

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
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EDITOR

Andy Webber

email: andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

CONTRIBUTORS

Harry Kuehling

Andy Webber

John James

Colin Manconi

Colin Masterson

David Mcfarlane

Contributions welcome.

Please email all contributions including photographs, articles and reviews to:

editor@jecsouthwales.co.uk

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ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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email: hello@trendy-designs.co.uk

Tel: 0845 366 58 48

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FROM THE EDITOR

Hello!

October & November have been much quieter after the JEC Castle Combe meeting many cars will now be hibernated for the winter. The Ecurie Ecosse transporter that was at Castle Combe as well as all the cars from the same collection go under the hammer at Bonhams on the 1st December. There is a large article with all the background of the Ecosse collection in Novembers main JEC magazine.

A number of members went to Stoneleigh for spares day and enjoyed it - particularly as it was undercover! It was good to see the JEC raffle car as well as Norman Dewis signing copies of his new biography (written by Paul Skilliter) - he was also at Castle Combe the week before. Thanks to Colin Masterson for his write up on Stoneleigh and we look forward to his 'Letters from America' following his departure to a sunnier Florida this month.

Colin Manconi is helping the JEC on their stand at the NEC Classic Car Show between the 15-17th November and some members from the region may also be attending. I attended last year together with several other members and we really enjoyed the diverse range of cars and bikes as well as the auction action.



has raised over £1M for charity.

Our Christmas Dinner is at St.Mellons Golf Club on the 7th December. This is always well attended and a good night with speeches and a raffle - a rare opportunity to have a drink together as we're always driving somewhere! If you'd like to attend please let Colin Manconi know as soon as possible.

Andy Webber

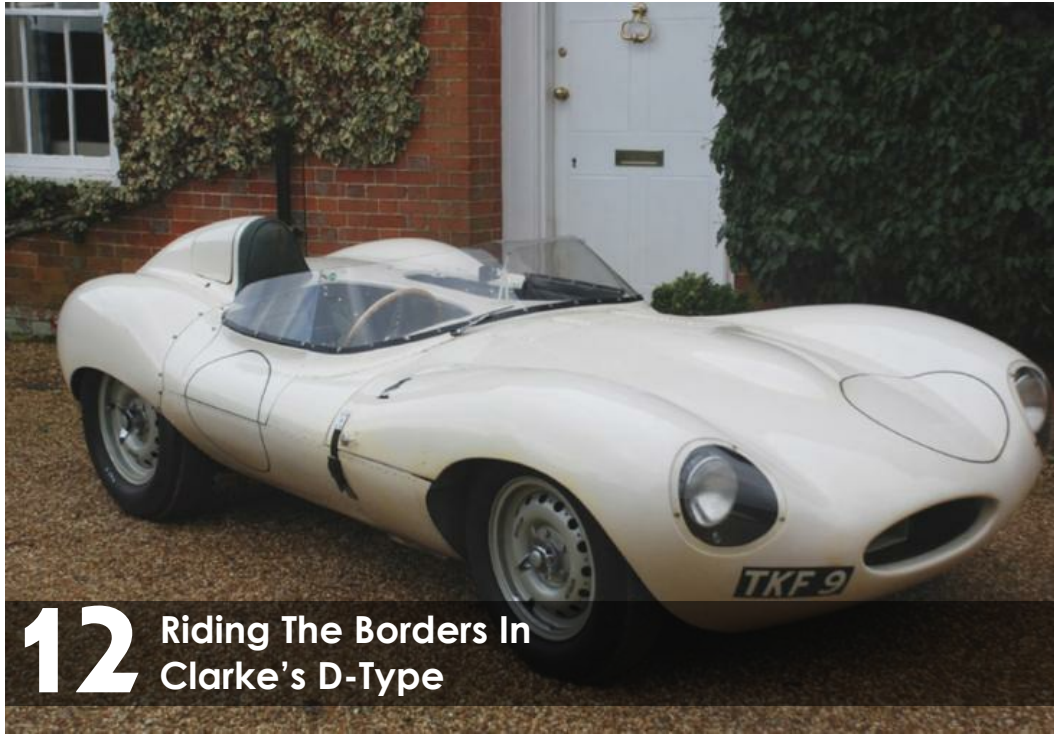
A handwritten signature in black ink that reads "Andy Webber". The signature is stylized with a large, flowing 'A' and 'W'.



I mentioned last month how much we enjoy the Tredegar Park show as a region and how strong our attendance is as well as our support on the Saturday in organising the field layout. It's been confirmed that 2014 will go ahead, which is great news for such a popular show that

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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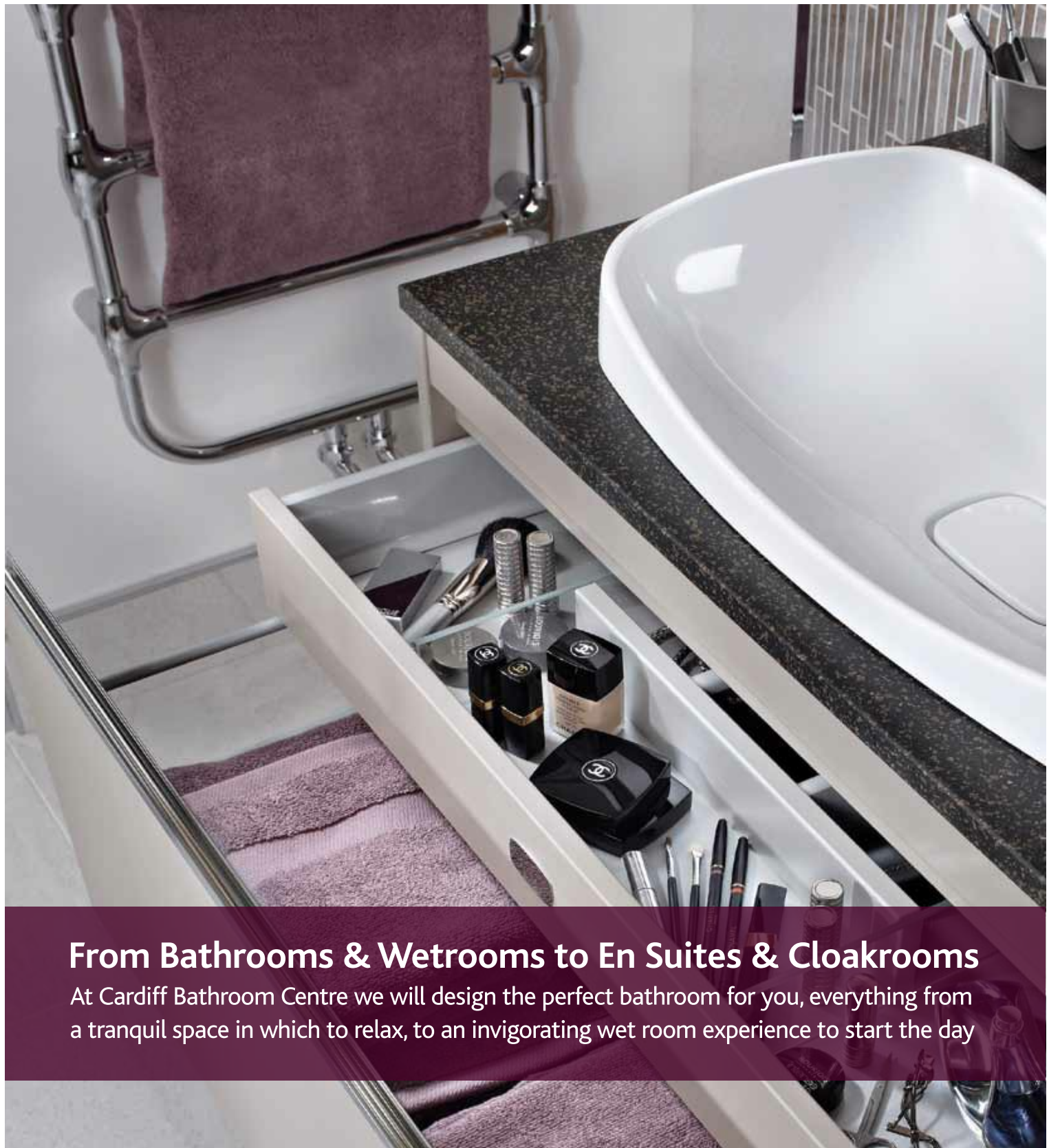
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INTERNATIONAL JAGUAR SPARES DAY

