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25 YEARS ON

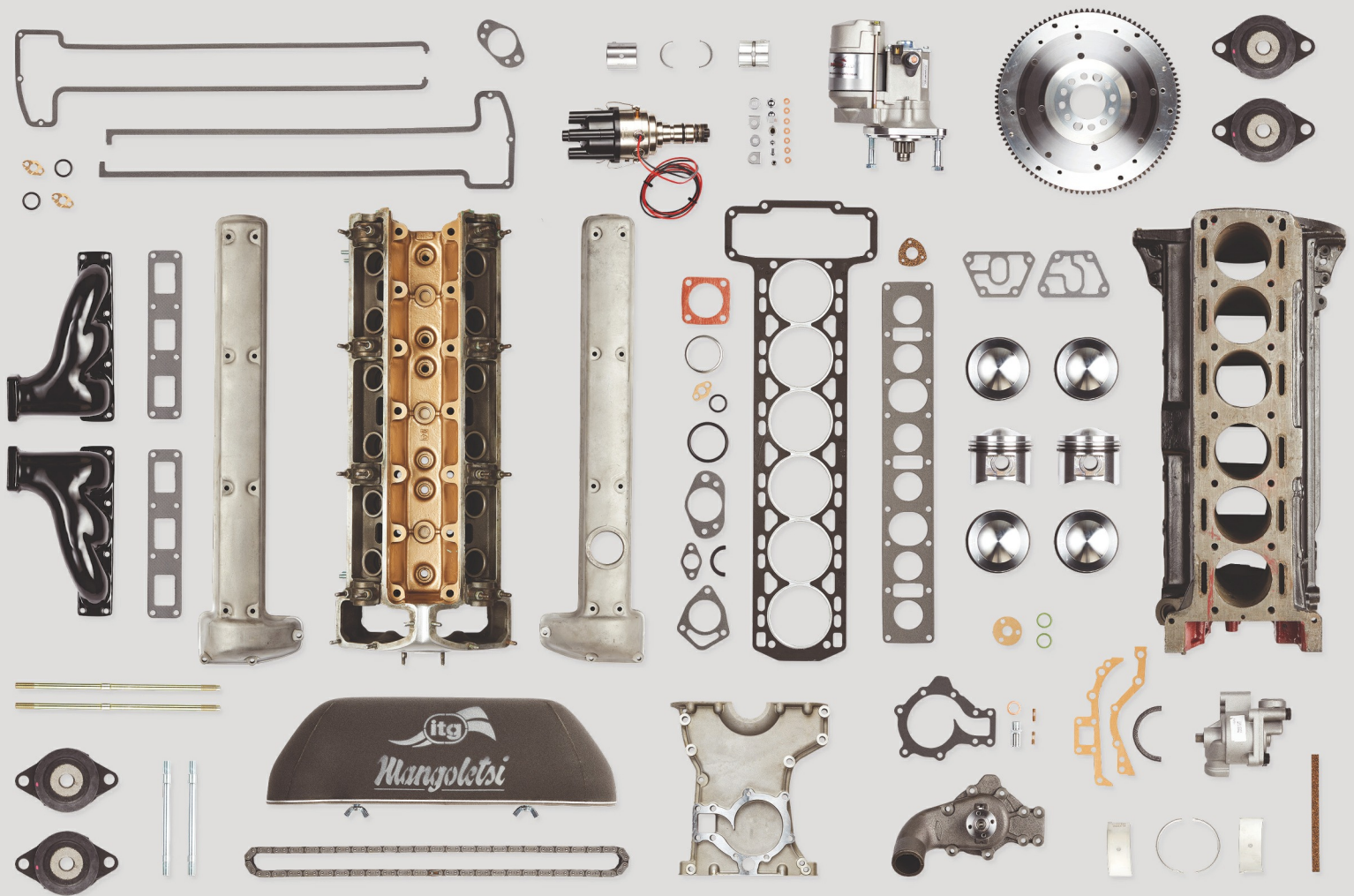
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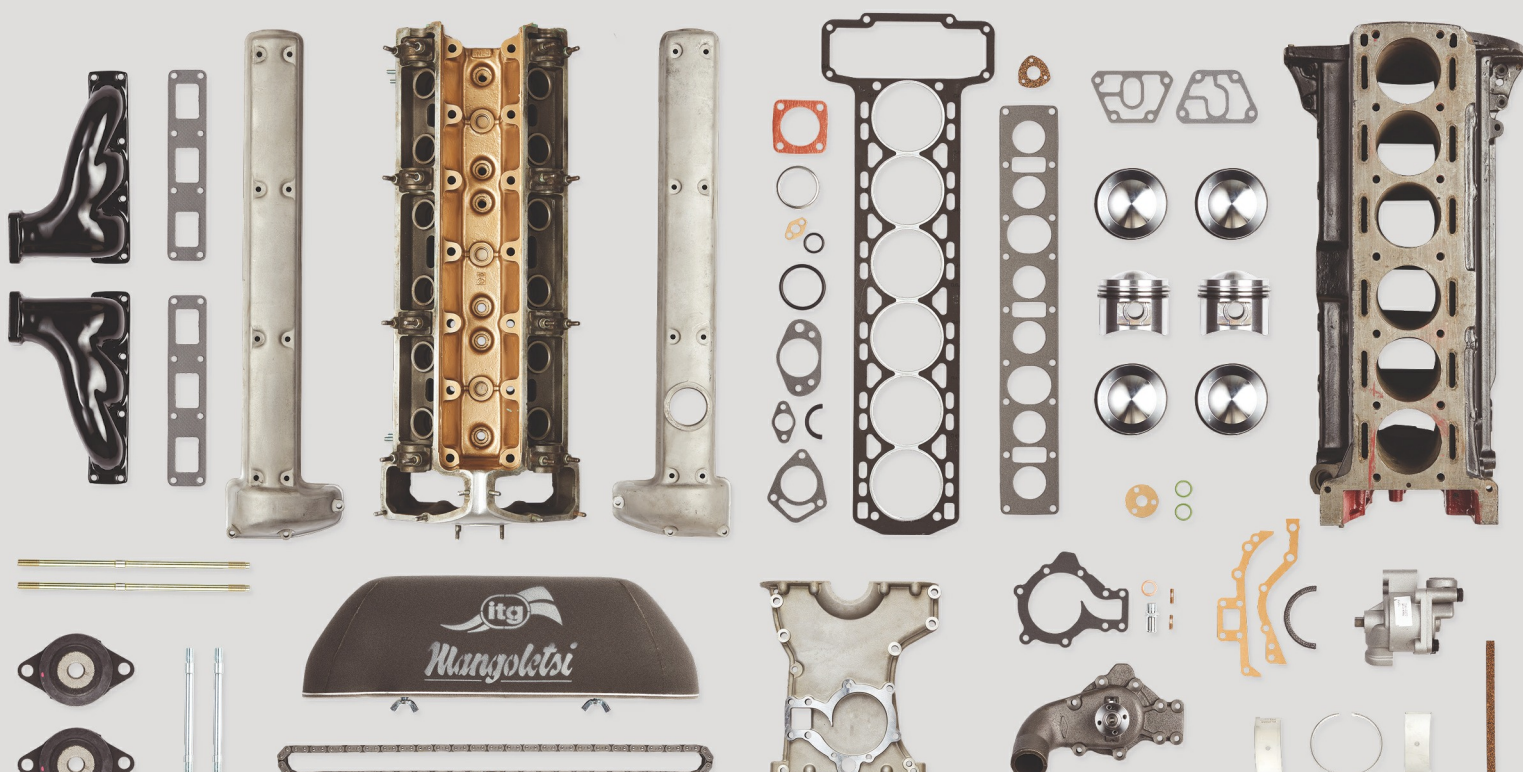
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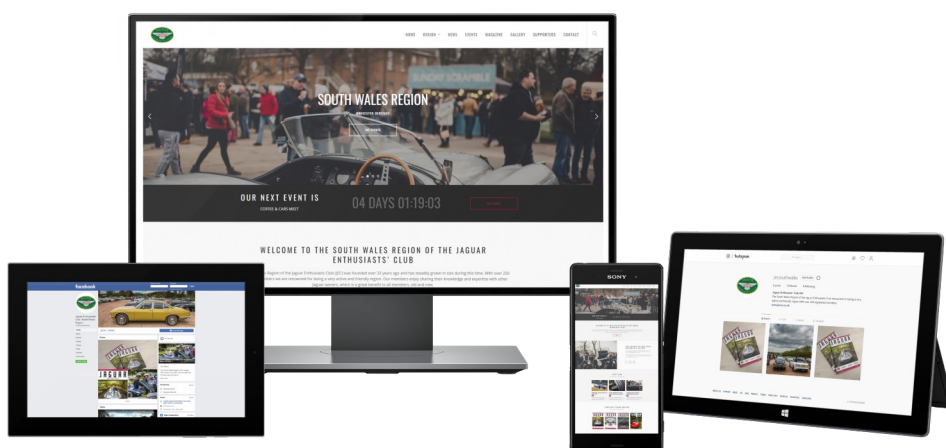
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ISSUE 306

