

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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EDITORIAL

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FROM THE EDITOR

Hello!

Welcome to our new monthly South Wales regional JEC magazine!

Our regional representative for 25 years and the longest serving JEC regional representative ever - Harry Kuehling has now stepped down and did so to a hearty applause by all members at our AGM.

His tireless work has been very much appreciated by all in south wales JEC, he managed 220 newsletters in all!



Colin Manconi will step up to the plate as our regional representative and has some very exciting ideas to help attract new members. Colin will be supported by myself, Mike Jones, Paul Cogdon and John James. Please let me know if you have any content to input into our new magazine, this can be anything from show write-ups to interesting motoring articles.

John James and a few others braved the cold for the annual 'Chilly Willy' run in early january enjoying good weather before the snow arrived, rewarded by a fantastic lunch at Llancaiach manor following welsh cakes in Merthyr Tydfil - an excellent early outing for 13 classics and many moderns that hadnt seen daylight since september! John has also organised our annual 'drive it day' on the 21st april and further details will follow nearer the time but please put a note in the diaries. Lets hope for better weather than last year when many of us braved the torrential rain taking in some of JJ's old rally routes in the Swansea valley's.

Our annual 'wooden spoon' award went to Colin Masterton for managing to fall through the seat of his fold up chair after it gave way at a show last year. Maybe time to ease of the bacon rolls Colin!

Finally its subscription time again so if you've not already paid your £12 to Colin please see him at the meeting.

Andy Webber



Disclaimer:

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

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NEWS

Following on from last months email from Jessica Ralph (Marketing Executive SNG Barratt), we have agreed on Monday 11th March 2013 for Julian Barratt to visit us at our normal venue, the BBC club Cardiff.

Julian will be giving a presentation and talk during the evening and has kindly offered to do a Jaguar themed quiz!

Please show your support for the club (and Julian) and ensure you make an appearance. It is a long way for him to come and I am sure he will appreciate a full meeting.

ADVERTISE WITH US

Advertise your business in the JEC South Wales Region magazine from only a few pounds every month.

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Jaguar E-Type 3.8 SI 'Low Drag Coupé' £POA



for those with a yearning to go historic motor racing, a competition E-type is an excellent place to start. Fast, drop-dead gorgeous and straightforward to drive, the cars are also eligible for many events worldwide. We found this one from Classic Driver dealer Taylor & Crawley, a perfect car for the 2013 season.

The famous 'Lightweight' series of cars produced by Jaguar in the early 60s has passed into legend. Nowadays, entry to the 'Lightweight E-type club' has a hefty multi-million-dollar price tag, and they are rarely seen outside the Goodwood Revival or Pebble Beach.

Original Lightweights aside, with their all-aluminium bodywork, 5-speed gearboxes, alloy blocks and fuel-injection, the model was raced in various stages of tune all over the world throughout the 1960s.

And it's a potent force in today's historic racing, with the Jaguar factory-supported E-type Challenge providing thrilling racing for spectator and competitor alike.



This car has been fully race-prepared at Blakeney Motorsport and is an accurate recreation of one of the most famous original Lightweights, the Lindner/Nocker streamlined 'Low Drag Coupé' that raced at Le Mans, the Nürburgring and Montlhéry.

Under the bonnet lies a 340bhp, 3.8-litre straight six with a 'wide-angle' head and dry sump lubrication. Its monocoque tub and bodywork, by RS Panels, is in aluminium, and the car has a Premier FIA safety fuel cell as well as an FIA-standard fire system.

What more do you need.

What's that, 'a trailer'? No, the FIA-papered car is road-registered so you can 'do it the old way'; get up early and drive to Silverstone for an action-packed day on the track and then drive home again. With a big smile on your face, obviously.

AGM

Our local AGM was held at on January the 14th at our monthly meeting at the BBC Club. Your committee of Colin Manconi,

John James, Mike Jones, Harry Kuehling, Paul Cogdon and Andy Webber will have its first meeting at 7.00 pm on February the 11th. A full report on this meeting will be included in the March newsletter.

TALK BY JULIAN BARRATT OF SNG BARRATT

At our next monthly meeting on the 11th of March, Julian Barratt of S N G Barratt, one of the largest suppliers of

Jaguar parts in the country, will be giving a talk on his company. Having visited his premises and been given a tour of the workshop it is amazing how many parts they re-manufacture there. From XK 120, 140 and 150 petrol tanks to complete distributors for V12 E-Types. I would urge all of our members to attend if possible as I am sure it will be extremely interesting.

COLEFORD CARNIVAL OF TRANSPORT

Our first show of the year is the Coleford Carnival of Transport on Monday the 1st of April. We have attended this show for many years and have always enjoyed it. Thirteen

members have entered and there is space for two more. If anyone else is interested would they please inform me tonight as the entry form has to be sent off.

SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World". There are 24 classic races over the weekend.



The entertainment in the evenings is as follows: The Hollies on Saturday night stars from the Commitments movie on Friday night and Pink Floyd, Led Zeppelin, Eagles and Guns and Roses tribute bands on both nights.



John James and I have attended this meeting for many years and have really enjoyed it. Last year we were also joined by Colin Masterson and Andy Webber.

We have booked to stay the Friday and Saturday nights at The De Vere Hotel at Staverton Park, not too far away from Silverstone. Rooms may still be available.

