

JAGUAR

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FROM THE EDITOR

Hello!

A great month for us attending many more shows but importantly the Tredegar Park show that has been going for over 20 years. I want to thank those members who came down on the Saturday to help us map out the field which usually takes a long time but was done in record time this year! Thanks to Tim, Scott, Colin & Mike Manconi, and Dave Fisher as well as the chaps from the MG and Range Rover clubs for the support. Although the rain started at midday a good day was had by all and Colin has done a great write up of the show for us this month.



A few of us made the trip across the bridge to join the Bristol JEC region for a BBQ at Olveston. We had a great welcome from David Pick and the members in Bristol with many Jaguars turning out and some great food! Thank you Bristol!!

Last week we attended the second JEC day at Castle Combe, which was the second year of this show and certainly one for everyone's calendar. JEC members from far and wide attended filling the JEC area with over 60 Jaguars. The sun shone all day and it really felt like a summers day as the cars raced around the track, including some of us on a parade lap as below. I've done a full report in the magazine so won't go into more detail but please keep an eye out for next year's date.



Our regional Christmas dinner is booked for December the 7th at St.Mellons Golf Club who always do a great dinner and ensure we have our own room. Colin Manconi is now taking payment so please see Colin at the meetings or give him a call.

Until next month,

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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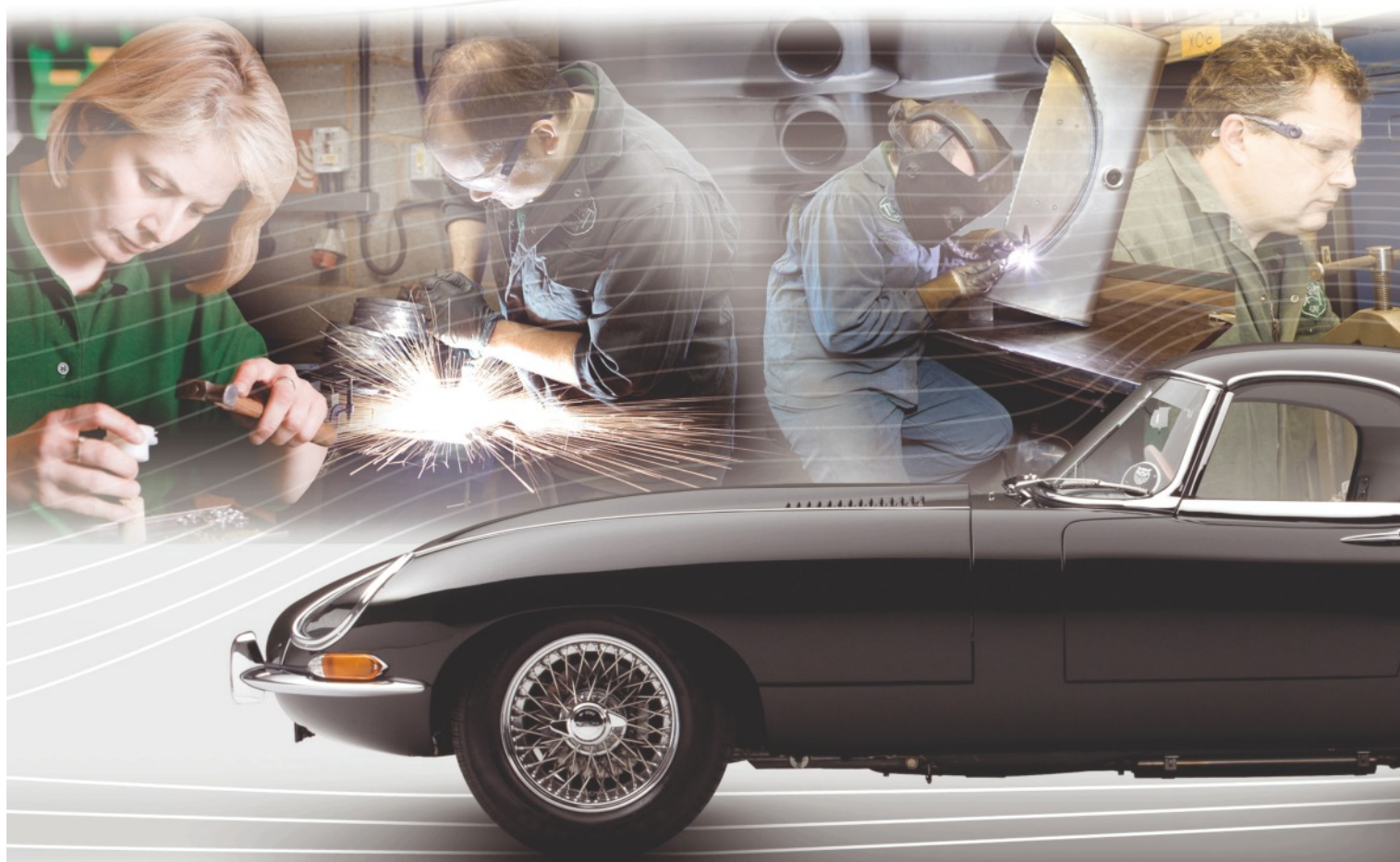
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TREDEGAR PARK VINTAGE & SPECIALIST CAR SHOW

