

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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EDITORIAL

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FROM THE EDITOR

Hello!

May saw us attend the Pencoed show near Bridgend that was celebrating its 30th anniversary having been originally started by our own John James as well the inaugural Vale of Glamorgan show at Sully. Weather aside these were good shows and we had a good turnout with Scott Morgan making his show debut in his XK8 at Pencoed.

On the Jaguar front, the F-type is now out and available to test drive and indeed buy if you're lucky enough to afford one! Colin Manconi has driven both the 3.0ltr V6 as well as the Supercharged 5ltr V8 and certainly enjoyed them both – the passenger grip handle a new feature on a Jaguar was very useful for the Jaguar saleswoman apparently! I'm yet to see one but it looks fabulous from the pictures and let's hope that it's a huge success for the JLR group who are aiming to sell approximately 7000 a year going head to head with the Porsche 911.



We wish John, Janet, Bob and Pat safe motoring as they embark on the Entente Cordiale later this month. I'm sure that JJ will have the top down for the majority of the trip hopefully with the sun in full effect!

We're looking forward to the Barry Festival, which by the time you read this will have passed and so the write up will follow next month.

Happy Motoring

Andy Webber

and finally...

I'm hoping that if you don't manage to make it along to our club meetings at the BBC club, Llandaff that you're reading this and would like to know more – you'll be made to feel very welcome if you join us on the second Monday of every month. Further details of our meeting place are at the back of the magazine.



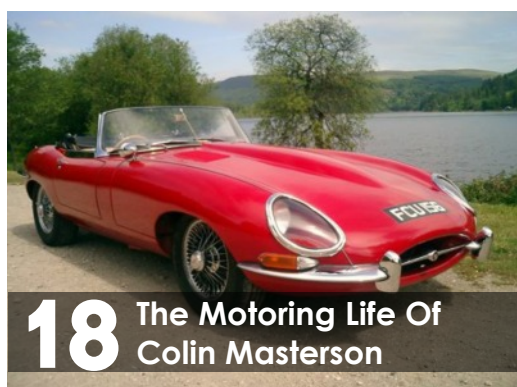
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NEWS

This will be the last meeting before the **Berkeley Castle** Show on the 16th of June.

We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.30am.

Also this month there is the **Classic & Retro Action Day At Castle Coombe** on 29th June.

We only have 15 places available so please contact the regional representative, Colin Manconi to reserve your space.

For more details on these shows, please see the Regional Report on page 5.

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VALE OF GLAMORGAN SHOW

We attended the Vale of Glamorgan Show at Sully on Monday the 27th of May. This was the first show at the Sully Sport & Leisure Club and was organised by the Rotary Club of Dinas Powis.

The weather forecast during the week was heavy rain on the Monday, but fortunately by the day of the show it had changed to rain between 3.00 to 4.00 pm. The show was a great success for a first attempt with a great view across the channel. We had large stand with a good variety of Jaguars on it.

The organizers were very sensible and brought the prize giving forward from 4.00pm to 2.00 pm to allow everyone to leave a bit earlier, as the clouds were getting darker and darker. I just got home and parked the E-Type in the garage when the rain started.

One of our club members Keith Ryall won "Car of the Show" but unfortunately it was with his Gullwing Mercedes and not his XK 140.



SHERBORNE CASTLE CLASSIC CAR SHOW

Sunday 21st July. Dave and Ruth Fisher, Andy Webber, Colin Masterson, Paul Cogdon, John James and myself have entered this event. Colin has attended this show on previous years and says it is very good. We will join the Devon Region JEC on their stand I have entry forms if you would like to come along.

BARRY FESTIVAL OF TRANSPORT

The show this year was moved was moved from Hood Road to the old Butlins site at Barry Island. Colin Masterson, E-Type, Paul Cogdon, E-Type, Andy Webber, XKR, Andrew Reid, XK140, Keith Ryall, C Type and myself, E Type, attended the event. Keith has just purchase a beautiful Proteus C-Type which looked fabulous in its Ecurie Ecosse blue paint. The weather was great, but the tarmac on the car park had recently been removed and it left a very dusty surface which soon covered the cars in fine dust. A full report on this show will be in next month's magazine.



TREDEGAR PARK SHOW

Please be aware that all entries must be received by the 17th of June or there will be a £10 charge for a late entry or a £20 charge on the day, all of which will go to Leukaemia Research.

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DETAILS OF OUR ESHOT

We sent out our "E-Shot" again last month to 149 of our members in our region that we have a current e-mail address for. Up to this present time it was opened by 90 of our members and forwarded on and opened 235 times to date.



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www.jecsouthwales.co.uk/update

OUR NEXT SHOWS ARE:

BERKELEY CASTLE SHOW

This on the 16th of June. We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.30am.

CLASSIC & RETRO ACTION DAY AT CASTLE COOMBE

We attend this event ever year. This year it is on Saturday 29th June. I have applied for 15 places. Would you let me have yours names if you would like to come along?



SOUTH WALES CLASSIC CAR SHOW PENCOED

I left Newport without much optimism about the weather ahead for one of the most popular car shows in South Wales at Pencoed – founded by our very own John James 30 years ago!

I arrived as Colin, Bob, Dave, and Ruth were fighting to put the tent up in windy conditions – it wasn't raining so that was a plus. We were really going all out to win the stand of the show with bunting; signs, flags etc and I thought we had a good chance as the stand filled up with our Jaguars.

Colin had bought the XJ220, which was car of the show last year and won the best of last years winners this year! JJ and Dave had arrived top down in the usual hardy spirit that we're accustomed to! We welcomed Lee from our drive it day in the red XK140 and a guest in a grey 3.4 Mk2. Scott also turned up in his XK8 making his show debut!

Paul had once again got the bacon rolls on early as as we finished the

stand he was handing out the bacon rolls. Following our bacon rolls and flasks of tea we decided to head off and complete our judging duties that JJ had given us.