As usual I attended the Spares day to help on the JEC stand selling tickets for the XK charity car to support Troop Aid. I hope you have all bought some tickets as it is for a very worthy cause. The draw will be made at the NEC Classic Car Show on the 17th of November. Some lucky person is going to win a very nice XK. Upon walking into the hall, at around 8.00 am, the only person standing there was Norman Dewis. How he looks so good at 92 I just don't know. I'll just be happy to be alive at his age. After a chat with Norman, Graham Searle arrived, followed shortly after by Tony Ridge with the raffle car. We soon had the stand set up and it was time for a walk around the stalls before the general public were let in. SNG



Barrett had a very impressive stand, taking up the whole of one isle. It is noticeable that over the years the big part specialists have become much more professional with large stands, with all their parts laid out in order, unlike 10 or 15 years ago when the really interesting parts of the show used to be the small stands, people like us, who would clear out their garage and have a small stand with lots of unusual stuff which you could rummage through and find a bargain. I suppose the internet has had a lot to do with this as it is so easy to sell parts online without the effort of getting up early and paying for a stand. The day was successful, we sold lots of raffle tickets, but it is noticeable that by 3pm everyone is packing up, it used to be busy right up to 4 pm.

Due to the forecast of bad weather, many of our members decided not to go to the Malvern Show and instead attended Spares Day. Colin Masterson, Dave Fisher and

Colin Masterson, Dave Fisher and John James all came along. It is always nice to see old friends at these shows.

NEC CLASSIC CAR SHOW

The show this year has a new sponsor Lancaster Insurance. It is being held from the 15th-17th of November at the NEC at Birmingham. There's a mouth-watering array of classic cars on display at the Classic Motor Show, whether you have a passion for British racers and traditional classics or you prefer the more modern retro classics, you won't be disappointed. Take a nostalgic trip down memory lane and enjoy the cars from years gone by.

Lots of visitors grew up with motorbikes and the organizers were always being asked to include some two wheeled machinery. So, rather than just add a few bikes, they have gone one better – and added a whole Classic Motorbike Show.

This is always a very good show. The JEC have a large stand with free coffee for all members. On Saturday the 16th at 11.10 Sir Stirling Moss will be signing autographs on our stand.

TREDEGAR HOUSE SHOW

Great news, the Tredegar Park Classic Car Show will be held on the 21st of September 2014. As many members will be aware Mandy and Bruce Womac who run the show had indicated that this year's show, 2013, may have been the last. They have decided to run the show again in 2014 but have indicated that this will defiantly be the last show!. I hope we can change their mind again.

The Goodwood Revival is being held being held on the 14th to the 16th September 2014. As you are aware it is usually on the same weekend as Tredegar Park so most of us cannot attend both shows. Next year if there is enough interest I intend to organise an overnight trip to the revival. Would anyone who is interested please let me know.

SOUTH WALES REGION CHRISTMAS DINNER

This year's Christmas Dinner is again

held at the St Mellons Golf Club, Cardiff, CF3 2XS, on Saturday the 7th of December, 7.30 for

8.00 pm. I hope as many JEC members and friends will attend as it is always a very good night. For anyone wishing to stay on the night, accommodation is available at St Mellons Country Club telephone number 01633 680355. The Country Club is alongside the Golf Club. I would appreciate if any members who would like to attend could contact me with their choice of meals and also payment in full as soon as possible. Please make cheques out to "Jaguar Enthusiasts Club (South Wales Region)". Any members attending the next regional meeting on the 11th November can pay me then, otherwise any payments and choices can be sent to me at the following address.

The Cherry's, Marshfield Road, Marshfield, Cardiff, CF3 2TU

AGM 2014

Our annual AGM will be held at the 13th of January at our monthly meeting. I would urge as many members as possible to attend.

OUR NEXT EVENTS 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.



INTERNATIONAL JAGUAR SPARES DAY STONELIEGH PARK OCTOBER 13TH

With over 200 stalls at Stoneleigh, all indoors, selling spares and parts this is a one-stop to finding that elusive part.

You can find parts for the full range of Jaguar and Daimler models of all ages, both for routine servicing and maintenance and for major restorations and there were also stalls selling books and models. It is billed as probably the biggest Jaguar Spares event

anywhere in the world!

The two Colin's, Dave and John were there after a ring-round the previous day to cancel plans to attend the Malvern Show, which was expected to be a wash-out. The forecast rain and colder weather came, a complete contrast the beautiful weather the week before at Castle Combe, but with the spares day all under cover it hardly mattered.

