

# JAGUAR DRIVER



**BELLA MACCHINA!**

We visit Italy's greatest car show







# JAGUAR DRIVER



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**B**eing British, the main topic of the moment is the weather and, where I live in the wilds of north-west Herefordshire, we've had 'weather'... lots of it! As I write this towards the end of January, the temperature has plunged below freezing for the second time in as many weeks and our single-track lane is like a skating rink. This makes me all the more frustrated that I had to drag my poor X350, shivering and sulking, out of the garage for an urgent trip to London. I could hear it muttering: "Why me? Take the Land Rover!"

Sadly, the thought of rattling and freezing my way to The Smoke and back in a classic Defender panel-side 90, with no soundproofing, virtually no heating and no noticeable suspension was not a very attractive prospect. Instead, I now have a 3.5 SE that has been transformed from a gleaming Zircon Blue into a murky shade of Hereford-mud beige. Why haven't I washed it, I hear you ask? Because the hose and standpipe are frozen solid! How have you been faring in this winter weather? Or have you done the sensible thing and locked the Jaguar away for the duration?

Weather apart, we have some exciting news in the return of our technical articles, hopefully, in April. Finding good technical correspondents who can talk you through manageable jobs on your cars, and inform you of how your garage should be tackling the more difficult ones, is very hard to find... but find one we have. I am delighted to welcome

Rob Hawkins to the *Jaguar Driver* team. Rob is a seasoned journalist with excellent connections in the trade and he will be working with a variety of specialists, including Matt Norbury at North Wales Jag in Llandudno, to bring you clear, step-by-step instructions for jobs on a range of modern and classic Jaguars.

And it gets better because in addition to his regular features, Rob will also be running a Q&A service for you, our members. His email address will be [rob.hawkins@jaguardriver.co.uk](mailto:rob.hawkins@jaguardriver.co.uk) and you can write to him with any technical problems or queries you might have on your Jaguar or Daimler. Even if it's not something you can fix yourself, at least you can go to your garage armed with the information you need. Rob will be including a selection of your questions in each feature, but he will also reply to every enquiry personally.

Finally, I'm sure you'll like our front cover... but do you know what it is? An E-Type, obviously, but it's not all that it might appear and our E-Type rep, Steve Hawke, would be interested to know if there are any more cars like this one out there somewhere. Want to know more? Then you'll have to turn to Nick Evans' report on the Bologna show to find out!

In the meantime, let Rob have your Q&As and start getting those cars spruced up for the spring. We will be at the NEC on 21-23 March for the Restoration Show and at Stoneleigh on Sunday 13 April for the first Jaguar Spares Day of the year. See you there!