CONTENTS

- | | | | |
|----|---|----|--|
| 07 | STRAIGHT FROM THE ED
EDITOR AT LARGE - MORE LIKE
EDITOR HELD HOSTAGE. | 20 | DRIVEN: ROAD TEST
THE XJ220 DRIVEN OVER 25 YEARS
ON - HOW DOES IT STACK UP? |
| 09 | REGIONAL NEWS
COLIN MANCONI BRINGS US UP TO
DATE WITH REGIONAL GOINGS ON. | 24 | THE TORBAY FLYER
HARRY KUEHLING KEEPS US UP TO
DATE WITH EVENTS IN SOUTH DEVON. |
| 11 | EVENTS YOU'LL LOVE
OUR PICK OF THE BEST EVENTS
YOU NEED TO ATTEND IN 2020. | 29 | INSPIRING ENGINEERS
STUDENTS INSPIRED BY JLR FEMALE
ENGINEERS. |
| 12 | NEWS
ALL THE LATEST NEWS IN THE
WORLD OF JAGUAR & DAIMLER. | 31 | DAIMLER XJ-S COUPE
UNLOVED AND LOCKED AWAY, NOW
IN THE LOVING HANDS OF THE JDHT. |
| 14 | ON TRACK
NEWS FROM THE WORLD OF CLASSIC
& MODERN JAGUAR MOTORSPORT. | 33 | HUMOUR
WHEN YOU'RE HAVING A BAD DAY,
CHECK OUT THE JOKES & ANECDOTES. |
| 17 | ONE FOR THE WEEKEND
FANCY SOMETHING IMPRACTICAL
OR EXPENSIVE, CHECK THIS OUT. | 37 | WHAT'S ON
ALL THE INFO ON LOCAL & NATIONAL
SHOWS WE ARE ATTENDING. |
| 18 | MK2 DIESEL RESTORATION
FOR WHEN YOU NEED A CLASSIC
JAGUAR AND GREAT MPG'S. | 38 | REGIONAL INFORMATION
FIND OUT MORE ABOUT OUR REGION
AND WHO TO CONTACT. |



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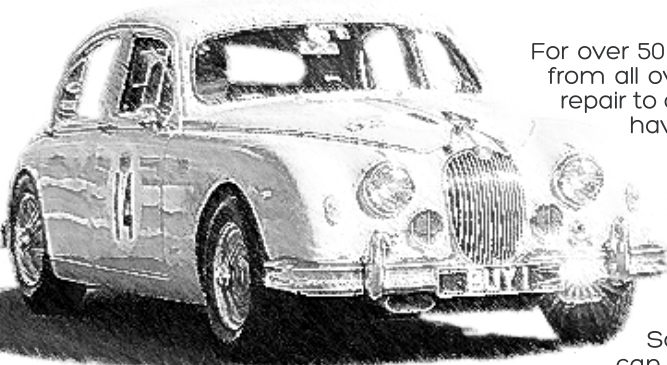
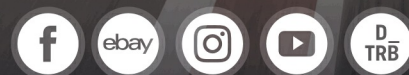


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Welcome

Its over even before
it started - show season grinds
to a halt due to Coronavirus.

Its been a pretty poor start to the year. Heavy rain and winds devastating many parts of the country, including communities close to home, cancellations of our Coffee & Cars Breakfast meet at Teddy T's - not once but twice, and now COVID-19 (Coronavirus) is threatening to shut down the show season for many - possibly until late spring. We will keep you informed of any cancellations as the organisers inform us, so keep an eye out and check the website for any announcements.

JEC Track Day - Castle Combe 2020

At the time of writing the Clubs track day at Castle Combe is still on! While I don't envisage this changing, please do check the website before travelling.

The Clubs first track day and car meet of 2020 at the fabulous Castle Combe Circuit is here, so why not 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. Join our friendly bunch of enthusiasts' **THIS 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

With the reality that many of the larger, if not all car shows and events will be cancelled or postponed for the next month or so, we need your help. Without anything to write about, or show reports the magazine will grind to a halt. So any articles, product reviews or reports you can contribute for the magazine would be greatly appreciated. They don't have to be current, it could be about an event you attended a few years ago, or the first Jag you purchased when you were a young whipper snapper! 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.

Stay safe, and remember you can stay up to date with all the Regional news and learn more about our events by checking the Events and News sections on our website www.jecsw.co.uk

Michael Manconi
Magazine Editor



Don't be scared...

I won't bite.

We know it can be a bit daunting taking your beloved classic out on the open road.

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Our Region

Uncertain times ahead,
with our favourite shows
in the balance.

We are in a very difficult position at the moment with the spread of the coronavirus. The government has still not stopped large public gatherings so at the moment all the car shows are still on. How long this will last is anyone's guess! My advice is to apply for any of the shows you want to attend and then make your mind up closer to the event.

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

Unfortunately, we have had to postpone twice, our latest Coffee & Cars breakfast meet at Teddy T's Theme Restaurant at Barry Island due to the recent bad weather. Hopefully the weather will improve and we will rearrange it.

Drive It Day

The South Wales Region will once again be holding a Drive it Day event on the 26rd of April. Open to members of all regions of the JEC, just try to turn up in a Jaguar!

We will meet at the Priory Hotel, High Street Caerleon, Newport, NP18 1AG, between 10 am and 11am for coffee/tea and bacon sandwiches and will leave at 11am sharp. Please use the rear car park - not the public car park at the front.

