

JAGUAR

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FROM THE EDITOR

Hello!

November saw the annual NEC Classic car show, which is always popular with both the public and car clubs nationwide. Thankfully it's not too far to the NEC and a few of us travelled to Birmingham to take in another fantastic show. It's always one of the highlights of the JEC calendar as the show that stages the annual JEC raffle car draw. Each year I convince myself it's my turn and each year I'm disappointed but the JEC raise so much money for TroopAid it's worth it!



I've included a full write up of the show in this newsletter but want to point out the terrific C-X75 project car that was on the Jaguar Heritage stand. This really stole the show for a lot of people not just the many Jaguar enthusiasts with many ooo's and ahh's from the viewing public. It really puts Jaguar on the map amongst the leading technological motoring advances being a hybrid super-car capable of 100mph in less than 6 seconds and looks absolutely stunning as does the new F-Type that actually didn't figure on any of the stands.

The 30th anniversary event of the JEC in 2014 is now available to



book at Thorsbury hall so please see the JEC magazine for details. I know that several of us have already booked as it'll book up very quickly being such a big event.

We have our first 'Letter From America' from Colin Masterson this month,

which includes a write up and pictures from the huge Daytona show. I would like to say that we're missing you Colin but I'm afraid jealously over rides that!

By the time you read this we'll have had our South Wales regional Christmas dinner at St.Mellons Golf club and I'll include a write up in January's newsletter.

Andy Webber

and finally...

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

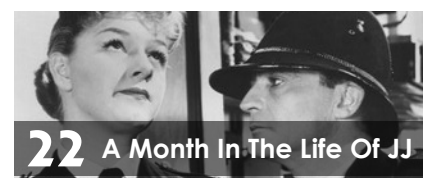


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NEWS

Silverstone Classic will be held on the 25/26/27th of July 2014. This is always a great event with over 9000 classic cars attending and 1500 racing. As usual we will be staying in a hotel nearby Silverstone on the Friday and Saturday night. I will be booking these in the New Year. If you interested in going would you please contact me as soon as possible.

Colin Manconi



18 The Ecurie Ecosse Collection Going, Going, Gone!

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NEC CLASSIC CAR SHOW

Over the weekend of the 14th to the 17th of November I was asked if I would help out on the club stand at the NEC Classic Car Show. It is always good fun helping out on the stand. Our job is mainly to man the stand selling the tickets for the Clubs Prize Draw Car in aid of TroopAid and help entertain any members who take advantage of the seats and refreshments.

I drove up on the Thursday morning. After parking the car and booking into the hotel, I walked across to hall 20 where the JEC club stand was situated. James Blackwell, Tony Ridge, Simon and Ann Cronin and Rob Jenner were already there and had set up most of the stand.

As we were finishing off the stand, the mainstay of the stand, the cars, started arriving. Tony had

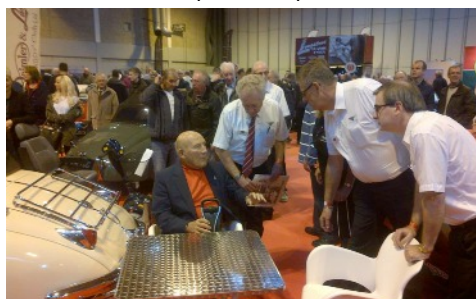


brought the Prize Draw car, the XK convertible. Andy Brooks brought his 2006 XJ 350 to represent the 10th anniversary of the model. We had a beautiful 1963 Series 1 fhc E-Type owned and restored by Darren Field. Peter Purdom arrived in his 1953 XK120 dhc, originally supplied to the States but now fully restored in the UK. Keith Vincent brought along his XK140 drophead which he has owned for 33 years. John and Carole Tatar provided their 3.4 litre S-Type which had been restored in 2000.

Gavin Jones of XJK independent Jaguar Specialists had arrived with his excellent cut away engines and gearboxes. He was on hand all weekend to give technical advice to the members as was Bob Bate.

The only car which hadn't arrived was David Bradbury's XJR-15. He was stuck in traffic, but was on his way. We left Tony and Peter to position the XJR-15 when it arrived and retired to the Hotel.

Friday used to be the quietest day of the weekend but recently it has become much busier. I think that because Saturday has become so busy, last year you couldn't move in the isles, a lot of people have decided come on the Friday instead. The stand was busy all day. We sold lots



of tickets and signed up a lot of new members.

Saturday is always the busiest day. It is also the longest, the show opening at 9.00 am and closed at 6.30pm. Just after 11.00am Peter James the MD of Peter James Insurance brought Sir Stirling Moss to the stand to sign autographs. Many members took the opportunity to have their photograph taken with Sir Stirling.