**Gaynor**

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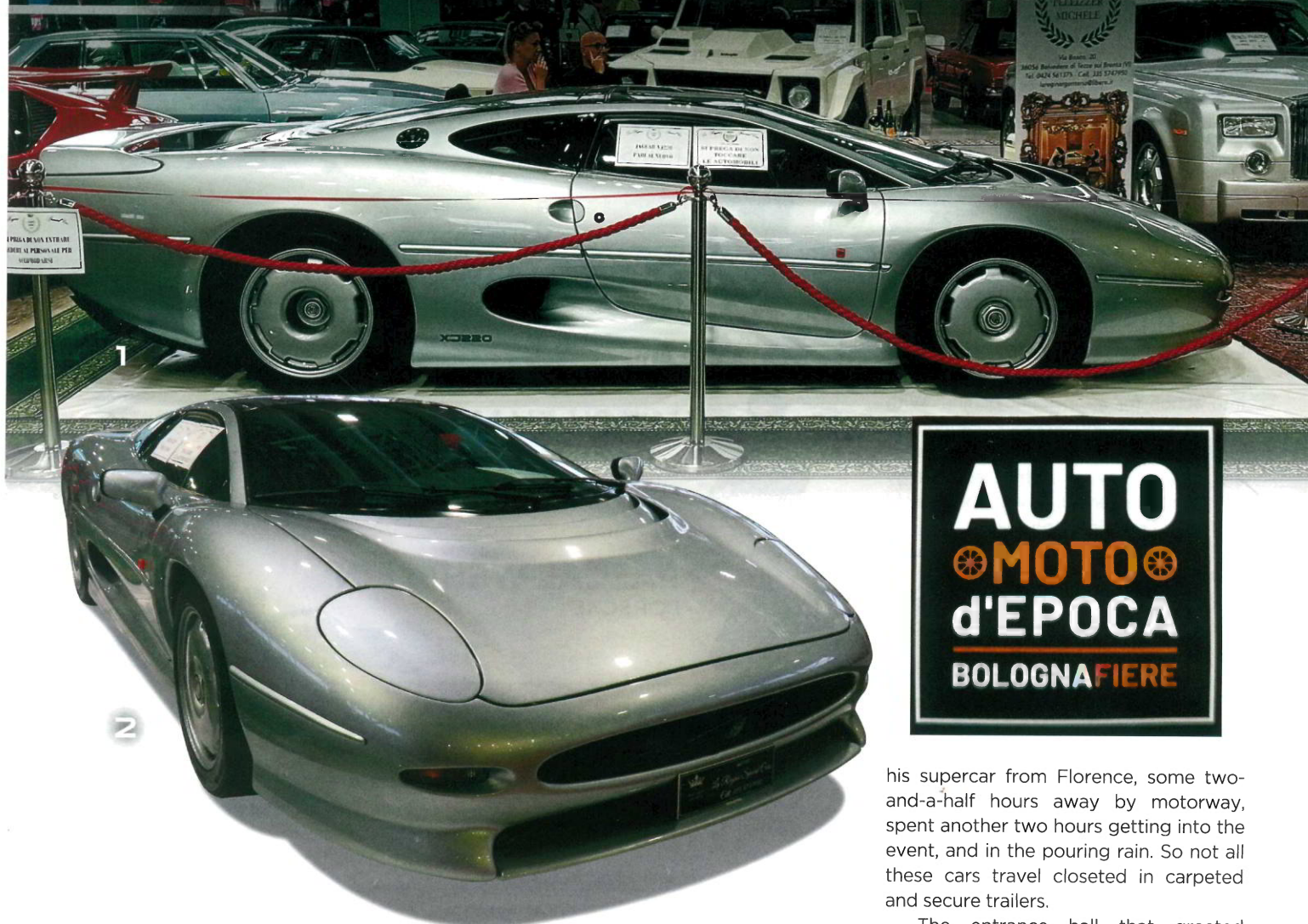
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**Cover:** You might think you know what model of E-Type Nick Evans snapped at the Bologna show but, if the owner is to be believed, it's actually something rather unusual...





**F**ollowing the Mille Miglia and Cesana events last year, October saw me return to the Auto e Moto d'Epoca show at the Bologna Fiere exhibition centre. On my first visit in 2023 to what is now regarded as the largest classic car and bike show in Europe, I said in my report for *Jaguar Driver* that it was spectacular and I meant it – I couldn't wait to return.

After selecting a hotel in 2023 that was quite a walk from both the centre of town and the exhibition halls, I opted this time for a basic hotel just 15 minutes away from the show, saving the legwork for viewing the exhibits, not walking to them. Poor weather blighted the north of Italy last autumn, with devastating floods, landslides and the inevitable recriminations as to who was to blame, although thankfully, the event and major transportation links were not affected. The first leg of the journey was to Turin, a train ride shrouded in fog and mist. I then continued on to Bologna via Milan, with old derelict farmhouses appearing like

ghostly apparitions in the fog. The high-speed trains in Italy are known as the Italo and the Frecciarossa (Red Arrow) and both offer clean, secure, well-staffed services. While there are the occasional strikes, like everywhere else, the essential services that enable people to get to work are kept running. Having said that, one's fellow passengers are another thing altogether!

I arrived at noon on a Friday afternoon to see the biggest motor show in Europe, featuring 7000 cars in 235,000 square metres of halls, plus an additional 15,000 square metres of motorbikes, 600 traders and a 125,000-square-metre area outside for car and truck clubs and private sales. I had bought a ticket for three of the four days at a cost of 85 Euros, (£73.91), which compares well to the £93.50 at the NEC.