Best custom – 1931 Ford Model A

Best Kit – A Dax Cobra 1971

Best Military Vehicle – The 1960's Green Goddess complete with a 300 gallon water tank ideal for washing the cars at a show! (see picture)

Best stationary engine – there were only three and all went phut.....phut.....phut phut.....phut and had boiling water. I remarked to Scott that we should have a Jaguar branded one for the stand to boil water for our tea! Anyhow, It went to a Wolseley from last century... that's as much as my interest tolerated in what was now a windy wet field!

I was hoping that my fiancée Heather would join us but apparently sitting in a cold, wet, windy field isn't exactly what she's marrying me for and even the lure of Ruth's chocolate cake couldn't tempt her - although she did pause when I mentioned this!

My future in laws were also due to join



us but I can't blame them as they do feed me prior to every JEC meeting.

Paul had the burgers prepared for lunch, with the addition of cheese slices.....why chef, you're really spoiling us! This was my Ferrero Rocher moment!

As the rain continued with no let up, cars started to leave but us hardy Jaguar owners stuck with it and Bob's positive mental attitude kept us going as he convinced us that we were having a good time. He then dragged his wife around the field to see the cars that were still there – is there any hope for Heather?

Unfortunately the Glamorgan car club won the best stand award although this was announced as the Morgan stand many times before being corrected. I asked the organisers as to why we hadn't won the award and apparently it was the condition of one of the cars on our stand that let us down. If anyone knows the owner of XK M66 a green XK140 please can you let him know.....

My vote for car of the show went to a 1991 Lotus Carlton, which not only looked superb but Scott seemed to know every single statistic on it! (see picture) For the John James trophy I had to vote for JJ because he told me!

We collected our plaques and took the stand down before heading very slowly to the exit hoping not to get stuck in the mud! On the way home I passed Keith in his Gullwing and was passed by Paul in his yellow e-type putting his foot down and seeing if it would still do the 155mph through the Newport tunnels!

Article by Andy Webber





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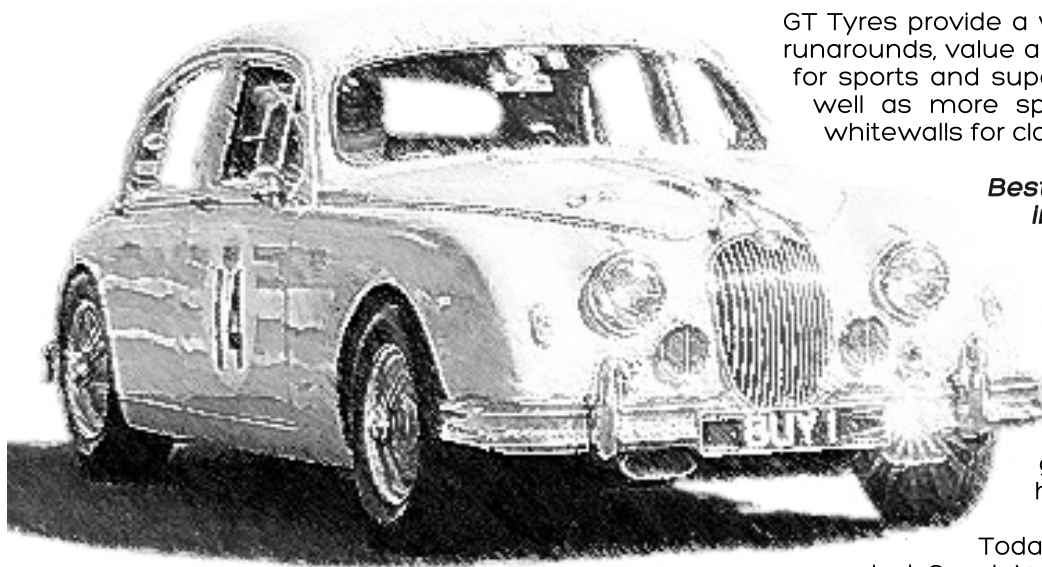
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Article by Nick Gibbs
Full Article available on www.pistonheads.com

JAGUAR SUV INCREASINGLY LIKELY

The days of Jaguar being known just for gentlemanly saloons and sports cars are fast running out as evidence grows ever stronger that it will produce an SUV.

The latest is that Jaguar has registered the names Q-Type and XQ on the European Union trademark database. They allow the firm to follow either the F-Type or XF naming structure, and goes the Audi route of using a Q to denote an SUV (X being problematic either way).

Our April Fool suggested something similar. Jaguar has been dropping hints it'll take the SUV path for a while now, with global product marketing director Steven de Ploey last year all but making it official in an interview

with Aussie site Drive.com.au

Even if you're no fan of the SUV, it makes absolute sense for Jaguar to plunder Land Rover's know-how on this and expand its market – indeed,

Piston Heads April Fool this year suggested a variation on that theme. It's a measure of how popular SUVs are globally that Land Rover recorded its biggest first-quarter sales tally ever at just over 95,000 units worldwide.

Jaguar is growing too, but going on first-quarter sales, the brand is just a fifth of the size of its big brother, hence the need for a boost via the SUV market.

In that Drive interview, Ploey reckoned that Jaguar was more likely to go down the compact route. In other words, building its SUV off the Evoque platform looks more likely than a reskin of the Range Rover Sport.

It's more likely, however, that Jaguar will use a new common small architecture, on the basis that the current Ford-based Freelander/Evoque platform runs the small risk of attracting the old X-Type/Mondeo controversy.

Evoque could provide the underpinnings Engines aren't hard to guess at.

2.0-litre turbo petrol, 2.0-litre diesel, plus those four-cylinder 'Hotfire' engines that Jaguar Land Rover looks set to build in its forthcoming new Wolverhampton factory, whatever they are. Possibly a 3.0-litre V6 diesel and petrol too, and definitely a hybrid of some description.