The tickets for the event have to be booked over the internet on the Silverstone Classic site. The cost for 2 entry tickets plus the important car pass ticket which allows you to park on the JEC stand on the infield is £86.00. This is for Friday, Saturday and Sunday, a cost of just over £14.00 per day. Single days can also be booked. This "Early Bird" price must be booked before the 31st of March and you must enter under the Club Display Package and use the JEC code of C13212.

I would urge you to attend this meeting if possible as there are over 7000 classic cars on display with between 700- 1000 cars racing.

SOUTHERN DAY

This event is taking place on the 1st of September. Littlecote House is a Warner Leisure Hotel situated just off Junction 14 of the M4. This hotel has been used before for Southern day and it is a lovely setting which is not too far away. The Warner Hotels are very good with entertainment every night and good food. John, Janet, Andy, Heather, Dave, Ruth, Jan and I are intending to go. We will be staying on

the Friday, Saturday and Sunday nights, coming back on Monday. If any other members wish to join us please let me know as I believe that the Hotel will fill up very quickly?



No Salt please

Salt damage poses a huge threat to your classic car investment. Karcher's latest innovation helps put a stop to the process before it starts.





Corrosion is impressive stuff. It's incredibly tenacious, travels in any direction, never gets tired and left to its own devices, will make even the biggest chunk of metal disappear in a surprising short time.

Car damage caused by salt corrosion costs British drivers £500 million every winter. For a typical ungalvanised classic, the corrosion risk is of course much higher, and the potential financial hit considerably greater. Corrosion doesn't just affect the car's body either: its effects can spread to brake pipes, tyres and even airbags. Unfortunately, the most vulnerable areas for salt attack are the bits you can't see, let alone get at, like the underside.

We've all heard of Karcher, the German-based company that's become a byword for high pressure washing. Karcher is world number one in its field for two reasons: quality, and a constant process of innovation. More than 500 of its 6500 worldwide employees are engineers and technicians exclusively tasked with devising new solutions to problems.

Most of these Karcher R&D folks are also motorists. Many are classic car owners. Their interest in designing equipment to protect large financial investments is therefore not just commercial. It's personal. The tool they've developed brings a valuable new weapon to the motorist's fight against the elements, and hundreds of thousands of tonnes of council salt.

The Karcher Chassis Cleaner is a rotating high pressure head that fixes onto any Karcher pressure washer. It removes road salt from vehicle undersides in an easy three-step system.



Step one: Effortlessly apply shampoo with the easy-connect applicator attachment by rolling the Chassis Cleaner underneath your vehicle.

Step two: Clean off with the rotating high pressure head, again rolling the easy-to-use attachment under your car.

Step three: Finally, apply the protection with the rolling applicator- and you're done.

Karcher says that this routine will protect the underside of the vehicle from the further threat of corrosion for up to 6 weeks. The rotating head is height-adjustable from 11 cm to 38cm, which means the Karcher Chassis Cleaner is suitable for use on caravans and motorhomes as well as cars, 4by4s, vans and trailers.

The Karcher Chassis Cleaner has been described by the AA as 'the perfect solution to clean and protect the underside of your vehicle'. Corrosion experts like Professor Tony Hindle are also convinced about the worth of high-pressure underside cleaning, followed by the application of a protective treatment. 'It's a useful preventative measure', says Hindle, whose research has shown that rust corrosion caused by salt alone eats up to 20% of the value of the average vehicle's value.

The Chassis Cleaner package comes with shampoo and protection treatment samples for your first chassis 'detox'. The assembly is compatible with every Karcher high pressure washer, and is guaranteed for two years.

There's no shortage of miracle cures in the classic world, but if you value your car, want to avoid the costs of depreciation, increased vehicle maintenance and parts replacement, and don't live in the Atacama Desert, this could well be the best £79.99 you'll ever spend.

(It's on the internet from £59.99, Colin)





By Colin Masterson

Letter from America

February 2013



Hi everyone,

Well, what an honour: the wooden spoon for 2012! Thank you very much. As I mentioned to Harry, I was sorry we were not able to establish a video link for my acceptance speech, never mind. Actually the prize should have been not for eating too many of Paul's hamburgers, nice though they are, but for being a cheapskate and not replacing my old fold-up chairs!

A little old lady (probably not from Pasadena) reversed into my pride and joy – no the photograph on the right! - a couple of weeks ago so it went into the shop for a bit of bashing and repainting. Fortunately she hit the only panel on the whole car that any signs of rust and, as she has agreed to pay for the repair, there is a silver lining to the story.



VENICE CAR SHOW

I went to the car show in Venice, but only one other member of the Cadillac Club was there, last year there were a dozen. It was a great show with plenty of superb cars to look at and some interesting people to talk to. I parked next to the British Florida car club and I was able to talk to quite a few owners and learned that I knew far more about their cars

than many of them did! The cars included a number of Austin Healey 3000's, various MG's a Lotus Europa,



TVR, Marcos and even a Morris Minor. There was a little BMW bubble car with the words "actual size" on the back! There were several E Types,



including a series 3 V12 with the awful rubber bumpers added for the US market – I managed to convince the



owner that the right thing would be to remove them and bin them! There were several Rolls-Royces, including

a beautiful Silver Wraith and very rare Carmargue, which was for sale for \$50k.