There is an interesting run planned with coffee and comfort stops along the way. We will then take a spectacular run back to the Priory Hotel for lunch. Hotel rooms are available at the Priory Hotel for those wishing to make a weekend of it. Simply book direct by giving them a call on 01633 421241 or direct via their website: www.thepriorycaerleon.co.uk

The menu can be found on page 34 in the magazine or you can download it via the website www.jecsw.co.uk/downloads/ddmenu2020. A fabulous two-course lunch, including bacon sandwiches with coffee or tea in the morning, is just £23.00. If you intend to come please contact myself, Colin Manconi on 07977 474 637 or colin.manconi@jecsouthwales.co.uk. Payment in full and menu choice is needed by the 16th of April. Cheques made out to JEC South Wales Region or contact me for bank details.

Club Track Day & Car Meet at Castle Combe

Don't forget the JEC track day at Castle Combe on Friday the 20th of March. This event has been held for the last couple of years later in October and has been very successful. You can pay a small amount to take your car out onto the track, with an instructor if required, or just come along as a spectator. Swallows will be there with their race cars and only ask a small fee for charity to give you a scary ride around the circuit. The region will be there in force, to take advantage of the great breakfasts available in the café!

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



SILVERSTONE CLASSIC, ROCKING & RACING.

July 31 - August 2, 2020

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



THE LANCASTER INSURANCE CLASSIC MOTOR SHOW @ THE NEC.

November 13 - 15 - 2020

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

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

For more information and ticket release dates visit:



COMING SOON

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

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.

REGIONAL CLUB NIGHT @ ST MELLONS GOLF CLUB

April 15 2020

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

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.

MONMOUTH STEAM & VINTAGE SHOW@ FESTIVAL FIELDS

May 3 2020

A firm favourite on the calendar, the show compromises of trade, auto jumble and craft stands, vintage cars, caravans, commercials, tractors, motorcycles, military vehicles, stationary engines, and more!

SWCCC ANNUAL CLASSIC CAR SHOW@ CARDIFF CITY FC

May 3 2020

One of the go to local shows of the season. Held at Cardiff City Football Club, the show has a range of traditional classics, vintage and modern classics vehicles.

Due to the ongoing Coronavirus outbreak, please check that the above events are still on closer to the time.

**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.

Jaguar Land Rover designs electric mobility platform for city environments

JLR has released its near-future Project Vector concept for an autonomous and electric multi-use vehicle, which is designed to contribute to safer and less polluted urban environments.

Called Project Vector, the four-metre-long concept car is designed for the city, with a compact design afforded by its electric powertrain that sees its battery incorporated into a flat floor. It has a wide interior cabin space, allowing it to be used for a variety of purposes including private or shared use, as well as commercial deliveries. The concept is imagined to operate as part of an on-demand, app-driven service within future smart cities according to chief engineer Gero Kempf.

"Future urban travel will be a composite of owned and shared vehicles, access to ride hailing and on-demand services as well as public transport," said the company. "Our vision shows the vehicle as a flexible part of the urban mobility network that can be adapted for different purposes," it added.

In addition to being carbon neutral, the concept is also driverless, in a bid to lessen the amount of accidents caused and to alleviate congestion. Like many other driverless, shared-ownership car concepts, including Origin by Cruise, Toyota's e-Palette and Muji's Gacha bus, Project Vector has floor-to-ceiling doors on each side that slide open rather than hinging outwards. It also similarly has a cuboid-shaped body, closer to a van or bus than a car, with rounded edges to make the design more sleek and contemporary.

JLR plans to collaborate with Coventry City Council and the West Midlands Combined Authority to start a mobility service in the city from late 2021. Designed as part of its Destination Zero initiative to make societies safer and healthier, the Project Vector concept is the company's vision of what this would look like.

"Jaguar Land Rover understands the trends shaping modern societies," said CEO Ralf Speth. "Project Vector shows Jaguar Land Rover as a leader in innovation to make our societies safer and healthier, and the environment cleaner. Through this project, we are collaborating with the brightest minds in academia, supply chain and digital services, to create connected, integrated mobility systems - the fundamental building blocks for Destination Zero. Project Vector is precisely the brave and innovative leap forward needed to deliver on our mission."

Another design agency exploring autonomous ride sharing services is Layer, which recently revealed its Joyn concept that aims to address issues of privacy and security while also offering the environmental benefits of multiple passengers using one vehicle. The vehicle consists of two rows of eight modular seats set in S-shaped pairs that face opposite directions to maximise each individual's privacy, with "wings" that can be pushed back and forth to open or close the passenger's field of vision.

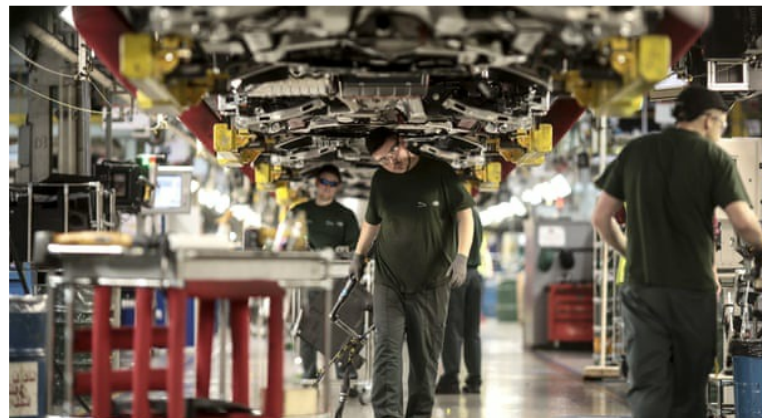


UK car factories running out of parts due to coronavirus, warns Jaguar

In mid February Jaguar said it had two weeks' supply left and it could run out of car parts at its British factories at the end of next week, as the coronavirus halts supplies from China.

Britain's biggest carmaker added its voice to a chorus of companies counting the cost of the outbreak, as the epidemic weighs heavily on international business and trade.

"We are safe for this week and we are safe for next week and in the third week we have ... parts missing," said the JLR chief executive, Ralf Speth. He added: "We have flown parts in suitcases from China to the UK." Speth added that the company was currently making no sales in China, one of its most important markets.



Battery shortages suspend Jaguar I-Pace production

Jaguar has suspended production of the all-electric I-Pace SUV, due to battery cell supply issues. Built at Magna in Graz, Austria, the British manufacturer gets its battery packs from a Polish company, LG Chem, which also supplies Audi and Mercedes - and the battery manufacturer has been struggling to cope with demand.

A JLR spokesperson summarised the supply issues, stating: "Jaguar Land Rover has adjusted production schedules of the Jaguar I-Pace in Graz due to temporary supplier scheduling issues. We are working with the supplier to resolve this and minimise impact on customer orders."

This announcement follows Jaguar Land Rover's decision to reduce or halt production at two of its British factories, as the company seeks to reduce costs in response to falling demand. During the final three months of 2019, JLR posted a 2.3 percent drop in sales worldwide - despite sales in China showing an increase of 24.3 percent.

JLR will halt production of the XE, XF and F-Type at Castle Bromwich on selected days over a four-week period between the end of February and late March. Production will also be slowed at Solihull, where the F-Pace, Range Rover, Range Rover Sport and Range Rover Velar are built.

The decision forms part of JLR's cost-cutting initiative, which the firm hopes will provide £1.1 billion worth of savings by 2021. JLR has prioritised its most profitable models, alongside plans to lower material costs and reduce the size of its workforce to 4,500 - decisions which have saved the company £2.9 billion since its introduction.

A JLR spokesperson said: "Through its ongoing transformation programme, Jaguar Land Rover is taking action to optimise performance, enable sustainable growth and safeguard the long-term success of our business."

