

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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FROM THE EDITOR

Hello!

Its been another very busy month on the car show front, with many of us attending Barry, Castle Combe, and Berkeley Castle - the write-ups from these included in this issue. Its great to have this following attending the shows and I hope that we'll attract more new members to join us at these shows in the future.

As you read this I'll be away on holiday in Crete before attending the Goodwood Festival of Speed. It'll be my first time at Goodwood and as I've heard such great feedback from it I'm going to attend all three days to ensure I see as much as possible. I'm looking forward to seeing the diversity of cars as well as the rare racing models being driven by former racing drivers - a full write-up will be in August's magazine.

Following on from Colin Manconi's drive of the new F-Type in May and his report on them in this magazine mentioning the terrific noise they make - I've now seen my first on the road and heard it



way before I saw it.....proving what Colin said. It was a gorgeous black 3.0Ltr V6 and I hope to hear many more over the summer!

I'm sure John and Bob will have plenty of stories for you to enjoy at this months meetings following on from their successful drives at the Entente Cordiale last month.

Andy Webber

Andy Webber

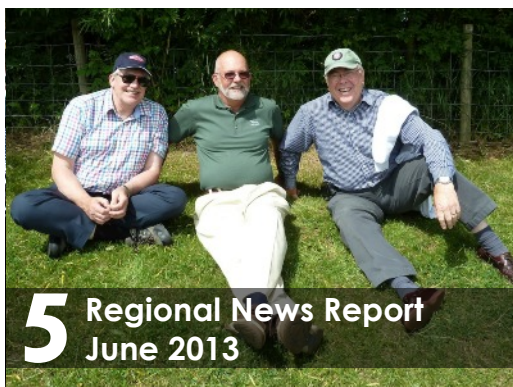
and finally...

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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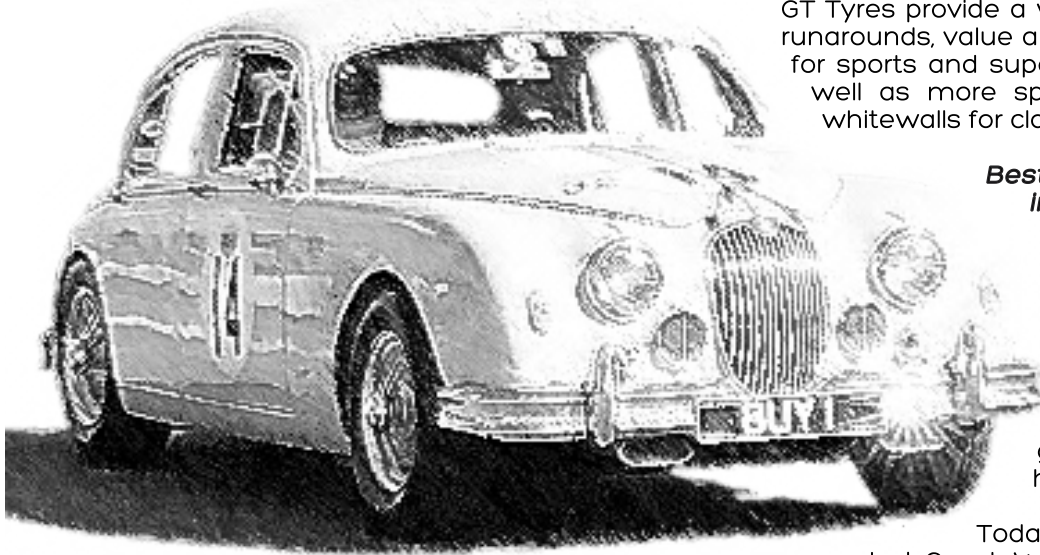
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BARRY FESTIVAL OF TRANSPORT

The Barry Show was at a new venue this year, the old Butlins site at Barry Island. Paul, E-type, Colin, E-type, Andy XKR, Andrew XK140, Keith, C-Type and myself, E-Type, attended. It was a nice sunny day, but unfortunately Barry Council had dug up all tarmac on the site a week before and left a very dusty site. Fortunately we managed to commandeer a grassy area at the top of the site to put up the 'Event Shelter'. Andy our Editor, a Banker, after some persua-



sion by Colin Masterson and myself offered to buy us an ice cream. A sob story that 'Bankers Bonuses aren't what they were 'didn't work, so Colin and I frogmarched him to the ice cream kiosk. He then came up with a story that 'he had left his wallet at home' and promptly tried to buy 4 ice creams at Barry Island for £4. No chance. Colin then put him out of his misery and paid for the ice creams. Andy we will not forget!

A full report of this event is on page 6.

CASTLE COMBE CLASSIC & RETRO ACTION DAY

Paul, Dave, Colin, Bob, John and myself attended this show.

The weather was great which always makes it a good event. We had a good position and Paul's cooking of the bacon rolls and burgers were much appreciated. We didn't have the usual number of cars on our stand due to people being on holiday etc. but with a few extra cars from other regions the stand looked quite good.

A full report of this event is on page 11.

ENTENTE CORDIALE

John & Janet James, Bob & Pat Lush, Stuart & Jen Smith all went as usual on the "Entente Cordiale" trip to France. John said that the weather was very good and but for security during the night he had the roof off from the time he left home to when he returned. He did indicate that there was a lot of driving every day and it was quite tiring. John & Janet won the "Noel Barker Award" for the car voted by the tour participants as the one they would most like to take home with them. This is the second time John & Janet have won it.