There were a few interesting Rat Rods, which are really beat up rusty old hot rods. One had double wheels on the back for a quick getaway – not sure what the owner's dog thought about that.



There was another one built out of anything that came to hand – the gas (fuel) tank was made out of a beer keg and the air filter was a skull with a WWII helmet on it!

There were 2000 show cars in all. There was a guy selling books who was real old school Formula 1 expert and used to race Formula 3 in the 1960's. Another guy told me about the traffic lights drag races he used to have in the 1950's with early Hot Rods. He used to work in a Cadillac garage and bought up an insurance write-off which he rebuilt and raced (when nobody raced Cadillacs, so it was a bit of a Q car) The police caught him racing another guy off the lights and he went before the judge who, before passing sentence, asked which of them won and he told the judge it was a draw. So the judge said, "well you just drew again – you're each fined \$35, next case!"

JOHN JAMES

not POLITICALLY CORRECT SINCE THE 50'S

SEXUAL HARASSMENT

Every day, a male employee walks up very close to a female co-worker at the coffee machine.

He stops, inhales quite deeply and says that her hair smells nice.

After a week of this, the woman can't stand it any more.

She takes her issue to a supervisor in Human Resources and asks to file a Sexual Harassment grievance against the guy.

The supervisor is puzzled and asks,

"What's threatening about a co-worker telling you your hair smells nice?"

"It's Frank. The midget."

HELGA'S DIARY ON A CRUISE SHIP

DEAR DIARY - DAY 1

All packed for the cruise ship -- all my nicest dresses, swimsuits and short sets.

Really, really exciting. Our local Red Hat chapter - The Late Bloomers - decided on this "all-girls" trip. It will be my first one - and I can't wait!

DEAR DIARY - DAY 2

Entire day at sea, beautiful. Saw whales and dolphins. Met the Captain today -- seems like a very nice man.

DEAR DIARY - DAY 3

At the pool today. Did some

shuffleboard, hit golf balls off the deck.

Captain invited me to join him at his table for dinner. Felt honored and had a wonderful time. He is very attractive and attentive.

DEAR DIARY - DAY 4

Won \$800.00 in the ship's casino. Captain asked me to have dinner with him in his own cabin. Had a scrumptious meal complete with caviar and champagne. He asked me to stay the night, but I declined. Told him I could not be unfaithful to my husband.



DEAR DIARY - DAY 5

Pool again today. Got sunburned, and I went inside to drink at piano-bar, stayed there for rest of day. Captain saw me, bought me several large drinks. Really is quite charming. Again asked me to visit his cabin for the night. Again I declined. He told me that if I did not let him have his way with me, he would sink the ship... I was shocked.

DEAR DIARY - DAY 6

Today I saved 2600 lives. **Twice.**

COSTUME PARTY

A couple was invited to a swanky costume party. Unfortunately, the wife came down with a terrible headache and told her husband to go to the party alone.

He being a devoted husband protested, but she argued and said she was going to take some aspirin and go to bed and there was no need for his good time being spoiled by not going. So he took his costume and away he went.

The wife, after sleeping soundly for about an hour, awakened without pain and, as it was still early enough, decided to go to the party.

Since her husband did not know what her costume was, she thought she would have some fun by watching her husband to see how he acted when she was not with him.

She joined the party and soon spotted her husband cavorting around on the dance floor, dancing with every nice woman he could, and copping a little touch here and a little kiss there.

His wife sidled up to him and, being a rather seductive babe herself, he left his current partner high and dry and devoted his time to the new babe who had just arrived. She let him go as far as he wished ... naturally, since he was her husband.

Finally, he whispered a little proposition in her ear and she agreed. So off they went to one of the cars and had a quickie.

Just before unmasking at midnight, she slipped away, went home, put the costume away, and got into bed, wondering what kind of explanation he would make for his behaviour. She was sitting up reading when he came in, and she asked what kind of a time he had.

He said: "Oh, the same old thing. You know I never have a good time when you're not there."

"Did you dance much?"

"You know, I never even danced one dance. When I got there, I met Pete, Bill Browning, and some other guys, so we went into the den and played poker all evening. But you're not going to believe what happened to the guy I loaned my costume to...."

Hello All,

My goodness it's newsletter time again, it seems like only last week since I was doing my article for the last one, and it really is difficult trying to think about what to write as there is nothing much happening on the Classic Car Scene to write about. I think we should leave it all to Colin Masterson during the winter months; it's all happening in Florida at this time of the year and it really is refreshing and interesting to hear of the various shows etc that Colin attends in his Cadillac, well done Colin.

Something of course which has happened since the last newsletter was the AGM of our region at the January monthly meeting which saw our long-standing (25 years) area representative, Harry Kuehling stand down. It was agreed at the meeting that Colin Manconi takes over from Harry and we wish him well, he has a large pair of shoes to fill, and that the committee will then comprise of myself, Mike Jones, Paul Cogdon and Andy Webber. It was more or less agreed and most probable that Andy would be taking over as the main scribe for the newsletter with the remaining officer positions to be decided upon at the first committee meeting, this has been organised to happen just before the regional meeting on Monday 11th February. Whatever the outcome I wish the region every success for the future.

BLAST FROM THE PAST

I was quite surprised and I must say quite pleased recently when looking at something on e-bay to see for sale, mobile phone covers with a

picture of my old XK 150 FHC.