"Jaguar Land Rover is continuing to invest heavily in its UK manufacturing operations with significant investment recently committed to Castle Bromwich for production of the new all-electric Jaguar XJ and Solihull which will build the next generation of Range Rover."



British firm selling replicas of the Jaguar XJ13's quad-cam V-12

Building The Legend, a British firm that sells highly accurate replicas of the Jaguar XJ13, has developed a bespoke, period-correct V-12 engine that will make your project car truly concours-worthy.

Called the Tera, the engine was launched on February 21 at Race Retro in the United Kingdom and will be available in a variety of configurations, from street setup to race. However due to its hand built nature, availability will be limited.

Its design was inspired by the 5.0-liter, 60-degree V-12 that former Jaguar engineer Claude Baily developed for the XJ13 and matches the original's double overhead cams. Jaguar's own V-12 that eventually went into production switched to a simpler single-cam design, so Building The Legend's design is truly something special. It's also a thing of beauty on its own, and that's before you even take into account the performance on offer.

Per the spec sheet, the engine can be ordered with a displacement of either 6.1 or 6.8 liters and, depending on the configuration, has a safe rev limit of between 8,000 and 8,500 rpm. It also has a distributor-less design and a compression ratio of 11.7:1. Peak output ranges up to 650 horsepower and 600 pound-feet of torque.

There are a handful of companies currently building replicas of the XJ13, though not all of them have the blessing of Jaguar like Building the Legend does. The firm even had guidance from some of the surviving XJ13 team. Incidentally, Building the Legend's first XJ13 replica unveiled in 2016 was powered by one of the three prototype V-12s that Jaguar developed as part of the XJ13 program.

For readers unfamiliar with the XJ13, it was developed in the 1960s as a 24 Hours of Le Mans contender. However regulation changes in 1968 meant the car, of which just one was built, never hit the track in 1969 as intended. It crashed in 1971 during some testing but thankfully was fully restored following the incident.

Exclusive Bell Exhausts offer from SNG Barratt

SNG Barratt have proudly partnered with Bell to create an exciting new exclusive offer. Order a Bell stainless steel exhaust system before the 11th of May and receive a free £50 SNG Barratt gift voucher to use with your next purchase.

Made in the UK using the latest technology, Bell exhaust systems are not only lauded for their outstanding durability and high quality finish, but they also come with a lifetime guarantee giving you total peace of mind. Available for a wide range of Jaguar models, so call the SNG sales team on 01746 765 432 or email us via sales.uk@sngbarratt.com to place your order before this fantastic offer expires on May 11th. T&C apply*

*Selected full price systems only. All orders must be placed by phone or email before May 11th. Retail orders only. SNG Barratt £50 voucher must be redeemed within 3 months and cannot be applied towards shipping costs.

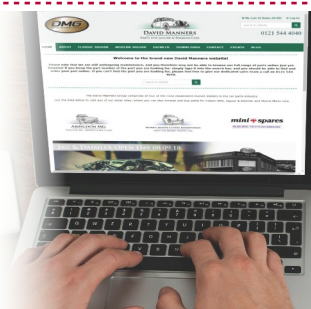


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ON TRACK

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Colin Porter
Club Racing



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

Mitch Evans Creates Desert Storm In Marrakesh

Despite starting the race at the back of the grid in P24, Panasonic Jaguar Racing driver Mitch Evans put in a masterclass performance during the ABB FIA Formula E Marrakesh E-Prix overtaking 18 cars to finish P6 and achieve the fastest lap of the race.

On leap year day, the 25 year-old took home nine points and celebrated his second fastest lap award this season.

The only race in Africa brought less fortune to the other side of the garage after James Calado scored his best qualifying position of his debut season P10, before a tough second half of the E-Prix saw his Jaguar I-TYPE 4 eventually finish P16.

As we reach the mid-way part of the Formula E season, Mitch Evans currently sits second in the drivers' championship with Panasonic Jaguar Racing third in the teams' championship.

James Barclay, Panasonic Jaguar Racing Team Director said "After a long race with no safety cars or yellow flags, the performance from Mitch and the team to make up 18 positions and finish strongly in the points was very impressive. It's very difficult to come through the field without gaining advantage from those factors and so overall an amazing race for Mitch and the team. We also scored important points with fastest lap but it doesn't fully make up for the lost opportunity in qualifying where we had the quickest car. We regrouped and bounced back today which is a positive and a sign of how well the team is working. On the other side of the garage, James improved in qualifying and started the race well, but



performance fell off towards the end which we will now review. Overall the team recovered well this weekend, secured crucial points and importantly we clearly have the right ingredients for another strong performance next time out.

A massive race. I managed to gain 18 places to finish P6 from the back of the grid and achieve fastest lap so I will take that result with open arms. After an unfortunate qualifying the priority in the race was damage limitation during the E-Prix and a huge thanks for the team for a great strategy in the race. I wanted to send a strong message to the rest of the field and I believe this performance does that.

Mitch Evans | PANASONIC JAGUAR RACING DRIVER.



JEC Track Day - Castle Combe 2020 - This Week!

The Clubs first track day of 2020 is fast approaching and we will be going in force 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.

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:

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- Race drivers
- Course guidance either as a passenger or driver.

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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

Jamie Chadwick And Sacha Fenestraz Complete Rookie Test For Panasonic Jaguar Racing In Marrakesh

Rookie driver testing took place on Sunday 1 March, the day after the Marrakesh E-Prix and was open to drivers who have previously never held an e-licence.

The first of Jaguar's two drivers is Jamie Chadwick. The 21-year old Briton began racing go-karts at the age of 11 and her career has never looked back. At 17, she was the first woman and youngest driver to win the British GT Championship. In 2018, she became the first woman to win a British F3 race. Last February, she became the first female winner of the MRF Challenge series in Chennai.

In 2019, Chadwick joined the W Series, the first all female single-seater championship. Asserting her skill and outright pace early on, Chadwick dominated the championship eventually lifting the trophy achieving 5 podiums from just 6 races.

Jamie said "I'm thrilled to be joining the Panasonic Jaguar Racing team for the official rookie test event in Marrakesh. I'm a huge fan of Formula E and everything that it stands for so to be teaming up with this race winning outfit is an incredible opportunity. I can't wait to get in the car and work closely with the team to have a successful test."

When asked about the test day, Jamie said "It's been a really productive day of testing; a lot has been learnt. I've been learning as much as I can, taking as much in as possible and providing Jaguar with all the relevant data they needed. As a driver I'm always going to want to spend more time and complete more laps in the Jaguar I-TYPE 4 but today had undoubtedly been very positive for everyone and I'm looking forward to what might come next."

The second Rookie racing for Jaguar was Sacha Fenestraz. Twenty-year-old Sacha has raced in some of the most competitive single-seater series in the world. He was born in France and grew up in Argentina where he dominated the national karting scene. When he turned 13, he made the bold move to Europe to pursue his dream of becoming a racing driver.

In the early days of his career, Sacha asserted his dominance in French Formula F4, Formula Renault and FIA Formula 3

you don't 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.



where he fine-tuned his race-craft. In 2019, he proved his worth by securing the Japanese Formula 3 title at his first attempt and achieved his third single seater title in five years. 2020 sees Sacha remain racing in Japan in the fast and competitive Super Formula and Super GT500 championships.

Sacha said "I am extremely happy and grateful for this amazing opportunity Panasonic Jaguar Racing have given me. I'm really looking forward to my first experience in the Jaguar I-TYPE 4, it's going to be something very different to what I'm used to - I've never driven an electric racing car before. I'm like a kid with a new toy, I just can't wait to get to Marrakesh."

