 organisations access to lease the Jaguar's all-electric I-PACE over a three-year period.

Sir James Mackey – Chief Executive Northumbria Healthcare, said: "We are delighted to be working with Jaguar Land Rover UK, this is a great deal for NHS and public sector staff and delivers genuine benefit to our patients."

Reigning 'Car of the Year', the zero emissions Jaguar I-PACE SUV complements the NHS' ambition to reduce its carbon footprint and be more sustainable.

Sir James Mackey continued; "To have a fleet of cars that are fully electric demonstrates our on-going commitment to making decisions that reduce our impact on the environment and help us become greener."

Claire Watson-Brown, National Contract Hire & Public Sector Manager, Jaguar Land Rover UK, said: "We are very proud to provide NHS and Public Sector staff with this fleet of Jaguar I-PACEs. The I-PACE demonstrates our latest electric vehicle technology, developed here in the UK to deliver clean, sustainable and efficient transport."

The fleet of I-PACEs will be available to public sector staff at organisations which are signed up to NHS Fleet Solutions from April 2020. Employees will pay for their vehicles via salary sacrifice.

SWALLOWS RACING CARBON ENGINE COVER

Your 5.0 V8 Jaguar sounds great and looks fabulous on the outside, but how do you make it equally impressive under the bonnet? With this Carbon Fibre Engine Cover from Swallows Racing!

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NEW XJ PROTOTYPE SPOTTED IN ITS DISGUISE - BUT IS THIS AN ELECTRIC VERSION?

Snapped on the back of the trailer after undergoing cold weather testing, the mule has been thinly disguised as an XF. However, it's clear to see substantial differences that strongly point towards it being an XJ development car.

Most significant is the altered body shape itself, which features a swooping roofline, long bonnet and high waistline not unlike that of the outgoing XJ. The front end is entirely covered up, while the rear is more reminiscent of the XF.

Just as much of a giveaway is the extended wheelbase and wider track, for which the bodywork has been subtly adapted. The XJ will make use of an all-new platform architecture to accommodate the electric drivetrain. We can also see that part of the number plate is taped up, most likely to stop the eagle-eyed from running the registration plate and confirming its BEV powertrain.

Thomson noted the packing of an EV would offer increased cabin space, but said that also presented challenges to designers. He added: "We're learning how to do the aesthetic. They're heavier, need more structures for crash. The mass means you have normal building blocks in different places. These are things we're learning."

"We feel we've had an advantage with I-Pace. We've learned a lot from it, not just with the technology but what we can do with space. EVs are serene and have a sense of calm, more of a spiritual quality. It's as close as you can get to doing yoga in a car. We'll bring that into XJ, bring a sense of cabin ambience that's calm and refreshing."

DAVID MANNERS OFFERING FREE DELIVERY ON ALL MARCH ORDERS

Last year David Manners Group launched a brand new website, unfortunately, due to unforeseen issues and ongoing maintenance to improve functionality, the website experience, in their own words has not met their usual high standards.

To apologise and as a thank you for your patience and loyalty they are offering free delivery on all UK orders (Retail Only) placed during the month of March. To place your order visit www.davidmanners.co.uk



Free Delivery on all March online orders

Last year we launched our brand new website which we hope you have had the opportunity to visit. Unfortunately due to unforeseen issues and ongoing maintenance to improve functionality, the website experience has not met our usual high standards.

We would like to apologise and as a thank you for your patience and loyalty we are offering free delivery on all UK orders (Retail Only) placed during the month of March.

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ON TRACK

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Colin Porter
Club Racing



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

Jimenez Takes Championship Lead With Mexico City Win

Sergio Jimenez moved into the lead of the Jaguar I-PACE eTROPHY drivers' championship with victory in the third race of the season at Mexico City on Saturday.

The reigning champion led almost all of the 25-minute plus one lap race, losing the top spot for one lap to rival Simon Evans.

Evans was close to Jimenez all race and used Attack Mode to put his Team Asia New Zealand car into the lead, attempting to follow on from his brother Mitch, who won the ABB FIA Formula E Championship race an hour earlier.

Jimenez fought back, however, using his Attack Mode to re-take the lead position and go on to build up a championship lead over Evans. The pair came to Mexico tied on points after each winning one race in Diriyah.

Mario Dominguez became the first Jaguar VIP driver to finish on the overall podium after a strong performance for the local driver.

Pro-Am class honors went to Fahad Algosaibi in the best of the Saudi Racing cars, finishing fourth overall but in the class lead, although his teammate Mashuur Bal Hejaila was one of three retirements.

Bal Hejaila was caught up in a heavy crash with David Cheng early in the race that required a safety car period to retrieve the Saudi's car, while Cheng also retired.

Cheng's Jaguar China Racing teammate Manuel Cabrera



also retired after picking up a puncture. Both drivers were last-minute replacements for the usual Jaguar China drivers, who were unable to travel due to flight restrictions from China amid the coronavirus outbreak.

Takuma Aoki put on an impressive performance in his specially adapted car, finishing fifth overall after moving up from last position on the grid.

Aoki's car uses unique hand controls due to him being paralysed from the waist down, and he drove by using his left hand for accelerating and braking, and steering for the whole race with just his right hand.

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The Clubs first track day of 2020 is fast approaching and we will be going as a region. Join us at the fabulous Castle Combe Circuit on Friday 20th March for the opportunity to enjoy your car out on track or just come for the car meet and grab a coffee.

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Evans Dominates Mexico City E-Prix as Chaos Unfolds Behind

Mitch Evans claimed a lights-to-flag victory in Saturday afternoon's Mexico City E-Prix with a dominant performance while a series of hectic events unfolded behind him.

Panasonic Jaguar Racing's Evans put on one of the most commanding performances in ABB FIA Formula E Championship history from second on the grid, taking the lead off the line and remaining out front throughout.

He finished ahead of Antonio Felix da Costa, who moved up through the field after a race-long battle with DS Techeetah Jean-Eric Vergne that included a number of confusing strategy calls.

Late-race drama also included Sam Bird crashing out from second, allowing da Costa to inherit the runner-up spot, and championship leader Stoffel Vandoorne running into the tire barrier on the penultimate lap.

Andre Lotterer started on pole after Porsche took top qualifying honors for the first time since joining Formula E but his race unfolded on the first lap.

Running side-by-side with Evans into the first corner, Lotterer was forced wide and immediately lost positions before further mistakes later in the first lap.

He recovered to third but later picked up front-right contact and ended up towing an advertising banner that ultimately caused the stewards to call him into the pits after generating clouds of smoke.

Da Costa and Vergne's intra-team rivalry came to a head with a confusing array of perceived team orders and strategy calls after the two ran nose-to-tail for most of the race.

The Portuguese driver was clearly quicker than his teammate and eventually was allowed past in the final ten minutes. While he couldn't close the gap to Evans, he soon



inherited second position from Bird.

Bird then ended up driving straight into the tire barrier, and was called to park his car there for the remainder of the race, with local yellows flying at the exit of the stadium section.

Mercedes-Benz EQ's Vandoorne headed to Mexico in the championship lead but a late-race mistake saw him run on the marbles and slide into the tire barrier side-on, ending his race prematurely.