Many years ago (must be twenty plus) this guy came up to me at a show and asked if he could take pictures of the car, he explained that he was an artist and would be doing some paintings of the car in the future, I did subsequently purchase one of these paintings, and here we are all these years later the same picture is still being used on the front of a phone case. Perhaps I should be looking for some royalties!!

DRIVE IT DAY

Janet and I have been out and about plotting a very interesting route for you all for this years Drive It Day Run in conjunction with the Federation of British Historic Vehicle Clubs to be held on the 21st of April 2013. We have found a most excellent restaurant for our lunch stop and recently enjoyed an extremely good lunch there. It is situated in a very small village out in the sticks and probably the last place you would think you would find a restaurant of this quality.



The head chef and owner of the establishment spent many years working with some world famous chefs and has indeed worked all

over the world and at one time worked at the Savoy; he always wanted to come back to Wales and set up his own restaurant, he is so enthusiastic about food and his business in general, when he bought the premises about ten years ago it was nothing but a shell, I am sure you will be as impressed with the finished article as Janet and I were, lots of lovely oak woodwork, and I am positive you will enjoy the food.

We will again meet at Coed-Y-Mwstwr Hotel at Coychurch just outside Bridgend, two miles from junction 35 on the M4. We will meet at between 9am and 10am for coffee if you wish, and we will leave at 10am prompt.

The run will travel through some interesting old coal mining villages as well as some very pleasant countryside. There will be a coffee/comfort stop en-route.

Please let me know in good time if you intend taking part in order for me to make reservations for the coffee stop and more importantly for the lunch.

I require a deposit of £10 per person with your menu choices ASAP, but no later than the 11th March.

Cheques please made payable to:

JEC Cardiff Region

Menu for the day is enclosed within this month's magazine.

Until next month...

John James

Purple Reign

Jaguar's sports car with a Formula 1 heart blazed a trail, then burned out within one season. But the XJR-14 was a 'game-changer'. The impact of the last great racing Big Cat caused tremors that still echo today
By Gary Watkins



The engine note didn't waver. Not one iota. And the team hanging over the pitwall to catch a glimpse of their new creation's first flying lap thought there was a problem. Sports cars didn't take the final corner on the old Silverstone South Circuit flat. Which explains why they turned tail or ducked. But there was no accident, no grassy moment, not even a hint of oversteer. Just a driver flat on the

throttle and laughing in the cockpit in the knowledge that he had one hell of a weapon for the coming season.

The machine Derek Warwick was so overjoyed to be driving that day in March 1991 was the Jaguar XJR-14. The TWR organisation's take on the new 3.5-litre Group C rules for the 1991 Sportscar World Championship would live up to expectations. Nearly 2.5 seconds quicker than its nearest rival in qualifying at the

opening race at Suzuka the following month and then four clear at round two at Monza, it would go on to claim both the SWC drivers' crown and the manufacturers' title.

Not only did the last of the Walkinshaw Jaguar Group C cars stand head and shoulders above the pack when it hit the track, it has been put up on a pedestal by just about everyone who had the good fortune to drive it. Warwick, Martin Brundle and David Brabham all count it as the

See the full article in this month's *MOTORSPORT* magazine.



best car they have ever raced. Not just the best sports car, the best racing car.

Tales of the XJR-14 are the stuff of legend. Anyone who had anything to do with the project has one to tell.

"I did an installation lap, and came in and said to Ross [Brawn], 'This car is f***ing amazing'," says Warwick of the shakedown. "I went back out, and I could feel the grip.

"The South Circuit had a pits of sorts and just before that was a fast

right-hander, which wasn't flat. I came through there so fast and completely flat that ever one was ducking behind the Armco.

Ross told me afterwards that they thought the throttle had stuck open."

The XJR-14 was a car that made headlines. Anyone who was at the British Empire Trophy at Silverstone, round three of the 1991 SWC, can't possibly have forgotten Brundle's stirring solo comeback drive.

The XJR-14 was fast, but it was fragile – at least around the edges. Starter motor failure and an electrical problem at Suzuka had handed victory to the porpoising Peugeot 905, and this time a throttle cable snapped on Brundle after two laps. The nine minutes lost while the secondary cable was attached left him six laps down. Two hours and 12 minutes later...

Read the full version of this article in *MOTORSPORT* Magazine.

humour

Members jokes & anecdotes

GOVERNMENT WORKERS

Four men were bragging about how smart their dogs are. The first man was an engineer, the second was an accountant, the third was a chemist and the fourth was a government worker. To show off, the engineer called to his dog, "T-Square, do your stuff." T-Square trotted over to a desk, took out some paper and a pen and promptly drew a circle, a square and a triangle. Everyone agreed that was pretty smart.

The accountant said his dog could do better. He called his dog and said, "Slide Rule do your stuff." Slide Rule went out into the kitchen and returned with a dozen cookies. He divided them into 4 equal stacks of 3 cookies each. Everyone agreed that was good.

The chemist said his dog could do better. He called his dog and said, "Measure, do your stuff." Measure got up, walked over to the fridge, took out a quart of milk, got a 10-ounce glass from the cupboard and pored exactly 8 ounces without spilling a drop. Everyone agreed that was good.

Then the three men turned to the government worker and said "what can your dog do?"