BERKELEY CASTLE CLASSIC CAR SHOW

Paul Cogdon, John James and myself attended the event. We met up with Graham Searle, Norman Alford



and Terry Die from the Bristol Region. Unfortunately the weather men had got their forecast wrong and from about 11.00am started raining and continued all day.

DETAILS OF OUR ESHOT

We sent out our "E-Shot" again last month to 151 of our members in our region that we have a current e-mail address for. Up to this present time it was opened 92 times by members and forwarded on and opened 178 times to date.

OUR NEXT SHOWS ARE:

FESTIVAL FIELDS CLASSIC

This event is on the 14th July at the Millennium Coastal Park, Llanelli. We attend every year and it is a good event. Meeting place and time? This will be arranged at our monthly meeting on the 8th of July and posted on the website.

SHERBORNE CASTLE

This event is on the 21st of July. This is the first time as a club that we have attended this event. Colin Masterson has been many times and says it is very good. Over 1000 cars attend and we will be on the JEC stand. Meeting times to be arranged.

SILVERSTONE CLASSIC

Billed as the "Biggest Classic Motor Racing Festival in the World" with over 8000 classic cars attending and 24 classic races over the weekend. This is a three day event, Friday 26th, Saturday 27th and Sunday 28th. Dave and Ruth, Colin, Andy, John and myself are going for the three days. Tickets are still available and can be purchased for any day, but have to be purchased in advance from the Silverstone website. Use the JEC code C13212.

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Article by Andy Webber

BARRY FESTIVAL OF TRANSPORT

I met Colin and Paul at Castle-ton to begin our trek to Barry. Having reached Castleton I'd already remembered that I'd forgotten my chair, my show letter, cash, and my jacket so the day hadn't started well, although the weather was fantastic and it stayed like that! It was nice to be able to travel to a show not wondering what the weather was going to be like, when the rain would arrive and how muddy the field would be!

Pulling up at our meeting point at the Colcot Arms pub in Barry, we were greeted by a strange car not seen before.....it was Keith in his new Proteus C-type replica from 1972 with a 4.2 straight six engine and looking like it had just come out of the factory. It sounded as good as it looked and was a real attraction throughout the day. Please see Keith for more details as I really can't do it justice in a short write up. Colin Masterson was there in his red challenger and

Andrew was driving Keith's XK140.

Arriving on the famous Barry Island I resisted all urges to ask "Ohhh what's occurring" when we pulled up into a very dusty, stony car park with no grass for the tent. After a quick recce around we moved the cars and managed to pitch the tent on a rocky patch with a strange smell. However, we had our Jags in front of the tent and had a great view over



the sea and Barry Island, probably one of the best views at a car show so far!!

As always Paul had the tent filled with the smell of bacon before we'd hit the final pegs in the ground and

together with a flask of tea this was the perfect start. There were also a good number of auto jumble stands for a local event although the vast majority were specifically bus and coach models – understandably as this is a large bus & coach show organised by Cardiff transport.

Our stand had three e-types from Colin/Colin and Paul, Keith's C-type as well as Keith's XK140 driven by Andrew on the day as well as my XKR. It was strange to be in Barry and not have our very own Barry club members Mr & Mrs Fisher NOT in attendance due to yet more holidays! Ruth's chocolate cake was replaced by 99's ice-cream cones kindly bought by Mr Masterson as I was unable to arrange a loan from the bank of Manconi due to unfavourable interest rates! By this time the grassed area overlooking the beach had been filled with show cars and walking down the promenade we commented that it would've looked great filled with cars like they do in Brighton and Plymouth.

There were a few Vespa's that were also on show complete with many mirrors and straight from the 60's mods era. Colin Manconi really enjoyed seeing them as he's a big Vespa fan apparently.....NOT! On the car front it was much the same as

at Sully a few weeks ago although there were a few custom additions.....a glitter covered purple Capri with window tassels and extra wide rear wheels was certainly the weirdest car.

Paul and his wife also joined us on the stand although Paul is selling his XJS so didn't bring it along. The chairs were out in the sun and we spent time reading and discussing the ships coming up the channel – Andrew was able to tell us what each ship was carrying, its name and vital statistics as well as current speed! Anybody would think he was in the shipping industry! Luckily Colin Masterson had bought a spare chair so I was able to sit and relax enjoying the



Welsh Riviera! We also saw Dave from DG Services in Marshfield who has recently worked on my XJ and is currently working on Colin's Jensen Interceptor. He had actually worked on a number of cars included in the show and advertises in this magazine. As the sun was out and blue skies



were the order of the day cars were slow to leave and it was 4pm until we started taking the tent down. We then had a very slow crawl to get off the island and through Barry but we were in no rush, it was just great to be out in the cars in the sun for once.



WINSTON CHURCHILL'S WARTIME DAIMLER SOLD

After 114 bids, Winston Churchill's eBay-auctioned Daimler DB18 Drophead Coupé sold last month for a remarkable £397,000 – 16 times the cost of any other DB18.

The car had just been treated to a £170k restoration and features coachwork by the Carlton Carriage Co, rather than the more common Tickford or Barker versions.

The Daimler features coachwork by Carlton Carriage Co. and was used by the Prime Minister towards the end of WW2 and during his election campaign in 1945, before moving on to owners in the US, Germany and even an Iranian prince.

