

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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EDITORIAL

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FROM THE EDITOR

Hello!

Another busy month for our region with many shows including the Silverstone classic show with the JEC. We had a fantastic turnout as a club, taking along 4 cars and 6 members and the write-ups of the show in this magazine will hopefully wet your appetite to come along next year. There was so much to see that we have contributions from John, Colin and myself from Silverstone!



I was lucky enough to attend the Goodwood Festival of Speed as you'll see from the write up in this newsletter. Goodwood sets itself above other motor shows as not only do you see the cars up close in the paddocks but then in action howling up the hill climb stage. It was great to see the Jaguar stand full with F-Type admirers of all ages and I took the chance to have a sit in one. Needless to say I'll keep buying the lottery tickets!



We're looking forward to attending the JEC southern day at Littlecote Manor at the end of the month with many of us going for the whole weekend and having our own South Wales regional stand. The JEC shows are always very well attended with many cars and enthusiasts enjoying the vast range of cars on display as well as the Pride & Joy / Concours competitions. We'll ensure that we have many stories and pictures for you to enjoy in the next magazine.

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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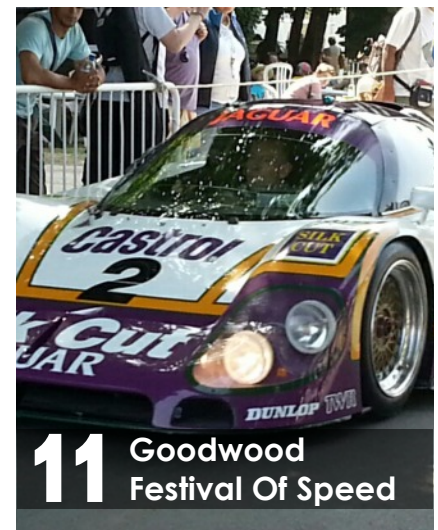
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FESTIVAL FIELDS CLASSIC CAR SHOW

On Sunday the 14th of July we attended the Pontardulais Motor Club Classic Car show at the Festival Field site on the Millennium Coastal Park, Llanelli. Six of our members attended. Paul Cogdon, Ruth and Dave Fisher, Keith Ryall, Andrew Reid and myself



met at the services on the M4 for the drive to the Millennium Park. The weather was fine all day and everyone enjoyed the show.

A full report of this event can be found on page 22.

SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World" with over 8000 classic cars attending and 24 classic races over the weekend. Andy Webber XKR, Colin Masterson E-Type, Dave and Ruth Fisher XK8, and myself with John James as navigator in the XJ220 attended the show.

We left Cardiff at 9.00 am on Friday and had a good run to Silverstone, stopping to fill up with petrol and sandwiches as the food at Silverstone leaves a lot to be desired. We were welcomed on to the JEC stand, which was situated on top of the banking just past copse corner, by James, Mark, Rob and Julie who had set the stand up the previous day.

We then spent some time walking around all the auto jumble stands and admiring some of the classic cars. I decided to leave the XJ220 on the stand for the night rather than take it to the hotel as the A43 last year was very congested and the car doesn't like being stuck in stop start traffic. On arriving at our hotel we found that the Porsche club

was having a gala dinner there. There were Porsches everywhere. In the evening we took a short taxi ride to the White Pub in Flore to have very pleasant meal with James, Mark, Rob and Julie from the JEC.

On Saturday we decided to take the Routemaster bus over to the new pit complex. It is amazing to see the number of huge transporters lined up alongside each other. Just like you see on TV with F1. There is a tremendous amount of money in Classic Car Racing now. Andy finally brought us all ice creams at last, so I take back all I said about "Bankers" in last month's edition, well most of it at least. He did comment that it would have been much cheaper to buy it at Barry Island as the prices at Silverstone were twice as much.

Sunday we decided to look around the 8000 add classic cars



and watch the racing. The range of cars are amazing and being able to go anywhere including inside the pits, unlike F1, really makes it much more interesting. We finished a great weekend off by helping take down the JEC stand and then had a good run back to Wales.

A full report on this event can be found on page 6 and also in Colin Mastersons column on page 18.

SHERBORNE CASTLE

Colin Masterson E-Type, Dave and Ruth Fisher XK8, Paul Cogdon E-Type, Terry and Jacqueline Brown E-Type and myself E-Type met at the old Seven Bridge on Sunday 21st July. It had to be an early start at 7.00 am as it takes 1 hour 40 minutes to drive to Sherborne and there are around a 1000 cars attending this event so we did not want to arrive late and be stuck in traffic.

OUR NEXT SHOWS ARE:

JEC SOUTHERN DAY

This event is on Sunday 1st September at Littlecote House. Some of us have booked to stay the weekend. I think accommodation is still available, please see the JEC magazine or website, other members are going on the Sunday. We will have a South Wales Region stand so please come along.

TREDEGAR HOUSE CLASSIC CAR SHOW

The biggest classic car event in South Wales with over 1000 classic cars and lots of auto jumble. Held on 15th September at Tredegar House in aid of Leukaemia research, over 33 years the show has raised £764,000! You must book in advance for this show, please see its website for details. We hope to see you all on our stand.

While driving along the M5 Terry who was the last car went missing. We turned off at the junction and waited for him but unfortunately the oil pressure on his e-type started fluctuating and he ended up being recovered by the A.A.

We arrived at Sherborne without any other problems and parked on the JEC Stand which was organised by the Dorset region. We soon the "Event Shelter" up and Paul soon had the bacon rolls ready.

The show was quite impressive with all sorts of cars from supercars to veterans. The weather was fine all day but the return journey was quite difficult due to roads being closed.

A full report of this event can be found on page 9.

DETAILS OF OUR ESHOT

Last months "E-Shot" went out to the 149 members in our region that we have e-mail address for. To date it was opened by 86 members and forwarded on and opened 167 times.



Article by Andy Webber

SILVERSTONE CLASSIC ROCKING & RACING

Both the circuit and grass were dry as our convoy pulled up onto the JEC stand at midday on Friday, which was a contrast to last year's lake!