The weather during the build-up to the event must have been quite an issue for the exhibitors and purveyors of classic crown jewels and supercars, most undoubtedly arriving in trailers or on transporters but, as I was to discover on Day Two, one Jaguar owner who drove

his supercar from Florence, some two-and-a-half hours away by motorway, spent another two hours getting into the event, and in the pouring rain. So not all these cars travel closeted in carpeted and secure trailers.

The entrance hall that greeted visitors on this occasion paid homage to Fiat, celebrating 125 years of car making. There were scores of old documents in glass cases, detailing the working practices of the factory, plus manuals, workers' rights documents, tools from 100 years ago, and a pair of world-famous cars from Fiat's past. One of these was the monster Mephistopheles, created in 1923 by Ernest A. D. Eldridge, who combined the chassis of the 1908 Fiat SB4 race car with a six-cylinder, 21.7-litre Fiat A.12 aeroplane engine. You might have seen this car on one of several visits to the Goodwood Festival of Speed. The other example of Fiat 'artwork' was the 1954 300hp 250km/hr gas turbine streamlined car that looks like something from *Star Wars*. The comparison between the two display cars could not have been more stark, or dramatic.

## HUNTING JAGUARS

It is important to follow a planned route at this show but, even doing that, I soon discovered even more Jaguars on Day Two than I had found on Day One.

# BOLOGNA SHOW





They are a firm favourite in Italy, thanks no doubt to Enzo Ferrari's famous remark on first seeing an E-Type. But many other UK brands were in evidence, too, including Triumph Spitfires and TRs, and the very car that starred in Federico Fellini's famous film, *La Dolce Vita*. There were MGs – TC and B – Minis, including a 'woody' Traveller, a Mini Marcos and, for Landy fans, old Land Rovers and Range Rovers.

On arrival, my first port of call was to see Dr Colomba Rita Annunziata (Rita), President of the Scuderia Jaguar Storiche, who this year had a scaled-down stand with only two cars. I must confess my ignorance here because the existence of a Series 1.25 E-Type roadster, belonging to Andrea Gherardi, was new to me. The Series 1 and 1.5 I obviously knew about, but apparently the 1.25 was only made for a short length of time in 1967. This one, with the apparently tell-tale small chrome headlight surrounds

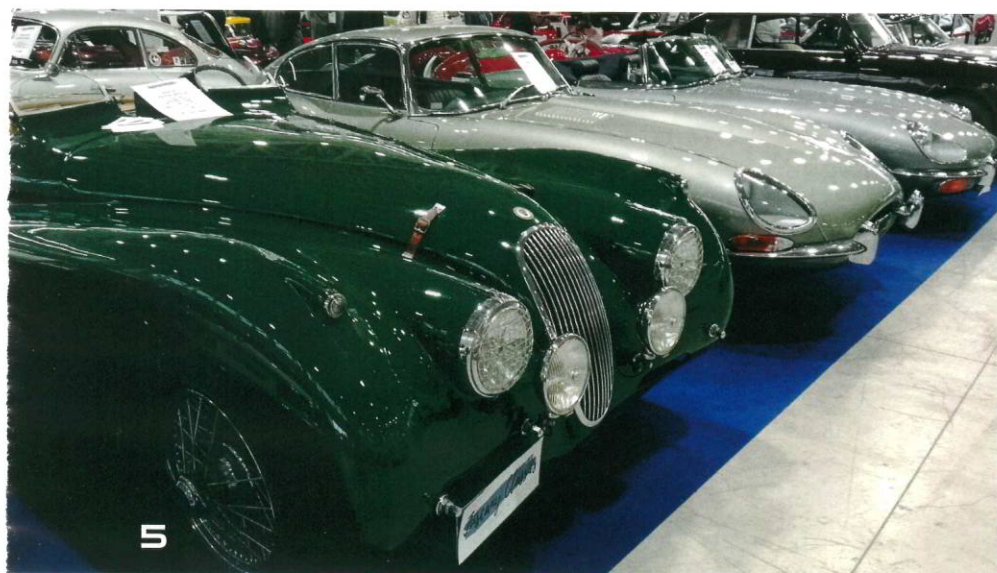
was an absolutely perfect example of this rare model.