It features Jaeger instruments, green leather seats and is fitted with a fluid flywheel mated to a preselector gearbox – which allows the car to sit at a standstill in gear and set off in top – worm drive and mechanical brakes and a sports a fluid flywheel mated to a four-speed pre-selector gearbox.



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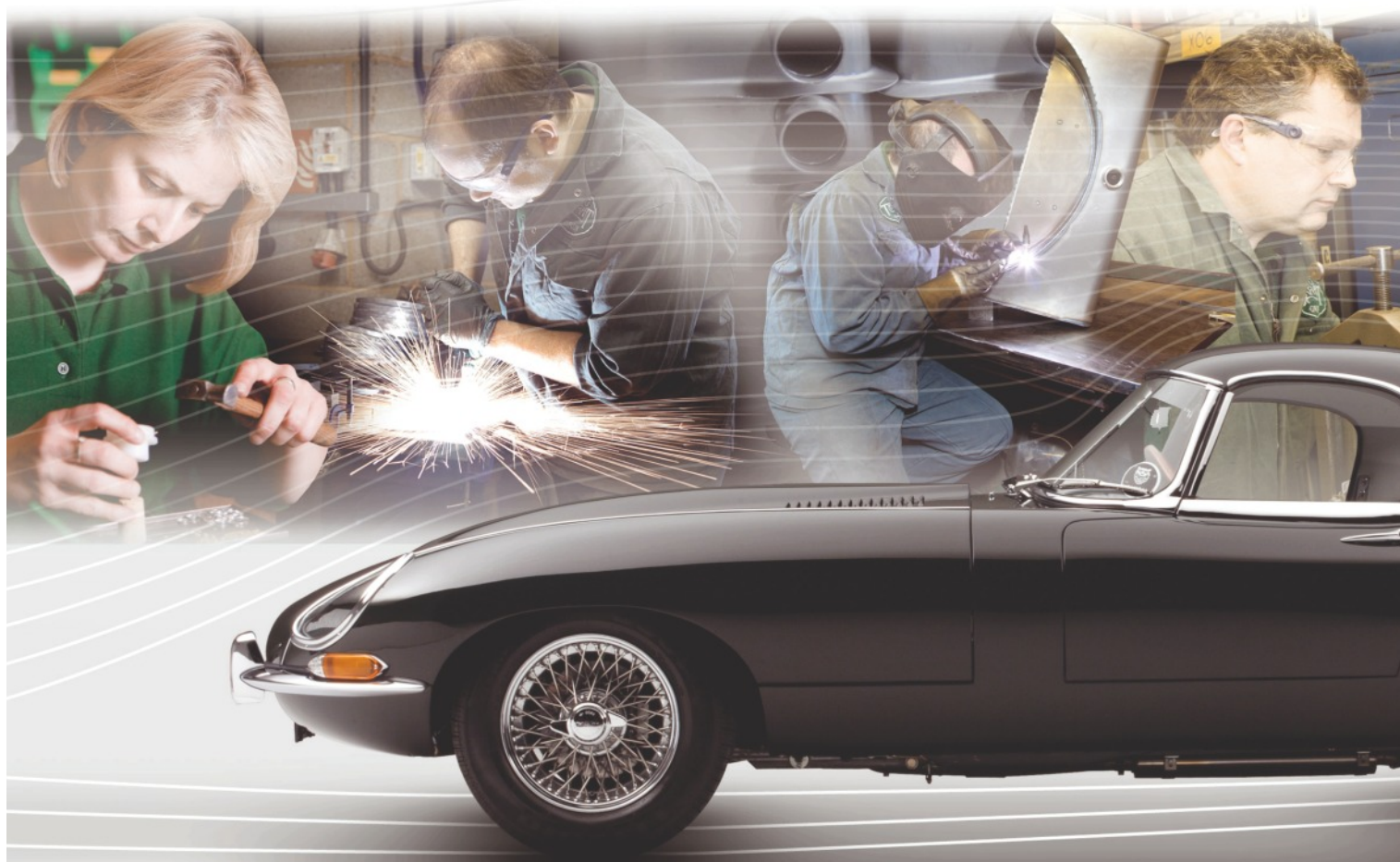
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Report by Colin Manconi

BERKELEY CASTLE CLASSIC CAR SHOW - IN THE RAIN!

The weather forecast for this show was rain all day, but this changed on Saturday to rain coming in after 4 pm. Paul Cogdon and myself decided that we would risk the weather and attend the show.

We had arranged to meet as usual at the lay by at the Chepstow turn off by the old Seven Bridge. As I left Newport on the M4 the motorway signs started flashing up that the old Seven Bridge was closed for repairs. I couldn't contact Paul and as we were hoping some other members may meet us at the bridge I carried on to the lay by. We then had to drive back down the M4 to Magor, turn around and then go back over the new Seven Bridge and up the M5. A great start to the day!

It was still dry when we arrived at the Castle and upon arriving we met up with Graham Searle and Norman Alford. Terry Die then arrived and so did John James who brought his X300 as he had just arrived back from the 'Entente Cordiale' and had not had time to clean the XK 140 after nine days of hard travelling.

Then at around 11.00 the rain started, so much for the weather forecaster's predictions. Paul and I had decided that as there were only two of us going and it takes four at least to put



up the 'Event Shelter' we would not take it. Big mistake. We ended up sitting on our chairs in the rain with umbrellas over our heads.