The amount of effort which goes into setting up this show is amazing. I would like to thank all the club members who helped with the setting up on Saturday, it was really appreciated. Mandy and Bruce Womac, who organize the show, really need as much help as possible; otherwise this may be the last show. I suggested last year that we put a note on the entry form asking for help. Despite there being approximately 1500 entries only 2 people offered to help. The MG Club help every year and this year we also had two members of the Land Rover Club.

Unfortunately the early weather forecast for the day was for heavy rain and gale force wind. This changed during the week with rain



coming in late morning. On the day I believe we had about two thirds of the cars which entered. Certainly our stand was only two thirds full.

James Blackwell brought the JEC transit van and club marquee and we helped him to set it up. During the day he signed up 4 new members and sold a considerable amount of merchandise.

Despite the weather forecast the auto jumble was well supported with a wide range of parts and tools available.

We soon had our "event shelter" up and as this is our "local show" I had brought extra bacon, beef burgers and sausages in rolls with lots of onions. Paul soon had the cooker going and everyone on the stand appreciated the food. Ruth had made her delicious chocolate cake and we had a slice each in the afternoon.

The rain came in just after 12.00 and it became quite heavy. The forecast was rain until 5.00pm

and very windy. Even though there were quite a lot of people walking around in the morning, once the rain came it stopped the majority of the paying public coming in the afternoon. The show is run for Leukaemia Research and a lot of the money raised comes from families coming for the afternoon. It was a blow that by 1.30 a lot of the classic cars were leaving and going home. We waited until about 3.30 and with no sign of the rain stopping reluctantly packed up. The rain stopped at 5.00 and the sun came out!

I was afraid that after all the hard work the show would make a loss, but Mandy informed me that it had still made £25000.00 about half of what it usually makes. That takes the total raised by the Gwent Region to well over 1 million pounds.

A full report of this event can be found on page 12

JEC BRISTOL REGION BARBEQUE

We were invited by the Bristol Region of the JEC to their B/Q at the Olveston Sports and Social Club near Thornbury. Many years ago I used to go to their barbeque and it always was very good.

We arranged to meet at the old Seven Bridge, as Olveston is just on the other side. Unfortunately the bridge was closed so we had to rearrange our meeting place to the Magor Services and divert over the new Seven Bridge and up the A38. Despite my sat nav taking us up a country lane we arrived right on time. The Bristol Region made us very welcome, the food was good and everyone had a great time.

CASTLE COMBE CLASSIC ACTION DAY

On Sunday the 6th October we attended the Castle Combe Action day. This was the second year of this event and it gets better every year. Paul, E-Type, Andy and Heather XKR, Colin, E-Type, Keith C-Type, Dave S-Type and myself, E-Type met at the old Seven Bridge for the short run up to Castle Combe.

The weather was good, it was like a

summer's day. James and Graham had set up the JEC Marquee on the Saturday and all we had to do was set up our "event shelter" and start cooking the bacon rolls. We had a large display area, the biggest of the all the car clubs but it was filling up quickly and we soon had to take some of our neighbours stand to accommodate all our cars.



In the paddock there were some fabulous cars including the Ecurie Ecosse transporter and cars. Norman Dewis, at 93 years old, drove a replica XJ13 for two parade laps. He is amazing for his age.

We also asked to take our cars out on a Jaguar themed parade lap. We ended up doing three laps unfortunately behind a pace car.