Our region had a good turnout of both members and cars bringing 4 cars and 6 members in total. Once again Colin had taken the XJ220, which was pride of place at the front of the JEC stand and getting lots of attention. A quick walk around took in Ferraris and Lamborghinis as well as the many merchandise and racing stalls that were selling a vast range of items – I made a note to buy the cheaper cleaning materials on offer!

BMW had hired a Ferris wheel as a way of attracting people to their area, which also had a two tier hospitality stand and display area. It was amusing that a beautiful early XK8 convertible had parked right in the middle of the BMW area! On purpose? JJ suggested that as it was quieter on the Friday in late afternoon we take a ride on the wheel to take in the views and take pictures of

our JEC stand from above. Having got on the wheel Colin Manconi then



threatened to bribe the operator to leave us up there all evening.....but we got a great aerial photo of the JEC stand!



Following a good meal and catch up on the Friday night with other JEC members we headed for Silverstone on Saturday morning. As Colin had left the XJ220 on the JEC stand it was decided that John drove my XKR with Colin in the passenger seat and me squashed in the back of my own car wondering where it all went wrong!!

The Saturday was much busier with many more cars so we headed for the pit area to take in the cars that were racing. An XJR10 took our eye as well as an XJS with a vintage Lancia Ferrari alongside them. The Lancia Ferrari had two petrol tanks running along each side of the car between the wheels.....can you imagine a car being designed like that today? It shows how far car design and driver safety have come in the last 60 years.

There was a fantastic Spitfire display with two aircraft flying low and completing many loop-de-loops as well as an Aston Martin parade lap in honour of their 100th anniversary. The racing lasted all day with E-types, Astons, Porsches', and Ferrari's all competing as we ate our ice-creams.....its important to point out that I bought these as I've been asked since the Barry show when I'd finally buy ice-creams!

On the Sunday it was Colin Manconi's turn to get crushed in the

back of my XKR en route to Silverstone – our JEC stand having been lashed with rain overnight and looking quite boggy was made less muddy with a covering of hay. Our club members pitched in to help the JEC sell the raffle car tickets in aid of TroopAid and I know that over the weekend well over 1000 were sold which is a great success. We saw a contact of JJ's who had bought along his excellently restored Swallow Dalcetti and it was great to learn about the history of the manufacturing and its link to Jaguar – see JJ for more details!

As you'll read in Colin Mastersons show write up we enjoyed the Class C Le Mans cars racing on the Sunday afternoon with the Jaguar XJR14 winning by a huge margin – this car featured in our February magazine. Around this time someone had placed a 'For Sale' notice on Colin's E-type and it attracted some interest as it was advertised as 'going cheap' but disappointingly Colin returned to the car before a sale was agreed!

We got away with only a few drops of rain before helping the JEC dismantle and pack up the big stand after a thoroughly enjoyable three days. I suppose we should also thank BMW for their hospitality as we enjoyed free tea/coffee on a number of occasions having 'acquired' wristbands to allow entry – thanks to a BMW owner I know!

As we headed back to Wales following Colin's XJ220 a Ferrari 308 also briefly joined our convoy.



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Report by Colin Masterson

SHERBORNE CASTLE

CLASSIC CAR SHOW

WE JOIN UP WITH
THE DORSET REGION

After meeting up near the old Severn bridge, Colin, Dave & Ruth, Paul and myself headed off to Dorset to the Show at Sherborne Castle.

Sherborne has had an interesting history. It has had a castle since the 12th Century which Sir Walter Raleigh acquired in 1592. At first he tried to modernise it, but then he built a new house in 1594 in the deer park. It was on the site of the Hunting Lodge which he incorporated into the foundations.

In 1617 the diplomat Sir John Digby acquired Sherborne Castle. In the Civil War the Digbys fought for the Royalist cause and the Old Castle was garrisoned and suffered two sieges. After the second siege in 1645 Col Fairfax and his Parliamentary army systematically demolished the Old Castle. Thus the name 'Sherborne Castle' came to be applied to the new house in the park.

It is still occupied by the Digby family who have modernised it over the centuries. In the First World War the Castle was used as a Red Cross Hospital and was requisitioned

by the Army in the Second World War.

Arriving at the show we set up our gazebo on the JEC stand, organised by the Dorset region. Paul soon had the bacon butties on the go, later producing some excellent burgers for lunch and once again Ruth treated us to one of her very wicked chocolate cakes, this time with chocolate chips - can't get much better than that!

Once replete we strolled around looking at the cars on show. The variety was immense, including everything from a group of Supercars to some genuine Veteran cars, including steamers. Over a 1,000 cars were in attendance with special displays to commemorate the 50 years of the Porsche 911, 50 years of Lamborghini and 100 years of Aston Martin. There was an Auction, Trade stands and crafts fair. The house was open to the public with discounts to those bringing their classic cars.

The trip home took an hour longer than the run down as we headed across country to avoid the north bound M5, expecting heavy traffic on such a sunny day. Unfortunately we hit a closed road which



threw our sat navs into paroxysms of confusion and left us to consult a map - can't beat them!