We already had a walk around to look at the auto jumble and the antique fair. The amounts of stands were way down on the previous years. I suspect the threat of the bad weather forecast during the week had put a lot of traders off.

As we did not have the 'Event Shelter' we could not take the cooker, so Paul and I had to buy our breakfast from one of the burger vans, £3.50 for a bacon roll. It makes our bacon and burgers look cheap at a £1.

It carried on raining and a lot of the traders packed up and went home so just after 2pm we all decided that we had had enough of the rain and headed off home.

Paul was following me along the Motorway in heavy rain but was going a little bit slower than me. He rang me later in the evening to say that his wipers had stopped working on the M5. I said why didn't you flash me with your headlights, apparently they stopped working as well. It turned out to be a batch of faulty fuses that Paul had purchased.

Berkeley Castle is always a good show only spoilt this time by the weather.

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CASTLE COMBE CLASSIC AND RETRO ACTION DAY

We attend this show every year and as usual met up at the lay by on the Chepstow turn off by the old Seven Bridge. After the fiasco two weeks earlier of Berkeley Castle, the old Seven Bridge was closed and we had to go back down to Magor and then back up, I checked to make sure the bridge was open. It was.

Paul, E-type, Colin, E-type, Dave, XK8, Bob, XK8 and myself, E-Type met at the lay by at 8.30 and had a pleasant drive up to the circuit.

I had asked for our usual spot in the centre of the grass area, it allows us to put the 'Event Shelter' up securely. Paul soon had the bacon rolls ready and as we were eating them Keith Lomax from the Bristol Region joined us in his E-Type, good timing.

John James then rang 'could you bring my ticket to the gate'. An 8.30am start is a bit too early for John. He knows when to arrive though, the shelter up and the bacon rolls ready! So we now had seven cars on the stand. A green e-type then arrived and later in the day a nice series 1 XJ6 asked if he could join us. Nine cars are still well down on the number we usually have but it still gave us a nice stand.

There is always plenty to do at this event, even though there were only a couple of auto jumble stands. There are always a large number of Classic Car Club stands with some very interesting cars on them.

You then have the Action Day itself on the circuit. It is split into different classes as follows;

Classic & Retro:

All Classic and Retro Cars

Pre 1970s:

Cars manufactured prior to 1970

Pre 1990s:

Cars manufactured prior to 1990

Japanese Classics:

Japanese cars manufactured prior to 2000

Modern Classics:

Cars manufactured prior to 2000

Tax Exempt:

Cars manufactured prior to 1974 (pace car speed limited to 50mph)

Parade:

Behind safety car (speed limited to 50mph) no overtaking

Fast Parade:

Behind safety car (Speed set at roughly 70mph) no overtaking

Classic Cruise:

All Classics (up to 200 classics on track speed limited to 30mph)

Mixed:

Open session all cars

So you can see that there is a lot going on and for a small fee you can take your car out onto the circuit.

Paul put the barbeque back on at lunch time and we had a couple of beef burgers each. Paul then offered to buy us all an ice cream (Andy take note) but unfortunately John James had gone to watch the racing so he missed out.

The weather was good all day and we packed up just after 4 o'clock and had a very good run home.





Article by Paul Bond
Full Article available on: www.autoexpress.co.uk

C-X75 DRIVEN

The hybrid Jaguar C-X75 was supposed to go on sale this year - alongside the Porsche 918 Spyder, McLaren P1 and Ferrari LaFerrari - forming the fourth member of the greatest hypercar battle of all time. But back in December last year Jaguar pulled the plug, blaming economic conditions for the U-turn.

But the project wasn't ditched altogether; five prototypes continued their development, and now that process has come to an end and we have been invited to take a drive and experience first hand what might have been.

To get your head around what a stunning technical achievement the C-X75 is here is a simple set of numbers that the whole team were given as targets: The finished prototype had to match the performance stats of a Bugatti Veyron, emit less CO2

than a Toyota Prius and an electric only range that's identical to a Chevrolet Volt, all while sticking as closely as possible to the gorgeous design of the concept car.

The last time Jaguar transformed a wild concept into a road car was with the XJ220 back in 1992, and the C-X75 shares the same 220mph top speed - but that's where the similarities end. Crammed into the narrow gap between the bulkhead and the rear wheels is a 1.6-litre four-cylinder petrol engine that produces a staggering 502bhp thanks to a combination of a twin-scroll supercharger and a gigantic turbo. When combined with the two electric motors - one at each axle - that add another 390bhp into the mix, the final performance figures are 880bhp and 1,000Nm.

Few - if any - cars can accelerate with the same ferocity as the C-X75 can. The engineers claim it will pull 1G on a dry surface and the tiny engine growls fiercely (more like a V8 than a four-cylinder) at low speeds before erupting into a bona fide racing car howl once it revs past 7,000rpm.

Fortunately for us, drive is sent to all four wheels and it felt incredibly stable even when we hit an indicated

194mph on the straight. Drive is sent to the rear wheels through a seven-speed automated manual gearbox, while the front wheels are powered by their own separate electric motor. In normal driving 70 per cent of the torque is sent to the rear, but there is no mechanical link between the two and there is so much tech packed behind the driver that the fuel tank sits under the centre console.