The government worker called to his dog and said, "Coffee Break, do your stuff." Coffee Break jumped to his feet, ate the cookies, drank the milk, pooped on the paper, sexually assaulted the other three dogs, claimed he injured his back while doing so, filed a grievance report for unsafe working conditions, put in for Workers Compensation, and went home on sick leave.

THE WIFE

He was in ecstasy with a huge smile on his face as his wife moved forwards, then backwards, forwards, then backwards again.....back and fore.....back and fore....in and out.....in and out.



Her heart was pounding....her face was flushed....then she moaned, softly at first, then began to groan louder. Finally, totally exhausted, she let out an almighty scream and shouted,

"OK, OK! I CAN'T park the sodding car! You do it, you SMUG ba**ard!"

It's not the mind it comes out of!

THE MOTHERING LAW

"A police recruit is asked during an exam, "What would you do if you had to arrest your own mother-in-law?" He replies, "I'd call for backup."



THE iPad

I told the wife to get me a newspaper "don't be silly" she said "Borrow my iPad".

That bloody spider never knew what hit it !

THE SEVEN DWARFS

The seven dwarfs go to the Vatican, and because they are the seven dwarfs, they are immediately ushered in to see the Pope.

Grumpy leads the pack.

Grumpy, my son, says the Pope, "What can I do for you?"

Grumpy asks, "Excuse me your Excellency, but are there any dwarf nuns in Rome?"

The Pope wrinkles his brow at the odd question, thinks for a moment and answers, "No Grumpy there are no dwarf nuns in Rome."

In the background, a few of the dwarfs start giggling. Grumpy turns around and glares, silencing them. Grumpy turns back, "You're Worship, are there any dwarf nuns in all of Europe?"

The Pope, puzzled now, again thinks for a moment and then answers, "No Grumpy, there are no dwarf nuns in Europe...."



This time, all of the other dwarfs burst into laughter.

Once again, Grumpy turns around and silences them with an angry glare.

Grumpy turns back and says, "Mr..... Pope! Are there ANY dwarf nuns anywhere in the world?"

The Pope, really confused by the questions says, "I'm sorry, my son, there are no dwarf nuns anywhere in the world."

The other dwarfs collapse into a heap, rolling and laughing, pounding the floor, tears rolling down their cheeks, as they begin chanting.....

"Grumpy slept with a penguin!"
"Grumpy slept with a penguin!"

AMAZING GRACE

As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a grave side service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in Glasgow.

As I was not familiar with the back-roads, I got lost and being a typical man I didn't stop for directions. I finally arrived an hour late and saw the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt bad and apologized to the men for being late.

I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play.



The worker put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man.

And as I played 'Amazing Grace', the workers began to weep. They wept, I wept, and we all wept together. When I finished I packed up my bagpipes and started for my car. Though my head hung low my heart was full.

As I was opening the door to my car, I heard one of the workers say, "I never seen nothing like that before and I've been putting in septic tanks for twenty years."

ONE UGLY BABY

A woman gets on a bus with her baby. The driver says: "Ugh, that's the ugliest baby I've ever seen."

The woman walks to the rear of the bus and sits down, fuming. She says to a man next to her: "The driver just insulted me." The man says: "You go up there and tell him off. Go on, I'll hold your monkey for you."

LITTLE JOHNNY

A teacher was teaching her second grade class about the government, so for homework that one day, she told her her students to ask their parents what the government is. When Little Johnny got home that day, he went up to his dad and ask his what the government was.

His dad thought for a while and answered, "Look at it this way: I'm the president, your mom is Congress, your maid is the work force, you are the people and your baby brother is the future."

"I still don't get it" responded the Little Johnny.

"Why don't you sleep on it then? Maybe you'll understand it better," said the dad.

"Okay then...good night" said Little Jonny went off to bed.



In the middle of the night, Little Johnny was awakened by his baby brother's crying. He went to his baby brother's crib and found that his baby brother had taken a crap in his diaper. So Little Johnny went to his parent's room to get help.

When he got to his parent's bedroom, he looked through the keyhole to check if his parents were asleep. Through the keyhole he saw his mom loudly snoring, but his dad wasn't there.

So he went to the maid's room. When he looked through the maid's room keyhole, he saw his dad having sex with his maid.

Little Johnny was surprised, but then he just realized something and thinks aloud, "OH!! Now I understand the government! The President is screwing the work force, Congress is fast asleep, nobody cares about the people, and the future is full of shit!"

FREE DRINKS

A man walks into a a bar, drinks a couple of beers, and prepares to leave. The bartender tells him he owes \$8.

"But I already paid you. Don't you remember?" says the customer.

"OK," says the bartender, "if you say you paid, then I suppose you did."

The man goes outside and tells the first person he sees that the bartender can't keep track of whether his customers have paid or not. The second man rushes in, orders a couple beers, and later pulls the same stunt.

The barkeep replies, "OK, if you say you paid, then I suppose you did."

The customer goes outside and tells a friend how to get free drinks. The third man hurries into the bar and begins to drink highballs.

The bartender leans over and says, "You know, a funny thing happened tonight. Two men were drinking beer, neither paid, and both claimed they had. The next guy who tries that stunt is going to get punched in the -- "

The man interrupts, "Don't bother me with your troubles, bartender. Just give me my change and I'll be on my way."

GOLF & FUNERALS

Two guys are golfing on a course that is right next to a cemetery.