Amongst other incidents earlier in the race was a lock-up for Nyck de Vries that sent him into the run-off area past Turn 1, after a battle with da Costa. The pair didn't make any contact but Robin Frijns did unavoidably hit the back of de Vries when the Mercedes slowed.

The safety car was called for five minutes early on when Nico Mueller planted his GEOX Dragon car into the barriers.

As per the new regulations, 5 kWh of useable energy was removed from each car in order to keep up energy management strategies after intervention periods.



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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.

The V12-engined Group C TWR-Jaguar XJR-series racing Coupes such as '285' offered here were built essentially in batches of three each year from 1985, although only two of the initial trio were raced in that debut half-season.

At its height, Group C saw Jaguar confronting more major factory teams than have contested Formula 1 for many years; Jaguar versus Sauber-Mercedes, Porsche, Nissan, Toyota, Aston Martin, Mazda and more. Only nine TWR Jaguar XJR cars in total were built completely new between 1985-1988, of which only six were sold.

This car – chassis '285' – the only Jaguar-liveried example to have taken a podium place upon the race debut of TWR's quasi-works XJR Coupes, which would later add not only two

an initial negotiation with Tom Walkinshaw at Le Mans in 1989!

This mouth-wateringly-attractive TWR Jaguar XJR-6 Coupe is offered complete with a most comprehensive documentation file which includes many fascinating TWR team documents including original set-up, race and test paperwork, a considerable proportion of it hand-written by the TWR team engineers in the field.

Surely no serious Jaguar collection can be truly complete without such a car as XJR-6 chassis '285' as offered here – the Tony Southgate/Alan Scott-engineered tap-root from which all future Le Mans-winning and World Endurance Champion TWR Jaguar Coupes were developed.



further Le Mans wins to 'The Cat's' impressive tally, but also two World Championship titles. Passed ex-works to leading marque collector Campbell McLaren, the car was then sold by Bonhams at the 1999 Goodwood Festival of Speed, with Martin Brundle driving it there in 2000. New owner David Coplowe co-drove it with Martin Stretton, who qualified on pole for the first Historic Group C 2-hour endurance race at that same year's Silverstone Historic Meeting, and Mr Coplowe campaigned the car widely across Europe for the following three seasons. It passed subsequently to John Pearson Jnr who demonstrated it at the 2007 Silverstone Classic celebrating Group C racing's 25th anniversary, before it passed to the present vendor – a great Group C enthusiast who, incidentally, had tried repeatedly over eleven years to acquire one of the cars since

MM: *From an XJ6 last month to XJR-6 this month - just a natural progression if you ask me! While there may be no space for things like, shopping or passengers, and the fact you need a race track to drive it on - minor technicality, I find this a very sensible car to own... honest!*

SPECIFICATION

Model: XJR-6
Year: 1985
Mileage: N/A
Max Power: 660bhp
0-60: N/A
Top Speed: N/A
MPG: N/A
Price New: N/A

£2,800,000

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

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.

As, post Christmas, I have been getting ready to return to the UK, earlier than normal, and as I have not had a chance to attend any car shows, I thought it might be interesting to tell you something about the History of Daytona racing from the early days.

As someone who has visited the International Speedway frequently, I was interested to explore the history of racing there, firstly on the Beach Road Course and then, as now, at the oval speedway.

Unless you know where to look, the real origins of racing are conveniently glossed over as it does not fit the image of a modern law abiding business. It all started with the bootleggers who were running both illegally stillled alcohol and imported rum, from the Caribbean round the state in souped up cars, designed to outrun the law.

This took place during the years of Prohibition between 1922 to 1930, although the term "bootlegging" was believed to have originated several decades before rum running when Civil War soldiers would sneak liquor into their camps by concealing the bottles inside of their boots or down the legs of their pants, hence the name of the practice.

The Daytona Beach Road Course was a racetrack that was instrumental in the formation of the National Association for Stock Car Auto Racing, or NASCAR. It originally became famous as the location where fifteen world land speed records were set.

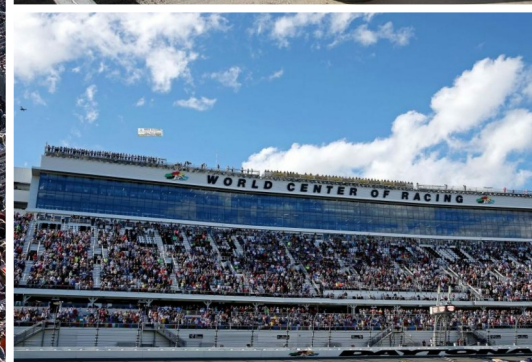
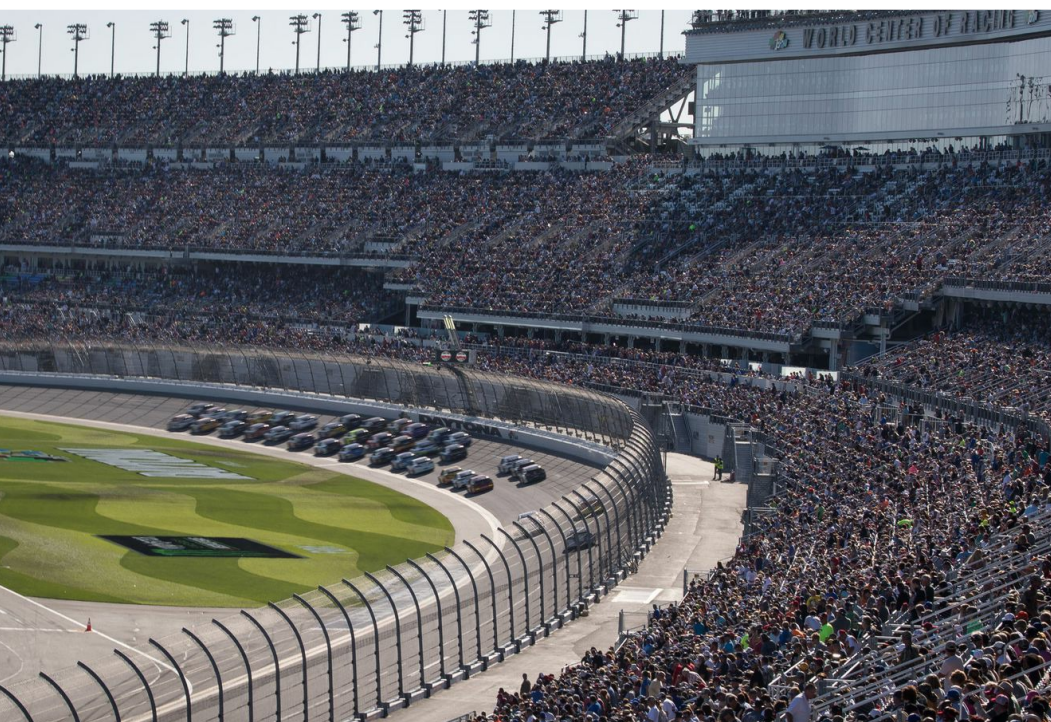
Part of the course was along the beach with a return leg down the beach road A1A. The course started on the

road A1A next to the Ocean, where Netta and I stay at the Shores Resort, from a restaurant named "Racing's North Turn", which is still there. It went south 2 miles to the end of the road, where the drivers accessed the beach at the south turn returned 2 miles north on the sandy beach surface giving a lap length 4.2 miles. The turns were interesting as the they were between sand dunes that built up from the sand spray coming off the vehicles

With such a long flat beach it is not surprising that it attracted not only speed merchants but barn stormers flying various worn out contraptions left over from the First World War. On 29th March 1927 Major Henry Segrave and his Sunbeam 1000 hp Mystery (which you can see at the National Motor Museum, Beaulieu) set a world land speed record on the beach of 203.79 mph peaking at a top speed of 211 mph.