Of course, China will probably pay a big part in the decision. There the SUV sector continues to flourish, even doing so while the rest of the car market idled in the first quarter of this year. The country is poised to overtake the UK as Jaguar's biggest market, after monsterring past America in the first quarter.

Jaguar said in a statement this was down to the 2.0-litre four-cylinder turbo petrol versions of the XF and XJ, which the Chinese much prefer due to their pernicious tax on cylinders.

Expect a new Jaguar SUV to have minimal off-road skills and a beguiling bodyshape. As head of advanced design Julian Thomson told us recently: "No matter what segment we enter into, we're very clear about what a Jaguar should be. It should be a beautiful car and it has to be an antidote to that very staid, functional look of the Germans – an emotional choice."



Report by Andy Webber

For the first time this year I opened the curtains the morning of a car show and the sky was a clear blue with the sun in full effect! A dry day! Yippee.....now where's that camera?

I met Colin, Mike and Paul at the Castleton petrol station and off we went down the A48 and M4 en route to Sully with all but me with the hood down. We met Dave, Ruth and Jon-Paul at the Sully car park and off we went to the show field overlooking the sea. Erecting the tent was certainly a challenge in the sea breeze (gale!) but as the sun shone we were in good spirits. Before very long Paul was handing out the bacon rolls and we watched the cars filter into the field. The Glamorgan Classic Car Club on the next stand were very jealous of our chef and we offered to hire Paul out at £30 per hour but this proved too steep for them!

Walking around the field we saw an array of cars but not too much out of the ordinary although some cars did stand out. There was a lovely white XK120 and several e-types apart from those on our stand as well as a superb light blue XK140 replica (see picture). This had us all confused as it had XK120 lines and looked like a



genuine Jaguar although badged as an XK140 - see Colin Masterson for more details as he spoke to the owner/builder who used a kit from Nostalgia cars to build it www.nostalgia cars.co.uk/home

Howard had bought along his 1960's Rolls Royce convertible which looked good alongside a more modern Bentley at the top of the field and there was a small auto jumble. There was also a 1934 green and white Austin Seven Swallow giving us some Jaguar heritage - see picture.

We had a few guest cars join our Jags on the stand including a light blue 420 and a white V12 e-type.....disappointingly and whilst no-one was watching, a grey Aston Martin DB9 sneaked on and lowered the tone. As it was for sale we asked the owner if he'd part exchange it against JJ's XK and a decent burger. Myself and Scott thought it would do as a raffle prize at the Christmas dinner! The deal was done but JJ wouldn't give us his keys, saying something about cheeky kids!!

As always Paul had the burgers done just after midday and this was followed by Ruth's superb chocolate cake. The clouds were rolling in and I think everyone could see the rain getting closer so we decided to take

VALE OF GLAMORGAN CLASSIC CAR SHOW MAY 27th

the tent down before it got wet - all hands to the pump to save it from being blown away. The show announcer started the raffle with the two attractive girls who'd been selling the tickets in the portacabin with him. Myself and Mr Masterson decided we'd go and take shelter in the announcers' portacabin and get in on the action. Upon entering the portacabin the girls were very happy to see us assuming we were the winner of the first raffle prize as they announced that the first winner had come for their prize! We said that we were there to get out of the cold wind and beat a hasty retreat, chuckling like naughty school boys!

There was just time for JJ to tell us about his Cliff Richard experience in a portalo (see JJ for further details!) before we jumped in the cars and started off home with the rain yet to appear! At last we'd had a dry show that was warm enough to enjoy without shivering unlike the dry but sub zero Coleford show in March.

This was the first time the Dinas Powis Rotary Club had organised the show and it has the space and potential to grow considerably so hopefully it'll continue.





Article by Colin Manconi

F-TYPE DRIVEN

I was fortunate to be offered a test drive of the new F-type Jaguar. Upon arriving at Stratstone Jaguar Cardiff I was shown the cars. There are three different models. The first was a 3.0 litre supercharged producing 340bhp, the second a 3.0 litre supercharged "S" producing 380bhp and the last a 5.0 litre supercharged producing 495 bhp

This car was the 3.0 litre "S" in Salsa Red with Jet Black interior, 19inch silver propeller wheels and it looked stunning. All the cars are fitted with the Jaguar 'Quickshift' 8 speed automatic gearbox with paddle change and instead of the rotary knob gear selector it has a column Sport Shift selector. The car had an intelligent stop/start system, a Configurable Dynamic System with Dynamic Display which gives a sharper throttle response. Sports suspension with Adaptive Dynamics and a Switchable

Active Exhaust System. Performance seats and a premium leather interior were fitted.

As it was a nice day we decided to lower the roof for the test drive. Foot on the brake, press the starter button and the most glorious sound explodes from the rear of the car. Pull back on the right hand paddle change, ease down on the accelerator and the F Type pulls away smoothly but then press down hard on the accelerator and it throws the car down the road. Even for a 3.0 litre this is a seriously quick car. Pull back on the paddle change 2nd 3rd 4th gears, keep your eyes on the rev counter as this engine revs quickly, then throttle off for some traffic. The most glorious sound of a supercharged engine on over run, it pops bangs and snarls, no Jaguar has sounded like this. It makes you want to spend all day accelerating hard and then slowing down just to hear the sounds from this active exhaust system.

At over 60mph the active boot spoiler deploys, it reduces rear end lift by up to 120kg. You can also have it permanently activated by means of a button.

This car was also fitted with a Configurable Dynamics option. This allows

you to set up, via the screen on the dashboard, which elements of the car you want to adjust, that is, the throttle response, steering weight, ride quality, and gear change speed. Quite frankly I think you may use this once or twice and then once you have set it to your ideal preferences you will not use it again.