After they tee off, one of the golfers notices that there is a funeral procession passing by. So he takes off his hat, and places it over his heart.

When the funeral is over, the other golfer looks at the guy and asks, "Why did you do that?"

The man replies, "Well we were married for almost 40 years. It's the least I could do."

Submitted by Colin Manconi



Rising before dawn on a cold day at the tail-end of winter is never a pleasing prospect, writes Simon de Burton, so it was with some reluctance that I recently succumbed to the vile peeping of my alarm at 4 o'clock on a Monday morning in order to shower, dress and pack an overnight bag, before clambering into a Jaguar XK-R and heading off to a Mayfair gun shop.

Fear not. This wasn't the build-up to a ram-raid designed to secure armaments for underworld use – I was merely travelling to Holland and Holland's Bruton Street premises in order to rendezvous with an assortment of other equally bleary-eyed people (among them tennis player Annabel Croft and BRDC stalwart Maxwell Beaverbrook) who had also been tempted by the offer of a distinctly unusual road trip.

We would head down to Folkestone and load 10 XK-Rs onto a train that would take us sous La Manche before emerging at the other side in order to blast across northern France, arriving at Epernay in plenty of time for a snooze before a gourmet dinner at which we would become the first 'outsiders' to taste the latest vintage release from Pol Roger, famous for being the favourite champagne house of Sir Winston Churchill.

The following day, the cars would head for home and return triumphantly to Bruton Street, carrying the first magnums of 2002 vintage to enter the country. It was all rather romantic and exciting, a sort of mini Beaujolais Run with bubbles.



But in the event, what should have been a pleasurable, 200-mile jaunt on a crisp March morning turned into one of the most nerve-wracking drives I, and many of my companions, had ever experienced. Yes, it rained in that torrential way that is a

speciality of northern France – the sort of rain that turned the Somme battlefields into a quagmire.

As London gallerist Richard Gauntlett, one of my fellow 'Pol Runners', put it: "It really is a strange sensation to have to commit to overtaking a lorry at 50mph, knowing you're going to be able to see nothing but a wall of water for three, extremely long, seconds..."

The persistent deluge, which was complemented by an average ambient temperature of two degrees (reduced further by wind chill) provided far from ideal conditions in which to enjoy the XK-R's magnificent supercharged V8 – but it did give us plenty of opportunity to praise the wonders of traction control and ABS and appreciate how tame the big cat can be when required.

Not far from Pol Roger HQ, the house's UK managing director Nick James – the proud owner of an immaculate '62 E-type – took us on a detour to the Epernay vineyards where we stoically stood in the bitter wind in order to learn that a single hectare of champagne grapes has a value of upwards of one million euros. Looking at the brutally pruned sticks of leafless vines that stood be

Champagne Tour By XK-R

fore us, it seemed hard to believe. But come September...

That evening, with the XK keys safely confiscated, we were treated to the far more interesting finished product in the form of an aperitif of the brut vintage 2002, followed by a decadent three further vintages (2000, 1999 and 1996) served with a remarkable four-course dinner in the Pol Roger chateau.

It all went down rather well, the high quality of the wines being proven the following morning by the universal absence of hangovers. Just as well, since the crux of the mission was now upon us – to travel to the Pol Roger 'caves' at the appropriately named rue Henri le Large and load up the vintage booty in its magnificent magnum form.

Before we did so, however, the brilliantly knowledgeable Patrice Noyelle, Pol Roger's 'President du directoire', took us on a fascinating tour of some of the kilometres of subterranean labyrinth where literally millions of bottles are left to mature to perfection in the sepulchral calm of the barrel-vaulted cellars, where they are skilfully and regularly 'rid-dled' to ensure that any sediment settles in the neck.

Then, with the chemistry lesson over and the XK-Rs packed, it was time to set a course north-northwest for the coast – on roads that, at last, were even drier than the champagne.

Pol Roger Brut Vintage 2002 costs around £60 per bottle or £130 per magnum. The entry-level, non-vintage Brut Reserve starts at around £32. See www.polroger.co.uk

See the full article and gallery online at: www.Classicdriver.com

Report by Simon de Burton
Pictures by Jake Eastham



ADAC 1000 km RENNEN

Weltmeisterschaftslauf

27. MAI 1962

NÜRBURGRING

EINTRITTSPREISE

Platz	Tagesklasse	VORVERKAUF ADAC- und DMV- Mitglieder Sonstige
Numerierte Haupttribüne 1. und 2. Reihe	25,- DM	20,- DM
Numerierte Haupttribüne 3. bis 6. Reihe	18,- DM	15,- DM
Numerierte Haupttribüne 7. bis 11. Reihe	13,- DM	10,- DM
Numerierte Boxtribüne	15,- DM	10,- DM
Preissensungsplatz	12,- DM	8,- DM
Ferriswaggon	7,- DM	5,- DM
Schiffbrücke	8,- DM	5,- DM
Schiffbrücke mit Kasse, Kasse, Schwimmbad	5,- DM	4,- DM
Grassplatz	4,- DM	3,50 DM
Wagenparkplatz	3,- DM	2,50 DM
Motorradparkplatz	1,50 DM	1,- DM
Fußballplatz	8,50 DM	5,- DM

Zu jeder Eintrittskarte wird ein Zuschlag von 0,10 DM für die ADAC-Euro-Haushaltsversicherung erhoben.
Vorverkauf bei der Nürburgring GmbH, Nürburgring 3361, den ADAC-Branchen sowie in den Reisebüros in
den größeren Städten.