Pull the paddles on the steering wheel back and the gear changes slam home in less than 200 milliseconds, jerking your head back and adding to the raucous nature of the powertrain. In other areas, though, the C-X75 feels amazingly finished for a prototype. The light steering has great natural feel through the rim and allows you to place the two-metre-wide carbon-fibre body with relative ease, while the ride is impressively supple despite the 21-inch wheels. Simply put, it still feels like a proper Jag.

Yet the performance and handling capabilities are only half the story and there's a pure electric mode, too. The claimed CO2 emissions of only 89g/km are an incredible achievement, while the combination of an incredibly powerful pair of lithium-ion battery packs and those electric motors mean the C-X75 is just

as impressive during silent running.

Top speed is capped at 90mph in this mode and although Jaguar won't release an exact figure, Williams engineer Paul Newsome did tell us that the batteries and motors weigh "easily more than the engine and gearbox combined". They were developed in-house by a joint team that included the KERS specialists from the Williams F1 team – who also helped sculpt the active aerodynamics that give the prototypes its stunning looks.

Verdict

We were expecting to find a hastily glued together prototype but in fact, even in its current state, the C-X75 is a match for the Porsche 918 Spyder (we're yet to drive the P1 and LaFerrari), so it's a crying shame that it won't be built. And we're not the only ones that think so: "We really should be building it shouldn't we? I guess I'm probably not meant to say that," Jaguar's design director Ian Callum let slip.

Key Specs:

Price: £1,000,000 (est)

Engine: 1.6-litre 4cyl turbo-super and electric motors

Power: 880bhp (est)

Transmission: Seven-speed automated manual, four-wheel drive

0-62mph: 2.9 seconds (est)

Top speed: 220mph

Economy: 72.4mpg (est)

CO2: 89g/km

On sale: **Never!**

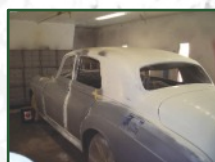


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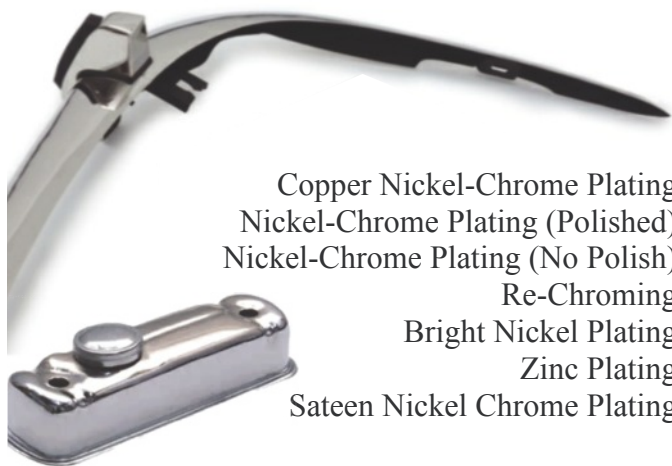
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JJ ON JUNE 2013

Hello, I can't believe I'm writing another article where do the months go? Now over half way through the year already; we have the rain and the dark nights and rain, and cold icy winds and snow and a drop more rain to look forward to, aren't we lucky?

Since the last article I have attended a new small show that has been started at The Rest Hotel, Porthcawl, this was by invitation only organised by the Porthcawl Lions, and back in February I had been asked to officiate as the judge for the day and had to choose "The Best In Show" plus the runner up, incidentally they were a Morgan 4+4 and a Lotus 6.

I did go along to Berkeley Castle on the 16th June albeit I went along in the modern X300. I had not had time to clean the XK since returning from France just two days before and the weather had now changed for the

worst. There were just three of us there from South Wales, Colin, Paul and myself, but we were joined by Graham Searle, Norman Alford and Terry Die of the Bristol region.

The next event I attended was the Action Day at Castle Combe on Saturday the 29th June, this was attended by Colin, Paul, Bob, Colin Masterson, Dave and myself plus we were joined by a couple of members of the Bristol region. We were very lucky with the weather and it proved to be a very enjoyable day. There was a most interesting trailer converted from a Subaru car and very smartly painted to match the Subaru car partner, very smart. also a very desirable two seat sports bodied Bristol.

Unfortunately, I will be missing the Bromyard Show this year as I will be back in France on a guided tour of the battle fields of WW2, but I hope to be back in time to make the monthly meeting on the 8th July.

That's all for this month,



humour

Members jokes & anecdotes

THE PANDA

A panda walks into a cafe. He orders a sandwich, eats it, then draws a gun and proceeds to fire it at the other patrons. "Why?" asks the confused, surviving waiter amidst the carnage. The panda pauses on his way out, produces a badly punctuated wild-life manual, and tosses it over his shoulder. "Well, I'm a panda," he says at the door. "Look it up." The waiter turns to the relevant entry and, sure enough, finds an explanation: "**Pan-da. Large black-and-white bear-like mammal, native to China. Eats, shoots and leaves.**"



PADDIES 2 WISHES

Paddy rescued an old woman who was caught in a trap in the forest, the old woman told him that he could have two wishes for saving her. Paddy thought for a few minutes and then said "I'll have a never ending bottle of Guinness" "Its done" said the old woman and a bottle appeared in Paddy's hand and he downed it in one go, it was immediately full again. "Wow that's amazing so it is" said Paddy. "And for your second wish?" asked the old lady, "Easy" said Paddy holding up the bottle "I'll have another one of these!"