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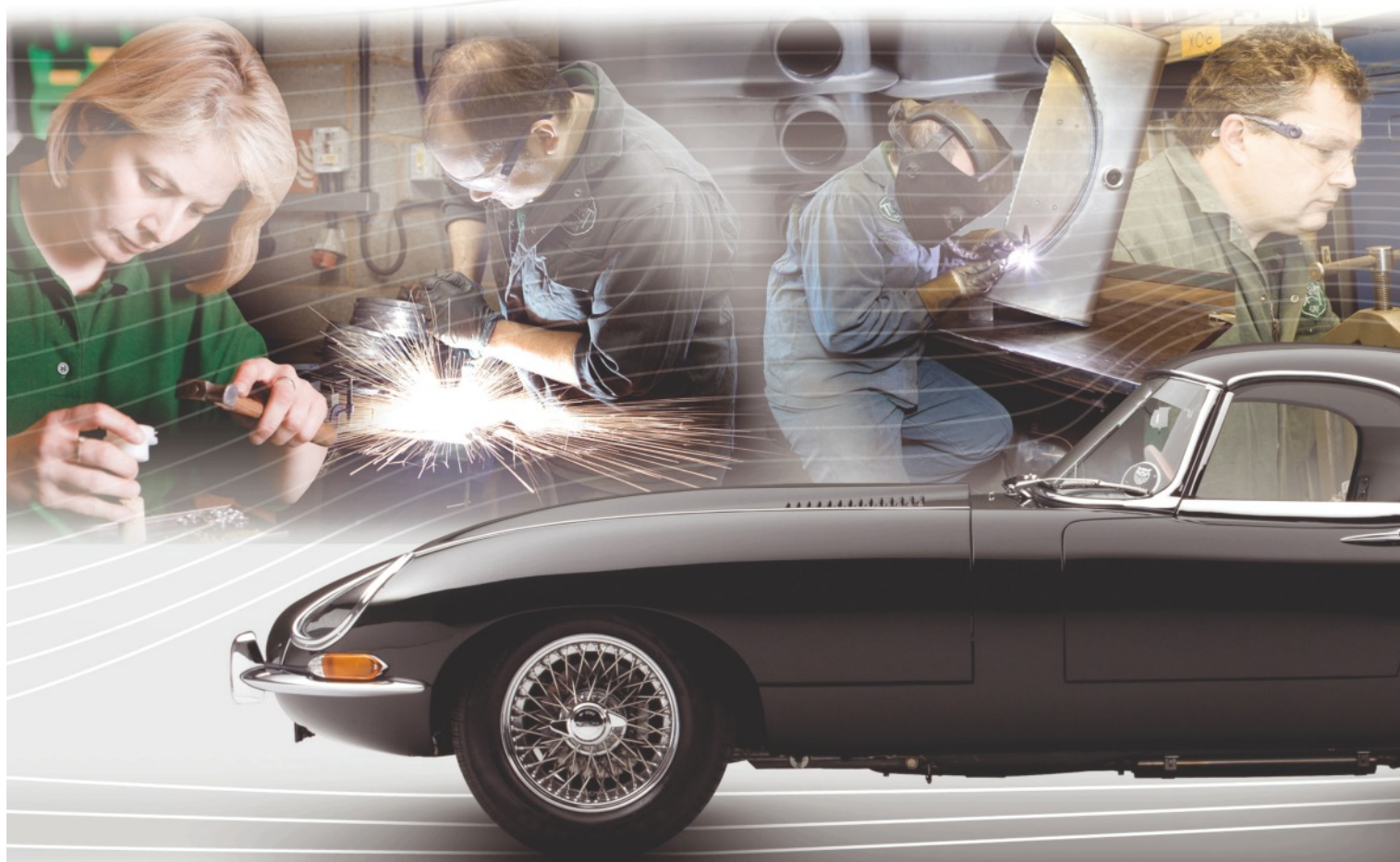
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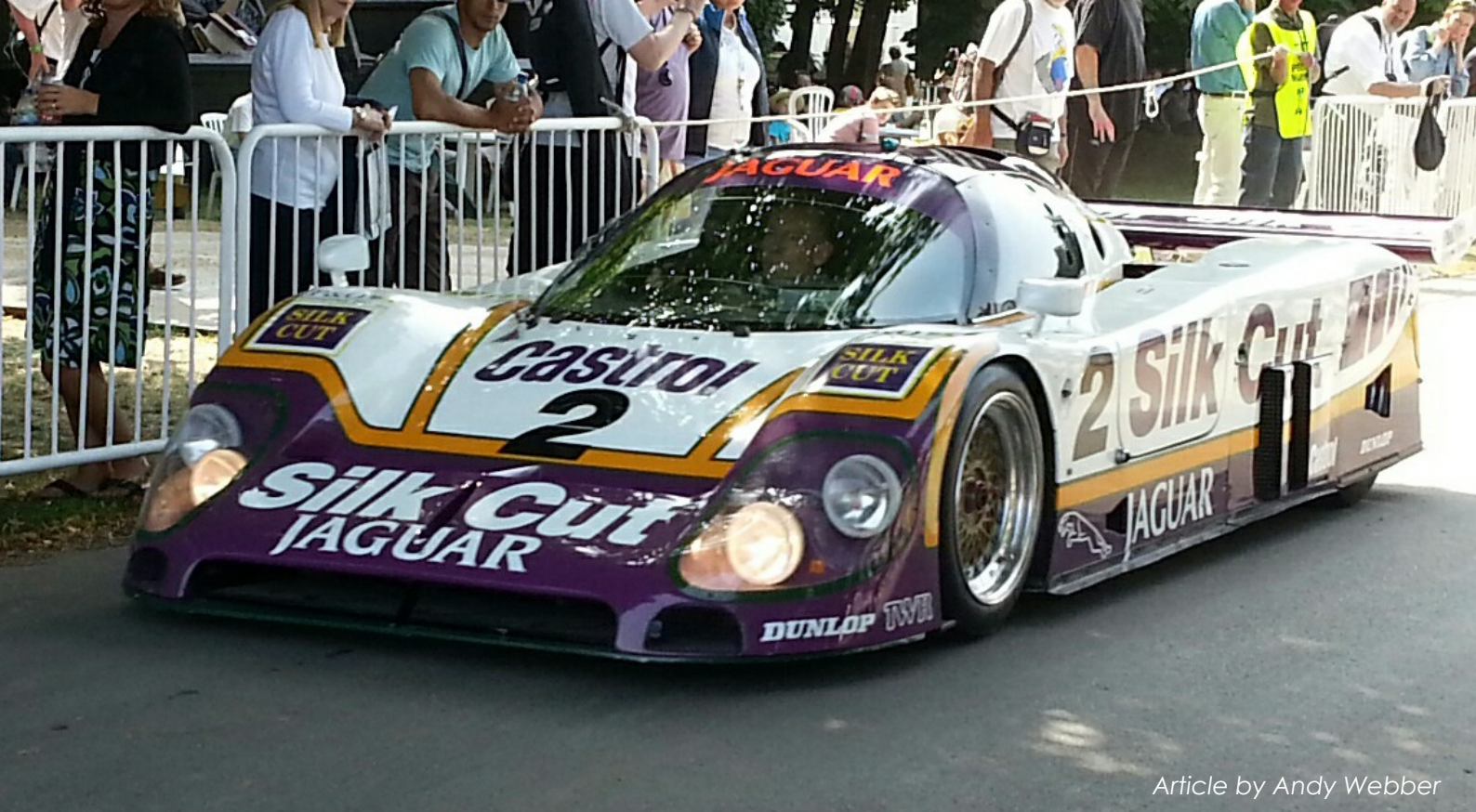
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Article by Andy Webber

GOODWOOD FESTIVAL OF SPEED



Friday 12th July saw me head to Goodwood for the 20th Anniversary of the Festival of Speed. As this was my first time I'd decided to attend three days to ensure I saw everything as I'd been told there was a lot to see.