Die vollständigen Verkaufsbedingungen für ADAC-, ADV- und DMV-Mitglieder werden für ADAC-Mitglieder durch
die ADAC-Branchen, für ADV-Mitglieder durch den ADV-Verband, für DMV-Mitglieder durch die DMV-Ge-
meinschaft in Frankfurt/Main, angegeben. Diese Karten sowie die Karten für Bundeswehr und NATO
sind ebenfalls durch die Nürburgring GmbH, Nürburgring 3361, bezogen werden.

Der Vorverkauf für alle Eintrittskarten am Samstag, dem 26. Mai 1962, 12 Uhr.

Beginn 9 Uhr - Ende 16.30 Uhr

VERANSTALTER: Allgemeiner Deutscher Automobil-Club e.V. (ADAC), München

SHOWROOM

Graeme Hunt
18-23 Radley Mews

Kesington

London

W8 6JP

+44 20 7937 1097

www.graemehunt.com

Jaguar XJ12 With Only 7700 miles £39,750



An absolutely amazing and original example of these wonderfully capable cars - there are no modifications to the original specification and the vehicle has obviously been cherished by it's 2 owners since new

She comes with a complete history, which was kept together with intricate notes of phone calls made and letters sent by her first keeper.

He also kept the original supply invoice from James Windsor & Sons from September 1974 amounting to £5,649:20 and he entrusted them with the first Free 1,000 miles Service (not required until August 1977 at 1,011 miles!!!) and continued to use them well into the 1990's.

There is every MoT Certificate during his tenure too, each with a request to return to him the old Certificate and to drive gently on the yet to be fully bedded in brake pads - oh, also to check the Anti Freeze / Water ratio



At the time of sale to the second owner (2006) the total mileage was 4,100 the last service having been carried out for the first owner in April 2005.

Supplied with many nice extras at the point of her original delivery to include Radio / 8 track stereo with 4 speakers & electric aerial, lightly tinted glass, underseal, driver and passenger door mirrors (Paddy Hopkirk originals too!!), chrome pressed wheels, chrome waistrail strip to body and rear seat belts.

We have just driven her down from Holyhead to London in a single fuss free journey - cruising happily at 85mph with vicious acceleration available at the prod of the pedal.

A rare car today, especially in this condition and supreme value.

GARAGE SERVICES

There are a number of garages in this area that specialise in Jaguar and Daimler work and I list below the ones that I know about. This is not intended to be a recommendation and you will have to make up your own mind as to which garage you entrust the work to. If you know of any others, please let me know in order that they may be listed.

Stratstone of Cardiff

Formally Paramount, Stratstone is the local main Jaguar agent. They are able to provide a full range of services as well as sales of new and used cars. Members of the Jaguar Heritage parts scheme.

Address: Pentwyn House, Avenue Park, Pentwyn, Cardiff, CF23 8HE
Telephone: 0800 378491
Web site: www.stratstone.com

Alliance Cars, Cardiff (incorporating Cardiff Jag & Performance Ltd)

Jaguar specialist based near the BUPA hospital In Pentwyn Cardiff.

Address: 3 & 4, Wharfedale Road, Pentwyn, Cardiff
Telephone: 029 2054 0800
Web site: www.alliancecarscardiff.com

Andrew Wilson Motors

Andrew originally worked for Howells Garages, who were the Jaguar main agents before Paramount, before setting up his own garage business.

Address: Radian Garage, Cardiff Road, Dinas Powys, South Glamorgan, CF64 4JX
Telephone: 02920513120
Web site:

Classic & Performance Automotive Engineering

A specialist garage set up by Mike & Nick Jones.

Address: Unit E2, West Point Industrial Estate, Penarth Road, Cardiff. CF11 8JQ
Telephone: 02920 350177 (Out of hours 07894 108572)
Web site: www.nickjonesracing.net/page18.htm

Nantgarw Garage

Based at Nantgarw on the southern edge of the Treforest Industrial Estate. They provide various garage services as well as sell used cars.

Address: Nantgarw Garage, Cardiff Road, Nantgarw, CF15 7SR
Telephone: 01443 844447
Web site: www.nantgarwgarage.com

Gimber Motors/Glamorgan Classic Cars

Based on Station Approach, Penarth and run by Andrew Douglas, they provide various services from routine servicing to full mechanical and body restoration.

Address: Station Approach, Penarth, CF64 3EE
Telephone: 02920 708005
Web site: www.carrepairspenarth.co.uk

Mistamatic Ltd

Independent Jaguar specialist based in Swansea, providing servicing, repairs, MOTs and diagnostics for all Jaguar cars.

Address: Unit 3, Fforestfach Business Centre, Queensway, Fforestfach, Swansea
Telephone: 01792 589469
Web site: www.mistermatic.co.uk

Sterling Cars

Another garage business specialising in mechanical and body work repairs. Dave Williams is the proprietor.

Address: Swffryd service station, Swffryd Road, Swffryd, Crumlin, Gwent, NP11 5DW
Telephone: 01495 249349
Web site: www.sterlingjaguar.co.uk

N J Restorations

Run by Nick Wiggall and based at Black Lion Garage near Carmarthen, Nick specialises in mechanical and body work restoration.