The other car on Dr Rita's stand was a monster Daimler limousine, the rear seating area looking more like a high-class English tea shop. The Royal Family probably still owns at least one of these DS420s, but just why a right-hand-drive example was living in Italy is a mystery. There were only 4116 DS420s with a 4235cc (4.2-litre straight-six) engine made, so they are comparatively rare.

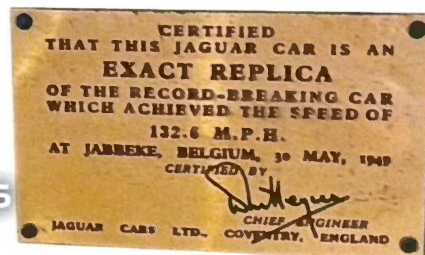
Moving on, it was time for a whistlestop tour to meet other old friends, including the Peugeot 106 team on an adjacent stand and Luca Gazzaretti of Catawiki [an online auction company] with whom I had dinner the previous year. It's always good to have contacts should I ever want to buy a car from them (rather than Mathewsons!). There followed a couple of hours spent scanning the halls for more Jaguars, before heading back to the hotel.

## GREEK TRAGEDY!

Regardless of the weather, Fridays and Saturdays are eating out nights in Italy. The taxi driver took me to the centre of Bologna and, after walking past one restaurant after another, each bursting at the seams, I found somewhere with quite a few empty tables serving... Greek food. The starter was like something a high-street baker had forgotten to remove from the shelf a month previously, then heated it up in a microwave which, incidentally, I could see from my table. I am certain the main-course moussaka had been made two weeks ago, frozen, and then revived in that same microwave. Lesson learned: book somewhere decent to eat online next time. I worked in Greece and Crete many years ago but, thankfully, I was not drinking on this occasion – I remember well the Domestica wine, which we christened Domestos.



1 The Italians love a supercar and this XJ220 is about as super as it gets 2 The owner apparently drove the car to the show from Florence 3 Mephistopheles, based on a 1908 race car chassis 21.7 Fiat aircraft engine, greeted visitors to this year's show 4 A long way from a Fiat 500, this 1954 250km/hr gas turbine-powered car looks like something from Star Wars 5 The Tuscany Classics display, including a rather special XK120 replica 6 Plaque, signed by Bill Heynes, certifying the XK120 is an exact replica of the Jabbeke record car







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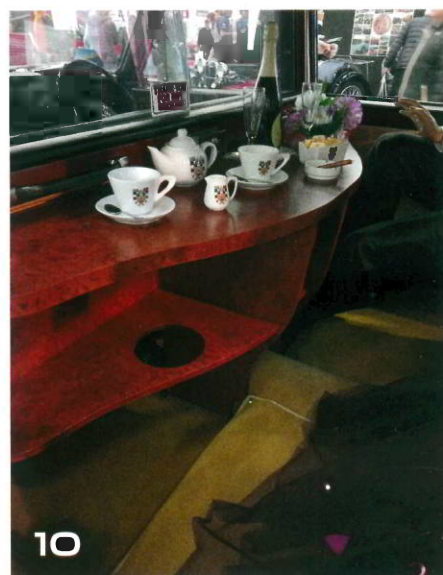
## DAY TWO

Saturday is much busier and the priority now was to find more Jaguars. I happened upon a spectacular trio from Tuscany Classics, including an XK120 sporting a plaque saying it was 'certified as an exact replica of the May 1949 record-breaker in Belgium' and bearing the signature of William Munger 'Bill' Heynes.

Other replicas were in evidence, including a superb 1977 D-Type from a company called (in Italian) Wheels of Dreams. Since owning a real D-Type is beyond most of us, the next best thing must be this and, at almost 50 years old, it deserved respect. It was claimed to have been driven by Stirling Moss at a Mallory Park F1 Experience and was for sale at a negotiable 145k Euros. Sitting next to it on the stand was an equally impressive replica GT40.