Following testing Sacha said "This was my first time in a Formula E car and first time in Marrakesh - it has been very interesting and challenging at the same time. It is completely different to anything I have done before and I am very grateful to Panasonic Jaguar Racing for giving me this opportunity. I've learnt an enormous amount and the team have been able to gather useful data - I hope to return to the Formula E paddock soon."

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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.

Entry level Jaguar ownership does not come more affordable than this. Ladies and gentlemen, I introduce to you the modern Jaguar S-Type.

After being privatised in 1984, Jaguar had been developing a smaller saloon to complement the XJ6 by the early 1990s, but these plans were axed following its takeover by Ford in 1989, only to resurface within a few years.

The S-Type was produced at Jaguar's Castle Bromwich facility in Birmingham, England, with the car being styled by the legendary Geoff Lawson.

Praised on its release for having a luxurious interior, creamy composure and a class-leading cossetting ride, and was described as the spiritual successor to the Mark 2.

With only two local registered keepers from new, the car has continued to be serviced at its supplying dealer (now Marshall's Jaguar) bar two services which were carried out in 2012 and 2013 by Jagutech of Hessele.

On all four corners, there are Pirelli P Zero tyres wrapping the freshly refurbished alloy wheels that are finished off with brand new red Jaguar wheel centres.

The interior is immaculate with the leather showing no signs of ageing or wear even in the common areas like on the drivers seat bolsters. All of the electrics work in the car as you would expect, including the factory fitted touch screen sat nav, bluetooth phone preparation, electric front seats, cruise control and automatic wipers to name just a few.



The styling, evocative as it is of the original S-TYPE, produced in the sixties is subjective, you either love it or gradually grow to! Certainly, it makes a distinctive rear view mirror statement - just as designer Geoff Lawson intended. Inside, he's fashioned a typically Jaguar interior embellished with wood veneer. There's comfortable room for four and a 60/40 split-folding rear seat to extend the boot should you need to. There's not a massive amount of design flair about the interior, but it looks quietly classy and appears very well screwed together - an important consideration

This particular car was registered on the 19th September 2006, this V6 Sport was supplied new by Holland Brothers Jaguar in Lincoln finished in Slate Grey metallic to a gentleman in North Lincolnshire, who kept the car until May 2014 when a Doctor from Lincoln purchased the car.

MM: *While not everyone's cup of tea, low mileage S-Types in this condition deserve an enthusiastic owner that will embrace the old school styling. I confess to having a soft spot these 'old(ish) girls', and this one is in my favourite modern 'S-Type colour - slate grey.*

SPECIFICATION

Model: S-Type
Year: 2006
Mileage: 67,669
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0-60: 6.9
Top Speed: 146mph
MPG: 27mpg Average
Price New: N/A

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Is this really a diesel engined Jaguar Mk2? Sacrilege or one mans dream, you decide.

This unusual combination of a diesel engine and Mk 2 was the result of one man's dogged belief.

By Rob Hawkins

Back in 2001, I drove up the centre of Australia with my cousin in his Seventies Mercedes-Benz W115 diesel powered saloon. His argument for having such an old car concerned reliability, especially in the outback. All the diesel engine needed was fuel and compression, so there was very little to go wrong and, consequently, not much to fix. In theory, dropping a Nissan diesel engine into this Mk2 adopts a similar philosophy, and I can see the appeal.

Under the bonnet of this Mk 2, the simplicity of the engine is apparent. There's easy access to the essentials, such as the fuel filter, injector pump and the injectors. The battery is also within easy reach, but, curiously, there's another battery mounted in the boot. Maybe the intention

was to fit the larger Nissan 3.3-litre diesel engine from the Patrol, which, in UK-spec, uses a 24-volt electrical system. Elsewhere, there are other clues of modifications; there is no sign of a leaf spring, for instance. There's still a live axle, but this Mk 2 wears coil springs, telescopic dampers and anti-tramp bars.

There's no mistaking the familiar diesel rattle of this turbo charged single overhead camshaft six-cylinder engine (as fitted to the Nissan Terrano and Patrol) as it fires into life when I press the Mk 2's starter button. Of course, there were a few more preliminaries to starting the car because, after twisting the ignition key in its slot in the centre of the dashboard, I have to first wait for the orange





light on the far right to go out, which indicates the glow plugs have warmed up. Although much of this Mk 2's early history is unknown, Jaguar Heritage has confirmed the car was built for export to New Zealand and that it would have been registered in late 1959, the first year in which the model was manufactured (although its present numberplate, FAS 692, was registered on 31 December 1960). Repair bills back to 1980 suggest that it had the Aussie registration HFU 111 during its time in North Balwyn, Victoria, Australia. As to when it actually came over to the UK, that remains a mystery, but there is a letter from a UK dealer dated 2002 explaining that its Customs & Excise paperwork cannot be found.

But why did someone go to the lengths of fitting a diesel engine into a Mk 2 in the first place? I spoke to the man responsible, avid car enthusiast Bob Cowell. He currently owns a pristine restored S-type 3.8, along with an assortment of other classics – including a Rolls-Royce that he also had converted to diesel power. He says his reason for creating a diesel-powered classic Jaguar was simply, "Everyone told me it wasn't possible."

He describes the imported Jaguar as being tatty when he first bought it, although in good overall condition with very little rust. The original 3.8 litre Jaguar engine was sent away and recondition and returned on a sealed crate, where it still is now. This gives an option should someone wish it to be returned to original spec in the future; there is some paperwork to accompany the engine.

The restoration work was carried out by Grace Jaguar and James Watt Automotive in Staffordshire. James Watt alone spent over 397 man hours on the car and that excludes the interior which was carried out by Hampton Coach Trimming at great expense, with the leather seats beautifully reupholstered and a suede headlining and sun visors installed.

And the cost of one mans dream MK2 - £60,000+.

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



Driven

25 years on - the XJ220.

There's still nothing quite like the Jaguar XJ220 - The fastest production car of its time. The journalist who first tested it returns for a reunion.

By Andrew Frankel



C

an it really be 25 years? It seems like six months since I collected the first production Jaguar XJ220 and spent two days on road and track, conducting what remains, at least to my knowledge, the only fully comprehensive, data-backed road test of the then world's fastest car.

Scratch that. The XJ220 was not just the world's fastest car in 1993 - it was fastest by a mile. While rivals such as Porsche's 959 and Ferrari's F40 would nudge up to and, in the latter case, just push past the 200mph barrier, the XJ220 was the first car to which that once unimaginable

speed was just another number on the dial. Its entry in the Guinness Book of Records quoted a recorded top speed of 217mph. 'Hypercar' is a term used freely today, but few realise it all started here.

I'd already been waiting five years by the time I got to drive it, ever since it appeared in 'concept' form at the 1988 British International Motor Show complete with a massive 6.2-litre V12 motor and four-wheel drive. Just 350 were to be built and, with the global economy riding high, the offer was four times over-subscribed. But by the time the XJ220 was ready for sale, the bull market had been replaced by recession. Depositors used the fact that the car now had a 3.5-litre V6 engine driving the rear wheels as grounds to walk away. In the end, just 277 were built, meaning that today it is an incredibly rare car - rarer than both its aforementioned rivals.

"Which is one reason I think they are still undervalued," says Paul Hegarty, centre manager of Jaguar Classic Works, who is reintroducing the XJ220 to a new generation of enthusiasts. "Good cars now change hands

in excess of £500,000. But if you look at what it has to offer, its scarcity, and the prices of its rivals, I'm confident it has some distance to go."