The first thing to be seen on entering the halls was the JEC 2013

raffle car, a 2007 XK convertible, next to their mobile shop, a great position to maximise ticket sales. Next door on Paul Skilliter's stand was Norman Dewis, as dapper and sprightly as ever, signing copies of his biography, written by Paul, which is now in its fifth edition due to its popularity.

Amongst the thousands of visitors were a large number from Europe and the rest of the world. Several stall holders were over from the continent. Also many stalls were taken by enthusiasts, clearing out their garages of miscellaneous spares. This is where real bargains were to be had but I suspect the other stallholders got the best pickings as the public couldn't enter till 10am.

Over 20 cars were for sale,



including a MkV, XJSs MkIIs and XJ saloons of varying ages, many of the latter representing a lot of car for the money. One of the more unusual cars was the D Type racing car that won the "Powered by Jaguar" series in 2012 and which had an AJ16 4.0 supercharged engine developing 332bhp at the wheels and which was for sale at £75,000 (ono!)

The next International Jaguar Spares Day will be on 16th March 2014.



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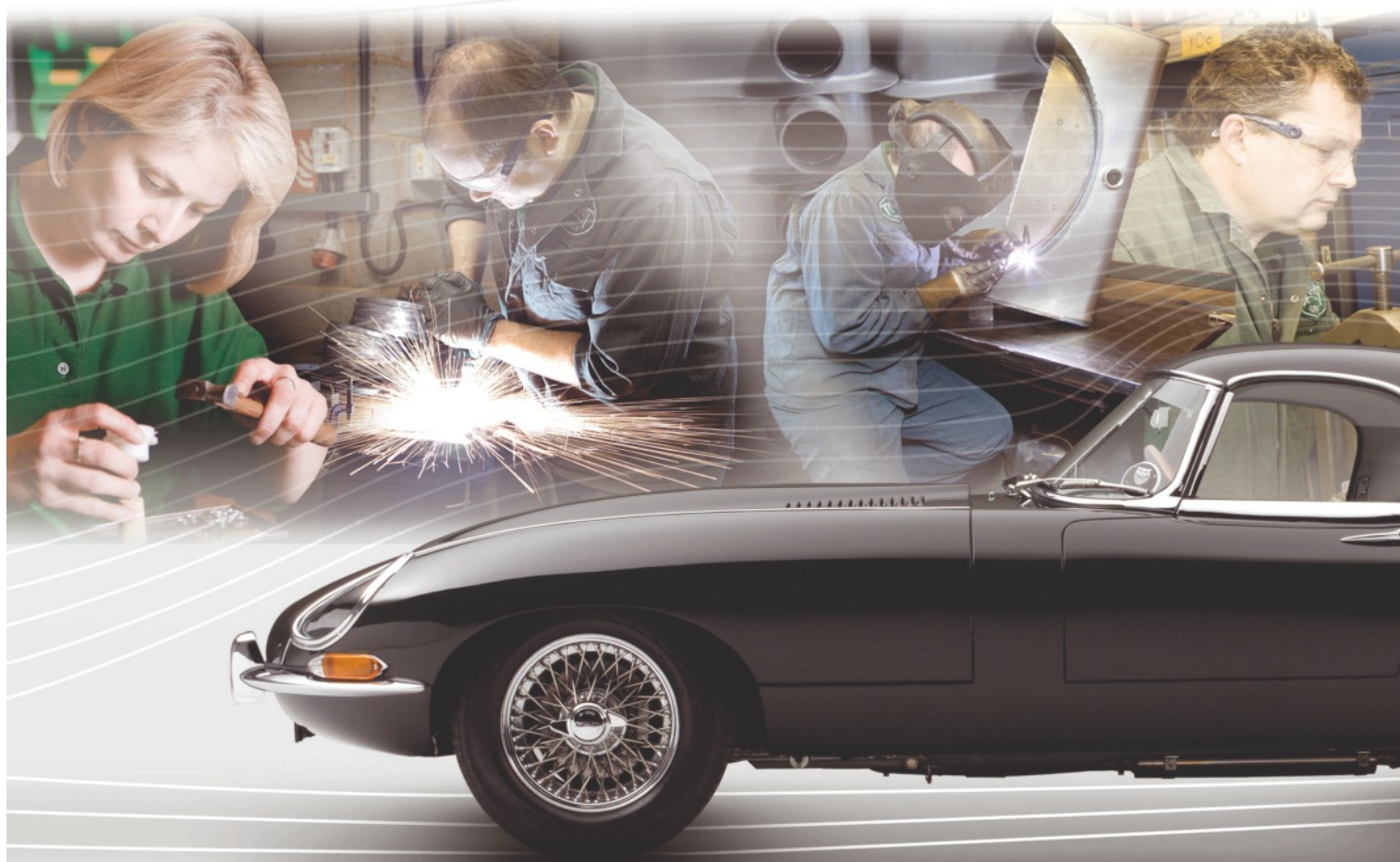
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Article from www.pistonheads.com

F-TYPE COUPE BARES ITS TOP

So now we know the forthcoming Jaguar F-Type coupe will look great wall-mounted. This roof shot is an teaser from Jaguar ahead of the car's official unveil at the Los Angeles motor show on the 20th of this month and tells us there's probably no angle the car won't look good from.

There's the usual secrecy surrounding the details, but what we do know is that when the coupe goes on sale spring next year it definitely won't be as a 2+2. And there "currently isn't a plan to offer one" Jaguar told us.

Oh and we also know what it'll look like, because it's essentially the same as the C-X16 concept that first introduced the F-Type back in 2011. That again was a two-seater, but with a curious bracing behind the front seats that looked as though if you removed it you might just be able to squeeze a couple of perches in there. It also had a side-hinged rear hatch, E-Type style, that might make a comeback.

That concept was a hybrid based around a 380hp supercharged 3.0-litre V6 with an electric motor giving a KERS-style 94hp kick for a 0-60mph time of 4.4 secs. That powertrain is not likely to be part of the launch line-up but given Jaguar Land Rover's current interest in hybrids, don't completely write it off.

Judging by this teaser shot, the launch car with its natty glass sunroof it doesn't suggest Jaguar is keeping the coupe solely as a hardcore 'R' option, although this spy pic shows they're busy prepping the V8 version. That snap also captures the active rear spoiler in action.

Two key questions remain - will it come in cheaper than the convertible, just as the Porsche 911 coupe is around £9,000 cheaper than the cabrio? And will it be lighter than the 1614kg for the (V6 S version of) the open-top car? Should be, you'd think.