On entering the first field I could see why it's got such a great reputation. MotoX, BMX stuntmen as well as a display of all the previous land speed record holding cars greeted me and I'd only gone 50 yards! After a quick tour of the merchandise stores I headed for the manufacturers exhibition stands and of course straight to Jaguar!

The Jag stand was two tiered and was absolutely packed mostly with enthusiasts crowding around the new F-Types of which there were 3 on display. Everyone wanted to sit in the cars and have pictures taken, with a much younger audience keen on the new model.

The XJ SuperSport and XFR-S were also much admired and there

were regular interviews interviews taking place with Jaguar designers. Sir Chris Hoy and Andy Wallace were also interviewed and the crowds had the opportunity to participate in a Q&A with them.

Moving on, I saw a graffiti artist painting a new Golf GTI at Voltswagen, the five tier tower of new Fiesta ST's at Ford, and a Ferrari with Veuve Cliquot Livery. However, it was the track that I really wanted to see as the growl of V8's and V12's were very enticing. On reaching the hillclimb track I saw the 1988 Silk Cut Le Mans Jag XJR-9's howl past with Justin Law grabbing the fastest weekend time of 45.95 seconds beating his nearest rival by over a second. Not bad for a 25 year old car considering all the modern performance cars that were also raging up the hill.

It made a real difference to see the cars not only parked up on the stands and pit areas as at other motor shows but then on track being driven hard often by celebrity racing drivers. Current Formula 1 drivers Jenson Button, Lewis Hamilton and

Sergio Perez all drove cars regularly over the weekend as well as Nelson Piquet and Sir Stirling Moss among many others famous faces taking cars up the hill.

It was great to see the XKR-S GT for the first time and see it effortlessly devour the hill although I couldn't hear it as a Vulcan Bomber did a fly past – those Rolls Royce engines drowning out everything!

I also saw a special Jaguar project car called 'Project 7' and was lucky enough to speak to the co-designer who worked alongside Ian Callum. Based on the new F-type the car had a D-type rear section as well as a specially engineered tray for a helmet not a passenger!





Article available on: www.jaguar.com

JAGUAR PROJECT 7 F-TYPE SPEEDSTER CONCEPT

In order to shake off the perception of a manufacturer of cars for old people, from the XF and forth, Jaguar has focused into the future with every new model it produces, but that does not mean it has completely set its past aside; it just does it in a very different way than before.

The new Project 7 that was unveiled today ahead of a world premiere at the Goodwood Festival of Speed this weekend, is a perfect example of how Jaguar blends the past with the future nowadays.

Created by a team led by Jaguar's Director of Design, Ian Calum, the Project 7 is a one-off design study based on the F-Type roadster with inspiration coming from the acclaimed D-type racer produced from

1954 to 1957 that won the Le Mans 24-hour race three times in 1955, 1956 and 1957. Even the car's name acknowledges Jaguar's winning of Le Mans seven times between 1951 and 1990.

"Project 7 is a single-seater sports car based on the F-TYPE, with the kind of racing-inspired form that designers dream about," said Calum. "It has one purpose: to be driven fast and enjoyed. Jaguar sports cars



are known for exceptional performance and clean design. Project 7

Project 7 captures that spirit in its purest form."

The transformation of the F-Type from convertible to a speedster-style racer involved the complete removal of the fabric roof system, a cut-down windscreen, race-inspired livery and a D-type-inspired rear fairing section that incorporates a rollover hoop and swoops down from behind the driver's head.

Jaguar says aerodynamic modifications include a carbon-fibre front splitter, side skirts, a bigger rear diffuser and a fixed rear spoiler with a 14-degree angle of attack, while the car also gains 20-inch Blade forged-alloy wheels with carbon-fibre inserts, carbon fiber side louvres, bonnet vents and side mirrors and bigger air vents up front.

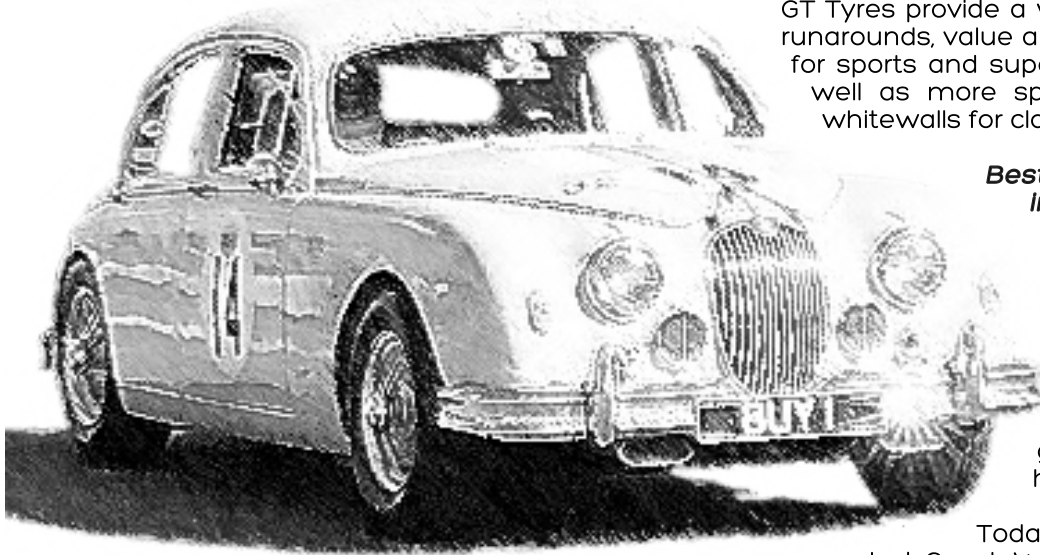
The interior received a make-over with quilted racing-style diamond pattern leather trim for the driver's bucket seat that's lowered by 30mm and door panels, carbon-fibre inserts on the console and SportShift lever, the removal of the passenger seat that has been replaced with a unique helmet holder, and the use of machined aluminium paddles behind the sports steering wheel for the 8sp automatic transmission.