Washington, D.C. resident William France, Sr. Was familiar with the history of Daytona. He moved there in 1935 to escape the Great Depression and he set up a car repair shop. The first race was in 1936 when the City put up a \$5,000 purse.

The ticket-takers arrived at the event on March 8 to find thousands of fans already at the track. The sandy turns became virtually impassable, which caused numerous scoring disputes and technical protests. The event was stopped after 75 of 78 laps. Milt Marion was declared the winner by the AAA, the sanctioning body. Second place finisher Ben Shaw and third-place finisher Tommy Elmore protested the results, but their appeal was





overturned. France finished fifth in the event. The city lost a reported \$22,000 (\$425,000 in 2016 dollars), and has not promoted an event since.

Haugdahl, an immigrant from Norway who is reported to have set a world land speed record of 180 miles per hour in his Wisconsin Special car at the Daytona Beach Road Course in 1922 talked with France, and they talked the Daytona Beach Elks Club into hosting another event in 1937. The event was more successful, but still lost money. Haugdahl didn't promote any more events!

France took over the job of running the course in 1938. There were two events that year. Danny Murphy beat France in the July event, which made \$200. France beat Lloyd Moody and Pig Ridings to win the Labor Day weekend event, this time making \$20,000.

There were three races in 1939 and three races in 1940. France finished fourth in March, first in July, and sixth in September.

Lloyd Seay finished fourth in the July 27, 1941 event after rolling twice. He returned on August 24 that year to win the main event. He was killed by a family member in a dispute over the family moonshine business - pretty ironic!

France was busy planning the 1942 event, until the Japanese bombed Pearl Harbor. France spent World War II working at the Daytona Boat Works. Most racing stopped until after the war. Car racing returned to the track in 1946.

France knew that promoters needed to organize their efforts. Drivers were frequently victimized by unscrupulous promoters, who would leave events with all

the money before drivers were paid. On December 14, 1947 France began talks at the Ebony Bar at the Streamline Hotel at Daytona Beach, that ended with the formation of NASCAR on February 21, 1948. The Daytona Beach Road Course hosted the premiere event of the fledgling series until Darlington Speedway was completed in 1950.

By 1953, France knew it was time for a permanent track to hold the large crowds that were gathering for races. Hotels were popping up all along the beachfront. On April 4, 1953, France proposed a new super speed way called Daytona International Speedway. France began building a new 2.5-mile tri-oval super speed way in 1956 to host the new premiere event of the series - the Daytona 500. In 1958, the Daytona Beach road course hosted its last event. The first Daytona 500 was held in 1959.

Since then, of course, the Daytona 500 has developed into a huge event with as many as 200,000 people attending but a recent \$400m development has actually reduced the seating capacity from the more recent figure of 146,000 to 101,000, making it a much more pleasant experience on the vast stands. It is certainly a spectacular event, although I do take issue with their slogan, which appears in 12 foot high letters round the track, as the "World Centre of Racing". I guess it is a bit like the World Baseball Series which includes the USA and only..... the USA!

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Driven

Power, lots of it. Practical, stylish and great value.

For Jaguar enthusiasts, the pairing of the letters 'X' and 'K' has long heralded excitement.



Although the mainstay of the British sporting marque's business has always been rooted in saloons, it's sports cars and coupés that have put Jags on people's most-wanted lists for decades.

And today is no different: the XK remains one of the most beautiful, desirable and dynamically impressive sports coupes available anywhere in the world.

More than 65 years ago, Jaguar redefined sports cars with the 1948 XK, clothing a big engine and big performance in bodywork that was svelte to the point of sensuality.

The firm has been offering much the same XK formula ever since, if with the occasional change of emphasis. The original XK was succeeded by the legendary E-type, known as the XKE in America.

Jaguar's most famous car, it was a sensational looker and a monolithic landmark in the development of the sports car - the first production car that Autocar ever tested to exceed 150mph.

Gradually, through the XJS and XK8, the XK concept has evolved away from being an out-and-out sports car and more towards being a refined grand tourer. The XK now has to fill dual roles as a cossetting grand tourer at one end of the model range, and a full-blown hardcore sports car on the other - that role admirably taken by the unhinged XKR-S model, the most powerful car in the company's long history.

DESIGN & STYLING

Even before the current XK arrived on our roads back in 2006 it attracted controversy as a design. We shouldn't be surprised: a cornerstone of a Jaguar's appeal has always been its sensuous styling, and image is more important than ever in these design-savvy times.

The XK has presence. From some angles it is strikingly handsome, but it isn't quite the gorgeous vision in aluminium that Jaguar's marketing suits would have us believe.

The XK remains a conservative design, even after facelifts in 2009 and 2011. Its classical coupé proportions mix with strong Jaguar hallmarks such as the ovoid intake 'mouth'. But perhaps the biggest change is that the fuselage shape of the XK8's lower body has been traded for a Coke-bottle form that heightens the XK's muscularity, as do shorter overhangs and a wider track.

It is the larger details that split opinions most: the bluff nose, the slightly shapeless headlamps and the round tail lights provoking most debate. Some believe the overall design should have been more adventurous.

The same cannot be said of the XKR-S model, which is about as in your-face as a sports design can be. XKR-Ss get heavily sculpted front-ends for increased cooling and greater distinction. It's a design that's very un-Jaguar, but diversification away from what one believes a traditional Jaguar should be is a constant aim for design

chief Ian Callum and his team.

Many will gaze at the XK's bodywork without realising that the metal itself is what sets this new Jaguar apart. Like the XJ, it uses Jaguar's epoxy-bonded and riveted aluminium monocoque construction. Not only does this make the XK 30 percent stiffer than the old XK8, it is also around 100kg lighter.

INTERIOR

Jaguar has constructed the XK's interior from fine-quality materials for the most part and furnished with a choice of wood or titanium decor that really broadens its appeal. Only some humdrum plastic cheapens the effect.

The upright dashboard of the XK8 has been replaced by a gently sloping fascia, and it is the better for it. Taller drivers can now get comfortable behind the wheel: there's a good range of wheel and pedal adjustment, and acceptable head and legroom. It feels spacious enough, but remains cocooning, like a good GT should.

Cocooned to the point of entrapment is how you'll feel in the rear - assuming you can get in at all. Even kids will moan, and justifiably. Jaguar defends this with research indicating that its customers are happy, but that surely doesn't excuse the mediocre 330-litre boot, even if the hatchback makes loading it easy. These things impact seriously on the XK's touring ability.

The XK's interior is certainly the most hi-tech yet for a Jaguar coupé or



convertible. In 2009, it improved further with a revised centre console, which houses the rotary gear selector from the XF. It's a nice system that feels tactile and looks classy.

PERFORMANCE

Jaguar's 5.0-litre V8 that sits at the heart of all XKs is a revelation. It's smooth and eager to rev, and it emits a glorious burble that switches to a snarl at the top of the rev range. Going down the 'box in manual mode, the exhaust even pops and crackles. Brilliant.

