



Jaguar Drivers Club of Natal

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May 2012 Newsbrief

Hi Jag enthusiasts

Its Cars in the Park Month!! The one time in the year where we get to show off our beauties along with everyone else in the province!

Please do not forget the forthcoming AGM. We will be looking for nominations for Chairman, treasurer and editor. Please give these positions some consideration as the AGM is a month away and once again we need to establish direction that we wish to take the club.

This month we have received some contributions from Gordan Hall, the Midlands Jag club and Roger Downard for which we are very grateful.

Newsbrief contributors

We received the following contribution from Gordon Hall.

Jaguar Heritage Racing will make its debut in the 2012 Mille Miglia as Jaguar celebrates the 60th anniversary of developing the disc brake

Jaguar Heritage Racing will field a six-car strong team in the 2012 Mille Miglia, an event which will see Jaguar celebrate the 60th anniversary of its entering a C-type equipped with a prototype disc-brake

system in the 1952 running of the 1,000-mile road race. That 1952 Mille Miglia entry represented the first competitive endurance test in Jaguar's development of disc-brakes for eventual wide-scale road car use.

Behind the wheel of that disc-braked equipped C-type in the 1952 Mille Miglia was Sir Stirling Moss, and sat alongside him was Norman Dewis, then Jaguar's chief development engineer. In 2012, this remarkable pairing – now 82 and 91 years of age respectively – will once again take the start of the Mille Miglia in a C-type. This particular C-type, XKC 005, is also the same car which, later in 1952, Sir Stirling Moss drove to victory in a sports car race at Reims to record the first ever win for a disc-braked car.

Following Moss and Dewis away from the start the five further Jaguar Heritage Racing entries in this year's Mille Miglia include two more C-types (XKC 018, first owned by Juan Manuel Fangio, and XKC 045), a Mk VII saloon, and both roadster and fixed-head examples of the XK 120. Some 32 Jaguars are expected to participate in total – a new record for the event.

Said Adrian Hallmark, Global Brand Director, Jaguar Cars: "This year's Mille Miglia is very significant for Jaguar. It marks both the start of the Jaguar Heritage Racing programme, a living celebration of our rich heritage, and also a true milestone in the brand's history of producing innovative technology: 60 years since Sir Stirling Moss scored the very first race win for a disc-braked car at Reims.

"To see Sir Stirling Moss take the start in Brescia alongside Norman Dewis will be a very special moment. We wish them and all participants in this year's Mille Miglia – an event Jaguar is again proud to sponsor – all the very best."

Following the six Jaguar Heritage Racing entries on the 2012 Mille Miglia will be support teams in the latest examples of the Jaguar range: XF, XJ and XKR-S – each of them models that have resulted from the same ethos of engineering and design innovation that was epitomised by the efforts of Moss and Dewis 60 years ago.

The 2012 Mille Miglia is the first competitive outing for the Jaguar Heritage Racing programme which, later this year, will also see works-backed C- and D-types race competitively for the first time since 1956 at both the Nürburgring Oldtimer Grand Prix and the Goodwood Revival.

The 2012 Mille Miglia Jaguar Heritage Racing works-entry comprises:

- C-type (chassis: XKC 005, registration: MDU 212)
- C-type (chassis: XKC 018, registration: 70 XVK)
- C-type (chassis: XKC 045, registration: NDU 289)
 - Mk VII (registration: LHP 5)
 - XK 120 OTS (registration: OOF 748)
 - XK 120 fixed-head (registration: LWK 707)

Editor's notes:

Follow the progress of the Jaguar entries on this year's Mille Miglia via:

- www.media.jaguar.com
- facebook.com/Jaguar
- twitter.com/jaguar

The Jaguar Heritage Racing programme was launched on 12th March 2012 at the RAC Club in London and is operated and managed by JD Classics, based in Maldon, Essex. An established player in the historic motorsport world, JD Classics will prepare both the C- and D-type Jaguars which will take to the track at the Nürburgring Oldtimer Grand Prix (10-12 August) and Goodwood Revival (14-16 September).

The Jaguar Heritage Racing programme will supplement the activities of Jaguar Heritage – a charitable trust and custodians of an extensive collection of priceless models from Jaguar's past, including the unique XJ13 prototype. Its cars are not campaigned competitively on-track, but will continue to be exhibited – and demonstrated – at a huge number of events during 2012.

Throughout the season the activities of the Jaguar Heritage Racing programme will be broadcast around the world via its global media partner, CNN.

We received this vital information from Robin Phipson from the Midlands Jag Club.

CARS IN THE PARK STICKERS:

1) I had a meeting this afternoon with the CITP organiser.

I asked him for 21 odd blank stickers which you guys would then fill in before entering the park.

He would not allow this!

2) So, the deal is this:

If you guys can type up and email a list of attending cars, then he will give me completed stickers.

The list you submit must have the following for each car:

- PERSON'S NAME
- YEAR, MAKE AND MODEL e.g. 1982 Daimler Double-six
- VEHICLE REGISTRATION NUMBER i.e. number plate.
- E-mail your list with a covering note to Tony Bruton at CITP@SATWEB.CO.ZA .

3) He will then give me the stickers which I will give to you guys between 16h00 and 17h00 on Saturday afternoon 19/5/12 at the Jaguar stand at Cars in the Park. (We will be there preparing the stand.) Or earlier in the day/week if possible.

4) If you do not do this you will still be allowed in, but in the slow lane, as long as you are a bona fide member of a Jaguar/Daimler club.

Please, guys if you are attending the Cars in the Park, let Jack know as soon as possible!!! We need to finalise the numbers.

Roger Downard has sent us the following. Does it remind you of any other country???

I AM FORWARDING THIS EMAIL THAT I RECEIVED TODAY TO A FEW OF THE "THINKERS" IN MY ADDRESS BOOK. IT REFLECTS THE FEELINGS OF A LOT OF PEOPLE.

I have never heard this said as simply or as well. Class war at its best.

The folks who are getting the **free stuff** don't like the folks who are paying for the **free stuff**, because the folks who are paying for the **free stuff** can no longer afford to pay for both the **free stuff** and their own stuff.

And, the folks who are paying for the **free stuff** want the **free stuff** to stop.

And the folks who are getting the **free stuff** want even more **free stuff** on top of the **free stuff** they are already getting!

Now... the people who are forcing the people who pay for the **free stuff** have told the people who are RECEIVING the **free stuff** that the people who are PAYING for the **free stuff** are being mean, prejudiced, and racist.

So... the people who are GETTING the **free stuff** have been convinced they need to hate the people who are paying for the **free stuff** by the people who are forcing some people to pay for their **free stuff** and giving them the **free stuff** in the first place.

We have let the **free stuff** giving go on for so long that there are now more people getting **free stuff** than paying for the **free stuff**.

Now understand this. All great democracies have committed financial suicide somewhere between **200** and **250** years after being founded. The reason?

The voters figured out they could vote themselves money from the treasury by electing people who promised to give them money from the treasury in exchange for electing them.

The United States officially became a Republic in **1776**, **236** years ago. The number of people now getting **free stuff** outnumbered the people paying for the **free stuff**. We have one chance to change that in **2012**. Failure to change that spells the end of the United States as we know it.

Forthcoming attractions

Sunday May 20 – Cars in the Park

Sunday May 27 – Bonnets up at the VCC

Saturday June 23 – Jag AGM

Sunday July 29 – Scottburgh Show Day

Please remember to continue sending in your contributions, suggestions and comments and keep driving your classics.

Kind Regards

Steve