The seating position is very good, like all Jaguar sports cars you tend to sit low in the car and the Performance Seats in this car held you firmly when cornering. Like all modern Jaguars it has the full range of driver assistance systems available. Blind spot monitor, Reverse Traffic Detection, Intelligent High Beam, Cruise Control with Automatic Speed Limiter, Front and Rear Parking Aids and a Reverse Park Camera are all available.

I returned to the dealership via the motorway. The F-Type cruises effortlessly at 70mph although the optional "Wind Deflector" was not fitted on this car and it was much windier than a XKR, more like the E-Type!

Later on in the week Stratstone had a 5.0 litre F-Type V8S delivered and asked if I would like to try it. Stupid question!

This F-Type was in Polaris White (my colour) with Jet Black interior, Black

Roof, 20inch Cyclone Gloss Black Wheels and Red callipers. It was fitted with the Sports Seats, I preferred the Performance Seats, flat bottomed steering wheel, but did not have the optional Switchable Active Exhaust . The car looked stunning.

A lot of the road tests state that the 3.0 litre S is the car to have. I disagree, the 5.0 litre V8 is the one I would buy. It is so quick. I took it on a test route I use, the old coast road from Newport to Cardiff. It is a B road with lots of sweeping turns, sharp corners, some long straights and the very little traffic. The F-type V8 was tremendous. It holds the road as well as the 3.0 Litre S but the extra power coming out of the bends was amazing. As with the 3.0 Litre you have to keep your eye on the rev counter as using the paddle change you can hit the rev limiter with ease. The car was fitted with the optional wind deflector and whilst perhaps not quite as good as the one in the XKR it does help reduce the wind noise.

I remember when the XJ6 first came out I think the only options were chrome pressed wheels and white-wall tyres everything else was standard where as Mercedes was a third more expensive and carpets, radios and everything else was an optional extra. How things have changed. Looking through the F-Type specification and price guide I note that there are over 140 different options including interior and exterior colours. Obviously Jaguar can make a much larger profit on the cars utilising the cost of these options.

To sum up, would buy one of these cars. The answer has to be a resounding "yes". The F-Type is a worthy successor to the E-Type. It is the first genuine Jaguar sports car since the E-type and I am sure it will be a great success.

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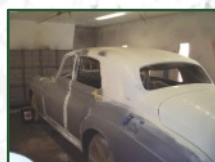


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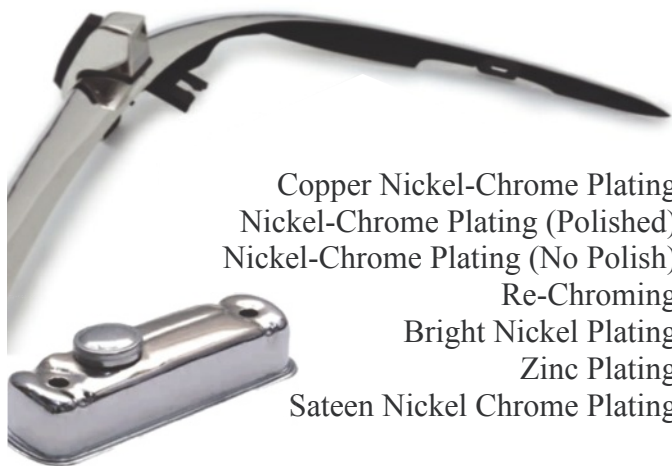
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JJ ON MAY 2013

Hello all, The first event I attended since the last newsletter was The SWCCC annual show at Pencoed on May 12th, On behalf of the SWCCC I must start by thanking Colin Manconi, Keith Ryall, Paul Williams and Dave Fisher for helping set out the field etc on the Saturday, it really does make a difference to have a few extra helpers.

The show on Sunday started off nice and dry and I thought we might be lucky and get away without the promised rain, and the entered vehicles were coming in thick and fast and the field looked quite full very early on, we did not have all the pre entered vehicles but I was very pleased with the numbers that turned up considering the weather forecast for the day.

Of course there was no where near the usual numbers of paying public so therefore the gate takings were very poor compared to usual. I think it started to rain about 11.30am and steadily got heavier until eventually it had to be closed down early at about 1.30 to 2.00 pm but as you can see we got some pictures.

The following Sunday (19th May) I attended a small show at the National Museum at St Fagans, this apparently

was the third show to be held there but was the first one that I had attended. It was organised by the Morris Owners Club, I must say it was only small but very enjoyable and the weather was glorious, what a difference a week makes!

Again the weather was first class for the following Sunday (26th) at Llancaiach Fawr near Nelson. Again a very small show but very enjoyable if the weather is good. Pics attached, one very rare vintage car I did not expect to see there was the 1903 De Dion-Bouton.

The next day Monday (27th) of course was the bank holiday and it was the Vale of Glamorgan Classic Car Show the first show organised by the Rotary Club of Dinas Powis and I must say was very enjoyable with lots of vehicles that you don't normally see at other local shows, the organisers closed the show early due to the weather forecast and I think most people made it home without too much of a soaking.

The venue for this show was the Sports and Social Club fields at Sully, this was the same venue that I helped organise the first two shows for The SWCCC in 1986 and 1987, we outgrew the venue then moved to The South Wales Police Club grounds at Bridgend for eight years then moved to the present fields at



Pencoed College. (I must be getting too old for all this now surely!!!)

I will be missing the next regional meeting at Llandaff as Janet and I will be off on The Entente Cordiale along with Bob and Pat Lush and Stuart and Jen Smith, I am hoping for some decent weather and a trouble free tour God willing.

Hope to see you all at Berkeley castle on Sunday 16th June.

humour

Members jokes & anecdotes

DE PARROT, HE IS DEAD

At dawn the telephone rings,

"Hello, Señor Bob? This is Ernesto, the caretaker at your country house."

"Ah yes, Ernesto. What can I do for you? Is there a problem?"

"Um, I am just calling to advise you, Señor Bob, that your parrot, he dead".