The offer was this: the most outlandish shape packing the most outrageous performance ever to be offered in road car form. A car not based on any other, but a bespoke creation built up around an aluminium honeycomb structure that looks more like something from a jet fighter than anything you might expect to be seen wearing a number plate. It came from a company that had already won the world's greatest motor race - the Le Mans 24 Hours - seven times, and would itself win its class with a young David Coulthard driving, before being excluded on the most tenuous of technicalities.

“ Good cars now change hands in excess of £500,000. But if you look at what it has to offer, its scarcity, and the prices of its rivals, I'm confident it has some distance to go.

Its presence remains undimmed. An XJ220 parked alone is an extraordinary sight, one to be savoured at length and from a variety of distances and angles. This is not a practical car: there is almost no boot space, the doors don't open far enough and, if you're much over six foot, it's cosy inside. But for sheer sense of occasion, I'm



not sure if it's been beaten.

The twin-turbo engine fires angrily, with a gloriously ugly voice I recall at once. This may not be the symphonic V12 soundtrack some may have hoped for, but it's a genuine racing engine and it exudes purpose.

Everything is physical in here, the clutch, the gears, the steering all requiring hefty inputs. But it seems right in a car like this that it should make you work a little. And the fact that it has no ABS, traction control or any similar safety system seems right, too. It's just man and ferociously fast machine against the world.

Even today on the track, it gathers speed at a maniacal rate, the needle sweeping past the numbers as fast as you can read them. I ease off at 140mph, not because there is

switch off: it'll be coming from you as your heart rate stabilises and breathing returns to some approximation of normal.

"We have doubled our XJ220 business in the last couple of years," says Hegarty, "but I think we can double it again. Of course we buy and sell cars, but we also look after dozens of them and can do anything from the simplest servicing to recommissioning a car that's been off the road for years." And plenty have, not least because the original Bridgestone tyres have not been available for years. "I know one customer who bought a car just for its tyres," says Classic Works' Chris Madden, who has been servicing and repairing XJ220s for Jaguar for 23 years. "But now Pirelli makes new, bespoke tyres for the XJ220, meaning cars



any need, but because it seems the right thing to do in someone else's half-million pound, quarter-century-old hypercar. So I amuse myself seeing how fast it can sweep through the curves, cornering flat and preposterously fast on its vast and brand new Pirelli tyres. And don't be surprised if there is still a noise in the cabin when you finally

that have been laid up can be returned to the road." Obviously they are not cheap to maintain, but nor are they bank breakers. Hegarty and Madden agree it's the ones that are used least that cost most to maintain. An annual service costs £2,000, and a major service - involving removing the engine, changing the clutch and 

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REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
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“

At Classic Works, we can do anything from servicing to recommissioning an XJ220.

cam-belts - can cost £15,000 every two years. Every six years, the fuel tank needs changing, too, because it's a perishable bag that needs to be collapsed and pulled out of a hole in the rear bulkhead ("like being a large animal vet," muses Madden). But even that with everything else including tyres will cost £25,000 - which, as Hegarty points out, you'll add to the car's value.

For me, it was just a delight not only to be reunited with a car that once meant so much to me, but to discover that, despite the passage of time, it remains as visceral and captivating as ever.



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 and slightly damp South Devon!

My sympathies to flood victims in South Wales. The photos of the flooding looked horrific although a photo of a shopper canoeing to Aldi or Lidl in Monmouth (with the inevitable jokes) brought some light relief.

BARN FIND XK120 ROADSTER - 721HYY - UPDATE

Since my initial messages to Nigel Thorley and Shaun Taylor about the XK120 I had messages from Emma Rees (Bob's daughter) and Shaun Taylor. I'm happy to report that Bob & Lisa Rees and Julie Butts are still with us. Sadly John Butts has passed away - he was a character! I have found some more photos of the car and personalities from the 1980s and 1990s. I had to go through hundreds of old photos in a big box stored in a garden shed! According to Nigel Thorley's editorial in the current Jaguar Enthusiast magazine he has received some interesting correspondence relating to the barn find cars and will publish that in the next magazine.

TOWC ROAD RUN - 23rd FEBRUARY 2020

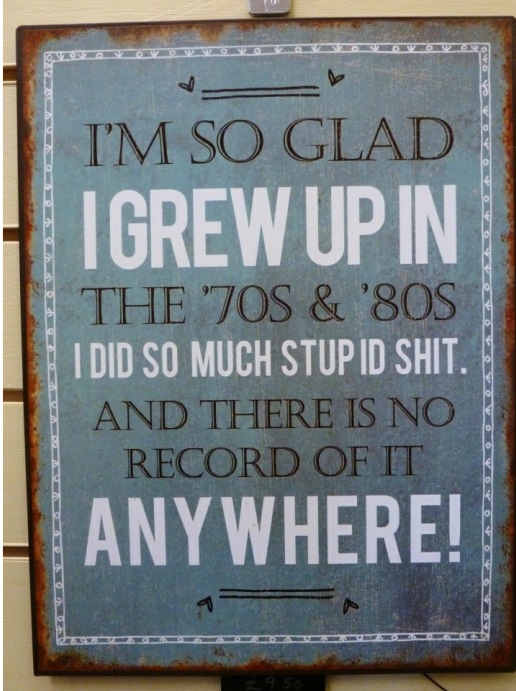
The February run was organised by Adrian and Sue. Adrian helped rebuild my Daimler engine in 2016 and is currently helping Phil rebuild his Jaguar 240 engine. Adrian

and Sue had some problems with the route and had to make a couple of diversions as a result of small landslides and fallen trees in the lanes! They also gave us dire warnings about potholes! On this occasion my navigator was Phil who did an excellent job and ignored members who took a wrong turning just after Newton Abbot! The moral is don't assume the people in front know where they are going! We had a good turnout and had a coffee stop at the very large Bernaville Nurseries near Exeter. We then continued to the Fisherman's Cot near Bickleigh Mill north of Exeter for an excellent carvery meal. The river, which runs alongside the Fisherman's Cot, was running very fast and high with lots of debris washed up against the bridge arches. Apparently Paul Simon (of Simon & Garfunkle fame) stayed there in the 1960s and it is rumoured that this was the inspiration for their song "Bridge Over Troubled Waters". After the meal we had a short walk over the bridge to look around Bickleigh Mill and resolved to revisit later in the year when the steam engine displays were open to visitors.

TOWC CLUB NIGHT - 27th FEBRUARY 2020

For our February club night we had a guest speaker, Jacquie Felix-Mitchell, who gave us an interesting talk and presentation on "Gardens and Garden Design". A slight hiccup at the beginning as her modern Apple Mac laptop didn't "talk" with a club member's (Alan) projector. In





anticipation of this problem I had my laptop with me which connected OK with the projector. Jackie had saved her Powerpoint presentation on a memory stick which worked well with my laptop - so the evening was saved!

The rest of the evening consisted of Julian bringing us up to date on recent and future events. We also had our usual monthly raffle - once again I didn't win anything!