THE SAFARI

A man returns from safari and tells his friend about a narrow escape he had. 'I was by the water hole when a lion jumped out at me, so I ran for the tents,' says the man. 'It had just about caught up with me when it slipped and I managed to vault over log. The lion jumped over the log too, but then it slipped up and landed on its back. By that time I was almost at the tents and I could see the safari guide with his gun, so I called out and he took aim. But he couldn't fire because the lion was only a few feet behind me. It bounded up at me, then it slipped again, and I had just enough time to duck in the camp before the guide shot it.' 'Bloody hell,' says this friend. 'If that had happened to me, I'd have crapped myself.' 'I did,' replies the man. 'Why do you think the lion kept slipping.'



ITALIAN MAMA

Maria had just got married, and being a traditional Italian she was still a virgin. On her wedding night, staying at her mother's house, she was very nervous. Her mother reassured her; Don't worry, Maria, Tony's a good man.. Go upstairs and he'll take care of you. Meanwhile, I'll be making pasta." So, up she went. When she got upstairs, Tony took off his shirt and exposed his hairy chest. Maria ran downstairs to her mother and says, "Mama, Mama, Tony's got a big hairy chest." "Don't worry, Maria," says the mother, "all good men have hairy chests. Go upstairs. He'll take good care of you." So, up she went again..

When she got up in the bedroom, Tony took off his pants exposing his hairy legs. Again, Maria ran downstairs to her mother. "Mama, Mama, Tony took off his pants and he's got hairy legs!" "Don't worry! All good men have hairy legs. Tony's a good man Go upstairs and he'll take good care of you." So, up she went again.. When she got there, Tony took off his socks and on his left foot he was missing three toes. When Maria saw this, she ran downstairs. "Mama, Mama, Tony's got a foot and a half!" Her Mama said, "Stay here and stir the pasta."



THE BARBER

While getting his hair trimmed Patrick tells his barber about a planned holiday to Rome. 'Who knows,' says Patrick. 'I might even get to meet the Pope.' 'You'll never meet the Pope,' says the barber. 'He's much too important to mix with the likes of you.' 'But I might meet him,' replies Patrick. 'It's not impossible.' 'Rubbish,' says the barber. 'I'll bet you a hundred pounds you don't meet him.' 'Okay,' says Patrick. 'You're on.' A month later Patrick comes back and says, 'You owe me a hundred pounds. I was walking around St Peter's Square when the Pope saw me from his balcony, invited me into the Vatican and asked me a question.' 'My God,' says the barber. 'What did he say?' Patrick replies, 'He said, "Where in Christ's name did you get that awful haircut?"'

CONFESSION

A man goes to confession and tells the priest that he used the 'F' word, 'But I had a good reason,' says the man. 'There's never a good reason for bad language,' replies the priest. 'But if you wish, you may tell me what happened.' 'Well,' says the man. 'I was playing golf when I hooked my

first shot...' 'Is that when you swore?' asks the priest. 'No, Father,' says the man. 'When I got to my ball I saw I had a clear shot to the green, but before I could take a swing a squirrel came along, grabbed my ball and ran up a tree...' 'And is that when you swore?' asks the priest. 'No, Father,' says the man. 'An eagle snatched the squirrel out of the tree together with my ball...' 'And is that



when you swore?' asks the priest. 'No, Father,' says the man. 'A low-flying jet frightened the eagle and it dropped the squirrel...' 'And is that when you swore?' asks the priest. 'No, Father,' says the man. 'The squirrel dropped the ball as it fell and it landed three inches from the hole...' 'Sweet Jesus,' says the priest. 'Don't tell me you missed the f**king putt!'

MARRIED LIFE

A lady who had been married for several years was growing more and more frustrated at her husband's lack of interest in sex. She wondered about ways to add some pizzazz to their relationship, and finally decided to purchase some crotchless underwear she had seen in a lingerie shop. One evening when she was feeling



particularly desirous, and he was, as usual, watching television, she took a shower, freshened up, and donned the crotchless undies, and a slinky negligee. She then strolled between her husband and the television, and suggestively tossed one leg up on his chair arm. 'Want some of this?' she purred. 'Are you kidding?' he replied.

QUIZ SHOW PADDY

Patrick goes on a quiz show. 'What is the capital of Ireland?' asks the host. 'Pass,' says Patrick. 'Kissing which famous stone gives you the gift of the gab?' asks the host. 'Pass,' says Patrick. 'What are the colours of the Irish flag?' asks the host. 'Pass,' says Patrick. A voice from the audience calls out, 'Good man, Paddy! Tell 'em nothing!'

DESERT ISLAND

A man is marooned on a desert island for ten years. One day a beautiful woman is washed ashore and the man tells her his story. 'You mean you've been on this island all that time?' says the woman. 'Tell me, did you smoke cigarettes before you were marooned?' 'Why, yes, I did,' says the man. 'Here, have one of mine,' says the woman pulling a



packet out of her pocket. 'Say, were you a drinking man before you got shipwrecked?' asks the woman. 'Why, yes, I was,' says the man. The woman reaches into her pocket and produces a small flask. 'Help yourself,' says the woman. 'Say. Since you've been alone all that time I guess you haven't played around in ten years have you?' says the woman. 'Good God!' says the man. 'You don't mean you've got a set of golf clubs in there as well?'