A full report on this event can be found on page 17

OUR NEXT SHOWS ARE:

NEC CLASSIC MOTOR SHOW (Nov 15th-17th)

This 'Grand Finale' to the UK classic season celebrates all ages - veteran, vintage, classic and future classic. The JEC will have an impressive stand as usual so I hope to see you all there.

CHRISTMAS DINNER

Our regional Christmas dinner is booked for December the 7th at St.Mellons Golf Club who always do a great dinner. I am now taking payment so please see me at the meeting or give me a call.



FORD TRANSIT MEETS XJ220

In a paddock away from the main hill at the Goodwood Festival of Speed, alongside historic supercars and legendary racers, sat a white Ford Transit van, with scratched panels and a copy of a dirty British tabloid left on the dashboard.

At first glance it looked like any other British white van man's transport. Most people simply walked straight past it. But a few eagle-eyed passers-by spotted details that marked it out as different.

Firstly, the wheels. These aren't slightly tatty remoulds, these are Avon slicks. Come round the back, and you'll see two extra large exhausts poking out from underneath the rear doors – doors marked

with a sticker that says "No Racing Drivers Are Left in This Van Overnight". Crouch a bit, and you'll spot a dirty great transaxle between the rear wheels.

This is no ordinary Transit van. It belongs to Don Law Racing – a British company specialising in Jaguar XJ220s and historic racing Jags. And under the utilitarian body sits the foundations of a real XJ220.

The van started life as a regular 1989 Ford Transit. It was a pre-production vehicle so couldn't be sold to the public, and it found its way to the Benetton Formula 1 team, where it served as a general transporter of parts. At the time Benetton was working with Tom Walkinshaw, and over time the van ended up at Tom's firm, TWR Engines. There, it sat in a car park.



In the early 1990s, TWR and Jaguar joined forces under the name Jaguarsport, and began work to create a new hypercar – the XJ220. Early in the development, the new car's engine was ready to go but the chassis

wasn't. The TWR/Jaguarsport engineers needed a way of testing the engine, and they grabbed the first vehicle to hand into which the new lump would fit – the Transit.

"It was a kind of a myth that his van existed," explained Justin Law, son of Don and the man who drove the van up the hill at Goodwood. "Word had got around the TWR people and no one knew if it was true or not."

Then one day Don Law was visiting TWR for a meeting and spotted the van in the car park, sat forlornly and covered in moss. He immediately offered to buy the van, but TWR declined.

"We just had to have it. It was just a real coup to own something like with our business being in XJ220s. So some time later, we came up with a cunning plan," Justin revealed. "We knew TWR had no XJ220 engines left, other than in the van. So we made a story up that we were desperate for one, so that they said 'oh wait, there's one in the van outside'. That was our way of eventually buying it."

What Don, Justin and their colleagues ended up with was a Transit that still boasted standard front suspension, wheels and brakes. XJ220s have the engine and transaxle linked together in a frame, and that was grafted onto the standard Transit platform. All the floor panels



and surroundings, save for the powertrain, are standard Ford.

"We promised that we would never drive the van on the road and that the engine would be removed and the van cut up and crushed. But the very first thing that happened was that six of our engineers dived on it, performed the fastest service ever and and drove it like hell up the A50."

So what's it like to drive? "It's pretty impressive, considering what it is," Justin said. "When we first got it, if you went anywhere near the throttle on a corner it would go straight on in chronic understeer. One of the TWR guys drove it around Millbrook Proving Ground's high-speed bowl and recorded 171mph (295kph). It was apparently difficult to keep in two lanes, let alone one. When we got it,

we started doing some road testing and decided we needed to do something with the front end.

"We gave it more camber so we could get in the original XJ220 wheels under the front arches, and fabricated new hubs to take the XJ220 brakes. That completely transformed the handling. It was still a bit soft because it had Transit struts on the front, but there's no engine in the front so the spring rate wasn't actually too far off what it needed to be".

"We went to town on the dampers before Goodwood this year. It's got Penske fully adjustable inserts in custom made struts on the front, and Ohlins on the rear. It drove and handled really well before, but it was just slow. At Goodwood in previous years we were fighting the

body roll and couldn't get on the gas. This year we ran on hill climb slick tyres for the first time and I think I knocked about 2.5 seconds off my best time on the hill, which is a lot for a 60-second run."