ROWCROFT "MALE TRAIL" - 7th MARCH 2020

On a personal note, I'm proud to report that I took part again in the Rowcroft "Male Trail" walk on 7th March this time with John, a fellow Nordic Walker. I, of course, wore my red WRU bobble hat! This was a large (600+ participants) sponsored, male only, walk of nearly nine miles. The ladies do their "Sleep Walk" on 4th July. Between us John & I raised about £350 for the local hospice. We were amongst the first 30 to arrive at the finish - but then we didn't treat it as a pub crawl! It was good to get our free pint and pasty at the end. Approximately £60,000 was raised on the day with more still coming in. You can read more information on this event by visiting: www.rowcrofthospice.org.uk/events/male-trail/

FUTURE EVENTS

Our "Club Run" season continues with a Treasure Hunt run organised for the 29th March. Once again Phil and I are teaming up for this and, oh dear, it's my turn to navigate! We will be having our annual "Auction Night" for our March meeting which is always good fun.

And finally...

LOVE LETTERS!

To My Dearest Wife,
During the past year, I have attempted to make love to you 365 times. I have succeeded 36 times, which is an average of only once every 10 days. The following is a list of why I didn't succeed more often:

We will wake the kids - 54 times

It's too late - 15 times

I'm too tired - 42 times

It's too early - 12 times

It's too hot - 18 times

Pretending to be asleep - 31 times

The neighbours will hear - 9 times





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Headache or backache - 26 times
 Sunburn - 10 times
 Your mother will hear us - 9 times
 Not in the mood - 21 times
 Watching the late show - 17 times
 Too sore - 26 times
 New hairdo - 6 times
 Wrong time of the month - 14 times
 You had to go to the bathroom - 19 times

Of the 36 times that I DID succeed, the result was not always satisfying because 6 times you just laid there, 8 times you reminded me that there was a crack in the ceiling, 4 times you told me to hurry up and get it over with, 7 times I had to wake you up to tell you I was finished, and once I was afraid that I had hurt you because you started thrashing around and breathing heavy. Let's try to improve this, shall we??

Love, Your Hubby

 To My Dearest Husband,

I think things are a little confused. Here are the REAL reasons you didn't get more than you did this past year:
 Came home drunk and tried to screw the cat - 23 times
 Did not come home at all - 36 times
 Did not come - 21 times
 Came too soon - 38 times
 Went soft before you got it in - 19 times



Cramps in your leg - 16 times
 Working too late - 33 times
 You had a rash, probably from a toilet seat - 29 times
 Caught yourself in your zipper - 15 times
 You had a cold and your nose kept running - 21 times
 You had burned your tongue on hot coffee - 9 times
 You had a splinter in your finger - 11 times
 You lost the notion after thinking about it - 42 times
 Came in your pyjamas after reading a dirty book - 16 times

The reason I laid still was because you had missed me and were doing the sheet. You seemed to be having a good time and I didn't want to move and spoil it for you. I wasn't talking about the crack in the ceiling. What I said was, "Would you like me on my back or kneeling?" The time I was thrashing around and gasping was when you farted and I was fighting for air. Maybe you can work on your "short-comings?"

Love, Your Wife.

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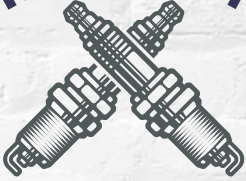
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Students inspired by female engineers.

Helping to inspire the next generation of engineering students.

Lydia Heynes

Female engineers from Wolverhampton's Engine Manufacturing Centre recently swapped their steel toe caps for a school as they spent time at a local school inspiring the next generation of women to hopefully embark on a career in engineering.

They gave an overview of their journey in to manufacturing to groups of year 8 girls, who were all at a critical time in their education journey where they were about to choose their GCSE options.

Kamila Tkaczyk (Engineering Change Control), Sara Mason (Container Analyst- MP&L), Stevie Jones (Supplier Parts-Quality Associate), Urisha Sampla (Process Engineer- EDU) and Megan Goodfellow (Degree Apprentice) were all grilled by the students.

Megan Goodfellow said: "I enjoyed presenting to the young girls the school – their impression of an engineer was definitely the stereotype of one who works in a dirty, oily environment.

"So, it was good to give them an insight into what we do to try and change that misconception.

"I also found it interesting learning a bit about the other women from the plant and how their journey with Jaguar Land Rover started."

And, on Thursday, a group of female students from Brewood Middle School in Stafford visited the Engine Manufacturing Centre for a special

event. The 'Women in Engineering' course, organised to mark International Women's Day, gave the students a behind-the-scenes insight into STEM careers at Jaguar Land Rover, which is located only three miles from the school.

The students participated in a tour of Diesel Assembly, Powertrain Way and the Machining Hall then grilled female engineers about their education and employment. The visit concluded with a fun engine building task which tested their communication and team-working skills.

Madi, 13, added: "I've had a great day! I expected the plant to be industrial and full of people but it was very clean and there were a lot of robots.

"I'm not sure what careers to pursue yet but engineering is on my list.

"I really enjoyed talking to the Jaguar Land Rover engineers and found them really inspiring."





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Daimler XJ-S Coupe.

Was it supposed to be a coupe or a Cabriolet? Quite possibly, only the legendary Jim Randle knew.

By Ian Seabrook

The first mootings of the project date from 1985, when director of Jaguar Engineering Jim Randle asked the Styling Studio, then under Geoff Lawson's control, to look into the feasibility of a removable hard top for the XJ-S Convertible, then in the planning stages. Ultimately, this work proved to be a dead-end in itself, but some thinking had been centred around an XJ-SC - the semi-convertible that first allowed XJ-S fans to worship the sunshine.

Lawson then seems to have considered a more luxurious, Daimler-badged development, with approval from Randle. Lawson worked with designer Fergus Pollock and employed Park Sheet Metal to turn the designs into reality. The project gently meandered along through 1985 and into 1986, almost as a spare time project. Taking an XJ-SC as its base, the project first saw a hardtop welded into the structure, doing away with the folding rear section of the roof. As it was designed around an XJ-SC, that meant no buttresses, which is perhaps the most unusual aspect of this luxurious XJ-S.

The removable roof sections remained, but were now skinned in steel. This gives them the appearance of being part of the normal roof, with just the panel joins to give the game away under closer inspection. The rear side windows were also to a new design and extra bright-work on the B post



helped give the car a classy, expensive vibe. The grille was, naturally, of fluted Daimler design and this was matched by a fluted rear number plate trim. Because of this bespoke trim, this car has no reverse lights.

Thought did turn to making the car a limited production reality, and it seems some consideration was given to using the four-wheel drive system then under development. Final production versions could have had an interior hand-crafted by the Daimler limousine shop to really inject some luxury. As it stands, this development car has a pretty standard grey leather interior, though with a suitable Daimler badge upon the steering wheel.

The development car was sent to Los Angeles for customer clinics, together with the existing XJ-S and XJ-SC, and the proposed full convertible. Alas, the market was much more interested in the full convertible and the project was shelved. The car was retained by the styling department, but was never registered for the road. It was gifted to the trust in 1989, where it has remained ever since. A fascinating example of what might have been.



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JOKES & ANECDOTES

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

SUPERMARKET SWEEP

A man went into a Birmingham supermarket and tried to buy half a cauliflower. The young greensproduce assistant told him that they sold only whole cauliflowers. The man persisted, and asked to see the manager, and the boy went to find him.

Walking into the stock room, the boy said to his manager, "Some idiot out there wants to buy half a cauliflower."

As he finished his sentence, he turned to find the customer standing right behind him, so he added, "And this gentleman has kindly offered to buy the other half."

The manager approved the deal, and the man went on his way.

Later the manager said to the boy, "I was impressed with the way you got yourself out of that situation earlier. We like people here who think on their feet. Where are you from, son?"