We love the convertible but while it's been well-received by buyers, there are signs it's not quite the hot property it might have been. There are 76 cars for sale in theclassifieds, and this V6 S has lost

over £10K at £57,000 after 3000-odd miles. It could be that the bulk of buyers are waiting for the car that's surely going to be the more attractive, and potentially the best-looking car on sale today (to end on a thoroughly contentious note!)



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Article from www.classicandsportscar.com

HERITAGE COLLECTION GOES ON DISPLAY IN COVENTRY

There's good and bad news for those dismayed by the closure of the Jaguar Heritage museum on the fringes of the company's now-defunct Browns Lane site in Coventry.

The bad news is that it looks ever less likely that a new bespoke Jaguar run museum will replace it, information that is sure to reignite the furore that resulted when C&SC originally broke the news that Jaguar had no plans to replace the museum.

The good news, however, is that some more of the cars will be coming out of mothballs and going on display again in the city that is inextricably linked with the famous British marque.

From July some 17 vehicles from the Jaguar Heritage Collection went on show in a specially designed area of the Coventry Transport Museum.

The gallery will be on the first floor of the museum – to which entry is free – and will be themed Jaguar: a History of Design and Technical Innovation. The exhibition will cover the period from the Swallow Sidecar Company of 1922 through to the present day, and will also include a look to the future.

The vehicles will range from a 1928 Swallow Sidecar to one of the latest concept cars from Jaguar Design, but will also include many iconic models such as MkV, MkVII, Mk2 and XJ saloons as well as XK120, XK150, E-type, XJ-S and XK8.

Gary Hall, chief executive of Coventry Transport Museum said:

"Coventry Transport Museum proudly tells the story of our city's unique motoring heritage, to almost half a million visitors each year, and this new exhibition dedicated to one of Coventry's most famous motoring brands will add a fantastic and perfectly placed new dimension to the museum."

Mike Beasley, vice-chair of Jaguar Heritage Trustees added: "Coventry is Jaguar's spiritual home and it is fitting that there should be a dedicated Jaguar gallery in the city's famous Transport Museum. It will complement the display we already have at the Heritage Motor Centre at Gaydon."





RIDING THE BORDERS IN CLARKE'S D-TYPE

Only twice did I actually see him race and, to be honest, I just have recollections of the second time - the 1965 British Grand Prix at Silverstone. Having conceded the first couple of corners to Ritchie Ginther, he led more or less from flag to flag in the Coventry Climax-powered Lotus 33, possibly the prettiest of his 'cigar-tubed' single-seaters.

Yet strangely it wasn't the combination of car and driver that burnt their way into my memory banks. In those days, rather than checking that he had the correct watch and sponsor's hat on before being rushed off to a media scrum, the winner had his car placed on a low trailer and - along with mechanics, team principals and friends - was hauled around the Northamptonshire circuit behind a tractor to receive the applause of the crowd.

As they passed our vantage point at Abbey Curve, my father lifted me above the single

scaffolding pole that acted as crowd restraint so that I could get a good view of my schoolboy hero. In his late 20s, he had film-star looks below his head of raven-black hair, a modest and shy personality and more ability behind the wheel than anyone of his generation. He could even wear unflattering farmer's knitwear and still look cool. He was, of course, Jim Clark.

Clark was no stranger to a tractor, or a beige crew-neck sweater. His family was immersed in farming and naturally, being the lone son (he had four older sisters), he was expected to carry on the tradition. Jim was born in Kilmany near Dundee, but the Clarks moved south to Berwickshire in 1942 when he was just six-years old. His father, James Snr, had bought a large farm called Edington Mains just outside the village of Chirside, which, apart from a year spent in Paris as a tax exile, would remain Jim's home and bedrock for the rest of his life. This area, north of the Tweed, was considered to contain the most prized agricultural land in Scotland. It also possessed some magnificent driving roads and more than its fair share of motor-sport enthusiasts.

One such was Chirside's main Ford dealer, Jock McBain. It was at McBain's garage that Clark would drop in to pick up tractor parts

as well as chat about local rallies, racing and the proprietor's ramshackle team of 500cc racers, Border Reivers. In contrast to Edinburgh's slickly run, Le Mans-winning Ecurie Ecosse, McBain's small band had a romantic rather than businesslike approach to its racing; though the team would sharpen its practice following the involvement of Ian Scott Watson, a local architect and Clark's patron. Although a keen driver himself, Scott Watson recognised how talented the young farmer was and soon started to forgo his own drives in favour of Clark.

“Clark was no stranger to a tractor, or beige crew-neck sweater.”

For 1958, and fuelled by the star within their midst, the equipe's ambition took a giant leap when McBain saw an advert in *Autosport* for a three-year-old Jaguar D-type. The very same white D-type, in fact, in which we meet Ian Scott Watson outside the Jim Clark Room in Duns.

"It's a lot nicer now than it was back then," he says. "Henry Taylor had raced it in 1957 and crashed it at Silverstone, so the panel fit was never that good. The driver's door always looked as though it was half-open."

Thanks to the generosity of the car's current owner, I am in the middle of making my own pilgrimage. Armed with what has to be Jaguar's ultimate racing thoroughbred, I am visiting the roads and places where my hero had honed his skills in the late '50s - and from the very same seat in which his career would truly start.

Until the arrival of TKF 9, Clark hadn't raced anything capable of topping the ton, but with the Jaguar he was suddenly embracing speeds of 170mph. At his maiden race with it - at Full Sutton in North 'Yorkshire - he would become the first person to lap a UK circuit at more than 100mph in a sports car. It almost goes without saying that he took the win.

In early April, when the meeting was held, there was still snow on the ground in the Borders, so the D-type was loaded onto one of Clark's farm lorries. Convoing with Scott Watson in his Porsche 356, the truck barely made it to Berwick before they discovered that the stop taps on the cooling system had been left open and the fresh antifreeze had simply passed through and onto the hay below. Being the early hours, there was nothing for it but to unload the Jaguar and drive it the rest of the way.

"It was very dark and the headlights were hopeless," remembers Scott Watson, "but that didn't seem to hold Jim up. He was worried about the plugs fouling so every so often he would give it a blast. We'd get to 100mph and he'd still be accelerating down the A1."



By all accounts the howling din from the open pipes as he sped through Newcastle city centre in the dead of night was something to behold.

The car isn't much quieter today but, true to its manufacturer's intentions, it is still tractable on the public road. Given that it won its most recent race at Brands Hatch just three weeks ago, I am concerned that it might be an animal but, as preparation specialist and historic racer Gary Pearson rightly says: "It's a pussycat."