While based on the F-Type S with the 5.0-liter supercharged V8, Jaguar engineers squeezed another 54hp (55PS) and 55Nm (41 lb-ft) out

of the engine pushing output to 542hp and 680Nm (501 lb-ft), allowing the Project 7 to reach 60mph (96km/h) in 4.1 seconds (regular F-Type V8 S: 4.2 seconds) and achieve a top speed of 186mph (299km/h).

For now, the Project 7 remains a one off study, but it will see some action as it will be driven by Mike Cross, Chief Engineer, Vehicle Integrity, Jaguar, at this weekend's Goodwood hill-climb.





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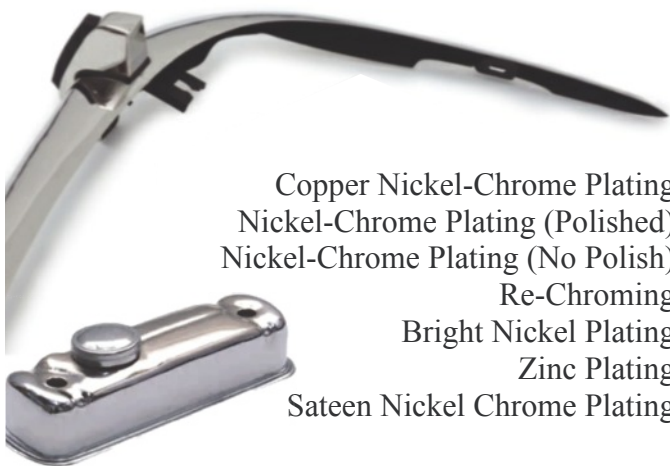
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Article by Richard Owen

PROTOTYPE FOR A BARGAIN PRICE

This XJ220, which is shorter, narrower and lighter than the production version that followed is prototype 002, the first XJ220 to crack 300 km/h. It was on show at the company's factory in Bloxham during the visit by Princess Diana and also featured briefly in our March magazine.

Although maligned for how far it wandered from its intended specifications, the Jaguar XJ220 was an incredibly impressive machine. Instead of using a 6.2-liter V12 to propel it to 220 mph, it made do with a 3.5-liter twin-turbo V6 that could reach "only" 213 mph. But that was still more than enough to make it one of the fastest cars in the world when it debuted in 1992.

Jaguar ceased production after just two years and 275 examples made, making the XJ220 more scarce than contemporaries like the Ferrari F40 (1315 units) or the Porsche 959 (337 units). But even in such limited company, this particular example

is rarer still.

In the four years it took Jaguar to take the XJ220 from show-stand to showroom, the company built five prototypes, and each played its own part in the program's development. Chassis 001 crashed during testing and was subsequently turned into the Ford GT90 concept. Model 005 set a lap record at the Nürburgring that stood for a decade. This is prototype 002.

Prototype 002 was the first XJ220 to break 300 km/h (186 mph),



achieved at Bruntingthorpe in September 1990; and a month later, 002 completed a 24-hour durability test at Millbrook. Shorter, narrower, and

lighter than the production version, XJ220-002 was fitted with a competition-spec engine and repainted from silver to red during development. It was set to take part in a two-car assault at Le Mans, but when that fell through, it became the subject of a



protracted legal dispute.

After sitting in storage for over a decade, the car's ownership was settled and it was sold to its current owner in 2007, undergoing a comprehensive restoration and certification process that took £70,000 and nearly 800 man-hours of work.

It found a new home at H and H's Pavilion Gardens sale in Buxton, estimated to make £150-180,000, it sold for just £72,800 when it went under the hammer at no reserve on 24 July.

XJ220

humour

Members jokes & anecdotes

NERVOUS TAXI DRIVER

A taxi passenger taps the driver on the shoulder to ask him a question. The driver screams, loses control of the car, nearly hits a bus, goes up on the footpath, and stops centimetres from a shop window. For a second, everything goes quiet in the cab, then the driver says, "Look mate, don't ever do that again. You scared the daylight's out of me!" The passenger apologizes and says, "I didn't realize that a little tap would scare you so much." The driver replies, "Sorry, it's not really your fault. Today is my first day as a cab driver. I've been driving a funeral hearse for the last 25 years."



WEARING THE PANTS

After Brian proposed to Jill, his father took him to one side. "Son, when I first got married to your mother, the first thing I did when we got home was take off my pants. I gave them to your mother and told her to try them on, which she did. They were huge on her and she said that she couldn't wear them because they were too large. I said to her, 'Of course they are too big for you, I wear the pants in this family and I always will.' Ever since that day, son, we have never had a single problem." Brian took his dad's advice and did the same thing to his wife on his wedding night. Then, Jill took off her panties and gave them to Brian. "Try these on," she said. Brian went along with it and tried them on, but they were far too small. "What's the point of this? I can't get into your panties" said Brian. "Exactly" Jill replied, "and if you don't change your attitude you never will!"

THE 10 FRUITS

One day in the forest, 3 guys were just hiking along a trail when all of a sudden, a huge pack of Indians attacked them and knocked them out. When they woke up, they were at the leader of the tribe's throne. The chief then said, "All of your lives may be spared if you can find ten of one fruit and bring them back to me." So after a while the first man returned with 10 apples. The chief then ordered him to stick all ten of them up his butt without making any expression at all on his face. He had a little



bit of trouble with the first one and started crying while trying to put the next one in. He was soon killed. Later, the next guy came in with 10 grapes. The chief soon ordered him to do the same as the first guy. After to the 9th grape, the man started laughing so hard for no apparent reason, and was killed. The first two guys soon met in heaven and the first guy asks the second, "Why did you start laughing? You only needed one more grape and you'd have gotten away!" The second guy answered while still laughing, "I couldn't help it. I saw the third guy walking in with pineapples."