We sell more tickets for the charity car on Sunday than any other day during the year. At 3.30 pm Dr Ralph Speth, Jaguar Land Rover CEO, made the draw for the Club. For the first time ever in the drawing of the ticket, the husband of the owner of the winning ticket, Martin Edwards, was present at the show. The show closed at 5.30 pm but we then had to pack up the stand and wait for the cars to leave before the vans were allowed in. By the time we loaded the vans

and walked back to the hotel to pick up our cars it was after 8.00 pm. We then had to drive home. A long day!

SILVERSTONE CLASSIC

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REGIONAL 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.

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JAGUAR E-TYPE

vs ELECTRIC LIGHTENING -

THE RACE OF THE CENTURY

The driver tightens his grip around the thin, wood-rim wheel and hunches slightly, shielding from the wind behind the broad, shallow expanse of 'screen.

Foot hard down in second, he senses the undulating bonnet rise, the needles flickering on the two Smiths dials in his lower vision, and the accelerating blur of the English countryside. If anyone had been standing in those

verdant fields, they would have seen a spectacular sculpture at speed and heard the unmistakable bray and crackle of the straight-six hard at work. 'This is what it's all about,' he thinks. 'This is why everybody loves the E-type.'

With a hint of bravura, he double-declutches down the gears and peels off the lane to the airfield gatehouse. A nod to security has the boom raised, and he heads for a hangar on the far side of the runway.

Cursing the lacklustre British summer, he pulls up outside and switches off, the abrupt silence amplifying the emptiness of grass and asphalt around him.

Behind the large retractable doors sits arguably the most fearsome fighter plane in the history of the Royal Air Force: an interceptor, a nation's protector in a nuclear era. Nicknamed 'The Frightening', it's capable of more than twice the speed of sound and is as agile as a Jaguar of the four-legged variety. Like the E-type, it represents the best of 1960s British technology but, rather than aiming to seduce and entertain like the sports car, its sole task is to repel any advance from behind the Iron Curtain. At its core, it has been designed to kill.

But this isn't 1961, and there is no RAF guard on the gate. Nor is there the latent tension of a frontline fighter base on three-minute alert. This is Bruntingthorpe, 2011, and a timewarp meeting of two British icons of the 20th century. On the 50th anniversary of the E-type, the aircraft towering over it today is the English Electric Lightning, and car and plane share far more than you might at first imagine.

Developed through experience gained via the triumphant C- and D-types, and with its roots in the rooftop discussions of Messrs Lyons, Heynes, Hassan and Baily during the Blitz, the E-type is arguably the perfect marriage of art and oily bits. Aerodynamicist Malcolm Sayer applied his eye for a line to the body. The gleaming XK engine produced a hearty 265bhp, and racing experience plus a willingness to push technical boundaries in road cars – yet for a 'value' price – led to a rigid monocoque tub and independent rear suspension.

Some people love the E simply for how the car looks. Earning a place in New York's Museum of Modern Art wasn't due to its ability to drift around a wet roundabout, it was not only because it looks impossibly elegant and exciting, but also that its shape somehow captured the zeitgeist. Others would fall for its speed, or how it drove, or its help with attracting the opposite sex – or maybe all of those reasons together.

Then there's the Lightning, more brutal than beautiful. Bluff



nosed in profile, an exotic tube of a fuselage containing two ferocious Rolls-Royce Avons, one on top of the other; a single ejector seat, in a cockpit with only just enough room (like the Jag) and mounted right at the front – like sitting on the tip of a rocket. Design work started just two years after the end of WW2. It was a preposterous leap forward at the time.

Both were designed and built in Britain, the E-type launched in the spring of 1961, the Lightning entering service a few months earlier with 74 Squadron at RAF Coltishall. Yet it seems almost unfathomable now, living in a service-led UK plc and an era of globalisation, that these two were exclusively crafted within these shores.

They were just about the fastest things in their fields: the Jag with its much-vaunted but rarely achieved 150mph maximum, the Lightning blazing to Mach 2 (1500mph) and beyond. And they're still fast today: the E pegging a hot-hatch, the Lightning astounding with its acceleration and rate of climb, even against the latest military jets.

Beyond mere numbers, they're both resolutely mechanical. These are machines born on a drawing board, painstakingly realised with a pencil and a slide rule, and honed by blokes in brown coats with a shirt and tie underneath. The microprocessor and the shiny white, clinical world it presaged had yet to exert its influence. Instead there are pumps, valves, linkages and multiple gauges. In places they may appear crude, but their more primitive

internals allow a deeper bond between man and machine. They are analogue: fallible, old-fashioned technology that we can all relate to.

Also, they both smell similar. There's a peculiar fragrance, a macho cologne distilled from warm metal, hot oil, hard-worked grease, rubber and their respective fuels. It's the sort of pong that goes well with a chipped mug of hot tea. It stays on your clothes if you spend a while in their company, a warm fug that envelops you in its cosy embrace like a familiar cardigan.