I don't possess the most svelte of physiques and, as we fire up the straight-six for the first time, a wave of panic sets in - what if I don't fit? Getting in requires stepping over the tall sills, through the open door before standing on the seat squab and then lowering your body until you're

cocooned by the full-width 'screen.

Once ensconced, the notion of staying in such a welcoming cockpit, even for 24 hours, doesn't seem in the least bit daunting and, apart from the throttle pedal being fractionally closer to the transmission tunnel than desired, everything fits like a glove. Over to the left of the dashboard is the round Bakelite starter button that instantly brings the race-spec engine to life.

Clark was always aware of the car's power, even apprehensive on occasion. The first test with the Jaguar at Charterhall - his local track unsettled him, particularly the long start-finish straight where, in his second race, the brakes locked and pitched him into a spin. Any fears he had about being out of his depth with the D-type weren't dispelled by his first race abroad at Spa Francorchamps. The events there on 18 May 1958 would cement his hatred of the place, despite it being a circuit on which he would score a number of successes in the future.

He'd never encountered such opposition, the grid featuring the American pair of Carroll Shelby and Masten Gregory, plus Paul Frere, Olivier Gendebien, Ivor Bueb, Jack Fairman and, most significantly, Scott Watson's old schoolmate Archie Scott Brown. Greeted by typical Ardennes showers, Clark was nervous before the start but drove with great maturity, keeping well within his limits.

He was lapped by the Lister-mounted Ecosse pair of Gregory and Scott Brown at such a rate that it shook him almost as much as the D-type, the bow wave blowing him



and the car across the track. Another brief, isolated shower would catch out Scott Brown and the resulting crash led to his death. "Jim came across the scene not long after it had happened," remembers Scott Watson. "He was very distressed and that's why he hated the place ever after."

If Clark thought the Jaguar too fast for him, Lord knows what mere mortals like myself are supposed to think but, having stalled it twice, I reckon I have the measure of the clutch - the only marginally fierce thing about this historic racer. With such a narrow gate, shifts are direct but require quite a bit of effort, the firm gearlever being canted forward in such a way that second looks and feels like a conventional first.

Out on the Border roads the pace of the D-type belies its age, and the spaceship performance - especially compared with Clark's TR3 or Scott Watson's DKW - is echoed by its styling. It looks 20 years younger than its predecessor, the C-type, rather than only two - particularly in works guise, with its fin stretching out behind the headrest. If Dan Dare had been a racer he would have driven a Jaguar D-type.



The Dunlop alloy wheels alone illustrate just what a futuristic machine it was. When Ferrari was still using wires, this meticulously engineered thoroughbred was constructed with materials and design techniques more common in the aircraft rather than automotive industry. No matter how successful the C-type had been in long-distance sports-car racing, it was the D that really embodied the best of British.

Blasting along tile likes of the

arrow-straight B6456, a dry-stone-wall-flanked version of the Mulsanne, it is easy to recognise the Le Mans pedigree and, with so little traffic, only bravery limits the car's terminal velocity. The rasp of the Jaguar's side-exit exhaust bouncing off the masonry is intoxicating.

On Dunlop '1' race crossplies, however, wandering onto the white lines in the centre of the road quickly recalibrates the senses, the resulting shimmy worrying the driver almost as



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much as the nearby flocks of sheep.

Everything else about the Jaguar's componentry lives up to its intended job. The brakes are remarkable, possessing a reassuringly firm pedal even from cold and, despite the terrible lock, the steering is perfectly weighted. The only thing I have in common with its former driver is the desire to stay within my capabilities, so exploring the car's handling parameters - particularly on the public highway - seems inappropriate. There is enough to suggest that the D-type might be tail-happy and, given how staggeringly quick a machine it is, it's no wonder that the future World Champion was respectful of the car.

Considering that the Jaguar is a front-runner in today's historic racing, it's incredible to think that I have completed 70-odd trouble-free miles around the roads surrounding Chirside, Charterhall and Duns. Even driving down the latter's high street, being pointed at by school children, the temperatures remain static and its behaviour impeccable. The ride is stiff but, even after driving on single-track moorland roads, I emerge from the cockpit unshaken. Heavy rain showers try to unsettle me yet, despite the exposed cockpit, the car keeps me dry; though once I finally stop alongside the clock dedicated to Clark in Chirside, I get so soaked that a couple comes out of the pub bearing gifts of bar towels.

In 20 outings with the Jaguar during 1958, Clark finished all of them and won 12. His final meeting in it was at Charterhall, where he scored three

victories. But it was his final race there on 28 September that convinced him to pursue, much against his parents' wishes, a career in motor sport. David Murray had entered Ron Flockhart Ron Flockhart and Innes Ireland in Ecurie Ecosse D-type and Tojeiro Jaguar respectively. Both were shod with the latest R5 Dunlops whereas Clark was still using the out-dated R3s. Despite this, he drove the Reivers D-type to the threshold of his

“The Dunlop alloy wheels alone illustrate just what a futuristic machine it was.”

and the car's ability - probably for the first time - managing to stay with the far superior blue machines from Merchiston Mews in both the sports car and Formule Libre encounters. In the second race, Ireland spun, leaving Jimmy to finish second, just behind experienced Grand Prix racer Flockhart. As Clark later wrote in his autobiography: 'These two races gave me

a great deal of confidence, for I realised that I could at least race with people of that stature, driving the D-type 'on its limit and still keep up.'

This second-hand Jaguar would determine the destiny of the Berwickshire farmer. For me, apart from it being a huge privilege, I was reminded of just what a joy driving a fast car on deserted roads can be and how, before 1968 had concluded, I'd lost both my heroes from that day at Silverstone - my father and Jim Clark.

A varied history

Chassis number XKD 517 was built in 1955 and first sold via Henlys to Gilbert Tyrer, a Liverpool garage owner and racer of a well-known BMW 328. Registered TKF 9, it had passed to the Murkett Brothers - Huntingdon Jaguar dealers - within a year. They engaged the services of Grand Prix driver Henry Taylor. He competed throughout 1957 in the repainted D-type, scoring a win at Snetterton and a third at Spa before the car was sold to Jock McBain.

Following Clark's year with the D-type, Border Reivers sold the 12-time winner to Alan Ensoll, who promptly had it re-configured as an XKSS. Its next owner, Bob Duncan, raced it like that in Northern Ireland before moving it on to Shrewsbury solicitor Bryan Corser in 1964. He restored the D-type back to its proper shape and painted it British Racing Green, maintaining it until 1979 when it was bought by Willie Tuckett and campaigned in historic racing.