"Cardiff, sir," the boy replied. "Why did you leave Cardiff?" the manager asked.

The boy said, "Sir, there's nothing there but prostitutes and rugby players." "Really?" said the manager. "My wife is from Cardiff."

"You're kidding?" replied the boy. "What position did she play?"

WISE ITALIAN GRANDFATHER

Why Italian Fathers and Grandfathers pass their handguns down through the family.

An old Italian man is dying. He calls his grandson to his bedside, Guido, I wan' you lissina me. I wana' you to take-a my chrome plated .38 revolver so you will always remember me."

"But grandpa, I really don't like guns.. How about you leave me your ROLEX WATCH watch instead?"

"You lissina me, boy. Somma day you gonna be runna da business, you gonna have a beautiful wife, lotsa money, a big-a home and maybe a couple of bambinos."

"Somma day you gonna come-a home and maybe finda you wife inna bed with another man."

"Whatta you gonna do then? Poin-ta to you watch and say, 'times up'?"

THE DOG FOOD DIET

So I'm at Pets at Home buying a bag of dog food for my dog.

While in the queue, a woman behind me asked if I had a dog. Why else would I be buying dog food?

So being top notch with the banter I told her "No, I don't have a dog, I'm starting my Dog Food Diet again" and that I probably really shouldn't because the last time, I had ended up in hospital, in intensive care with IV's in both arms and tubes coming out of most orifices. But I had lost 3 stone in 4 Weeks!

I told her that it was essentially the Perfect Diet and all you have to do is load your pockets with handfuls of dry dog food and simply eat one or two every time you feel hungry. I get the 'Complete' food as it is nutritionally balanced, so it works really well, and I decided that I was going to give it another go.

(I have to mention here that practically everyone in the queue was now enthralled with my story)

Horrified, she asked if I had ended up in intensive care because the dog food poisoned me.

I told her "No, I stepped off a curb to sniff a Cocker Spaniel's arse and a lorry hit me."

MOOSE HUNTING

Paddy and Mick get a pilot to fly them to Canada to hunt moose. They bag six.

As Paddy and Mick start loading the plane for the return trip, the pilot says, "The plane can only take four of those."

The two lads object strongly. "Last year we shot six, and the pilot let us put them all on board; he had the same plane as yours." Reluctantly, the pilot gives in and all six are loaded.

However, even with full power, the little plane can't handle the load and down it goes and crashes in the middle of nowhere.

A few moments later, climbing out of the wreckage, Paddy asks Mick, "Any idea where we are?" "I think we're pretty close to where we crashed last year," says Mick.

WORM IN THE HOLE

A little boy and his grandfather are raking leaves in the yard. The little boy sees an earthworm trying to get back into its hole. He says, "Grandpa, I bet I can put that worm back in that hole."

The grandfather replies, "I'll bet you five dollars you can't. It's too wiggly and limp to put back in that tiny hole."

The little boy runs into the house and comes back out with a can of hair spray. He sprays the worm until it is straight and stiff as a board. The boy then proceeds to slip the dying worm back into the hole. The grandfather

hands the little boy five dollars, grabs the hair spray and runs into the house. Thirty minutes later the grandfather comes back out and hands the boy another five dollars. The little boy says, "Grandpa, you already gave me five dollars." The grandfather replies, "I know. That's from Grandma!"

MISSING WIFE

Husband: My wife is missing. She went shopping yesterday and has not come home!

Officer: Age?

Husband: I'm not sure. Somewhere between 50 and 60. We don't do birthdays.

Officer: Height?

Husband: I'm not sure. A little over five-feet tall.

OFFICER: Weight?

Husband: Don't know. Not slim, not really fat.

OFFICER: Colour of eyes?

Husband: Sort of brown I think. Never really noticed.

OFFICER: Colour of hair?

Husband: Changes a couple times a year. Maybe dark brown now. I can't remember.

OFFICER: What was she wearing?

Husband: Could have been pants, or maybe a skirt or shorts. I don't know exactly.

OFFICER: What kind of car did she go in?

Husband: She went in my truck.

OFFICER: What kind of truck was it?

Husband: A 2017, manufactured September 16th, pearl white Ram Limited 4X4, with 6.4l Hemi V8 engine ordered with the Ram Box bar and fridge option, led lighting, back up and front camera, Moose hide leather heated and cooled seats, climate controlled air conditioning. It has a custom matching white cover for the bed, Weather Tech floor mats. Trailing package with gold hitch, sunroof, DVD with full GPS navigation, satellite radio, Cobra 75 WX ST 40-channel CB radio, six cup holders, 3 USB ports, and 4 power outlets. I added special alloy wheels and off-road Toyo tires. It has custom retracting running boards and under-glow wheel well lighting.

At this point the husband started choking up.

OFFICER: Take it easy sir, We'll find your truck.

WE NEED YOUR JOKES!

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



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**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

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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

- 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



PRESENTS:
THE SUMMER JAGUAR FESTIVAL
15-17 MAY 2020 | NEWBY HALL, YORKSHIRE

- 17
SUN SWCCC Annual Classic Car Show @Cardiff City Football Stadium
- 20
WED South Wales Region May Club Night @St Mellons Golf Club
- 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
- 15-16
SAT-SUN Passion For Power Classic Motorshow @Tatton Park
- 19
WED South Wales Region August Club Night @St Mellons Golf Club
- 22
SAT Jaguar Enthusiasts' Club Saloon & GT Championship, @ Silverstone

AUGUST CONTINUED

- 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
- 27
SAT Jaguar Enthusiasts' Club Saloon & GT Championship, @ Donington
- TBA
SUN South Wales Region Summer BBQ @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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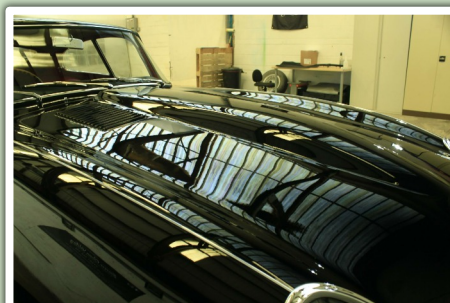
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Call us now for New or Second hand Classic Jaguar Spares

CARS FOR SALE



XK150 FHC

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

£77,500



XK150S Roadster

1959 3.8 RHD was a LHD 3.4. This is a very correct car with the original chassis, brakes, steering etc. very rare in this condition.

£215,000



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



XK150S 3.8 FHC

1960 late car. Genuine RHD car, Very original low mileage car with matching numbers. Fitted with a Webasto sun roof. An important car.

£195,000



3.8 Engine

1960 MK2 3.8 Running Engine. Ready to fit into an XK140, C Type replica, MK7, MK8, or MK9. Can be seen running

£5,000.00



S2 E Type Roadster

Converted from LHD to RHD, This 1970 car has been fully restored recently. Drives very well.

£120,000



S1 3.8 E Type

1962 Fixed head coupe. Good UK RHD car with a few upgrades.

£107,500

A sensible offer may be considered on any of the above cars

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

REMAPPING



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



3.8 E Type Roadster

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

£107,500

Contact us on

01909 733209

email: ukjag@hotmail.com

New website coming soon.

Unit A, Holme House Farm, Owday Lane, Workshop, Notts S81 8DJ

Open Monday to Friday 9am - 5pm

And Saturday Mornings, please ring before visiting.

Recommended by the Jaguar Enthusiasts' Club.



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upload with order.**

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Many thanks

Mike

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