More than anything, they share a spirit so redolent of their era: a desire to be the fastest – an optimistic futurism. Today we dream of that time – of the freedom – of a virginal M1 with neither traffic nor speed limits and a lone E-type at full chat, or a nine-ship formation of Lightnings splitting open the sky with

with a colossal din.

For all of the positive parallels, there are the negative similarities, too. Although the clamouring public and fawning media couldn't see it, these machines marked a watershed. By '66 Jaguar was merged into the British Motor Corporation, and two years later into the black hole of British Leyland. The dark clouds that had been on the horizon were now overhead.

"The Lightning was victim to an awful lot of political manipulation that was quite disgraceful," rues ex-Lightning Wing Commander John Ward. The British aero industry, world-leading for over a decade but riddled with poor management and under-funding, was about to be slaughtered. The infamous '57 Sandys Defence White Paper – which led to key projects being axed because of its author's perceived



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need for fewer manned aircraft – did to plane production what Dr Beeching did to the railways. But somehow English Electric managed to sneak the Lightning through.

As the '60s became the '70s, the E-type and the Lightning continued, albeit without the development they deserved: the Jag as a grand tourer; the Lightning proving the inaccuracy of Sandys' claims, and eventually lasting until 1988 because the MoD struggled to find a way of comprehensively replacing it. Jaguar could well have died, but privatisation saved it, Ford-ownership modernised it and now, under Tata, the firm is in rude health. The British aviation industry, however, has never recovered.

Just for a moment, let's return to a world of short trousers, endless summer holidays and gluing Airfix kits together on the kitchen table. You longed for a glimpse of an E-type and were beside yourself with excitement at the thought of going to an airshow to experience the speed and thunder of a Lightning. Most of all, though, you dreamed of being that pilot, and of parking your E-type outside the Officers' Mess before you soared around the skies.

Peter New did just that. He may have once flown you to your holiday destination, too. After a long RAF career he became a captain on Boeing 747s, but between 1970 and '74, from the unbelievably young age of just 21, he was an RAF Lightning pilot – with an E-type key in his flight suit.

"For your first 'solo' you'd

draw on the blackboard beforehand exactly what you were going to do: the height, turns, climbs, the landing," remembers New of his maiden flight in the Lightning, "but I don't think I caught up with the aeroplane until near the end; the rest of the time I was just hanging on to the tail-plane." As Ward adds: "Compared to the Jet Provost trainer we were used to, this was an enormous beast – quite a terrifying, daunting prospect."

As for the Jag, "I'd always wanted one," grins New, recalling where it all began. "I was standing in the RAF Club [in London's Piccadilly] in '68 and a certain instructor – who shall remain nameless – offered me a lift back to base at RAF Leeming, North Yorkshire, in his E-type. We left at 10pm and were back in the mess by half past one. 'That's the car for me,' I thought!"

A trusty MGB gave way to a Cortina GT when New's first Lightning posting turned out to be in Germany, followed by a TVR Vixen. But, once back at Wattisham on 111 Squadron, it wasn't long before a white S2 fixed-head at a local dealer took his eye.

"To me it was just the business," he says. "There's a lot of cross-over in the cockpit – two big dials, the rows of switches. I'd park it outside

side the mess and just look at it. We used to go to the pub because there were five of us living off-base in a house. We all had sports cars and drove there separately." One night New lost control and spun 360° while crossing a hump-back bridge. When he returned the next day and checked the width of the bridge, it measured just a few inches more than the total length of the Jag.

High jinks, high times. Imagine life with 60,000bhp on a daily basis: flying 40 hours a month then down 'the local', the only entertainment near a remote fighter base, trying not to think about the giant Soviet Tu-95 'Bear' nuclear bombers to the East.

Time has been kinder to the car. The E-type is celebrated and relatively accessible: most of the Lightnings were ruthlessly and, as it proved, prematurely scrapped. The authorities, mindful of their ageing complexity and infamous reputation, grounded the few that survive. Thankfully, the pair kept at Bruntingthorpe are lovingly attended to by the Lightning Preservation Group volunteers. They exercise them on the runway from time to time, keeping history alive for future generations.

Although approaching his 70s, Ward still possesses the piercing, level gaze of a leading fighter pilot. In a flying suit and with 'bone dome' on, he climbs up into the cockpit and taxis to within 20ft of us, gives us the thumbs up and launches down the runway on full afterburner. The noise is so utterly overwhelming – in quantity and sheer force – that it nearly lifts you off your feet, reverberates around your ribcage and distorts your hearing, even with earplugs. Standing there, I challenge anyone not to will that he leaves the brakes and parachute alone, keeps the throttles open, rotates and points the nose almost vertically under full power. In two minutes he'd be over the coast at 30,000ft, in 10 he'd be somewhere far out over the North Sea, hunting 'Bears' on the bleak, lonely front line of the Cold War.