In-gear acceleration is sharp. The normally aspirated XK takes 2.5secs to get from 50mph to 70mph. But the linear nature of the power delivery never makes it feel that quick – the old supercharged 4.2-litre V8 XK suddenly unleashed a great gob of acceleration, while the new naturally aspirated XK piles on the speed with less drama.

Opt for the XKR and the supercharged V8 turns what is an extremely good GT into both an excellent and extremely fast one. The engine means that it shoots from 0-60mph in just 4.6sec, but the killer blow is that the XKR fires from 50-70mph in 1.9sec.

If this doesn't look so impressive on paper, on the road it's the difference between picking off one overtaking victim and a whole swarm of them. More impressive still is the sheer relentlessness of the acceleration. Maximum torque of 461lb ft is on tap from 2500rpm to 5500rpm, making it hugely tractable. Like the same-engined XF

saloon, the XKR is benign and unimposing when you want it to be and demonically quick when you plant your right foot.

The standard XKR is hardly lacking propulsion, but the XKR-S is noticeably quicker again and freer revving at the top end. Partly this is because the S feels like it has a more aggressive throttle map – despite Jaguar's claims to have softened it across all XKs for the 2012 model year. Either way, this is a car where you find yourself backing out of the throttle halfway down a straight in an effort to keep speeds broadly moral.

RIDE & HANDLING

The XK's steering, with speed-sensitive power assistance, is finger-light at a low speed, the general refinement excellent, and the ride – for the most part – very accommodating. That said, the 20-inch wheels many Jaguar buyers will go for produce a stiff-legged reaction to potholes that the intermediate 19-inch rims largely avoid.

But the soothing nature of the XK is what characterises it. Even at a high-speed cruise it remains admirably quiet, and only an exaggerated roar on rough surfaces and some question marks over high-speed stability in crosswinds disturb the calm. Rolling refinement really is this car's USP.

Pick up the pace and the XK subtly responds. It's not a car to pummel the road into submission in order to maintain body control. Instead, the low speed suppleness persists, even on

the generally firmer and more sporting models.

The standard XK proceeds as you hoped it might: gracefully and with a pleasingly feline athleticism over challenging roads. The sensation is less raw and less aggressive than you'll feel aboard many of the XK's rivals, but that far from restricts its pace.

The slightly vague 'sneeze factor' remains in the light steering around the straight ahead, but resistance builds consistently once you've turned through that phase and the wheel's general weighting and precision are good on lock.

But on a hard drive you'll wish the rack communicated a little more and that a few layers of numbing assistance would peel away so you felt more connected. This is a car that enjoys rapid but measured progress, rather than being grabbed by the scruff of the neck and driven hard.

The downside in the R is that outright comfort takes a backwards step. Its ride is supremely composed but you detect a little more thump in the cabin over potholes and expansion joints. It's probably a price worth paying for the extra agility, if sporting thrills are your be-all and end-all.

The dynamic changes of the S bring an improved steering response (more weight and less hesitation), making it easier and more satisfying to commit to a corner. The convertible XKR-S maintains a good balance between slightly bonkers performance and touring ability. Despite the outlandish





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exterior, it still possesses some traditional Jaguar refinement. Overall, the step-up in precision, composure and involvement over the standard R is probably in the region of 20 percent.

RUNNING COSTS

One pleasing Jaguar characteristic remains: the XK is good value. Prices start at around £65,000 for the standard normally aspirated V8 coupe and, although this is more expensive than some rivals, the Jag's excellent standard kit list more than compensates, and never mind rivals' air of relative ordinariness in comparison.

The 5.0-litre V8 is much more economical than its 4.2-litre predecessor, but won't return its claimed 25.2mpg unless you're restrained with the accelerator. Don't expect to see its 264g/km CO2 emissions putting it in the running for a Green Car of the Year award though, especially lined up next to BMW's next generation 199g/km V8.

Insurance wise, the standard XK isn't cheap, as you'd expect. It sits in Group 47. The XKR and XKR-S sit in the top group 50.

The XKR offers a lot more than a supercharger for its £13k premium, new, but just remember what the sort of antics that you're likely to get up to will do to your wallet; even being the most economical Jaguar XKR ever, we struggled to better 20mpg even when holding back. Not that this is likely to bother those shelling out for one.

For the drama and sheer performance, the XKR-S justifies its near-six-figure price but, in the final reckoning, it remains a large, relatively heavy GT. And as GT cars go, it's difficult to argue against the XKR, especially at a saving of £20k.

The same verdict applies to the £103k convertible version of the XKR-S; whilst undoubtedly capable, it doesn't offer a significantly improved all-round package for the price premium.

VERDICT

The Jaguar XK's strength lies in the breadth of its repertoire: it both cossets and thrills, depending on mood and situation. This usability is enough to overshadow our disappointment at the XK's final kerb weight and the effect that has on its performance.

Most customers are going to relish the rich and luxurious interior just as much as the car's speed, however.

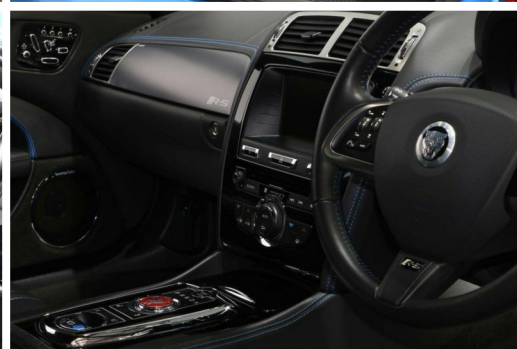
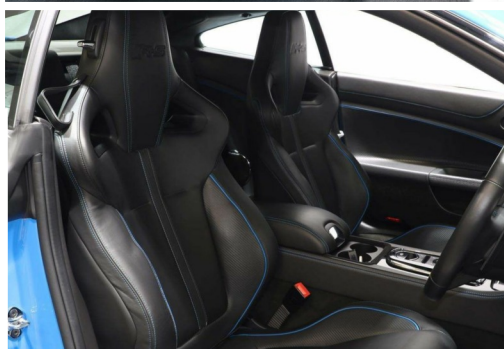
Moving away from softer rivals doesn't prevent the Jaguar XKR being a brilliant GT. But amusing though the XKR-S is, there's a nagging feeling that it is perhaps trying to be something it is not. The truth, we suspect, is that the XKR-S is about attracting a new type of buyer to Jaguar – one who is more extrovert and for whom 379bhp, or even 503bhp, is simply not enough.

Some say the sweet spot in the XK range is the standard 5.0-litre model.

You'll hear its supercharged XKR and XKR-S siblings a mile off and see them get more admiring glances parked outside country clubs, but the normally aspirated XK is certainly the most visually beguiling of the three strong XK range, not to mention the

most refined.

It's as fast as you'll ever need in almost all situations and is as usable everyday as a Ford Fiesta. All things considered, the XK is probably the best sport coupe all-rounder on sale.



THE TORBAY FLYER

Greetings from the English Riviera

Harry Kuehling
President For Life



HK keeps us up to date
with all the latest news and
activities from sunny Devon.

Greetings from a windy South Devon!