Many of the cars at the show are for sale, with some immaculate saloons in evidence, including a Mk 2 sporting an AA badge for 27k. Other cars included a couple of E-Types priced from 49k for a nice OTS to 190k for a restored 1961 flat-floor, 42k for a lovely Mk 2, and an immaculate XJR for 14.9k. Prices varied but the quality of the restorations was very high, with many specialists exhibiting their work. A Series 1 E-Type was in the process of being restored on one stand and the display was ingeniously designed, with a sheet of polished steel underneath the car to reflect the quality of the underside.

Supercars and every classic Italian car imaginable were, of course, much in evidence, but just where you could use a Pagani (now designated as a hypercar) I'm not sure, and likewise most Ferraris. They look nice... but. There was some really classic machinery in evidence, including museum cars such as a Maserati



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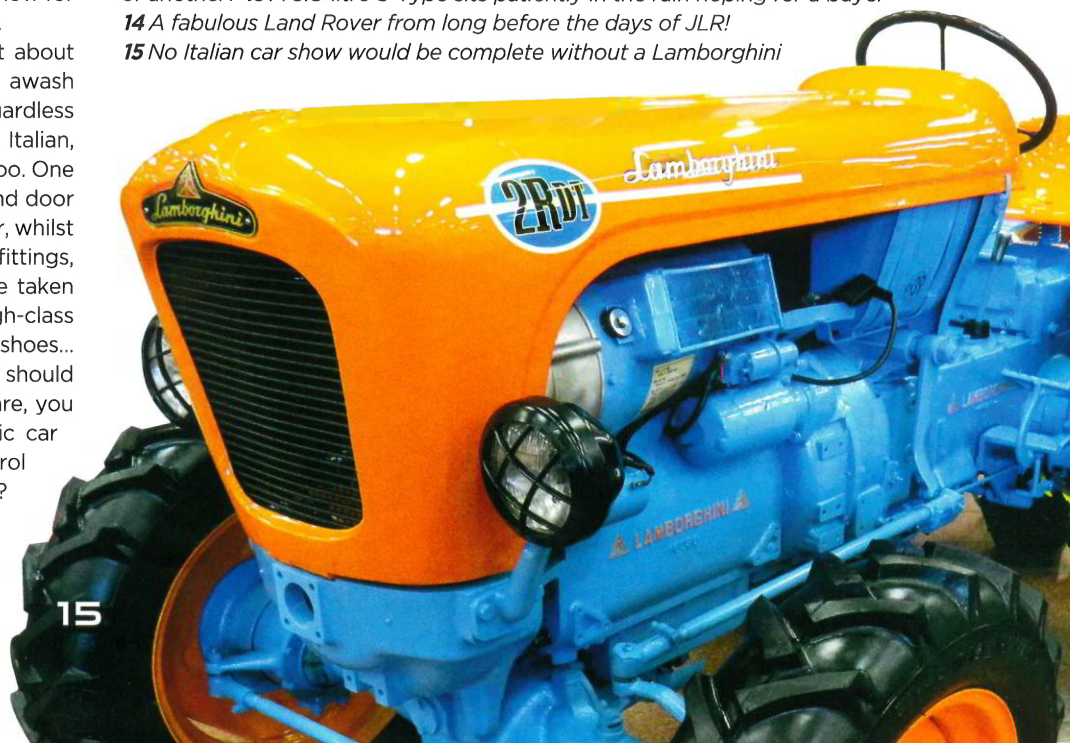


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race car with what looked like the most awkward gearchange imaginable! And as I mentioned earlier, the guy with the Jaguar supercar – an XJ220 – did actually drive his car, but he runs a garage so no problem when it comes to repairs or fettling that amazing engine, on show for all to admire in the rear of the car.