Neil Corner acquired the car in the mid-1980s, and it stayed with him for 20 years. The Jaguar finally changed hands in 2006, when the new custodian, Eric Heerema, had it restored, in the process changing it back to white. Heerema sold it on again in 2009 to its current owner.

Article credited to Classic & Sports car magazine

JAGUAR D-TYPE

Sold/no built 1954-'57 - 62 (plus 16 XKSSs)

Construction magnesium-alloy semi-monocoque, with tubular steel front subframe

Engine iron-block, alloy-head, dry-sump, dohc 3442cc 'six; with crossflow head, triple twin-choke Weber DC03 carburettors; 250bhp @ 6000rpm; 248lb ft @ 4500rpm

Transmission all-synchromesh four-speed manual, driving rear wheels via LSD

0-60mph 4.7 secs

Top speed 160mph (depending on axle ratio)

Price new £3633 ('54) **Now** from £5m

Thanks to Gary Pearson and 'Pops' at Pearsons Engineering, James Haithwaite PURE DRIVING EXPERIENCES



DRIVE IT DAY TORBAY STYLE!

My apologies for not having done an article sooner – it's only been 7 months since "Drive it Day"!

Natasha & I could not join you on the local "Drive it Day" as we were away in Torquay decorating our new flat. However, I did contact the Torbay Old Wheels Club (www.towc1.talktalk.net) and arranged for us to join in on part of their run. Unfortunately we couldn't do the run in a classic Jaguar or Daimler & used our Audi estate instead!

Our instructions from Julian Smith were – "Meet at Occombe Farm off Torquay/Paignton Ring Road at Preston Down Junction for coffee at 10am before proceeding at about 10.30am to the Den at Teignmouth to display our cars with the Crashbox Club. Lunch can either be taken in one of the many Teignmouth cafes or bring a packed lunch. At approx 3pm we will make our way to Powderham Castle for a cream tea, cost approx £3.95. Totnes

Tony will be taking the run, but as the cream teas need to be booked, if you propose to come ring Val on 01803 853711 by 16th April to book teas in advance. If you have put your name down and then do not propose to come please let her know. If you have a St. George's Day flag which can be attached to your car – please bring it." Needless to say, we didn't bother with a St George's Day flag!! We have a Wales sticker on the bootlid!

We met up with the members at Occombe Farm just on the northern outskirts of Torquay & Paignton. We arrived early and took the opportunity to look around the farm. We eventually met up with the members in the farm restaurant & were made very welcome by Julian & other members. I did note that the age of most of the members was considerable!!

We then adjourned to the car park to await any late arrivals & receive route instructions. Photos attached. Our route took us down to the sea front at Paignton before

turning north for Torquay. We skirted Torquay Harbour before heading for Babbacombe and on to Shaldon. We followed a very clean Triumph Herald 13/60 convertible (which Natasha admired) for most of the journey. Some of the views over the sea & towards Exmouth were stunning. Finally, after crossing the river Teign, we parked up at the Den Promenade in Teignmouth. It was at this point that we met up with the "Crashbox Club" (who, incidentally, organise a very large annual classic car show in Powderham Castle). They had a lot more cars in their

// Needless to say, we didn't bother with a St George's Day flag!! We have a Wales sticker on the bootlid! //

group with some interesting exotica.

Natasha & I found a very nice character pub for lunch in Teignmouth before we left the group to get back to our decorating. The group continued on to Powderham Castle later in the day.

Natasha & I found a very nice character pub for lunch in Teignmouth before we left the group to get back to our decorating.

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XKR-S GT

THE REVIEW

It was actually quite hard to identify precisely the most annoying aspect of the Jaguar XKR-S GT when it was unveiled a while back. Was it the silly name, or the bodykit daubed in the mind of a seven-year-old child, or the laughable predicted price?

Or was it just a general feeling that Jaguar had overstepped the mark and really shouldn't be engaged in this kind of activity because, well, spoilers and winglets are a little undignified.

I don't know - this just struck me as a move too far. In a world of £100K 991 GT3s, how the hell is a £135K XK supposed to avoid being laughed at?

Humble pie

Yesterday, I was made to eat my inner cynicism. Oulton Park was a streaming river for part of the day and then dry for the last few hours. I hammered a pre-production GT around the place with very few

interludes and it was eye-opening.

For starters, the £37,000 premium over a normal RS buys you many unseen modifications. Yes, all that bodywork and aerofoil action, and the underfloor aero bring a vast (claimed) 145kg of downforce at 186mph. But the important thing here is the chassis. That's where I started to like the GT, I like the fact that rather than give it 800hp, they've gone to town on the bits that actually



change the driving experience.

At the front axle there's a 52mm track increase allowing a whopping 255-section front tyre. The only carry-over component on the axle assembly is the upper arm, the rest is new or taken from the F-Type.

Spring rate is up 68 per cent and the dampers are completely re-calibrated. At the rear the spring rate increase is less severe, 22 percent, but again much of the metalwork is new, as is all the bushing, and the electronic locking diff has been programmed to be tighter because the front axle can now handle the extra push.

Big bite

Both axles retain a main spring and a helper spring. The adaptive dampers are just that in normal mode, reacting to surface changes, but in

“Yesterday, I was made to eat my inner cynicism.”

dynamic mode the car becomes passive. You kind of need that predictability to do 7min 40sec around the 'ring. That's quite fast for a big old boat.

Inside you get snazzy bucket seats, badges and a half cage. The rest is normal XK, which is starting to look a little dated.

In the wet, on its standard Pirelli Corsa tyres, the GT is a handful. Or is Oulton Park a handful? Maybe it's a combination of the two. The place was so slippery yesterday morning that you had to go looking



for grip in odd areas, but you did this with a much, much better sense of connection to the car than any fast Jag I've driven before. The steering is F-Type derived and a real improvement. The noise is fantastic, much ruder than the generic AMG V8 woofle.

As the track dried, we could push a little harder. In dynamic mode this car is a complete weapon. You can grab it by the scruff in a way you can't any other fast Jag - the chassis wants to be pushed to the point that it slithers around. Turn-in is very positive but not too aggressive, and the grip really builds down the side of the car. I know these Pirelli Corsas are sticky things, but they seem to work especially well on this car. Perhaps it's just that I've never felt a Jag corner like this one can?

Where it counts

You'd expect a set of 398mm front ceramics to do a reasonable job - no surprises that they do. Every fast Jag should have them. They take time to warm through, but then you just smash the pedal and let the recalibrated ABS do the hard work.