I hope no members suffered after the ravages of Storm Ciara. The only problems we had were a few garden pots blown over as well as a low flying table on the patio!

BARN FIND XK120 ROADSTER - 721HYY

It was interesting to see Bob Rees's old XK120 pictured on the front cover and pages 56 to 59 of the February issue of the "Jaguar Enthusiast" magazine. I remember the car looking immaculate whilst in Bob Rees's ownership during the period from 1977 to the mid 1990s. It's very sad to see it in its current state. I sent an email with some photos to the new owner, Shaun Taylor, as well as to Nigel Thorley. No response from Shaun but Nigel has thanked me for the information. My email went as follows:

"Hello Shaun & Nigel,

It was interesting reading the article about the "Barn Find" XK120 "721HYY".

I remember the car after I joined the JDC in 1977. At that time the car was owned by Bob Rees living at St Hilary, in, Dinas Powis, Glamorgan - not far from Cardiff. However I don't know if he (or his wife Lisa - I think) are still with us. I haven't seen either of them for at least 25 years. Presumably Miss Emma Jane Ann Rees named in your article was a relative?

The XK was kept in very good condition by Bob and it's sad to see the current condition. He also had an E Type roadster although I have no information on that car. I've found and scanned an old photo of the tail end of the car when it was in a classic car show at Tredegar Park, Newport, South Wales. I don't know the date this was taken - probably in the 1980s. They arrived late - hence the car was parked just outside the Jaguar display area/tapes! I also have another photo somewhere (difficult to find since we moved house from Cardiff to Torquay!) of a BBQ evening at Bob's house and field when club members cars were lined up with the XK120 (including the 1964 Mk 10 I owned at the time). I'll keep looking!

I have also scanned a couple of photos taken in a JDC Area 20 (now defunct) monthly club meeting. The occasion was Tony Williams (Grant Williams father) showing us some of his racing trophies. Bob Rees is in both photos & I have appended names to the 1st of those photos. The Area 20 Rep at the time was John Butts who lived in Newbridge. He might have more information re Bob Rees and your XK. John also had a XK120 roadster "RFJ702". Unfortunately I don't know if John and Julie Butts are still with us.

Another possible contact is Richard Woodley who used keep a list of XKs spotted. At one time he had three XKs (XK140 Roadster, XK150FHC & XK150 Roadster).

Finally, you could contact David Bentley. He is/was the XK historian in Phil Porter's XK Club. It's been three years since I last contacted him & I haven't been a member of that club for at least 15 years!



Finally I'm attaching scanned copies of the JDC Register of XK's 1986 giving brief details of the car. I hope this helps filling in some of the gaps in the history of the car. Good luck with your research and restoration. Best wishes, Harry Kuehling."

Since then I found a few more photos of the car and have emailed them to Nigel.

TOWC ANNUAL LUNCH AND AWARDS EVENT AT THE REDCLIFFE HOTEL - 19th JANUARY 2020

The club's annual lunch and awards ceremony took place on the 19th January at the excellent Redcliffe Hotel, Paignton. As noted last month, 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 (about 100 yards away) in July or the massive two day event at Powderham Castle also in July - hint, hint!

About 70 members attended the lunch. On this occasion I was accompanied by Artiom as Natalea was not well. The lunch was preceded as usual with a short club run organised by Bill & Val along a very scenic route through Ogwell up on to Dartmoor and back down to Paignton via Ashburton and Totnes. I was given the task of taking photos recording the event and they may be viewed on our club website. Taking my cues from Phil, a fellow keen photographer (and Jaguar 240 owner), I also took a number of candid close ups of members using a long lens!

Last year I had the honour of being presented with the "Ian Hannaford Trophy" as the member who had done the most for the club during the year. The recipient is voted on in a secret ballot in our November meeting. This year's well deserved winner is Phil Haste. Phil has done an excellent job of creating and maintaining the club's website. Unfortunately Phil wasn't at the lunch. I had thought of putting together a cardboard cut out of him in order to present the cup! In the event I printed off a photo of Phil in front of his prize winning Morris 1000 and the trophy was presented to that by Julian and me!

DRIVING SAFER FOR LONGER - 23rd JANUARY 2020

Seventeen members took part in the over 65's Safer Driving for Longer event held at the Blagdon Inn. This was a free workshop organised by the commercial arm of Devon



30th ANNIVERSARY YEAR

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REG. No.	YEAR	OWNER	REG. No.	YEAR	OWNER	REG. No.	YEAR	OWNER	REG. No.	YEAR	OWNER	REG. No.	YEAR	OWNER	REG. No.	YEAR	OWNER
660348	1950	Peter White	660355	1950	W. J. Abbey Cottages	660362	1950	W. J. Abbey Cottages	660369	1950	W. J. Abbey Cottages	660376	1950	W. J. Abbey Cottages	660383	1950	W. J. Abbey Cottages
660397	1950	W. J. Abbey Cottages	660404	1950	W. J. Abbey Cottages	660411	1950	W. J. Abbey Cottages	660418	1950	W. J. Abbey Cottages	660425	1950	W. J. Abbey Cottages	660432	1950	W. J. Abbey Cottages
660446	1950	W. J. Abbey Cottages	660453	1950	W. J. Abbey Cottages	660460	1950	W. J. Abbey Cottages	660467	1950	W. J. Abbey Cottages	660474	1950	W. J. Abbey Cottages	660481	1950	W. J. Abbey Cottages
660495	1950	W. J. Abbey Cottages	660502	1950	W. J. Abbey Cottages	660509	1950	W. J. Abbey Cottages	660516	1950	W. J. Abbey Cottages	660523	1950	W. J. Abbey Cottages	660530	1950	W. J. Abbey Cottages
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660586	1950	W. J. Abbey Cottages	660593	1950	W. J. Abbey Cottages	660600	1950	W. J. Abbey Cottages	660607	1950	W. J. Abbey Cottages	660614	1950	W. J. Abbey Cottages	660621	1950	W. J. Abbey Cottages
660635	1950	W. J. Abbey Cottages	660642	1950	W. J. Abbey Cottages	660649	1950	W. J. Abbey Cottages	660656	1950	W. J. Abbey Cottages	660663	1950	W. J. Abbey Cottages	660670	1950	W. J. Abbey Cottages
660677	1950	W. J. Abbey Cottages	660684	1950	W. J. Abbey Cottages	660691	1950	W. J. Abbey Cottages	660698	1950	W. J. Abbey Cottages	660705	1950	W. J. Abbey Cottages	660712	1950	W. J. Abbey Cottages
660720	1950	W. J. Abbey Cottages	660727	1950	W. J. Abbey Cottages	660734	1950	W. J. Abbey Cottages	660741	1950	W. J. Abbey Cottages	660748	1950	W. J. Abbey Cottages	660755	1950	W. J. Abbey Cottages
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660804	1950	W. J. Abbey Cottages	660811	1950	W. J. Abbey Cottages	660818	1950	W. J. Abbey Cottages	660825	1950	W. J. Abbey Cottages	660832	1950	W. J. Abbey Cottages	660839	1950	W. J. Abbey Cottages
660846	1950	W. J. Abbey Cottages	660853	1950	W. J. Abbey Cottages	660860	1950	W. J. Abbey Cottages	660867	1950	W. J. Abbey Cottages	660874	1950	W. J. Abbey Cottages	660881	1950	W. J. Abbey Cottages
660888	1950	W. J. Abbey Cottages	660895	1950	W. J. Abbey Cottages	660902	1950	W. J. Abbey Cottages	660909	1950	W. J. Abbey Cottages	660916	1950	W. J. Abbey Cottages	660923	1950	W. J. Abbey Cottages
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661937	1950	W. J. Abbey Cottages	661944	1950	W. J. Abbey Cottages	661951	1950	W. J. Abbey Cottages	661958	1950	W. J. Abbey Cottages	661965	1950	W. J. Abbey Cottages	661972	1950	W. J. Abbey Cottages
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662776	1950	W. J. Abbey Cottages	662783	1950	W. J. Abbey Cottages	662790	1950	W. J. Abbey Cottages	662797	1950	W. J. Abbey Cottages	662804	1950	W. J. Abbey Cottages	662811	1950	W. J. Abbey Cottages
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and Somerset Fire and Rescue Service (Red One) and Devon County Council. They are focusing on helping elderly drivers (65+) and have formed the 'Driving Safer for Longer' partnership. Together they are committed to helping people to retain their independent mobility whilst remaining safe on the road. Mike Hull gave us a very interesting talk whilst also making us think about various situations when out and about on the roads. At least it made me read the Highway Code - probably for the first time since passing the driving test!