ALL ABOARD

A few days after Christmas, a mother was working in the kitchen listening to her young son playing with his new electric train in the living room. She heard the train stop and her son said, "All of you sons of bitches who want off, get the hell off now, because this is the last stop! And all of you sons of bitches who are getting on, get your asses in the train, because we're go-

ing down the tracks." The mother went nuts and told her son, "We don't use that kind of language in this house. Now I want you to go to your room and you are to stay there for TWO HOURS. When you come out, you may play with your train, but I want you to use nice language." Two hours later, the son comes out of the bedroom and resumes playing with his train. Soon the train stopped and the mother heard her son say, "All passengers who are disembarking



from the train, please remember to take all of your belongings with you. We thank you for riding with us today and hope your trip was a pleasant one. We hope you will ride with us again soon." She hears the little boy continue, "For those of you just boarding, we ask you to stow all of your hand luggage under your seat. Remember, there is no smoking on the train. We hope you will have a pleasant and relaxing journey with us today." As the mother began to smile, the child added, "For those of you who are pissed off about the two hour delay, please see the bitch in the kitchen."

BLIND GUY v BLONDES

A blind guy on a bar stool shouts to the bartender, "Wanna hear a blonde joke?" In a hushed voice, the guy next to him says, "Before you tell that joke, you should know something. Our bartender is blonde, the bouncer is blonde. I'm a six foot tall, 200 lb black belt. The guy sitting next to me is six foot two, weighs 225, and he's a rugby player. The fella to your right is six foot five, pushing 300, and he's a wrestler. Each one of us is blonde. Think about it, Mister. Do you still wanna tell that joke?" The blind guy says, "Nah, not if I'm gonna have to explain it five times."



DIVORCED BARBIE

Ralph is driving home one evening, when he suddenly realizes that it's his daughter's birthday and he hasn't bought her a present. He drives to the mall, runs to the toy store, and says to the shop assistant, "How much is that Barbie in the window?" In a condescending manner, she says, "Which Barbie?" She continues,



"We have Barbie Goes to the Gym for \$19.95, Barbie Goes to the Ball for \$19.95, Barbie Goes Shopping for \$19.95, Barbie Goes to the Beach for \$19.95, Barbie Goes Nightclubbing for \$19.95, and Divorced Barbie for \$265.00." Ralph asks, "Why is the Divorced Barbie \$265.00 when all the others are only \$19.95?" "That's obvious," the saleslady says. "Divorced Barbie comes with Ken's house, Ken's car, Ken's boat, Ken's furniture..."

ESCAPED CONVICT

A man escapes from prison where he has been for 15 years. He breaks into a house to look for money and guns, and finds a young couple in bed. He orders the guy out of bed and ties him to a chair. He ties the girl to the bed and he gets on top of her, kisses her neck, and then gets up and goes



into the bathroom. While he's in there, the husband tells his wife, "Listen, this guy is an escaped convict, look at his clothes! He probably spent lots of time in jail and hasn't seen a woman in years. I saw how he kissed your neck. If he wants sex, don't resist, don't complain, do whatever he tells you. Satisfy him no matter how much

he nauseates you. This guy is probably very dangerous. If he gets angry, he'll kill us. Be strong, honey. I love you." His wife responds, "He wasn't kissing my neck. He was whispering in my ear. He told me he was gay, thought you were cute, and asked me if we had any Vaseline. I told him it was in the bathroom. Be strong honey. I love you, too!"

THE HAIRY BIKER

A tough looking group of hairy bikers are riding when they see a girl about to jump off a bridge, so they stop. The leader, a big burly man, gets off his bike and says, "What are you doing?" "I'm going to commit suicide," she says. While he doesn't want to appear insensitive, he also doesn't want to miss an opportunity, so he asks, "Well, before you jump, why



don't you give me a kiss?" She does, and it is a long, deep, lingering kiss. After she's finished, the tough, hairy biker says, "Wow! That was the best kiss I've ever had! That's a real talent you're wasting. You could be famous. Why are you committing suicide?" "My parents don't like me dressing up like a girl..."

THE EXCITED WIFE

A man and a couple of his friends had just finished a round of golf at the country club and they were changing their shoes when a cell phone on the bench rang. The man picked it up and answered it. "Hi honey," said the woman on the other end. "Hi honey," replied the man. "I was just calling to tell you about this fur coat I found today. It's beautiful fox fur and I just love the way it looks on me. It's on sale too, a real bargain. It's down to \$2000 from \$4000. Can I get it?" The man thought about it for a sec and said, "You're sure it's a good deal?" "Oh yes," replied the woman. "Okay then, I guess you can

get it," replied the man. The woman continued, "Oh, and you know how we've been thinking about getting rid of the Lexus and getting a new Jaguar? Well, I went to the dealership today and the guy gave me a real deal. He said he'd lower the price from \$50,000 to \$35,000 just for me. Can I get it?" The man thought a little harder and said, "If you're sure it's a good deal, then yes, go ahead and get the Jaguar." The woman



continued again. "Oh, one last thing, honey. Remember that house we saw last month that we really liked, but decided we'd wait and think about? Well, it's on the market again, so I checked the price. It's down to \$450,000 and I checked with the bank and we have enough in the checking account so that I can just write a check. Should I get it?" The man got a frown on his face and said, "See if you can get them down to \$420,000. If they'll go down to that, go ahead and get it." The woman was extremely excited. "Okay honey, thank you so much! I'll see you when I get home! Bye!" "Bye," said the man. He hung up the phone and looked at the other men in the locker room and said, "Does anyone know whose phone this is?"

NEW YEARS EVE

On New Year's Eve, a woman stood up at a local pub and said it was time to get ready for the midnight countdown. At the stroke of midnight, she wanted every husband to stand next to the one person who made his life worth living. As the clock struck midnight, the bartender was almost crushed to death.

WE NEED YOUR JOKES!