There is one component that they couldn't do much about, and that's the gearbox. It's an old six-speed ZF unit, and it will blip on downshifts, but it's definitely the weak link here. Upshifts have a slight slur and seem slow compared to other stuff operating at this price range, but it should be added that the 'box will accept a request to change down, memorise it, and then take the gear when the engine speed will allow it. That makes it far less

frustrating on track.

Like you, I was a little disappointed that there wasn't some more power for this conversion, but around Oulton not once did I think I needed more thrust. Strangely, it now feels like the 550hp motor finally has a chassis that can handle it.

Ready to pounce

I really wish Jaguar could have fitted a steering wheel more in keeping with the personality of the car and it is fair to say that not everyone will enjoy the bodykit, but the GT is a great foretaste of what's to come from Jaguar. This is car plucked from the production line and re-jigged for an enthusiast audience. Imagine when they do that with the F-Type, or the F-Type Coupe that they're not going to make? Allegedly.

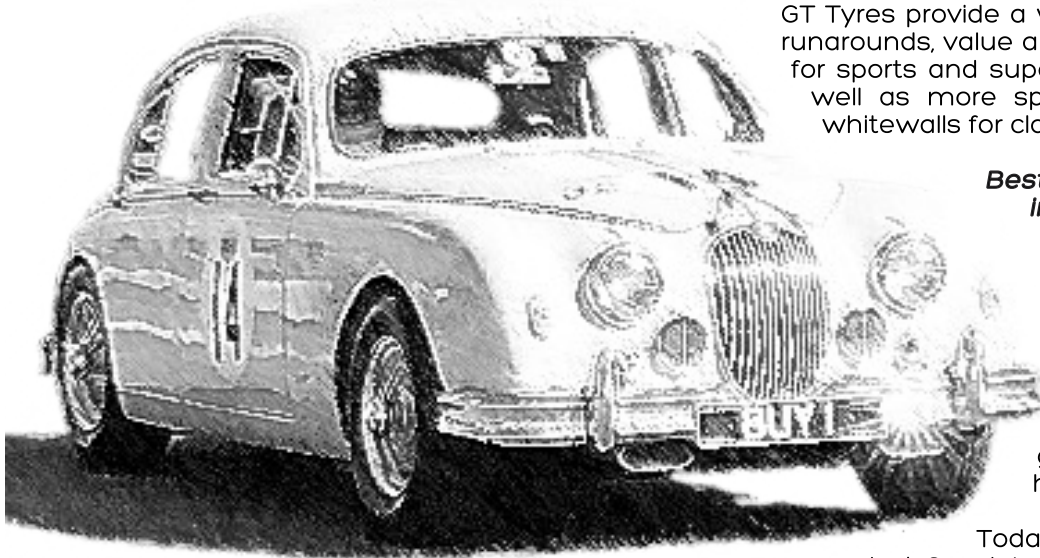
Underneath all of this, the core character of the XK hasn't been

too disrupted. The ride quality is good, the car is just as easy to live with as a cooking RS. I like that. Jaguar doesn't need to be making a GT3 RS rival - mostly because history shows that people who do tend to end up looking silly. But people like me need reminding that not everyone wants a Porsche GT3, and anyone who fancies going very fast on track in a Jaguar will have a stunning time in this car. For trips to the 'ring it would be sensational.

Yes, the price is a little silly. But only 10 are coming to the UK, and I think they will all find homes.

The Jaguar skunk works era has begun. I think we're all going to enjoy what happens next. I think we did 60 flat-out laps and it felt fresh as a daisy. I should have been less cynical.





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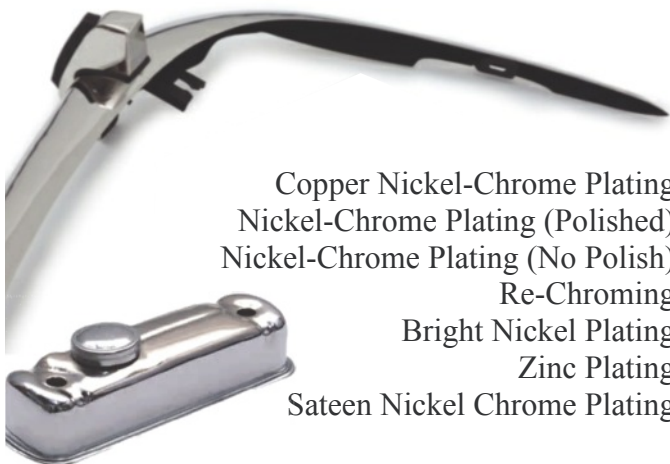
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humour

Members jokes & anecdotes

SKINNY DIPPING

An elderly man in Louisiana had owned a large farm for several years.

He had a large pond in the back. It was properly shaped for swimming, so he fixed it up nice with picnic tables, horseshoe courts, and some apple and peach trees.

One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over.

He grabbed a five-gallon bucket to bring back some fruit. As he neared the pond, he heard voices shouting and laughing with glee.

As he came closer, he saw it was a bunch of young women skinny-dipping in his pond.

He made the women aware of his presence and they all went to the deep end.

One of the women shouted to him, 'we're not coming out until you leave!'

The old man frowned, 'I didn't come down here to watch you ladies swim naked or make you get out of the pond naked.'

Holding the bucket up he said, 'I'm here to feed the alligator...'

Some old men can still think fast!!!!!!

IF NELSON WAS AT TRAFALGAR IN 2013

Nelson: "Order the signal, Hardy."

Hardy: "Aye, aye sir."

Nelson: "Hold on, this isn't what I dictated to Flags. What's the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): " 'England expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability.' - What gobbledygook is this for God's sake?"

Hardy: "Admiralty policy, I'm afraid, sir. We're an equal opportunities

employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry sir. All naval vessels have now been designated smoke-free working environments."

Nelson: "In that case, break open the rum ration. Let us splice the main brace to steel the men before battle."

Hardy: "The rum ration has been abolished, Admiral. Its part of the Government's policy on binge drinking."

Nelson: "Good heavens, Hardy. I suppose we'd better get on with it full speed ahead."

Hardy: "I think you'll find that there's a 4 knot speed limit in this stretch of water."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest, please."

Hardy: "That won't be possible, sir."

Nelson: "What?"

Hardy: "Health and Safety have closed the crow's nest, sir. No harness; and they said that rope ladders don't meet regulations. They won't let anyone up there until proper scaffolding can be erected."

Nelson: "Then get me the ship's carpenter without delay, Hardy."