TOWC CLUB NIGHT - 30th JANUARY 2020

Traditionally the January club night starts the ball rolling on planning for our annual show on Paignton Green in July. Most of the meeting was dedicated to this with some volunteers allocated certain tasks. We normally have about 70 volunteers helping out on the day.

It was during the meeting that Phil was finally presented with the "Ian Hannaford Trophy" in person!

FUTURE EVENTS

Our "Club Run" season is about to commence with a run organised for the 23rd February. I'll try not to get lost! We also have a guest speaker for our February meeting on 27th February and are looking forward to her talk on gardens & garden design.

OUR VEHICLES

Both the Daimler V8 250 and VW T25 Camper are still tucked up under covers for Winter. I recently bought an



excellent indoor cover for the Daimler from Aldi for a bargain price reduced to just £5! I started and warmed up both their engines recently. The Daimler started instantly while the VW took two attempts! I had to give the float chambers on the Daimler a gentle tap as one of the floats was obviously sticking and petrol was coming out through the overflow. Easily sorted with my hammer persuader!

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Coffee & Cars breakfast meet at Cobbles Kitchen & Deli, Ogmore by Sea

A picturesque location, fantastic quality produce on a plate, great company, along with a beach to walk the dogs.

Colin Manconi

This was the first of our breakfast meets this year with a new venue, the Cobbles Kitchen and Deli at Ogmore by Sea.

The idea of these meets is that you can turn up whenever you like, have a coffee or a breakfast and either stay talking and then leave when you want to.

More and more of our members are complaining that the large car shows are insisting that you arrive before a certain time, normally very early in the morning and stay until after 4.00pm, sometimes 5.00pm. Having helped run these shows myself I do understand the organisers problem. Firstly, there is the problem with "Health & Safety". As most of the events admit the general public then you have the argument that you cannot have cars moving around in case a member of the public is injured. Secondly as a lot of the shows charge the public to enter then they don't want you to leave early and not have the cars on show.

We met up at the Services at 9.00am and a number of us travelled down in convoy. When we arrived many of our members were already there. Graham and Lynne Searle were walking their dog and were going to have breakfast and then carry on to the beach at Ogmore for some more



dog walking.

Cobbles is not very big and is made up of a series of rooms all at different levels. We managed to commander an upstairs room so we could all sit together. The breakfasts were excellent with a large choice to suit everyone. The staff were great and indicated that next time they would keep an area for us. It is a very busy place and by 10.30am it was full and they were turning people away. Around twenty members and friends arrived including a couple of new members who we had not met before.

After breakfast and another leisurely coffee some members carried on to the beach at Ogmore while others congregated in the car park looking at and discussing all the different Jaguars which had turned up.

From reports everyone enjoyed it and so we intend to use this venue again later on in the year.

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

Prices subject to change, listed prices correct as of 10th December 2019. All prices inclusive of VAT

	XJ6	Diff Case Bearing 3845# Also MK2, E-Type £20.76	Rear Wheel Bearing Kit JLM9732* Also XJ12, XJS £26.16	Floor Panel RH/LH JS604RP / JS605RP Also XJ12 £104.44 each	Radius Arm Assy C41831* Also XJS £67.68	Front Shock Absorber CAC9089*W Also XJ12, XJS £24.00
	XJS	Front Caliper Exch LH AAU2103E* Also XJ S2/3 £82.68	Clutch Master Cyl CAC8091# XJS 3.6> £117.60	Brake Master Cyl CAC1582E* Also XJ S2 £166.80	Hi-Torque Starter DBC6924HT Also XJ40/X300 £228.00	Heater Matrix JLM11343* Also XJ40 £108.00
	XK 120/140/150	Rear Wheel Cylinder 39377* XK120/140 £78.00	Brake Master Cyl C8302*TRW XK120/140 £86.40	Front Wheel Cyl 30635* XK120/140 £55.20	Track Rod End C8323*TRW XK140/150 £19.20	Piston & Cyl Front 8777# Also MK2 £108.84
	X-TYPE	Carbon Pollen Filter C2S8622# £12.51	Front Brake Pad Kit C2S48022*UNIPART £12.00	Rear Brake Pad Set C2S48024*UNIPART from J05030 £12.00	Rear Brake Pad Set C2SS2080*UNIPART >E24053 £12.00	Pollen Filter C2S8622/1*UNIPART £4.80
	MK2	Water Pump C15694* Also S / E-Type £102.00	Brake Master Cyl 7/8" C27160# Also S-Type, XK150 £102.60	Brake Servo 4:25:1 LR18230 £178.80	Crank Damper Exch C15274E* Also E-Type, XK £141.00	Tie Rod Assy Adjust C22678/1* £34.80
	E-TYPE	Brake Master Cyl C26767*TRW Series 3 £162.00	Steering Lock C37103# Series 2 & 3 £360.00	Steering Rack Mtg C20087# Series 1 & 2 £42.00	Brake Servo C35564* Series 3 £240.00	Brake Vacuum Tank C20499* Series 1 & 2 £75.60
	XJ40	Brake Master Cyl JLM805* £82.99	Suspension Conv Kit JLM11698* £346.20	Water Pump Assy EBC4437* Late XJ40 £87.60	Switch High Pressure JLM1562# £150.00	Rear Wing Arch RH/LH CAP516RP* / CAP517RP* XJ40 to 1992 £28.80 each
	X300	Aerial Mast Assy LNA4134AA* Also XJ8, XK8 £11.64	Exhaust Silencer RH NNA6784BC* £58.80	Exhaust Silencer LH NNA6785BC* £58.80	Front Shock Bush CAC7585/1# Also XJ40 £12.00	Hi-Level Stop Lamp LNB5000AAAGD# <VIN 787954 £18.00
	S-TYPE	Heater Valve XR822975# to VIN M45254 £118.80	Wheel Speed Sensor XR822753* Also XK8, X350 £35.70	Tensioner Chain C2A1512# Also XF, XJ8, XK8 £43.20	Upper Lambda Sensor C2C29250# Also X350 £86.40	Starter Motor C2D27865# Also X350/1, XF £120.00
	XK8/X308	Sump Drain Plug AJ83017# Also XJ8, X350 £3.94	Alternator LNC1800AA# £160.80	Water Pump AJ88912* Also XF, S-Type £34.68	Park Brake Shoe Set JLM2209# Also XJ40, X300 £36.32	Half Shaft U/Joint JLM1388* Also XJ40, X300 £15.00
	XF	Gearbox Sump Pan C2C38963# £67.20	On Plug Coil V6 C2S42673.LUCAS Also S-Type, XJ £25.18	Front Brake Disc 326mm C2C25336*UNIPART Also S-Type, XJ £36.00	Rear Brake Pad Set C2P17595*UNIPART Also XK, XJ £18.60	Oil Filter 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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PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

Quarter of a century fly's by when you enjoy your job.