The engine has had work too. Thanks to some of the tweaks in which Don Law Racing specialises, the engine now makes north of 640bhp. Don't think that the van is all about pure pace though. It's still a Transit, and despite losing a bit of room in the back caused by the engine cover, it's still very practical.

"I've moved house in it twice," Justin said, "I've had beds, chairs, plants and the dog in the back of it. The dog was hilarious, because when the turbos are on it crackles and the dog would prick its ears up."

What's next for the van? More tweaks to try and further improve its performance. "We want to send it on a diet," Justin said. "Until recently there was a load of plywood in the roof, which we've taken out and we're going to go on a lightening mission. Also, although it's been converted to rack and pinion steering, it's still got the Transit steering box attached to the front, not doing anything. We'll maybe go to a race track and see if we can set it up better."

It might be pushing 25 years old, but this insane Transit has plenty of fire left in it. And if Don and Justin have anything to do with it, there are more fireworks still to come.



JOHN JAMES

not POLITICALLY CORRECT SINCE THE 50'S

Hello all, my goodness another very busy month since the last newsletter.

What a shame regarding the weather, after such a good summer it was such a pity to see the Tredegar Park Show get rain in the afternoon and spoil such a good annual show; still I suppose we can't complain we had a dry morning where the weather forecasters had predicted a complete washout for the whole day, also we did not see any of the promised high winds.

It is such a shame to see the vehicles leaving the show field early when the weather is inclement at these shows, it really is soul destroying for the organisers as so much work goes into the organising for many months prior to the events. I know only

too well from the Pencoed show, but as I mentioned earlier all in all it has been a very good summer for a change.

The week after Tredegar saw a good number of us travel over the bridge into England to attend the Bristol region annual barbeque and we had a

great welcome at a very good venue and enjoyed a veritable feast for a very reasonable charge per head. We used to attend the Bristol region barbeques many years ago, so it was nice to go along once again. I did say a word of thanks on behalf of the Cardiff region and I did suggest that



perhaps we could reciprocate in some way in the near future, please come forward if you can suggest anything.

The very next day after the

barbeque Janet and I had some old "Entente Cordiale" friends Colin and Shirley McLaren come to stay the week on their way to north Wales on a tour with the Jaguar Drivers Club, and they were going to be based at the Lake Vyrnwy Hotel, Colin and Shirley turned up in his brand new two weeks old Jaguar F Type. He had kept it a complete surprise for me, and what a surprise it was. I could not wait to go for a spin in the car and of course just had to have a drive, and what an amazing car. It has lots of power and amazing road holding! I sent out some pictures of me posing with the car to a number of you, pretending that it was my car, I think I had a few of you guessing for a while and I know I had Andy completely convinced. He was so excited and I think he was about to come down to Coychurch for a drive; I just had to tell him it was not mine. I must admit I was very tempted to go and order one for myself, especially when Janet agreed and said if I really wanted one I could. (She knows me too well, I'm too mean to lose all that money depreciation) especially when it would get very limited use, maybe in a few years time?

After enjoying a very pleasant week catching up with Colin and Shirley visiting lots of local beauty spots and local hostelries by coincidence Janet and I had booked a tour

for the following weekend with the Jaguar XK Club, and this also was touring North Wales and we were based only about twenty miles or so further on from Lake Vyrnwy at Llandrillo near Corwen at The Tyddin Llan Hotel. The hotel was very good and the food was absolutely wonderful with a top television chef in charge, very good, but very expensive, ah well its only money! I must say the tour was very enjoyable with trips around some wonderful countryside visiting places such as Aberdovey, Bala, Llangollen etc. Once again we were very lucky with the weather it was glorious, hood down from leaving home until our return. It is some years since Janet and I visited North Wales and I must say we do tend to forget what a wonderful country we live in and the scenery is quite stunning. If you have never been to North Wales you really should make the effort it is truly beautiful.