CAPTAIN HORNEY

The pilot of a jumbo jet is getting ready to take off. He announces all the usual stuff over the intercom but forgets to turn it off. The co-pilot asks him how he's feeling. 'I could really use some hot sex and a cup of coffee,' replies the pilot. A stewardess hears this and runs to the cockpit to tell them the intercom is on. As she passes one of the passengers shouts, 'Don't forget the coffee!'

TONY BLAIR

A policeman was coming home from work one day. He noticed that there was a lot more traffic than normal. As he got further up the road all of the traffic had come to a halt. He saw a colleague coming towards his car, so he asked what was wrong. The cop said, 'We are in a crisis situation. Tony Blair is in the road very upset. He does not have the £15 million that he



owes his lawyers, and his family hates him. He is threatening to douse himself in gasoline and start a fire.' The policeman asked exactly what he was doing there. His colleague said, 'I feel sorry for the prime minister so I am going car to car asking for donations.' 'How much do you have so far?' asked the policeman. 'Well, as of right now only 33 gallons, but many people are still siphoning as we speak!'

GOLFING PRIEST

A man and a priest are playing golf. The man takes his first shot, misses and says, 'Jesus dammit, I missed.' The priest is shocked, 'Don't use that kind of language or God will punish you.' The man takes his second shot but misses again. Under his breath he says, 'Jesus effing Christ...' The priest overhears him and says, 'My son, please refrain from blasphemy or God will surely punish you.' The man takes a third shot and misses again. He can't help himself and mutters, 'Jesus H Christ I missed again...' Suddenly a bolt of lightning strikes down and kills the priest. From the clouds a booming 'voice mutters, 'Ahh, Jesus, missed again...'

WE NEED YOUR JOKES!

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



ENTENTE CORDIALE TOUR 2013

Janet and I set off in the XK 140 with Bob and Pat Lush to drive down to Dover in order to join up with the rest of this years participants on the "Entente Cordiale". Stuart and Jen Smith left Wales a little later and we met up at the Ramada Hotel in Dover for a pleasant pre- tour dinner and B and B. Next morning following breakfast we drove down to the ferry port and gathered with the rest of the "Ententies" to await boarding the ferry.

Day 2. Friday

After a pleasant crossing we set off on the first leg of our journey down to our overnight stop at Sedan (210 miles) where we had a very pleasant hotel Le Chateau Fort, this has been converted from a medieval castle; it really has been converted very well and was very pleasant, look it up on the internet.

Day 3. Saturday

Today we travelled from Sedan (230 miles) down through some wonderful scenery to Colmar this was to be our base for the next four nights.

Day 4. Sunday

A day off from driving today with a static display of all the cars in the town of Colmar where we could also



leave the cars in the good care of the tour marshals to explore the old town and enjoy the atmosphere of the restaurants and bars of the "little Venice" district with its pretty canals.

Day 5. Monday

Today we drove (93 miles) the exciting routes des Cretes over the Vosges mountain range with stunning views and scenery then down the Rhine valley to Mulhouse to visit the Cite d'Auto (the Schlumpf Museum)

with the world's largest collection of Bugatti cars.

This is our third visit to the museum but it is still well worth the visit and I would go again, you always see something different.

Day 6. Tuesday

A lovely tour again today along the wine route via Chateau Haut-Koenigsbourg and visiting some amazingly pretty medieval villages.

Little driving today (61 miles) and then back to our hotel to prepare for the tour Gala Dinner in the evening along with the presentation of the tour awards. Janet and I were lucky enough to win the Noel Barker Award for the car voted by the tour participants as the one they would most like to take home with them. This was the second time in the nine years of the award that I have been presented with it. I last won it with my Mark V this was the first time it was presented in memory of Noel who was one of the original "Ententies" (Being presented with the trophy by Jean Barker, widow of Noel - Picture opposite,).

Day 7. Wednesday

We left Colmar today for our drive back to Sedan again a very pleasant run with amazing sunshine and back to the Le Forte Hotel for our overnight stopover (210 miles).

Day8. Thursday

A slightly more direct route today back to Calais(195miles), and we made very good time ready for a pleasant crossing over to Dover where we again booked into The Ramada Hotel in readiness for our return journey to Wales the next day.

Day 9. Friday

Home to Wales today with a detour via Eastbourne to visit Janet's cousin in hospital who has been very poorly.

I am pleased to report that the car went very well throughout the tour, behaving very well even when it was being driven quite hard for long periods of time in very hot weather conditions; also being stuck on the M25 for 21/2 hours stop, start on the way home, not bad for a 58 year old car! I wish I was in such good shape!.

All in all it was a great tour, we were very lucky with the weather considering what it had been like before, in this country and in Europe. Janet and I had the hood down every day from leaving Coychurch until we arrived back in Coychurch nine days later. We did have rain during the night once down in Colmar along with a thunderstorm, but apart from that it was brilliant. Unfortunately next years "Entente Cordiale" the twentieth will be the last one as the organisers are to retire; and the same old story no youngsters to take over, a great shame.

Report by John James



MEMBERS PROFILE

Every month I'll be profiling a member of the club and interviewing them to get more details about what got them into cars and in particular Jaguars. We'll be looking at member's car history as well as their favourite car related memories.

By Andy Webber

MEMBER: Scott Morgan

Scott started off his love of Jaguars at an early age as you can see from the pictures below. This series 2 Daimler Sovereign 4.2 Ltr was Scott's dad's pride and joy even before Scott was born.

Scott couldn't wait to get behind the wheel.....nice hat Scott!