Kate Manners celebrates 25 years working for the Classic Car Spares family business this year.

It's a special anniversary for Kate Manners at David Manners Group as she celebrates 25 years working for the Classic Car Spares family business this year.

David Manners Group comprises of four of the most established market leaders in the car parts industry, supplying parts for modern and classic Jaguar & Daimler, MG & Triumph, Mazda MX-5, Classic Mini and Morris Minor cars, and for 25 years Kate has been at the heart of the action!

To mark this milestone, Kate tells us more about her journey at David Manners Group, the changes she has implemented, the highlights of her career and the trials and tribulations of running a family business.

Kate performed most of the jobs at the Oldbury based car parts family business, before being appointed Managing Director in 2011 and she has witnessed many changes. Initially the business consisted of just David Manners Jaguar parts and it now consists of five different brands all under one roof. Kate also saw orders change from phone and letter to more modern methods including emails, online ordering and eBay.

Since becoming Managing Director, Kate has overseen many pivotal changes in the operation. She created DMG, a more cohesive group for the four companies and what was originally a small management group consisting of Kate and two managers is now a management team of six, 3 team leaders and a warehouse coordinator.

Kate introduced staff wellbeing packages including a welfare allowance, the All About Me program and Birthday days off. Most recently Kate has introduced a health and wellbeing website designed exclusively for staff members to share experiences, ideas and healthy hints and tips. Kate keenly supports the work/life balance of her staff and encourages them to spend time with their families. Employees used to work 6 days a week, bank holidays and throughout Christmas. Kate has now extended midweek opening hours so that staff can have the weekend off to relax and they also enjoy a full Christmas and New Year break.

Kate is an advocate for supporting the community and local charities working closely with such organisations as Primrose Hospice, the Stroke Association and Black Country Women's Aid, where she really strives to use her position within the company to make a positive difference to the lives of others.

Kate is extremely proud of the companies achievements, in recent years DMG has been recognised with the Corporate Social Responsibility and Employer of the Year awards at the Midlands Family Business Awards and also the New Employer of the Year award at the Sandwell Business Awards. Kate is also very proud of her father, David Manners who was made an honorary Freeman of Sandwell last year in recognition of his work in the borough. Kate explains she gets great satisfaction from seeing her staff who started at DMG as youngsters in their 20's and now have their own families and are developing their careers in the company.

Would Kate recommend working for a family business? She explained that there are many benefits as it is so much easier to balance work and family but it is not for the



Kate and Sales Manager, Simon Oughtibridge who has been working for the family since he was 17!

faint-hearted! She is able to work from home when needed and does not have to struggle with child care in the school holidays but you never really stop working! The only time Kate switches off is during Christmas as there is no one at work to worry about.

We asked Kate what she would be doing now if she was not Managing Director at DMG? "I really don't know, I'm probably totally unemployable!" (she laughs). Kate wanted to join the police when at school, but nowadays if she was to do anything else it probably wouldn't be a management role. Something stress-free where Kate can go home at night and not worry about work that is someone else's job.

Kate is pictured with Sales Manager, Simon Oughtibridge who has been working for the family since he was 17. Firstly with David Manners on the dry cleaning rounds at Elizabeth Manners before David dedicated all of his time to selling car parts. He was then the first official David Manners employee working with David selling car parts. In those days the company was run from Kate's childhood home and as a result Kate has known Simon for 40 years and they are more like siblings than colleagues. Their first meeting was when Simon aged 15 made Kate and her younger sister a grass skirt made from till rolls!

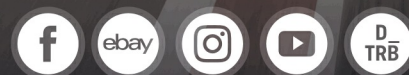
"Poor Simon" laughs Kate "my sister and I used to wind him up all the time. I think it was a great relief to him when the business moved to Wolverhampton Road. Equally it was probably a huge shock when I joined the business but I'm hopefully not quite as irritating to him as I used to be! I do however feel lucky to work with one of my best friends and value the time we spend together. We've known each other so long we even call each other Homer and Marge! (She howls!) "He'll kill me for telling you that!"

We wish Kate a very happy anniversary leading the classic car parts company and here's to the next 25 years!



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

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the the ex-Coombs Mk1 "BUY1". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

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

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- WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE



GRANT WILLIAMS
RACING



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

JOKES & ANECDOTES

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

THE CHICKEN TEST

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the windshields of their new high speed trains.

Arrangements were made and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow.

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

Rolls Royce responded with a one-line memo:

You're going to love this.....
"Defrost the chicken".

GOVERNMENT JOBS

This story explains a lot about key problems in the world today!

The king wanted to go fishing, and he asked the royal weather forecaster the forecast for the next few hours. The palace meteorologist assured him that there was no chance of rain. So the king and the queen went fishing.

On the way he met a man with a fishing pole riding on a donkey, and he asked the man if the fish were biting.

The fisherman said, "Your Majesty, you should return to the palace! In just a short time I expect a huge rain storm."

The king replied: "I hold the palace meteorologist in high regard. He is an educated and experienced professional. Besides, I pay him very high wages. He gave me a very different forecast. I trust him."

So the king continued on his way. However, in a short time torrential rain fell from the sky. The King and Queen were totally soaked.

Furious, the king returned to the palace and gave the order to fire the meteorologist. Then he summoned the fisherman and offered him the prestigious position of royal forecaster.

The fisherman said, "Your Majesty,

I do not know anything about forecasting. I obtain my information from my donkey. If I see my donkey's ears drooping, it means with certainty that it will rain."

So the king hired the donkey. And so began the practice of hiring dumb asses to work in influential positions of government.

The practice is unbroken to this day!

THE HYPNOTIST

It was entertainment night at the senior citizens' centre.

After the community sing along led by Alice at the piano, it was time for the star of the show - Claude the Hypnotist!

Claude explained that he was going to put the whole audience into a trance. "Yes, each and every one of you and all at the same time." said Claude.

The excited chatter dropped to silence as Claude carefully withdrew from his waistcoat pocket; a beautiful antique-gold pocket watch and chain.

"I want you to keep your eyes on this watch" said Claude, holding the watch high for all to see. "It is a very special and valuable watch that has been in my family for six generations" said Claude.

He began to swing the watch gently back and forth while quietly chanting:

"Watch the watch --- Watch the watch --- Watch the watch"

The audience became mesmerized as the watch swayed back and forth.

The lights were twinkling as they were reflected from its gleaming surfaces.