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Article from www.classicdriver.com

THE CRAZY 'KAIZEN': WORLD'S FIRST STRETCHED E-TYPE

Compromising on luggage and legroom is a predicament facing most classic car owners on cross-continental adventures. This Jaguar E-type and bespoke matching trailer offer a solution to both problems...

Look closely at the above photos: notice anything unique about this particular 'E' (besides that magnificent trailer, of course)? This stunning duo is the responsibility of Jaguar specialists at Classic Motor Cars of Bridgnorth (CMC) who, in extensively restoring the Series 1 Roadster, actually extended the floor pan by a sizeable four and a half inches.

Preserving the essence

The car (and its trailer) was tailored for its USA-based owner, Paul Branstad, who wanted the prettier Series 1's looks, while gaining the extra cabin space of the later British-Leyland-built Series 2 2+2 and Series 3 V12 models. He's christened the

project 'the Kaizen' after one of Toyota's founding principles: to constantly evolve and improve its products. Despite the modifications and modern materials implemented in the car, Branstad was keen to preserve the Jaguar's essence – and we think he's managed this with resounding success.

Included in a raft of other modifications – all aimed at making the E-type that little bit easier to live with – is a roofline raised by 1.25 inches above the driver's head, power steering, a 20-gallon fuel tank custom-fabricated in the boot, and air-conditioning.

Sufficient luggage space

The E-type's beautiful rump certainly makes for the best looking trailer we've ever seen, too (we never thought we'd be saying that). Built from two separate E-type rear ends, the nifty trailer connects to the car via a removable tow-hitch hidden in a clever aperture in place of the rear-reversing light. While the trailer's

not attached (advisable for notoriously pedantic classic car circles), the light simply fills the gap, ensuring those timeless lines are left unspoilt.

The car is said to be 'phenomenal' to drive – the extra space apparently altering the whole attitude of the car. CMC's managing director Nick Goldthorp goes as far as to say that this is the car that Jaguar should have built. Whether or not you agree, CMC's E-type is sure to be in high demand before next summer's road-trips begin.

Photos: John Colley, courtesy of Classic Motor Cars Ltd.





LANCASTER INSURANCE CLASSIC MOTOR SHOW

JJ had proven his excellent IT literacy by organising the tickets online as well as organising transportation! Stuart very kindly drove in his very comfortable company BMW – not an XF as they couldn't supply one at the time he was offered the BMW!!

Bob as well as JJ's grandson Aaron also made the trip so with a full car we headed to Birmingham. Heated rear seats were certainly a luxury that I've not enjoyed before and one that you don't find in my 1997 XJ!!

Surrounding our stand was the Jaguar heritage stand that included an XJS police car that you really wouldn't be able to out run with its big V12. Alongside that they had the last of the line 2005 XK8, and the one and only Daimler Corsair, which despite all the other exotica around was my favourite. However, the Jaguar Heritage stand had the C-X75 project car that was just phenomenal and up there with the styling cues of any Lamborghini but a

different in that it's a hybrid supercar. They also had the famous XK120 'NUB 120'. The JDC and the XJX Club also had stands closeby and there were a large number of classic car specialists with cars for sale including a sovereign X350 used by Prince Charles.

At 3.30 Dr Ralph Speth of Jaguar UK take to the JEC stand to make the draw for the annual JEC raffle car in aid of TroopAid. The stand was packed with last minute punters buying tickets for the chance to own XK convertible. neared the ered and as the pictures how The winning tick- and a gentle- calmly volun- the husband of fore jumping calmly!! This was 25+ years of the winner had stand! See the for more details including how much the club raised for TroopAid.

I'd managed to get around nearly all of the show and taken in James Bonds DB5 used in the last few bond films including Skyfall registered BMT 216A – it even had the line drawn on the roof to hint at the ejector seat panel!

The Littlecote car of the show a XK150 speedster was on the Meguiars stand again in gleaming condition with a mirror black finish and dark red interior – stunning!

As 4.30 neared it was time to drag JJ away from a beautiful Bentley that was for sale and that he'd been stalking all day before heading back to Wales. A big thank you to Stuart for driving and JJ for organising



tickets as well as the company of Bob & Aaron.





By Colin Masterson

Letter from America

December 2013

Hi everyone,

This year Netta and I decided to try using a repositioning cruise to get to the US - crossing the Atlantic in mid-winter - how mad is that? I wasn't aware of these cruises until I bumped into someone in the US last year at a car show that told me about them;

Some of the cruise ships that ply the Mediterranean during the summer reposition to the Caribbean for the winter months. They represent fantastic value with 5 star food and shows every evening of West End standard. They even had an ice skating stadium and put on ice musicals. In fact the crossing was very smooth as we avoided a potential storm by sailing due South to Portugal and then heading West to the Caribbean for a few stops before getting to Florida. Not knowing the form we took plenty of warm clothes but the temperature on deck was soon up to the high 70's and later into the low 80's

I guess you wouldn't expect to see classic cars in a write up about cruise ships - wrong! In a shopping mall that was 5 decks high and was the length of two football fields, there was a Morgan on display. Our ship was the Royal Caribbean "Independence of the Seas" It is the largest cruise ship operating in Europe and carries 4,370 passengers and 1,360 crew, has 18 decks, weighs 154,000 tonnes (gross) has three diesel



engines with a combined power of over 100,000bhp and which produce electricity which powers motors in

three revolving pods in the stern, making the ship very manoeuvrable.