The last event I attended was the JEC organised Classic Race meeting held on Sunday 6th October at The Castle Combe Circuit. This is just the second year that the JEC have organised this event, it was very good last year, but this year it was absolutely brilliant with lots more

static displays of all marques of classic vehicles including Dick Skipworths Ecurie Ecosse Transporter and some of the Ecosse collection of cars; he also had his E Type and an XK which he and his son Steve were racing and both had class wins. Some of us also had a long chat with our old friend Norman Dewis who had only just returned from yet another visit to the USA; Norman is simply quite amazing for 93years old, he did not show any signs of jet lag as I am sure I would have and he led a group of classic cars in a couple of parade laps driving the replica XJ13 of Bob Evans an old "Entente Cordiale" friend. I have started the ball rolling with regard to a further visit by Norman to our regional monthly meeting; in discussion with him it will be probably in the spring 2014 allowing plenty of time for a date to be firmed up and for us to publicise the event ensuring a good turn out.

The day also saw some very good competitive racing from pre war VSCC sports cars, through historic Aston Martins, the big Healey challenge, historic formula junior championship, not forgetting some superb Jaguar classes, great day out, I look forward to next years event.

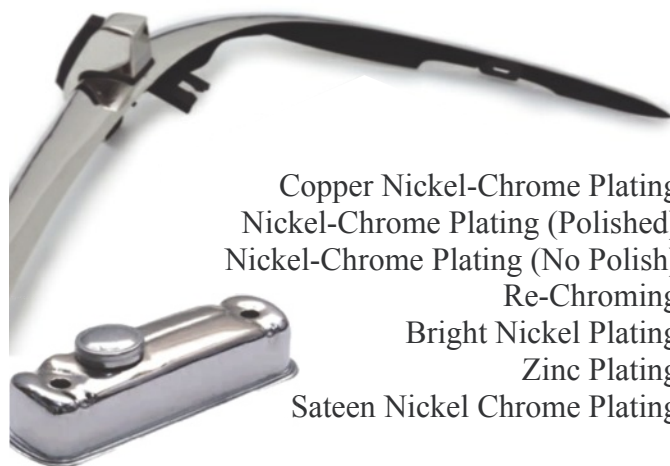


At a recent get together with some old Bridgend Automobile Club friends, one of my old pals of about fifty years standing told us that he was recently reading an Autosport magazine and spotted his old MG J2 for sale which he sold almost sixty years ago.



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Report by Colin Masterson

TREDEGAR HOUSE CLASSIC CAR RUN

The annual run was organized, as usual, for the day before the Tredegar Park car show, in aid of Leukaemia and Lymphoma research. The route was around 120 miles and navigation was by "tulip book", the method devised for the Tulpen Rallies in Holland, which show a diagram of each junction with distances between each turn or point of interest.

We were soon away from Newport's busy roads and onto back roads, where we spent most of the day, leading us to our first place of interest, Caerphilly Castle. Our route took us firstly West to the Ogmore Valley via Caerphilly, Pontypridd and Tonyrefail all via minor roads. You know the roads are minor when you see grass growing down the middle of the road! Heading North we now

passed through Treorchy and into the Brecon Beacon National Park and on to the visitor centre at Garwnant. After stopping for lunch, the route then curved down to the Southern edge of the Park before again turning North for our next stop at the Brecon Mountain Railway. Continuing up and over the mountains past the Pentwyn and Talybont reservoirs there was a chance to stop and take in some breathtaking views before dropping down to Talybont on Usk and following the valley down towards Abergavenny. The last part of the tour took us South through Caerleon and back to Tredegar House where we received a commemorative mug and took tea and cakes. There was also a photo taken of us at the start.

With around 50 cars taking park you would expect to be seeing others most of the time but it is surprising how much of the time you are on



your own. One of the first things you soon learn is not to blindly follow where others go, they can make a wrong turn. Much more satisfying to work it out yourself and get the navigation right. A final tip: If you haven't been to the Brecon Beacons you have missed a real treat. Go on a warm sunny day with good visibility for the views and take a picnic with you. There are plenty of places to stop and each valley and mountain pass has something different to see with some great driving roads.