Address: Black Lion Garage, Black Lion Rd, Cross Hands, Llanelli, SA14 6RT
Telephone: 01269 845682 **Workshop:** 07967 016038
Web site: www.nj-restorations.co.uk

Brake Re-Line Services

Not strictly a Jaguar specialist but may be useful for specialised re-lining of brakes as well as many other services.

Address: Unit C2, West Point Industrial Estate, Penarth Road, Cardiff, CF11 8JQ
Telephone: 029 2071 2900
Web site: www.brakereline.co.uk

Classic Veneers

A local specialist for classic car dashboard veneering/lacquering. Ron Godfrey is the proprietor.

Address: 44 Poplar Avenue, New Inn, Pontypool
Telephone: 01495 753641
Web site: www.classicveneers.co.uk

REGIONAL REPRESENTATIVE

Colin Manconi
email: colin.manconi@jecsouthwales.co.uk
Mobile: 07977 474637

SECRETARY

Mike Jones
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Tel: 01633 689005

TREASURER

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PRESIDENT FOR LIFE

Harry Kuehling
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Mobile: 07931 538434
Tel: 02920 407863

COMMITTEE MEMBERS

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email: paul.cogdon@jecsouthwales.co.uk
Tel: 01600 860969

Andy Webber
email: andy.webber@jecsouthwales.co.uk
Telephone: 07771 852703

If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact the regional representative.



MONTHLY MEETING

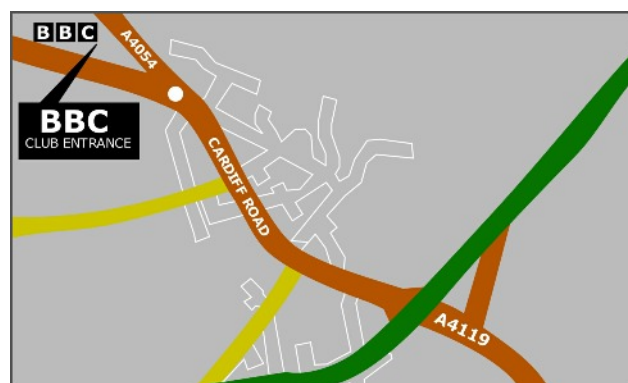
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.



EVENTS

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

APRIL 2013

- Mon 1st Coleford Carnival of Transport
Colin is taking names for our group entry, please ensure you let him know if you are attending.
- 20 - 21st Bristol Classic Car Show
Royal Bath & West Showground,
Shepton Mallet, Somerset.
Contact Emma Crane on 0117 907 1000
- Sun 21st Annual Drive it Day
To be arranged by John James.
- Sun 28st 14th JEC London to Brighton Run
Contact Graham Searle on 0117 698186

MAY 2013

- Sun 12th SWCCC Annual Classic Car Show
at Pencoed. To download an entry form
www.swccc.net/pencoedshow2013.htm
- 18th - 19th Beaulieu Spring Autojumble
National Motor Museum, Beaulieu.
- 25th - 26th Tortworth Vintage Steam Rally
Incorporating Vintage and Classic Cars
Showground off the B4509 Wickwar,
Wotton-under-Edge, Gloucestershire,
GL12 8LF
More info: www.shakespearesrally.com
- Mon 27th Vale of Glamorgan Classic Car Show
Sully Sports & Leisure Centre, CF64 5SP.
Tel. Spiro Tanti on 07977403557
www.valeofglamorganclassiccarshow.net

JUNE 2013

- Sun 16th Gloucestershire Warwickshire Railway
Vintage Rally
The Railway Station, Toddington,
Gloucestershire, GL54 5DT.
For more info email jim@clarkeuk.net
<http://www.gwsr.com>

JUNE 2013 cont.

- Fri 21st Le Mans Classic
Classic British Welcome. An amazing
gathering of around 1,000 classic cars
from many nations. This is a FREE event the
Friday before the Le Mans 24 Hr race,
located just minutes from the centre of
Le Mans in the village of Saint Saturnin.
More info: www.classicbw.org
- Sun 23rd Jaguar Enthusiasts Northern Day 2013
Newby Hall, North Yorkshire.
Contact Graham Searle on 0117 698186

JULY 2013

- 12 - 14th Goodwood Festival of Speed
Goodwood House, nr Chichester,
Sussex, PO18 0PH
More info: www.goodwood.co.uk
- 26 - 28th Silverstone Classic
Silverstone Northamptonshire,
NN12 8TN
More info: www.silverstone.co.uk

AUGUST 2013

- 2 - 4th Gloucestershire Steam & Vintage
Extravaganza
South Cerney Airfield,
Nr Cirencester, Gloucestershire.
www.steamextravaganza.com
- 17 - 18th Vintage Sports Car Club Pembrey
Pembrey, Llanelli,
Carmarthenshire, SA16 0HX.
More info: www.vsccl.co.uk

SEPTEMBER 2013

- 7 - 8th Beaulieu International Autojumble
National Motor Museum, Beaulieu.
www.beaulieuevents.co.uk
- 13 - 15th Goodwood Revival
Goodwood House, nr Chichester,
Sussex, PO18 0PH
More info: www.goodwood.co.uk
- 15th Vintage and Specialist Car Rally
Tredegar House, Newport.

Please also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series. See also the web site - www.classicshowsuk.co.uk