It is amazing to think that this ship is three times heavier than the Bismark which was 50,000 tons yet we had considerably fewer Germans on board but we could probably have sunk her with our wash, although not sure how we would beaten the eight 15 inch guns!

We left Southampton on 2 November for a cruise which was to last 14 days, ten of which were at sea but with three stops in the Caribbean:



St Maarten, Puerto Rico and CocoCay in the Bahamas. The captain announced that, due to storms coming in from the Atlantic, he planned to take a Southerly course to Portugal and then head West. Needless to say, we didn't argue with him! The plan worked and we had smooth sailing in warm weather all the way. Our winter woollies weren't required and it was hot on deck, perfect for swimming, surfing (yes, they had a surf rider on board) and rock climbing (up the funnel!) see pics. The sea was like a mill pond and not at all what we expected hearing



winter- Seen too many films like the Cruel Sea, I suspect. Needless to say, Mrs M and I did not take part in the surfing or rock climbing.



As most of you know I am a Cadillac man when in the USA. When I read the editorial of the September edition of the Cadillac Suncoast Region magazine I thought it summarised the difference between the UK and US classic car scenes: "Here we are in Fall already. Where has the summer gone? In a few weeks the temperatures will start to cool off and the rainy season will end, thus making it easier to keep our Cadillac's clean. It will soon be cool enough to drive with the tops down and the sunroofs open." See what I mean? The complete opposite of our situation in the UK.





As last year, Late November was time to head off to one of the largest car show in the USA (and I guess, therefore, the world), the Daytona Turkey Run, so called because it takes place for four days over the Thanksgiving weekend. Our Convertible Cadillac Eldorado started OK on our return to Florida (Phew!) and, after a quick check over for fluids and pressures, Netta and I made the trip for a four day/three night stay.

Our hotel was one of the best resorts on the beach (what else for Mrs. M may I ask?) and she was able to catch up on her tan while I spent some of the time at the show looking at the cars and trying to renew a few old acquaintances. Not so easy with over 6,000 cars on show and for sale and 100,000 visitors! It's funny how I manage to snag really good deals on Hotwire.com for the hotel and she who must be obeyed manages to wreck my plans with an upgrade when we check in so it costs over twice as much as planned – Oh well, she's worth it really.



The show had a tribute to the 40th Anniversary of American Graffiti, with the stars of the films Cindy Williams, Candy Clark and Bob Hopkins, who were present and signing autographs (for small fee!) and sharing classic memories from the iconic movie. In addition, the American Graffiti Tribute Team brought original

movie set items as well as some incredible classic cars as seen in the movie. This is the yellow '32 Deuce Coupe chosen by George Lucas who wanted a car that would evoke circa 1962 memories of the cruising he experienced growing up near Modesto.



One popular collectible car is the Woodie or station wagon and there were plenty of superb examples. In the UK such cars are associated with large country estates and the huntin' 'n shootin' brigade, sometimes built on Rolls Royce or similar quality Chassis. In the US the genre had a similar gestation but is now more associated with surfing and a younger set playing in the sun. The earlier examples from the 30's and 40's were built with wood but later they adopted a wood-effect paint job. There are still woodies to be found today, including the rather tacky Chrysler PT Cruiser.



This is one of those shows where you get all sorts. Some rough cars are called sheds and some really are sheds on wheels – see pic Also, Imagine needing a pair of steps to check your engine oil like this guy. It was for sale for \$65,000 and he told me he had spent \$120,000 on it – nuts!

There was a nice V12 XJ-S for sale at what I thought was a bargain price of \$6,500, considering its condition. The problem with Jaguars over here is they still have a bad reputation for reliability (even though new ones now top the JD Survey on reliability) and it is difficult to find anyone who knows



how to service them. One look under the bonnet of a V12 is enough to frighten anyone!

I met a guy called Ron Hess who spends most of his days playing with racing cars but he is not a kid, he's a 65 year-old retiree and when he plays with racing cars, he plays with the real deal. He belongs to the Living Legends of Auto Racing and he and



and his fellow board members have a simple goal: Keep the history of racing alive. One of his cars, the "Instigator", is a 1934 Ford Sedan on a 1978 Monte Carlo chassis with over 500bhp. It all looks pretty dangerous to me! He started the car and it hurt my ears – I don't know how you could drive for more than a few minutes without getting deaf, let alone hours at a stretch – I seem to remember I had to shout to make myself heard! He had a pal called Anderson who was 75 years old with a similar mad bent to do himself damage, in fact he nearly 'bought the farm' at Occoneechee Speedway at Hillsborough, North Carolina where he got "a bit carried away" and took out a palm tree on the side of the track.