"My parrot? Dead? The one that won the International competition?"

"Si, Señor, that's the one."

"Damn! That's a pity! I spent a small fortune on that bird. What did he die from?"

"From eating the rotten meat, Señor."

"Rotten meat? Who the hell fed him rotten meat?"

"Nobody, Señor. He ate the meat of the dead horse."

"Dead horse? What dead horse?"

"The thoroughbred, Señor Bob .."

"My prize thoroughbred is dead?"

"Yes, Señor Bob, he died from all that work pulling the water cart."

"Are you insane? What water cart?"

"The one we used to put out the fire, Señor."

"Good Lord! What fire are you talking about, man?"

"The one at your house, Señor! A candle fell and the curtains caught on fire."

"What the hell? Are you saying that my mansion is destroyed because of a candle?!"

"Yes, Señor Bob."

"But there's electricity at the house! What was the candle for?"

"For the funeral, Señor Bob .."

"WHAT BLOODY FUNERAL??!"

"Your wife's, Señor Bob. She show up very late one night and I thought she was a thief, so I hit her with your new Ping G15 204g titanium head golf club with the TFC 149D graphite shaft."

SILENCE..... LONG SILENCE.....
VERY LONG SILENCE.....

"Ernesto, if you broke that driver, you're in deep shit."

GOD BLESS AMERICA

These are actual comments made by 16 Police Officers. The comments were taken off actual police car videos around the country:

1. "You know, stop lights don't come any redder than the one you just went through."

2. "Relax, the handcuffs are tight because they're new. They'll stretch after you wear them a while."

3. "If you take your hands off the car, I'll make your birth certificate a worthless document."

4. "If you run, you'll only go to jail tired."



5. "Can you run faster than 1200 feet per second? Because that's the speed of the bullet that'll be chasing you." (LOVE IT)

6. "You don't know how fast you were going? I guess that means I can write anything I want to on the ticket, huh?" (MY FAVORITE)

7. "Yes, sir, you can talk to the shift supervisor, but I don't think it will help. Oh, did I mention that I'm the shift supervisor?"

8. "Warning! You want a warning? O.K, I'm warning you not to do that again or I'll give you another ticket."

9. "The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"

10. "Fair? You want me to be fair? Listen, fair is a place where you go to ride on rides, eat cotton candy and corn dogs and step in monkey poop."

11. "Yeah, we have a quota. Two more tickets and my wife gets a toaster oven."

12. "In God we trust; all others we run through NCIC." (National Crime Information Center)

13. "Just how big were those 'two beers' you say you had?"

14. "No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."

15. "I'm glad to hear that the Chief (of Police) is a personal friend of yours. So you know someone who can post your bail."

AND THE WINNER IS....

16. "You didn't think we give pretty women tickets? You're right, we don't... Sign here."

SMART ARSE ANSWERS

6th Place

It was mealtime during a flight on a British Airways plane:

'Would you like dinner?' the flight attendant asked the man seated in the front row.

'What are my choices?' the man asked.

'Yes or no,' she replied.

5th Place

A flight attendant was stationed at the departure gate to check tickets. As a man approached, she extended her hand for the ticket and he opened his trench coat and flashed her. Without blinking an eyelid, she said:

'Sir, I need to see your ticket not your stub.'

4th Place

A lady was picking through the frozen turkeys at a branch of Sainsbury's but she couldn't find one big enough for her family.

OLD DRIVERS

She asked a passing assistant, **'Do these turkeys get any bigger?'**

The assistant replied, 'I'm afraid not, madam, they're all dead.'

3rd Place

The policeman got out of his car and approached the boy racer he had stopped for speeding.

'I've been waiting for you all day,' the copper said.

The kid replied, 'Yes, well I got here as fast as I could.'

When the policeman finally stopped laughing, he sent the kid on his way without a ticket.

2nd Place

A truck driver was driving along a country road. A sign came up that read 'Low Bridge Ahead'.

Before he realised it, the bridge was directly ahead and he got stuck under it. Cars are backed up for miles.



Finally, a police car comes up.

The policeman got out of his car and walked to the truck's cabin, and said to the driver,

'Got stuck, eh?'

The truck driver said, 'No, I was delivering this bridge and ran out of petrol!'

SMART-ARSE ANSWER OF THE YEAR

A teacher at a polytechnic college reminded her pupils of the next day's final exam.

'Now listen to me, I won't tolerate any excuses for you not being here tomorrow. I might consider a nuclear attack or a serious personal injury,

illness, or a death in your immediate family, but that's it, no other excuses whatsoever!'

A smart-arsed kid at the back of the room raised his hand and asked,

'What would happen if I came in tomorrow suffering from complete and utter sexual exhaustion?'

The entire class was reduced to laughter and sniggering.

When silence was restored, the teacher smiled knowingly at the student, shook her head and sweetly said,

'Well, I suppose you'd have to write with your other hand'.

DRIVING TEST

An Irishman is taking his driving test. The instructor asks him what a yellow line means. 'It means you can't park there at all,' says the Irishman. 'And what does a double yellow line mean?' asks the instructor. The Irishman says, 'It means you can't park there at all... at all.'

OLD MAN & THE FORD

A motorist stops at a ford and asks an old man sitting nearby how deep the water is. **'Couple of inches,'** replies the old man.

The motorist drives into the ford and disappears in a seething mass of bubbles. **'That's funny,'** said the old man. **'It only goes halfway up on them ducks.'**



PEEPING TOM

My mother-in-law is so ugly a peeping tom knocked the door and asked her to close the curtains!