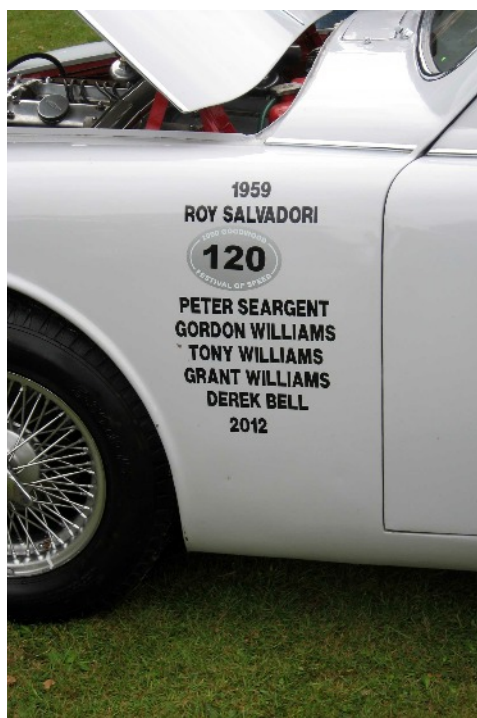
TREDEGAR PARK RD ANNUAL 33 VINTAGE & SPECIALIST CAR SHOW

Well, we have certainly had a great summer for car shows with some excellent weather, a big change from the last few years, but now we were told it was all over; the forecast was for a big depression from the Atlantic heralding the beginning of Autumn and it was to fall (unintended pun) on the day of the show.

The turnout at the Tredegar Park car show, probably the biggest show each year in the South of Wales, was better than expected and the morning was dry but the rain came around mid-day and dominated the mood of the show. Public attendance was low because of the

weather but the organisers, who support Leukaemia and Lymphoma research, were at least able to report a surplus on the day.

In the absence of Jaguar Drivers Club this year we were delighted that James Blackwell of the Jaguar Enthusiasts Club arrived, with his marquee, which we all helped to set up next to our gazebo, showing the flag for the club and managing to sign up some new members.



There was a better than expected turnout from our region, supplement-

ed by members of the Bristol Region, totalling just under 20 cars. It was good to make some new friends as well as enjoying the comradeship of "the usual bunch of suspects." We had on display Colin's XJ220, several E types and XK8s, an XJS, a MkII, two XJ8s and an S Type.

A large portion of the show ground was occupied by local regional clubs, like the Vale of Glamorgan and South Wales Car Club, and



numerous one-make/model clubs. It is gratifying to see so many club

members of all makes showing enthusiasm for their cars (even if they aren't as good as our Jaguars!) but it is a shame that so many of the owners are showing varying degrees of decrepitude. It would be a good thing if we could all encourage younger members to join our clubs to ensure that our cars will continue to be enjoyed by future generations.

Some of the highlights of the show for me included the dogs and their handlers, who soldiered on with their display despite the rain, a little boy enjoying a drive around the show in his electric Mk1 Land Rover (one way of getting young members) and some of the one-off or unusual cars like the little Austin 7 with the polished aluminium boat-tailed body and a tiny fish-tail exhaust which, whilst losing some originality with 12 volt electrics, an alternator and several other "modernisations", was obviously a practical and fun little car. There was also a rare 1930's Citroen Traction Avant with a two-



seater body and rumble seat and a late 20's / early 30's Austin Seven Swallow and a nice line-up of Alvises (Alvi?) which also caught my eye.

The show began to wind down early in the afternoon and, as the heavy rain gave way to a lighter

drizzle, we packed up our gazebo. Despite the weather the camaraderie and good humour of our members still managed to make this a memorable day out.





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Article available on www.crankandpiston.com
Article by James Gent

TAKEAWAY XJ220 TO 60 IN



What you're looking at here is a Jaguar XJ220, and in the very near future it could hold a Guinness world record as the fastest delivery car in the world. I say 'could' since apparently there are certain criteria for a car must abide by if it is to become a delivery van which unfortunately this particular big cat does not. Who knew, eh?

This hasn't stopped Mooyah scrambling furiously to find a loophole ahead of the Jag's debut this weekend at Ibn Battuta Mall, home of the company's new Dubai burger bar. To prepare the car for its grand unveil, Mooyah has enlisted the help of Dubai-based Diablo to create an exclusive wrap. The process though, as Diablo's Stefan Koerth explains, has been far from easy.

"We have done a few luxury cars with sponsorship stickers on for exhibitions on before, but we've never done a classic car before," Stefan explains. "It was decided to change the colour of the car completely

from the original green to either silver or white. So we used the background from Mooyah's logos and gave it something a little flashy, with the colour fading from the dark to the white."

The XJ220 has been through more than 10 livery designs across a two-week period, leaving Stefan and his ten-strong team only two days (and nights) to get the car prepared, including some snazzy bespoke Mooyah numberplates. Though the team has previously worked on Rolls-Royce Phantoms, Bugatti Veyrons and even a Maserati MC12 (Stefan's personal favourite), extra precaution was required whilst working on the now 20-year old supercar.