This show is so big that even two days is hardly enough to check out all of the cars on display as well as the auto jumble and after a few hours of walking around you tend to be a bit jaded by all of the magnificent cars. However, every now and again you turn a corner and see something to make you really stop and look - like the monster truck called "Temperature Rising". I don't know much about this except it has only

recently been completed and has a Northrop F5 Tiger Fighter jet engine but it hasn't yet been run. Should be a bag of laughs when it does. If anyone is interested there is a low hours 1967 F5 for sale in Albuquerque, New Mexico with spare engine, start cart, tow bar and spares package for a bargain price of \$1.6m – to you £1.0m. Now that would be fun!



What about rewiring the retractable top of this Ford Fairlane 500 Skyliner? Note the small box in the centre for luggage; all of the rest of the boot is taken up by the folding hood. The Skyliner was made from 1957 to 1959 and had a complex mechanism which folded the front of the roof and retracted it under the rear deck. It had three roof drive motors driving



four lift jacks, four door-lock motors, ten solenoids, four locking mechanisms for the roof and a total of 610 ft of wiring. Unlike what most people believe, the mechanism had decent reliability. At the time of its introduction, the Skyliner was the only true hardtop convertible in the world and now it has become a very valuable



collectible car.

As well as all of these bright shiny new looking cars there were a number of what you might optimistically call "projects". These are basically dogs that have probably got past the point of no return rust-wise; and how about the removal lorry, I thought it looked great. How they allow junk like this on the road beats me, but then they don't have an MOT over here so pretty much anything goes – amazing isn't it?

Altogether Daytona put on another great show, with another Spring Show in 2014 to look forward to.



In closing, a joke;

A cop stops a car that has just crossed the border from Mexico into the USA:

Cop: "Congratulations, you're the one millionth motorist to drive on our new federal road and the city mayor is to give you a prize of \$1,000 in cash to spend as you please."

Driver: "Alright then, thanks."

Cop: "Do you have any idea what you're going to do with your money?"

Driver: "Yes, I'll go to driving school and get a licence."

His wife leans over and says: "Don't listen to him, he's drunk!"

Grandma shouts from the back seat: "I told you they'd pull us over in a stolen car!"

Grandpa next to her bawls her out: "Shut up, else you'll tell him about the drugs in the upholstery too!"

A voice from the trunk asks: "Have we crossed the border already?!"



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ECURIE ECOSSE

GOING, GOING, GONE!

If you had a spare £8.8 million knocking about and fancied buying a set of toys that has the organisers of major historic motoring events around the globe fall over themselves to beg for your attendance, then you needed to be at Bonhams inaugural sale at its new London headquarters.

If the answer's were in the affirmative, you're exactly the sort of person who should of been heading to Bonhams' London auction that was held on December 1st for the sale of the remarkable Dick Skipworth Ecurie Ecosse collection. Skipworth, who made his fortune in semiconductor distribution, was a childhood fan of Ecurie Ecosse. Having bought and raced a replica of one of the team cars during the 1980s, he set out to assemble a most comprehensive collection of vehicles redolent of the team's 'golden era' from its

formation in 1951 until the early '60s.

In a packed auction room, an American buyer became the envy of all, having spent not only £1.8m on the two-stroke Commer transporter, but also a further £5.5m on a pair of accompanying Jaguars: a 1952 C-type (£2.9m) and a 1956 'Short-nose' D-type (£2.6m).

The battle for the three-car carrier proved particularly intense, with a telephone bidding war lasting almost 20 minutes before Robert Brooks dropped the hammer at a record price for a historic commercial vehicle.

Also decorated in the iconic blue-and-white livery and selling well was the collection's Jaguar XK120 Roadster.

THE HISTORY

Getting there is half the fun

Included in the collection was the famous 1960 three-car race transporter built by Falkirk's Walter Alexander coachworks on the chassis of a seven-ton Commer truck. Restored by Skipworth during the 1990s and, in recent years, a regular sight at many classic car gatherings, the transporter is being offered on a 'refer department' basis – meaning it is likely to fetch a high, six-figure sum.

The star of the collection, however, is set to be the short-nose 1956 Jaguar D-type driven under the Ecurie Ecosse colours by stars such as Ron Flockhart, Ninian Sanderson and Jock Lawrence. It was tipped to





make as much as £3.5 million, while a 1952 C-type raced by Sir Jackie Stewart's late brother, Jimmy, could realise £2 – 3m. The other Ecurie Ecosse cars on offer are a 1962 Tojeiro Buick that was raced by Sir Jackie (£180,000 - 240,000); a 1959 Tojeiro Jaguar (£300,000 - 500,000); a 1969 Cooper Monaco Climax (£200,000 - 300,000); a 1951 XK120 (£200,000 - 400,000) and finally a 1961 Austin Healey Sprite (£30,000 - 50,000).