HEDGEHOG CROSSING

An adult hedgehog is teaching two smaller hedgehogs how to cross the road without getting killed. 'It's easy,' it tells them. 'If you're in the middle of the road when a car comes just curl up in a ball and the vehicle's wheels will pass harmlessly on either side of you.' To illustrate this the hedgehog walks into the path of an oncoming car and curls up in a ball. The vehicle passes harmlessly over it. One of the younger hedgehogs then has a go. It walks into the middle of the road, waits until a car approaches, and curls into a ball. The car passes over,



and the hedgehog it unscathed. Now it's the turn of the third hedgehog. It walks to the centre of the road, sees a car, and curls into a ball. The car passes over it and squashes the hedgehog flat. 'What did he do wrong?' asks the second hedgehog. 'Nothing,' replies the first. 'But it doesn't really work with Reliant Robins.'

TOMS DRIVING TEST

Tom is taking his driving test. The examiner says, 'When I tap the dashboard I want you to show me what action you'd take if a child ran out in front of the car.' When he taps on the dashboard, Tom screeches to a halt, winds down the window and yells, 'Get out the way, you little ba***rd!'

Jokes sent in by: John James, Paul Cogdon & Colin Manconi

WE NEED YOUR JOKES!

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

COLIN THE MOTORING HISTORY OF MASTERSON PART 2

More recently I decided to get a Chrysler 300 as a daily driver. I had admired the styling of the car but the thing that made the car so good was the adoption of the Mercedes 3 litre common-rail diesel. It had an immense amount of torque over a wide rev range making it an enjoyable car to drive and was probably the best thing that Chrysler got out of their



partnership with Mercedes.

Talk of American cars brings to mind cars I have owned in the USA, where I spend the Winters. The first car I owned there was a Chrysler Sebring which was the convertible version of the 4 seater sedan. Not very inspiring but it had a power hood so enabling us to benefit from the endless days of sunshine. Its amazing how much stuff you can get into a convertible with the top down. I wanted something bigger and more practical, especial-



ly to cope with the family, when they come over, so we now have a Honda Pilot, which is like the sort of Honda 4x4 you get in the UK but on steroids, comfortably seating 8 people. Those of you who have read my Letter from America will already be familiar with my 1976 Cadillac Eldorado Convertible. I found it at the Tur-

key Run at Daytona where around 2,000 cars are for sale at the fall



meeting; I was looking for something very big, brash and, well, American! With 8.2 litres, front wheel drive and a hood and trunk that make the car look like a boat – perfect for cruising.



In 1990 I was looking to buy a Jaguar E Type but prices were at their peak, up to £100,000 for the very best restored examples, caused by speculators. An alternative was a kit car based on Jaguar components (XJ6 donor cars) called a Triple C Challenger. The body was of a very high quality glass fibre resin based on moulds taken from an actual E Type and all of the trim, windscreen, bumpers, lights etc were new old stock E Type parts. One of its great attractions is that fact that, being 500



lbs lighter than an E Type, it considerably outperforms the original cars with a 0-60 time of 5.8s (compared to 7.4s) and runs at only 29mph per

1,000 revs, giving a relaxed cruise. It also has more advanced suspension: the front employs double wishbones with adjustable shock absorbers, rather than the torsion bar suspension of the original. I ordered the car from the factory and they built it to my specification, one of a total of around 200 built, including home builds. Of all of the cars I have owned, and even though it is "just" a kit car, it has proved to be the most enjoyable and one which I have used for more motoring events than any other. The picture of me dicing with a BMW doesn't really show the grin on my face as I had just out-braked him coming into the corner (nothing like a bit of red mist to get the adrenalin flowing!). As well as attending countless car shows and



other motoring events I have taken it on many organised rallies, many of them across Europe, some lasting up to ten days to such tracks as Silverstone, Castle Combe, Prestcott hill climb and the MIRAS test facility in the UK; Also to Magny Cours, Le Mans, Mas du Clos, La châtre, Val de Vienne, Angoulême in France; and to Spa Francorchamps in Belgium and Hockenheim in Germany.



One tour I remember was a trip to coincide with the annual races round the streets at Angoulême in France; at one point a fan belt broke and was just getting down to fix it when a very enthusiastic frenchman turned up in a little van. After looking at the problem and lots of Gallic shrugs he said "un moment, monsieur!" got in his van and raced off. I assumed he was going for his tools or a mechanic but instead he came back 10 minutes later with some

friends and some glasses and bottles of wine and we had a roadside party (you can just see a glass on the back of the car in the picture) – How wonderfully French! These tours were pretty relaxed affairs but followed tulip rally navigation books, visiting museums and other places of interest as well as the race tracks for half or full track days. Alcohol and Food were always an important part of the tours, but we imbued only after completing any driving! On one rally in France all the cars were stopped at the roadside immediately following a lunch stop: The Gendarmerie must have been tipped off and were full equipped with meat wagons to cart us all off but, after breath-testing around twenty of us (they ran out of breathalizers), they had to let us go as we hadn't been drinking, much to their frustration (and astonishment – Les Anglais!).



Of course you can't be a fan of cars without owning a Mini or two and I have owned several over the years. One I bought new in 1970, without tax, taking it firstly on honeymoon and then in the hold of a ship to Nigeria, where I went to work for two and a half years immediately after getting married. The last Mini I owned was one of the first BMW Mini Cooper S's, much larger than the originals, but just as fun on roundabouts!



Searching my memory for more of the cars that I have owned, not all of which I photographed, I remember a Morris 1300, white with an aquamarine roof (very stylish!) a Fiat Panda, on which I stuck panda paws walking over the roof (no, I don't know why either) and a Fiat Punto, a Citroen Ami Super, which went like a rocket on only 1000cc, a Peugeot 307



GT, a Rover convertible, a Lexus Harrier (this was a grey import from Japan which looked identical to the RX300 but had 2 wheel drive instead of 4 and a Camry engine, instead of the 3 litre V6). I also had a very nice 1967 Alfa-Romeo Giulia 1300 GT, which was a delight to drive; and 3



Lancia Fulvias, also very nice, and a VW cabriolet, which looked great, as you can see, but was a bit of a bodge up with more filler than metal.