"In this case, because it's a short-term job, we have used a lot of soap to make removing the wrap easier," Stefan explains. "It's an old car, the paint is old, and I was obviously quite afraid of damaging any part of it."

Powered by a 3.5-litre twin

turbocharged V6 and kicking out the best part of 542bhp when new, in its early-1990s heyday the XJ220 could hit 0-100kph in 3.6 seconds and, if you were brave enough to hold down the loud pedal for long enough, a 347kph top speed. Fast enough then to fling the peperoni from your meat feast. Strangely enough though, this particular British supercar was not Mooyah's first choice of delivery van.

"Originally we started work on a design for an Aston Martin One-77. They were planning to place the car in the mall for the restaurant's grand opening, but the entrance is only two metres and the One-77 was just too wide. So the company swapped the Aston for a Jaguar."

The Jaguar XJ220 takes pride of place in Ibn Battuta mall for the next three days before, potentially, starting work on the delivery run. Don't be too surprised then if your fast food delivery turns up quicker than expected next time you order.



CASTLE COMBE CLASSIC ACTION DAY

Following the successful launch of this JEC inspired event last year, this year saw the event grow further with many members attending and racing.

The JEC team were there with the Marquee and they were joined by members from the surrounding regions and further afield. In all we had around 60 cars on the stand including 6 from our region.

The Paddock area included the national Jaguar stand with display models including the XKRS-GT that recently returned from setting the quickest lap of the Nurburgring ever in a Jaguar at just over 7 minutes. Behind this was the Ecurie Ecosse transporter and three cars from the collection - see pictures! This was a rare treat that could possibly be the last time we see it as the whole collection is being auctioned by Bonhams. I picked up the Bonhams auction catalogue for the collection

and will have this at the regional meeting if you'd like to see more of the collection and read about the history. Norman Dewis was there alongside the Ecurie Ecosse collection with many Jaguar stories including some about the Ecurie cars - again another rare treat for the JEC members, which hopefully we'll be able to enjoy at our own regional meeting next year - watch this space!

The racing was fantastic as usual at Castle Combe with classic Austin Healeys, E-Types, XK's, and Aston Martins racing all day as well as some parade laps from rarer cars including the vintage 250LM Maserati and McLaren F1 GTR. Norman Dewis was presenting the awards to the winners of these races.

We were very lucky to be

given the opportunity of a parade lap as it was a Jaguar themed day and many of us took to the track for what was actually three laps. It was the first time my XKR had been on a track and whilst speeds weren't too quick it was nice to sample the track from a drivers perspective and use the sport button on the odd occasion out of the chicanes!! The pictures in my editors comments really don't do the experience justice! Thanks to Colin for taking my fiancé round in his e-type.....she may let me have an e-type now!!

There was also a parade lap by Norman Dewis in the Le Mans inspired 1967 XJ13 as well as the models on the Jaguar stand including the XKRS-GT which made a simply awesome noise! Happily Norman made the trip round at a leisurely pace and didn't have any tyre issues as in 1971 when he crashed the car! The car's story is profiled in this month's Jaguar World magazine, and is well worth a read.

A great day was had by all with thanks to our resident Gordon Bleu chef Paul Cogdon for great burgers & bacon rolls as well as Ruth for a wonderful chocolate cake despite not even being there!! The

weather was great and so we packed up late without the drenched hassle of Tredegar Park before the leisurely trip home.

I hope the pictures give a flavour of this great day out and we can take more members next year. Thanks to the JEC for organising a superb day and ensuring that we had Norman Dewis and the Ecurie Ecosse there.



At Glamorgan Classic Cars we have over 40 years experience dealing with all types of car restoration, mechanical and body work repairs. We provide expert friendly advice from a routine service to a full mechanical and body restoration and take pride in providing an exceptionally high level of quality of service and attention to detail. For rebuilds we always include a picture file, an example of which is shown for a JAGUAR E TYPE Series 1 left hand drive conversion/rebuild.

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humour

Members jokes & anecdotes

3 SCOTS AND 3 ENGLISHMEN

Three Scotsmen and three Englishmen are travelling by train to a Rugby match at the World Cup in Cardiff. At the station, the three Scots each buy a ticket and watch as the three Englishmen buy just one ticket between them.