Just turn up and race

Ecurie Ecosse epitomised the racing spirit of the 1950s, having been established in Edinburgh by less-than-successful driver David Murray. He decided to base the model for his 'Team Scotland' on that of Scuderia Ferrari – meaning he offered privateers the chance to have their cars maintained, prepared and delivered to races. All they had to think about was turning up on the day.

The celebrated W.E. 'Wilkie' Wilkinson was chief spannerman and, for a decade, the system proved highly successful – not least

when Ecurie Ecosse drivers Ron Flockhart and Ninian Sanderson took the laurels at Le Mans in 1956, with the team achieving a one-two victory there the following year.

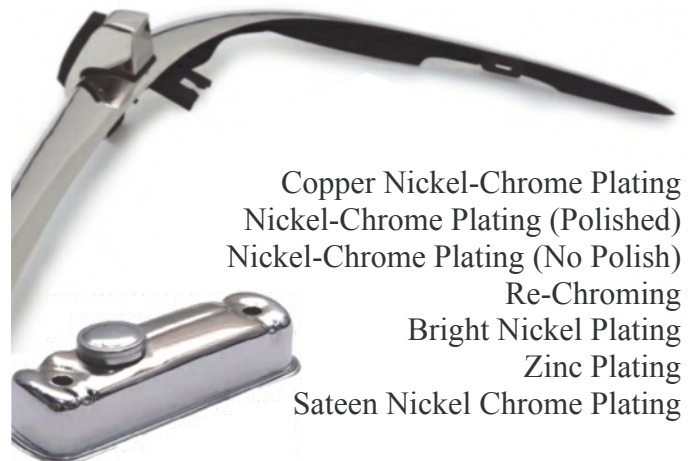
Hothouse for young talent

Ecurie Ecosse helped to nurture such exceptional talents as Sir Jackie and Jim Clark in Formula One, Two and endurance racing until the original team was disbanded in 1971. It has since been twice revived, first during the late 1980s by enthusiast Hugh McCaig and again by him in 2011.

Special versions of the Bremont ALT1-C wristwatch made to honour the team are available directly from Ecurie Ecosse: e-mail Oliver Bryant OB@ecurieecosse.com

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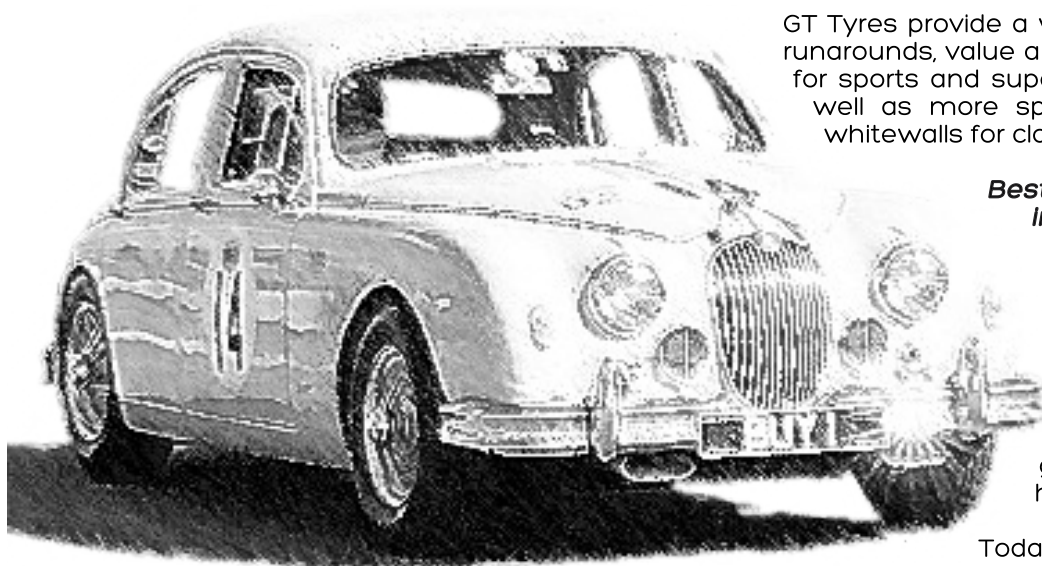
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humour

Members jokes & anecdotes

WINKING PROBLEM

A man with a winking problem is applying for a position as a sales representative for a large firm.

The interviewer looks over his papers and says. "This is phenomenal; you've graduated from the best schools, your recommendations are wonderful, and your experience is unparalleled. Normally, we'd hire you without a second thought. However, a sales representative has a highly visible position and we're afraid that your constant winking will scare off potential customers".