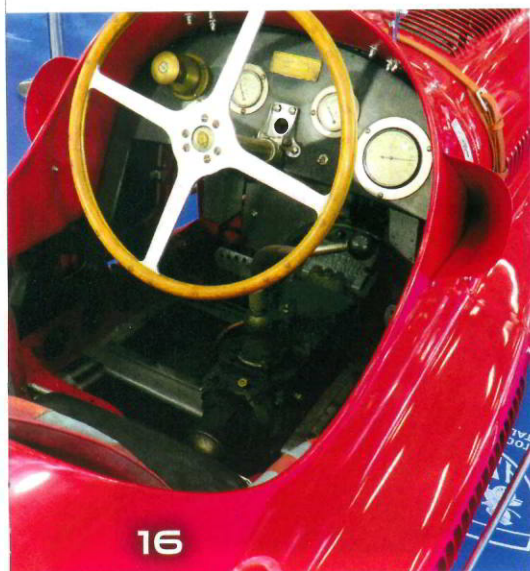
The Bologna show is not just about cars – the spares pavilion was awash with parts for every make, regardless of vintage, and although mostly Italian, other marques were catered for too. One stall had every type of window and door rubber you could possibly wish for, whilst another sparkled with chrome fittings, lights and handles – it must have taken them an age to set up the stall! High-class clothing, leather jackets, bags, shoes... you name it, it was for sale. And should you have 16,800 Euros going spare, you could have endowed your classic car kingdom with your own mini petrol station. Need something bigger? A photo showed another petrol station for sale, still at the side of the road somewhere in the Italian countryside, yours for just 58,000 Euros.

**7** This 50-year-old D-Type replica is now a classic in its own right and is claimed to have been driven by Stirling Moss **8** An immaculate XJR looking for a good home **9** The grand old dame of the Daimler stable, the magnificent DS420 on the Scuderia Jaguar Storiche stand **10** Tea anyone? A very English sight at an Italian car show **11** Interior of what is claimed to be a rare E-Type 'Series 1.25' – note the Series 1 seats and dash **12** Open headlamp and side tell-tale on the 'Series 1.25' – does anyone know of another? **13** A 3.8-litre S-Type sits patiently in the rain hoping for a buyer **14** A fabulous Land Rover from long before the days of JLR! **15** No Italian car show would be complete without a Lamborghini



15





Another fascinating display showed you just what can be done with an old (preferably unused) oil drum, ranging from shelf units, chairs and tables to a unit housing a built-in fridge. Very clever.

No Italian car show would be complete without a Lamborghini and I make no apology for including a photo of one. The morphology from tractor to supercar [via fridges] is incredible, however, given enough money, it seems changing frogs into princes is more than a possibility!

## HOMeward BOUND

I decided two days was enough for this year. Having been before, I knew exactly where to go and what to see, so I left the Sunday ticket at the hotel desk in case anyone else wanted to use it and caught an earlier train back to Turin. Once again, the mist and fog were in evidence, a sure sign that winter was approaching fast. According to my friends at the show, Sunday saw far fewer visitors than the previous year, undoubtedly due to reports



in the press of 'catastrophic' floods affecting the city. In fact, only a small area of this very large town was affected, but all you need these days is for a TV or newspaper correspondent to sneeze and we all catch pneumonia... a shame.

With another event over and the Christmas and New Year mayhem that inevitably occurs in a ski resort behind me, the next date in my diary is Turin at the end of January to see the departure of the Historic Monte Carlo Rallye, which returns to Italy's former city of automobiles, as did the Mille Miglia last year. Sadly, car manufacturing is all but gone from Turin and all around the suburbs you can see the now-abandoned factories of this once-great industry. It makes me think that we must protect our industries, especially the strategic ones, such as steel in what are very uncertain times.

Finally, I spotted a couple of stands at the show advertising road 'races', including the Cortina Winter Run [the ski resort, not the classic Ford!] and sunshine events in Sicily. As I discovered



at the Mille Miglia, bottomless pockets are required, but that doesn't stop many people participating. One can but dream...

**Nick Evans**

**16** Try sitting in this Maserati and changing gear! **17** The art of the oil drum as modern furniture **18** It's not all about supercars, as this rubber seal stand shows **19** A smart Italian-registered XK150 sporting a JDC badge **20** No home should be without one! Your own filling station for 16,800 Euros