Another make I have always loved is Bentley. It has a similar history to Jaguar having been founded by a single patriarchal figure, even though they aimed their cars at different markets. In some ways Bentley cars created a



demand that was filled by Sir William Lyons at a fraction of the cost of the car he was copying. The MkV Jaguar produced from 1948 to 1951 is very similar to the MkVI Bentley produced from 1946 to 1952 and its predecessors the SS Jaguar and the MkIV. He even (almost) copied the name. The attention to detail, from both an engineering and also a coach building point of view has always been amazing. The new cost of these cars has always been prohibitive but I have enjoyed owning several second hand examples: A 1985 Bentley Eight, a 1989 Bentley Mulsanne, previously owned by Andrew Lloyd-Webber and, currently, a 2005 Bentley Continental Silver Spur. The latter is like wolf in sheep's clothing as you can drive it as smoothly and slowly and

quietly as you like but when ever you want the W12 twin-turbo-charged performance it is there, up to 198mph apparently! It's one of the few cars I have driven where I am unlikely to get anywhere near its top



speed. Just half the top speed could lose my licence, a sobering thought.

Finally, wanting a convertible that would be a bit more practical than the Challenger I looked for another



Jaguar (what else?) and I managed to find a (just pre-face lift, which I preferred) low mileage 1990 V12 XJ-S and which had been kept in an air-conditioned garage and never used in wet weather or during winter. The car was black, which I believe was a special factory order and was probably not so fashionable 23 years ago.



More recently I decided to get a more modern Jaguar convertible, a 2009 XK, also in black. Having leapt a whole generation of Jaguar sports cars, missing the XK8s, the latest cars show a significant improvement over the XJS and are a joy to drive. To paraphrase Sir William Lyons "Grace and Pace even if it doesn't have the space of the saloons".



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.

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 & Mercedes specialist based near the BUPA hospital In Pentwyn Cardiff.

Address: 3 & 4, Wharfedale Road, Pentwyn, Cardiff CF23 7HE
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

Glamorgan Classic Cars/Gimber Motors

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

SNG Barratt

Born from a love of Jaguar cars over 30 years ago, SNG Barratt are now the worlds largest independent supplier and manufacturer of parts for classic Jaguar cars.

Address: The Heritage Building, Stourbridge Road, Bridgenorth, Shropshire, WV15 6AP
Telephone: 01746 765 432
Web site: www.sngbarratt.com

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

GT Tyres

Run by Grant Williams GT Tyres, also known as Grants tyres, offers competitive pricing on a wide range of tyres for classic and modern vehicles of all marquees.

Address: Valley Service Station, Cwmcarn, Newport, NP11 7NF
Telephone: 01495 272770 **Mobile:** 07977 797750
Web site: www.nj-restorations.co.uk

D.G. Services

Full & Part Restorations and bodywork repairs using old school methods. Owned by Dave Gough who has over 40 years experience in the industry.

Address: Unit 3 Rural Workshops, Longmeadow, Wentloog Road, Cardiff, CF3 2TN
Telephone: 02920 193658
Web site: www.motorbodies.webs.com

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

Brynol Chrome Ltd

A local polishers & platers with over 30 years experience that specialise in all types of chrome plating.

Address: 76 Village Farm Road, Village Farm Ind. Estate, Pyle, Mid Glamorgan, CF33 7BN
Telephone: 01656 744 606
Web site: www.brynolchrome.co.uk

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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

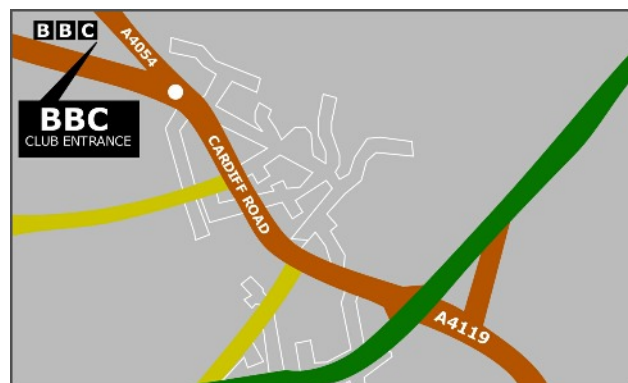
HOW TO FIND OUR MEETINGS:

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.



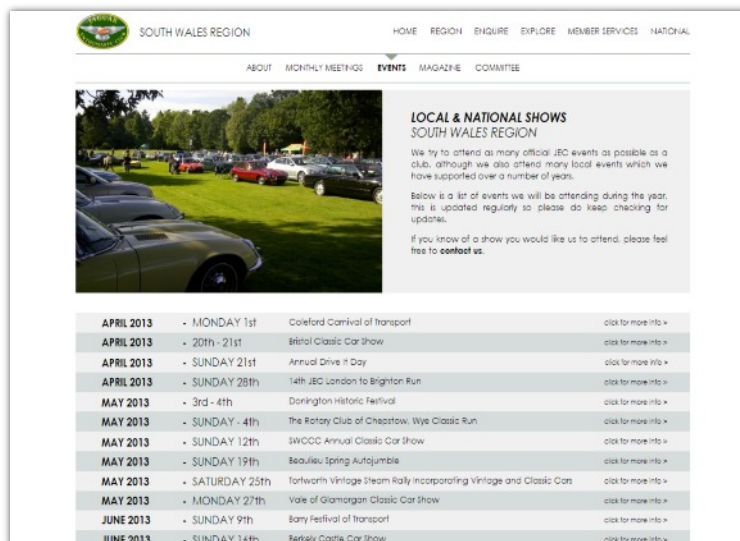
2013 EVENTS CALENDAR

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.