Hardy: "He's busy knocking up a wheelchair access to the foredeck Admiral."

Nelson: "Wheelchair access? I've never heard anything so absurd."

Hardy: "Health and safety again, sir. We have to provide a barrier-free environment for the differently abled."

Nelson: "Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail. The salt spray beckons."

Hardy: "A couple of problems there too, sir. Health and safety won't let the crew up the rigging without hard hats. And they don't want anyone breathing in too much salt - haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."

Nelson: "What? This is mutiny!"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity coordinator hear you saying that sir. You'll be up on disciplinary report."

Nelson: "You must consider every man an enemy, who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life"

Nelson: "Don't tell me - Health and Safety. Whatever happened to rum, sodomy and the lash?"

Hardy: As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case kiss me, Hardy."

By David Mcfarlane

WE NEED YOUR JOKES!

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

JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S

not Hi all, I am afraid there is not a great deal to report this month as we are now in the close of the season of the Classic Car Scene.

After such a nice summer we unfortunately missed The Malvern Show which is the last show of the season that we usually attend as a group; the bad weather that was promised for the day did not turn out to be as bad as was predicted but most of us had made the decision the day before to give it a miss and to go along instead to the JEC spares day at Stoneleigh, which of course is all held inside. It was a shame about missing Malvern as it is still quite a good show but not nearly as good or as big as it used to be some years ago but still an enjoyable day. I do hope that spares day will revert to the usual date in the month as it does not normally clash with Stoneleigh and is usually a week or two later.

Talking about the bad weather which has now started here in Wales I would like to wish Colin and Neta Masterson a very pleasant winter over in the Florida sunshine and I look forward to reading Colin's letters from America in the newsletters each month.

Janet and I have just returned from a very pleasant two weeks out in Vilamoura in Portugal; the weather was wonderful about high seventies during the day and still quite warm in the evenings to be able to go out without coats or sweaters and then we came home to the rain and winds AH WELL! I still think we live in the best country in the world.

I have started to make arrangements for the Drive It Day to be held on the 20th April 2014. It will start and finish at The Coed-y-Mwstwr

Hotel at Coychurch near Bridgend. The route has yet to be finalised, there will be a coffee stop en-route ending up at The Coed-y-Mwstwr for lunch. I will also be inviting the XK and E-Type clubs to join us, so depending on their interest I may possibly make a weekend of it. If

so there will also be a run on the Saturday with accommodation at Coed-y-Mwstwr for those interested and coming from further afield at a special rate which I have negotiated. Full details of the tour/weekend will be in the next magazine. Watch this space! Local JEC members



would be welcome to take part in as much or little of the weekend as they wish.

When I was at the JEC Castle Combe event on the 6th October I was having a chat with Norman Dewis and my old friend XK club member Trevor Groom. Trevor is a great friend of Norman's and he now seems to manage Norman's affairs and drives him around the county. He even accompanies him to other countries where he is still very much in demand giving talks having both just returned from the USA. Whilst chatting I mentioned the possibility of a further visit and talk by Norman for the JEC Cardiff region and Norman told me to fix it up with Trevor; I am looking into this and will keep you all informed.

Don't forget the JEC Cardiff region annual Dinner which again will be held at the St Mellons Golf Club, I am sure there will be details of this elsewhere in this newsletter. Please try and come along as it is usually a very good night and the meal is always very good value in pleasant surrounds.

Isn't it good to see J L R

doing so well in the world market, they certainly seem to have things just right at the moment especially Jaguar with their superb model range. Worldwide by September the Jaguar calendar year sales to date was 57,660 cars which surpassed the 2012 full year performance, by the start of September more than a 1000 F Types were with UK customers, sales of the XF were up 12%, and XJ 6%. Sales were up in all major regions worldwide: 122% up in China, 33% North America, 24% Asia Pacific, 19% UK, 18% Europe and 29% in other overseas markets (wow! what recession) Well done Jaguar!

Just to show that I don't just read Jaguar articles (I'm not biased honest) I was reading recently about the new Lamborghini Veneno which has been announced, there will be just three cars produced to celebrate the fiftieth anniversary of Lamborghini, all three have already been sold at a mere 4.5 million dollars. The car is based on the Aventador with a V12 6.5litre motor and will do 0 to 100KPH in just 2.8 seconds. Young Andy Webber and I were looking at the Aventador on the Lamborghini Club Stand at Silverstone back in the summer and Andy was salivating over it, (personally I thought it was bloody ugly) he could not understand how I did not like it! (We will soon help him to get over this silliness/illness) I suppose it is early days yet, he is still only at stage three of the JJ Jaguar brain washing process, I suppose another year or so and we



should have it all out of his system. We also need to start increasing the process on young Scott, it is about time he bought himself an E-Type now or at least a MK2 but I must say he has been doing very well for himself being the proud owner of two jaguars and still only in his mid twenties. In all seriousness it is really good that we have a couple of younger members in the fold and I sincerely hope they will continue to enjoy the joy of jaguar ownership.

SOUTH WALES REGION COMMITTEE

REGIONAL REPRESENTATIVE

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

SECRETARY

Mike Jones

email: mike.jones@jecsouthwales.co.uk

Tel: 01633 689005

TREASURER

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

CHAIRMAN

John James

email: john.james@jecsouthwales.co.uk

Tel: 01656 656424

PRESIDENT FOR LIFE

Harry Kuehling

email: harry.kuehling@jecsouthwales.co.uk

Mobile: 07931 538434

Tel: 02920 407863

COMMITTEE MEMBERS

Paul Cogdon

email: paul.cogdon@jecsouthwales.co.uk

Tel: 01600 860969

Andy Webber

email: andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

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

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

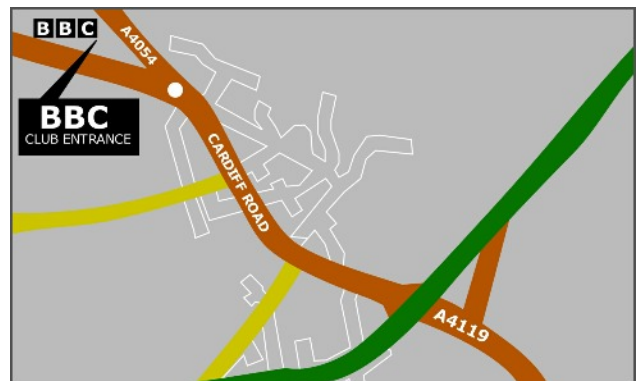
HOW TO FIND OUR MEETINGS:

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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