WHAT IS THE BEST CAR YOU HAVE OWNED AND WHY?

The best car I've owned to date is the XK8. I always remember the first time I seen one, it was my friends father who owned a maroon XK8 when we were in primary school. At the time they had only just come out and it must have been brand new but ever since then I thought "I want one of those!" So on 5th July 2010 I put my BMW 328i Sport in part ex for a 1997 sapphire blue XK8. I instantly fell in love with the way it drove and its looks.

ANY CAR REGRETS?

I cant say I've ever really regretted buying any of the cars I've owned. Although I did regret selling one in March this year. I put a Black XJ8 Sport in part ex for a Honda S2000. I had grown quite attached to the XJ8 and did question if I was doing the right thing parting with it but I did. So



last week I couldn't handle it any-more and bought it back for the price he took off for the Honda. The Car sales owner, I think, thought I was a little strange and was just generally confused as to why I wanted it back. But I didn't care I had my XJ8 again.

The closest I've come to regretting buying a car was a BMW 328i Sport. I saw it advertised on ebay with, apparently a water pump failure. The person selling the car showed us around it. The radiator cap was on the passenger seat, the boot had numerous bottles of water and on start up it was missing and pressurising in the coolant expansion tank immediately. My father warned me this could be trouble but being the expert I was, I bought it thinking worse case scenario it would be a Head Gasket Failure, How wrong I was!

After a lot of work and investigating it turned out that the cylinder head and block were cracked so the only thing left was to source another engine for it. We eventually found an engine so after a lot of time, effort and money, in my opinion the car was fantastic (Bearing in mind I had not yet drove a Jaguar!)

I had quite an interest in BMWs at the time much to my fathers disgust who always thought they were over-rated

and always had a soft spot for jaguars after owning a few throughout the years. So shortly after a customer/friend brought his XJ40 sovereign to us for some repairs, Dad suggested I drive her saying "now try driving a real car". We took the car around the block to make sure everything was ok and after that I was hooked on Jaguars. Needless to say I've never owned a BMW since.

WHAT IS YOUR DREAM CAR AND WHY?
That's tricky I've got a long list of dream cars Aston Martins, Lotus, Jaguars. But the one car I would love to own is a Jaguar E type. Unfortunately a bit out of my price range at the moment but still is one of the most stunning cars I have ever seen.

AND FINALLY ON THE JOB SIDE OF THINGS, WHAT'S THE WORST JOB YOU'VE DONE IN YOUR CAREER AS A MECHANIC SO FAR?

The worst job I've done so far in the eight years I've been in the garage has got to be head gasket failures on the K Series Rover engines. They were renowned for overheating and head gasket problems for various reasons but did prove very unreliable even once repaired. We know of many garges who later refused to work on them. There was a modified head gasket released later which did seem to be better. But before that, the original Gaskets seemed to be inferior.



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.

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

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.



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LOCAL & NATIONAL SHOWS

SOUTH WALES REGION

We try to attend as many official JEC events as possible as a club, although we also attend many local events which we have supported over a number of years.

Below is a list of events we will be attending during the year, this is updated regularly so please do keep checking for updates.

If you know of a show you would like us to attend, please feel free to [contact us](#).

APRIL 2013	• MONDAY 1st	Coleford Carnival of Transport	click for more info >
APRIL 2013	• 20th - 21st	Britol Classic Car Show	click for more info >
APRIL 2013	• SUNDAY 21st	Annual Drive 'n' Day	click for more info >
APRIL 2013	• SUNDAY 28th	14th JEC London to Brighton Run	click for more info >
MAY 2013	• 3rd - 4th	Dorington Historic Festival	click for more info >
MAY 2013	• SUNDAY - 4th	The Rotary Club of Chepstow, Wye Classic Run	click for more info >
MAY 2013	• SUNDAY 12th	SWOCC Annual Classic Car Show	click for more info >
MAY 2013	• SUNDAY 19th	Beaulieu Spring Autojumble	click for more info >
MAY 2013	• SATURDAY 25th	Tortworth Vintage Steam Rally incorporating Vintage and Classic Cars	click for more info >
MAY 2013	• MONDAY 27th	Vale of Glamorgan Classic Car Show	click for more info >
JUNE 2013	• SUNDAY 9th	Barny Festival of Transport	click for more info >
JUNE 2013	• SUNDAY 16th	Berkely Castle Car Show	click for more info >

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

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

REGIONAL REPRESENTATIVE

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Andy Webber
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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

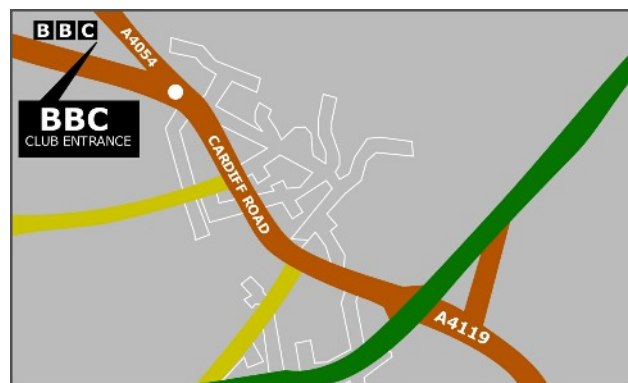
HOW TO FIND OUR MEETINGS:

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.



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Neville: 07787 158630 • Stella: 07818 406534

Business owned by local JEC Members