JUNE 2013

Sun 9th	Barry Festival of Transport
Sun 16th	Berkely Castle Car Show
Sun 16th	Gloucestershire Warwickshire Railway
Fri 21st	Le Mans Classic
Sun 23rd	Jaguar Enthusiasts Northern Day 2013
Sat 29th	Castle Combe Classic & Retro Action Day

For full details of all the events listed on this page visit our website www.jecsouthwales.co.uk



JULY 2013

12 - 14th	Goodwood Festival of Speed
Sun 14th	Pontardulas Classic Motor Club Show
Sun 21st	Sherborne Castle Classic Car Show and Rally

26 - 28th	Silverstone Classic
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AUGUST 2013

2 - 4th	Gloucestershire Steam & Vintage Extravaganza
Sun 11th	Three Cocks Steam & Vintage Rally
17 - 18th	Vintage Sports Car Club Pembrey

SEPTEMBER 2013

Sun - 1st	Jaguar Enthusiasts Southern Day
7 - 8th	Beaulieu International Autojumble
13 - 15th	Goodwood Revival
Sun 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

2013 CLASSIC MOTOR SHOW, NEC BIRMINGHAM

Tickets are now on sale for the UK's biggest and best classic motoring spectacular, held at Birmingham's NEC from Friday 15th to Sunday 17th November. The JEC will have a stand there and last year Colin took his XJ220 up to be on the JEC stand as well as myself, Paul and JJ visiting. The JEC raffle will also be drawn to win an XK convertible.

Ticket prices are being kept at 2012 prices and you can buy day tickets, weekend tickets, family tickets and all sorts of combinations, each offering a discount when you book in advance.

This year's show is the 30th event and Meguiar's will return with its stunning Club Showcase concours competition. After a brilliant first sale at last year's show, Silverstone Auctions is back with even more fantastic lots on sale. Last years sale was well worth seeing with many exceptional motors passing under the gavel.

There will also be the Wheeler Dealers' Mike Brewer and Edd China who will be hosting a Live Stage. The Sporting Bears' Dream Rides and Leeds City College's Restoration Theatre are also joining in the party.

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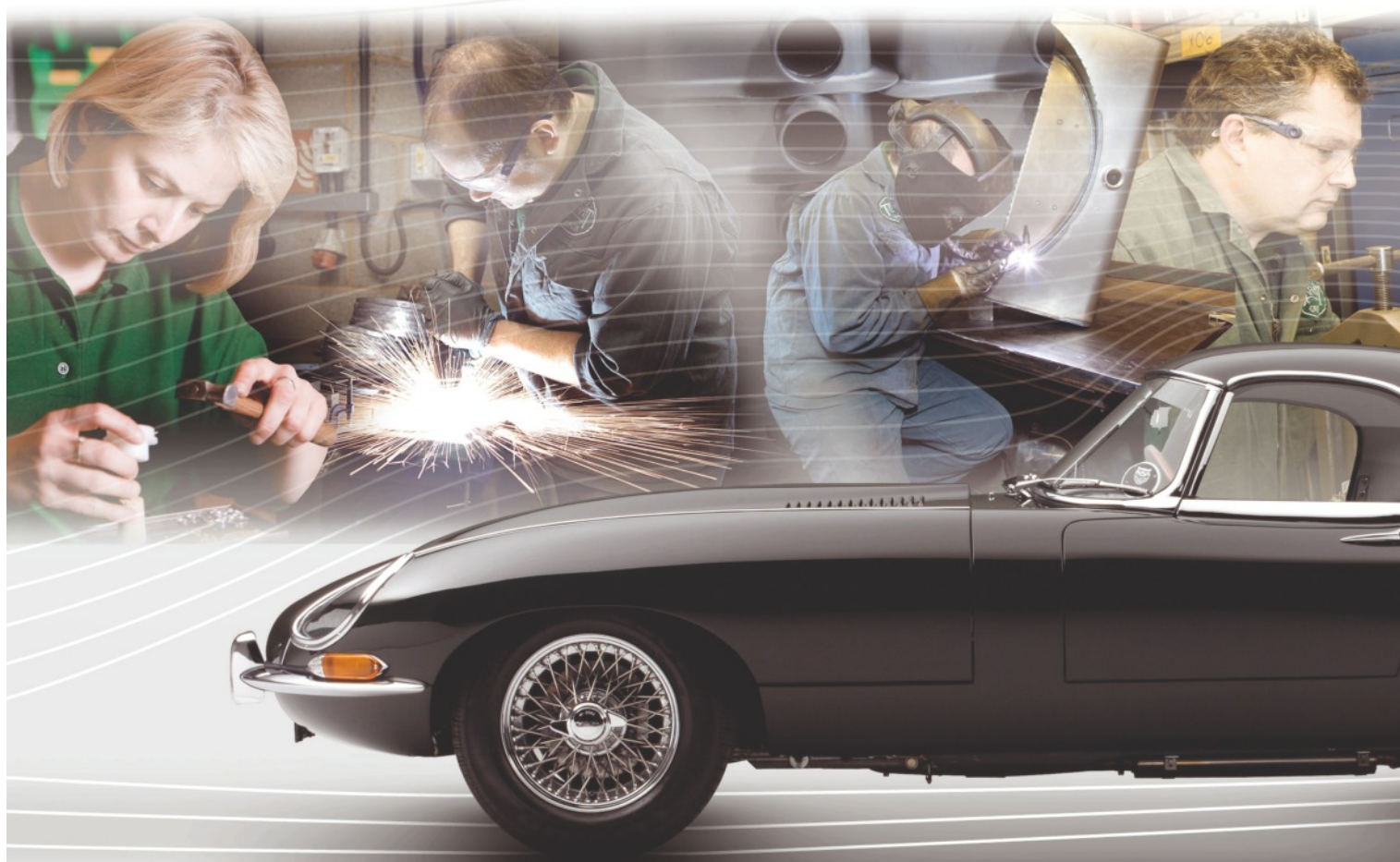
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