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



Article by Colin Masterson

COLIN MASTERSON VISITS THE WORLD FAMOUS SILVERSTONE CLASSIC 2013

Billed as the world's biggest classic motor racing festival, lasting from Friday through to Sunday, there was a record total of over 1,000 single-seater, sports car and touring car machines, spanning nearly 90 years of motor sport history, with around 90,000 fans over the weekend.

John, Dave & Ruth, Andy and I met up at Colin's house and set off with Colin's XJ220 leading the way, arriving in good time to park up at the JEC stand among all the car clubs, perfectly placed up on the banking overlooking Copse corner, the fast right-hander, which used to be the first corner on the old track layout. We spent some time watching practice for the weekend's racing programme and then went for a stroll around the trade stalls and a first look at some of the more interesting car club parks.

On Friday evening we checked into our hotel at Staverton

and after a wash a brush up took a taxi to The White Hart, a great country pub in Flore, near Daventry where we met up with Rob, chairman of the JEC, together with Julie, James and Mark who were all on the JEC stand during the weekend.

On Saturday I went to Northampton to pick up my daughter, Hattie, who had travelled up from London. We then had a full day to watch some of the early races, look at more classic cars and visit the International Pits, via Routemaster buses, to get close and personal with



some of the classic race cars. BMW sponsored a giant Ferris wheel which gave free rides for a great view of the track and surrounding area: While John and Andy were 60 feet in the air Colin called their mobiles threatening to pay the operator to leave them stranded for the afternoon. One of the main Jaguar interests was an epic battle between a Jaguar D and C-type. The D-type of

Gary and John Pearson held on to take the win – incredibly by just 0.429s after an hour of racing.

Paul's excellent culinary skills were much missed by all and we were reduced to buying petrol station sandwiches on the way in each day to avoid the dubious fare on offer at the circuit. Thanks to Andy for the continual supply of ice creams – must have had a bonus from Lloyds burning a hole in his pocket!

By evening the weather was expected to take a turn for the worse after a record heatwave. With everyone else leaving to go back to the hotel for an evening meal Hattie and I stayed on to see The Hollies and a couple of tribute bands and the Group C cars which were going to race into the darkness, although this was cancelled. Shortly before the concert start time the heavens opened and we beat a hasty retreat to join everyone for the meal. The following morning the water almost poured out of the E type when I opened the door; the carpets were sodden, but at least the electrics were OK. Colin made the comforting point that "yes they all leak like that" – very helpful!

On Sunday one of the highlights was the Group C race. Nic Minassian smashed the Classic lap record at 1.36.71 seconds in the Jaguar XJR14 on his way to victory. All the cars were presented in period

Le Mans livery. He was over second quicker than the previous record set by the Mercedes C11 back in 2011. Michael Lyons did the double in the FIA Masters Historic Formula 1 Championship races, as he backed up Saturday's win with another on Sunday in a RAM Williams FW07 sailing to victory in a race representing the Classic's most recent era of F1.

The Ferrari 250 SWB of Gary Pearson and Jackie Oliver claimed the famous Tourist Trophy, withstanding a late charge from the pole-sitting Aston Martin DP212 of Wolfgang Friedrichs and Simon Hadfield. An E type running a good second for much of the race only pulling out in the last lap for a non-finish. Further down the pack we saw a good old ding-dong between a number of E Types and Aston Martin DB4s.

One of my favourite races was between the the big 1960's American cars, like the 7 litre Ford Galaxie, and the Minis, Lotus Cortina's etc. The Minis did not disgrace themselves despite it being a very fast track and were more than a match for the Americans in the tighter corners even if they were eating their dust on the longer straights. It reminded me of when I used to go to Brands Hatch to watch the likes of Graham Hill, Roy Salvadori, Mike Parkes and Jim Clark et al driving the same cars in the early sixties before they then did battle in their Formula 1 cars - Grand Prix drivers were not prima donnas in those days!

With the 50 year anniversary of Jim Clark's maiden British Grand Prix win and Formula One World Championship being so hugely celebrated at this year's Classic, his original 1963 Lotus 25 was taken to another class victory by Andy Middlehurst. The race – named the Jim Clark Trophy for HGPCA pre-66 GP cars was again won overall by Jason Minishaw in a Brabham BT4.

As the show neared its close we were back at the JEC stand helping to pack away their gazebos and shop. Luck was with us as the forecast rain held off until an hour into our return journey. This was a great show and would recommend other members make the trip next year.



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.

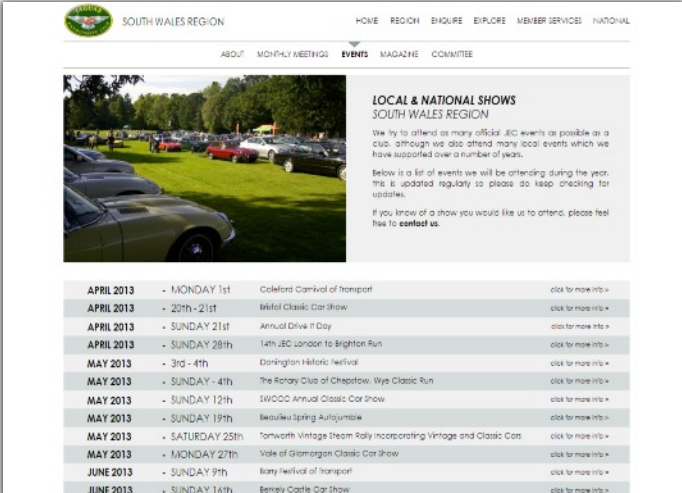
For full details of all the events listed on this page visit our website www.jecsouthwales.co.uk

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 Day	Jaguar Enthusiasts Southern
7 - 8th	Beaulieu International Autojumble
13 - 15th	Goodwood Revival
Sun 15th	Vintage and Specialist Car Rally Tredegar House, Newport.