A hundred and fifty pairs of eyes followed the movements of the gently swaying watch.

They were hypnotized. And then, suddenly, the chain broke!!! The beautiful watch fell to the stage and burst apart on impact.

"SHIT" said Claude.

It took them three days to clean the Senior Citizens Centre and Claude was never invited there again.

OLD DOG, NEW TRICKS

A German Shepherd starts chasing rabbits and before long, discovers that he's lost. Wandering about, he notices a panther heading rapidly in his direction with the intention of having lunch.

The old German Shepherd thinks, "Oh, oh! I'm in deep shit now!"

Noticing some bones on the ground close by, he immediately settles down to chew on the bones with

his back to the approaching cat. Just as the panther is about to leap, the old German Shepherd exclaims loudly,

"Boy, that was one delicious panther! I wonder if there are any more around here?"

Hearing this, the young panther halts his attack in mid-strike, a look of terror comes over him and he slinks away into the trees.

"Whew!" says the panther, "That was close! That old German Shepherd nearly had me!"

Meanwhile, a squirrel who had been watching the whole scene from a nearby tree figures he can put this knowledge to good use and trade it for protection from the panther. So, off he goes.

The squirrel soon catches up with the panther, spills the beans and strikes a deal for himself with the panther.

The young panther is furious at being made a fool of and says, "Here, squirrel, hop on my back and see what's going to happen to that conniving canine!"

Now, the old German Shepherd sees the panther coming with the squirrel on his back and thinks, "What am I going to do now?" But instead of running, the dog sits down with his back to his attackers, pretending he hasn't seen them yet, and just when they get close enough to hear, the old German Shepherd says...

"Where's that squirrel? I sent him off an hour ago to bring me another panther!"

Moral of this story... Don't mess with the old dogs!





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Rooms available to book for those wishing to make a weekend of the event, or just overnight.

Please give us a call or go online.

**Jaguar Enthusiasts' Club
Sunday Lunch Menu**

Starters

Leek and potato soup, sourdough

Meatballs, hummus, tomato sauce

Smoked mackerel, beetroot relish

Feta and vegetable salad, honey mustard dressing

Smooth chicken liver pate, apple chutney

Mains

Roast rib of Welsh beef, Yorkshire pudding

Slow roast belly of pork, apple compote

Roast leg of Welsh lamb

Roast breast of chicken, roasting juices

Grilled Scottish salmon, lentil salsa

All main courses are served with a selection of seasonal vegetables

If you have any dietary requirements or allergies please let us know in advance





South Wales Region Drive It Day



DRIVE IT DAY

2020

| April 26

The South Wales Region will once again be holding a Drive it Day event on **Sunday 26th of April**. Open to members of **all regions**, but please try and turn up in a Jaguar!

We will meet at the Priory Hotel, High Street Caerleon, Newport, NP18 1AG, from 10am for coffee/tea and bacon rolls and will leave at 11am sharp.

Mike Hayes and Colin have this year mapped an interesting run up through Wales, with attraction and coffee stops.

We will then take a spectacular run back to the Priory for lunch at 3.30pm.

Hotel rooms are available at the Priory for those wishing to stay. Please give the hotel a call or book via their website directly.

The menu choices are on the opposite page and also available to download: www.jecsw.co.uk/downloads/ddmenu2020

If you would like to come please ring Colin on 07977 474637 or e-mail him: colin.manconi@jecsouthwales.co.uk

To include:

Coffee, tea and bacon rolls on arrival.
Plus a two course lunch upon return.

£23.00
Per person





PRESENTS:

THE SUMMER JAGUAR FESTIVAL

15-17 MAY 2020 | NEWBY HALL, YORKSHIRE



WEEKEND PACKAGES NOW AVAILABLE TO BOOK

www.jec.org.uk/festival



CALENDAR

WHAT'S ON IN 2020

FEBRUARY

- 21-23
FRI-SUN Race Retro 2020 Historic Motorsport Show @ Stoneleigh Park
- 29
SAT South Wales Region Breakfast Meet @ Teddy T's, Barry Island

MARCH

- 7
SAT Jaguar Breakfast Club Meeting @British Motor Museum, Gaydon
- 7
SAT Club Modern XK Seminars (X100) @British Motor Museum, Gaydon
- 8
SUN Club Modern XK Seminars (X150) @British Motor Museum, Gaydon
- 15
SUN Jaguar International 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
- 29
SUN Jaguar Enthusiasts' Club Saloon & GT Championship, @ Snetterton

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
- 8
FRI Jaguar Enthusiasts' Club Saloon & GT Championship, @ Brands Hatch
- 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
- 25
MON Jaguar Enthusiasts' Club Saloon & GT Championship, @ Oulton Park

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
- 20-21
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
- 25
SAT Jaguar Enthusiasts' Club Saloon & GT Championship, @ Thruxton
- 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 December 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.



Sharing the Passion

ABOUT US

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

So why not come along and join us at one of our monthly meetings regardless of age, standard and type of Jaguar you own. We pride ourselves on the eclectic and laid-back nature of our gatherings, with a varied range of members from all walks of life. There is no 'eliteness' regardless of whether you own a £500 X-Type or a million pound light weight E-Type. From MK2's to XE's, we welcome everyone who has an interest in and loves Jaguars and Daimlers. Whether you just want to talk cars, get local advice or meet other like minded Jaguar owners for a social evening, our local region is the best place for you and your Jaguar to be.

Our monthly meetings are held on the 3rd Wednesday in the month from 7.30pm and offer social meets, bonnet up nights, guest speakers and much more. Held at St Mellons Golf Club, St Mellons, Cardiff, South Glamorgan, CF3 2XS, we benefit from ample onsite parking, friendly staff, well stocked bar and great views across the greens.

We encourage everyone to visit us and take part adding to the social and welcoming feel of the region, so come along to meet us and get involved in supporting your Club locally, you will not regret it. See you soon!

MONTHLY MEETING VENUE

Unfortunately our former venue, which we enjoyed for over 20 years, The BBC Social Club, has now closed. With such short notice we have been fortunate to secure the use of one of the function rooms at St Mellons Golf Club. With ample secure parking and catering facilities, we look forward to hosting more guest speakers and using the Golf Club for runs, BBQ's and more social events.

WHEN: 3rd Wednesday in the month from 7.30pm

WHERE: St Mellons Golf Club, Cardiff, South Glamorgan, CF3 2XS



REGIONAL CONTACTS

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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 story to hit the mag. This really is a great way to get involved and only takes five minutes. Go to: www.jecsw.co.uk/gim

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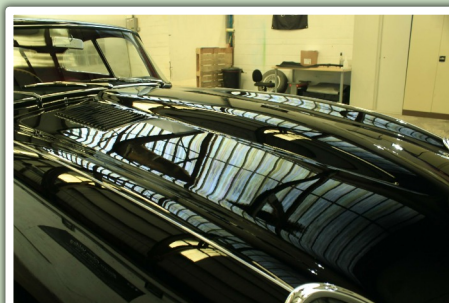
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Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

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XK150 FHC

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

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3.8 Engine

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

£5,000



S1 4.2 E-Type

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

£94,950



X308 4L Sov

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

£8,955



S1 4.2 E-Type

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

£150,000



XK120 FHC

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

£110,000



3.8 E Type Roadster

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

£110,000

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