"How are the three of you going to travel on only one ticket?" asks one of the Scots.

"Watch and learn, mate," answers one of the Englishmen.

They all board the train. The Scotsmen take their respective seats but all three Englishmen cram into a toilet and close the door behind them.

Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the toilet door and says, "Tickets please."

The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes the ticket and moves on. The Scots see this and agree it was quite a clever idea.

So, after the game, they decide to go one better on the return trip and save some money (being clever with money, and all that).

When they get to the station for the return trip, the Englishmen again buy a single ticket between them. To their astonishment, the Scots don't buy a ticket at all!!

"How are you going to travel without a ticket?" asks one perplexed Englishman.

"Watch and learn, bro, " answers a Scot.

When they board the train the three Englishmen cram into a toilet, the three Scots cram into another toilet nearby, and the train duly departs.

Shortly afterwards, one of the Scotsmen leaves the toilet and walks over to the toilet where the Englishmen are hiding. He knocks on the door and says, "Ticket please."

SOMETHING FOR SENIORS TO KEEP THEIR "AGING" GREY CELLS ACTIVE

1. Johnny's mother had three children. The first child was named April. The second child was named May. ...**What was the third child's name?**

2. There is a clerk at the butcher shop, he is five feet ten inches tall and he wears size 13 sneakers....**What does he weigh?**

3. Before Mt. Everest was discovered, ...**what was the highest mountain in the world?**

4. How much dirt is there in a hole ...**that measures two feet by three feet by four feet?**

5. What word in the English Language ...**is always spelled incorrectly?**

6. Billy was born on December 28th, yet his birthday is always in the summer.**How is this possible?**

7. In California, you cannot take a picture of a man with a wooden leg. ...**Why not?**

8. What was the President's Name...**in 1975?**

9. If you were running a race, ...**and you passed the person in 2nd place, what place would you be in now?**

10. Which is correct to say,... **"The yolk of the egg are white" or "The yolk of the egg is white"?**

11. If a farmer has 5 haystacks in one field and 4 haystacks in the other field,**how many haystacks would he have if he combined them all in another field?**

Here are the Answers >>>>>>>

Man: \$5.00 which includes a tip (This is where it gets scary !)

Woman: And how long have you been drinking?

Man: About 20 years, I suppose

Woman: So a beer costs \$5 and you have 3 beers a day which puts your spending each month at \$450. In one year, it would be approximately \$5400 .correct?

Man: Correct

Woman: If in 1 year you spend \$5400, not accounting for inflation, the past 20 years puts your spending at \$108,000, correct?

Man: Correct

Woman: Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past 20 years, you could have now bought a Ferrari?

Man: Do you drink beer?

Woman: No

Man: Where's your Ferrari?

WE NEED YOUR JOKES!

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

1. Answer: Johnny of course
2. Answer: Meat
3. Answer: Mt. Everest; it just wasn't discovered yet.
4. Answer: There is no dirt in a hole.
5. Answer: Incorrectly
6. Answer: Billy lives in the Southern Hemisphere
7. Answer: You can't take pictures with a wooden leg. You need a camera to take pictures.
8. Answer: Same as it now - Barack Obama [Oh, come on ...]
9. Answer: You would be in 2nd. Well, you passed the person in second place, not first.
10. Answer: Neither, the yolk of the egg is yellow [Duh]
11. Answer: One. If he combines all of his haystacks, they all become one big one.

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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

Held on the 2nd Monday of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

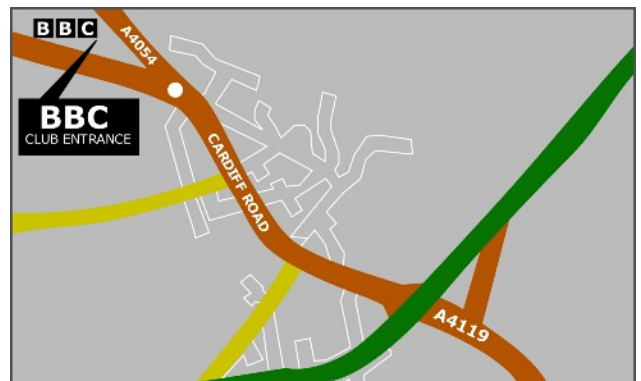
HOW TO FIND OUR MEETINGS:

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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