The screenshot shows the JEC South Wales Region website. The header includes navigation links: HOME, REGION, ENQUIRE, EXPLORE, MEMBER SERVICES, NATIONAL. Below the header is a section titled 'LOCAL & NATIONAL SHOWS SOUTH WALES REGION'. It contains a list of events for 2013, including the Colford Carnival of Transport, Milford Classic Car Show, Annual Drive In Day, 14th JEC London to Brighton Run, Dorset Historic Festival, The Rotary Club of Chepstow, Wyke Classic Run, SWOOD Annual Classic Car Show, Beaulieu Spring Autojumble, Tonworth Vintage Steam Rally incorporating Vintage and Classic Cars, Vale of Glamorgan Classic Car Show, Barry Festival of Transport, and Bevely Castle Car Show. Each event entry includes the date, a brief description, and a link to '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

ADVERTISERS

list below are the companies that support our region through advertising and sponsorship.

SNG Barratt

Born from a love of Jaguar cars over 30 years ago, SNG Barratt are now the world's 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

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 marques.

Address: Valley Service Station, Cwmcarn, Newport, NP11 7NF
Telephone: 01495 272770 **Mobile:** 07977 797750
Web site: www.gttyrecentre.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

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

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

Hillsalve Bespoke Luggage

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Telephone: 0121 308 3172
Web site: www.hillsalve.co.uk



Article by Colin Manconi

FESTIVAL FIELDS CLASSIC MOTOR SHOW

HOSTED BY THE PONTARDDULAI CLASSIC MOTOR CLUB

Dave and Ruth in their XK8, Paul in his E-Type, Keith and Andrew in the C-type and myself in my E-Type met at the services on the M4 for the trip to the Festival Field site on the Millennium Coastal Park at Llanelli. We had a pleasant drive to Llanelli, even though my sat nav decided to take us a "shorter route" through some back roads, amazingly we still arrived on time.

The weather was good and all the convertibles had their roofs off. Paul had taken the hard top off his E-Type for the first time in years and promptly went to buy a plastic sheet to cover the car in case it rained. Keith with the C-Type did not have a roof at all but the weather stayed fine so all was well.

We go to this event every year and even though it is one of the smaller shows with about 200 vehicles it always has some very interesting cars to look at. The show

always attracts a small amount of auto jumble so there is always plenty to see.

We arrived about 9.00 am and swiftly erected the "Event Shelter". Paul soon had the bacon cooking and we settled down to start the day off with a couple of bacon rolls and a cup of coffee.

It is a lovely setting with the sea not far away and the railway line running between the sea and the show field, this combined with the fantastic weather really did make it a relaxed and laid back environment.

Ruth settled down to do a bit of sunbathing while she was reading a book and looked after the club stand, while we went off to inspect the auto jumble for any potential bargains.

Paul fired up the barbeque again at lunch time and we managed to devour a couple of beef burgers each. A piece of Ruth's chocolate cake mid afternoon filled us up completely.

The weather stayed fine all day and we packed up at about 4.00pm and had a good run home.



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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.

MAGAZINE CONTRIBUTIONS

We are always looking for members who would like to contribute to the South Wales Region magazine.

Why not write an article, review or report on your Jaguar car, experiences, restoration or any events you may have been to? We also welcome any jokes or funnies for our "Humour" pages.

Without our members contributing we would be unable to publish the magazine each month, so the more that submit content, the broader the range of articles will become.



Please send all articles, jokes or other material in word format and attach any photos to your email and send it to Andy Webber, the editor at: editor@jecsouthwales.co.uk

MONTHLY MEETING

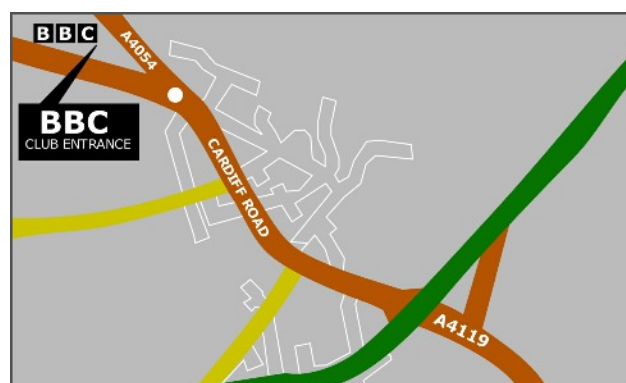
HOW TO FIND OUR MEETINGS:

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.



All club members and potential members are always welcome, our meetings are informal and friendly. We look forward to meeting you!



Article available on: www.jaguar.com

Jaguar's Director of Design has been declared Interior Designer of the Year in the Automotive Interiors Expo Awards.

Commenting on the news, Callum said: "It's an honour to receive this award. I find it hugely gratifying that I and Jaguar Design are being recognised for interior design.

"The interiors of Jaguars have always been very special places for me personally, and so it has been essential to create new, fresh ideas, while maintaining the warmth and fun that is true to the brand. We set out to create interior environments that not only work well, but create a sense of theatre and occasion. I am very proud of my team, having achieved this with such conviction and clarity in all of our current products: the XF and XJ saloons, the XK and, of course, the new F-TYPE sports car."

The Automotive Interiors Expo Awards celebrate the world's finest designers, innovations and products in the automotive interiors field. The nominations for the Interior Designer of the Year were made by automotive designers and interior specialists worldwide, the shortlist being judged by a panel of world-renowned journalists.

Born in Dumfries, Scotland, Ian studied Industrial Design at Glasgow School of Art and tailored his talents with a two-year course in Automobile Design at the Royal College of Art.

His outstanding performance at the Royal College of Art led to him being recruited by Ford in 1978 and he spent 12 years working in the company's design studios, before going on to work at Ghia, TWR and Aston Martin.

Ian joined Jaguar in 1999 and under his direction, Jaguar Design have taken the brand into an exciting new era. Following concepts including the R-Coupe, RD-6 and Advanced Lightweight Coupe, within the space of just three years the Jaguar production range changed completely.

The first of the new era of Jaguars was the aluminium-bodied XK, this being followed by the XF and current XJ saloons - each representing a further iteration of the marque's bold new design language. That new design language has been further defined with the recently launched F-TYPE two-seater sports car.

Ian has received five honorary doctorates from universities around the world as well as being honoured as a Royal Designer for Industry by the RSA (Royal Society for the encouragement of Arts, Manufactures and Commerce).



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