"Hang on," the man says. "All I need to do is take two aspirins, they stop me winking!"...

"Really?" says the interviewer? "Great! Show me!"

So the applicant reaches into his jacket pocket and begins pulling out all sorts of condoms: red condoms, blue condoms, ribbed condoms, flavoured condoms; finally, at the bottom, he finds a packet of aspirin. He tears it open, swallows the pills, and stops winking.

"Well," said the interviewer, "that's all well and good, but this is a respectable company, and we will not have our employees womanizing all over the country."

"Womanizing? What do you mean? I'm a happily married man!"

"Well then, how do you explain all these condoms?"

"Oh, that," he sighed. "Have you ever walked into a pharmacy, winking, and asked for aspirin?"

PREGNANT MUMMY

When I was six months pregnant with my third child, my three year old came into the room when I was just getting ready to get into the shower. She said, 'Mummy, you are getting fat!'

I replied, 'Yes, honey, remember Mummy has a baby growing in her tummy.'

'I know,' she replied, but what's growing in your bum?'

THE TWO NUNS

Two nuns are ordered to paint a room in the convent, and the last instruction of the Mother Superior is that they must not get even a drop of paint on their habits.

After conferring about this for a while, the two nuns decide to lock the room, strip off their habits, and paint in the nude. In the middle of the project, there comes a knock at the door.

"Who is it?" calls one of the nuns.

"Blind man," replies a voice from the other side.

The two nuns look at each other and shrug; deciding that no harm can come from letting a blind man into the room, they open the door.

"Nice tits" says the man. "Where do you want these blinds?"

CONFESSION

An elderly Italian man who lived on the outskirts of Rimini, Italy, went to the local church for confession.

When the priest slid open the panel in the confessional, The man said: 'Father During World War II, a beautiful Jewish woman from our neighbourhood knocked urgently on my door and asked me to hide her from the Nazis. So I hid her in my attic'.

The priest replied: 'That was a wonderful thing you did, and you have no need to confess that.'

'There is more to tell, Father... She started to repay me with sexual favours. This happened several times a week, and sometimes twice on Sundays.'

The priest said, 'That was a long time ago and by doing what you did, you placed the two of you in great danger. but two people under those circumstances can easily succumb to the weakness of the flesh. However, if you are truly sorry for your actions, you are indeed forgiven.'

"Thank you, Father. That's a great load off my mind.

I do have one more question.'

'And what is that?' asked the priest.

'Should I tell her the war is over?'

THE FRENCH POLICE!

True story reported by an English guy who was stopped and asked to give a breathalyzer test.

The English guy lives near Le Bugue in the Dordogne and at the time he was stopped he was as pis*ed as a fart.

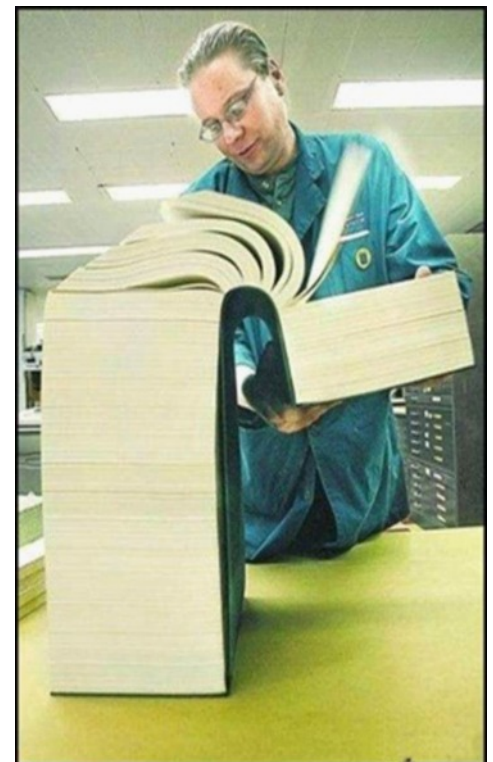
The gendarme signals to him to wind down the window then asks him if he has been drinking, and with a slurring speech the English guy replies; 'Yes, this morning I was at my (hic).. daughter's wedding, and as I don't like church much I went to the cafe opposite and had several beers.' 'Then during the wedding banquet I seem to remember downing three great bottles of wine; (hic)... a corbieres, a Minervois and (hic)...a Faugeres.' 'Then to finish off during the celebrations.... and (hic) during the evening ...me and my mate downed two bottles of Johnny Walker's black label.'

Getting impatient the gendarme warns him; 'Do you understand I'm a policeman and have stopped you for an alcohol test'?

The Englishman with a grin on his face replies; 'Do you understand that I'm English, like my car, and that my wife is sitting in the other seat, at the wheel?'

OUT IN PAPERBACK!

The book "Understanding Women" has finally arrived in stores...



JOHN JAMES

← **POLITICALLY CORRECT SINCE THE 50'S**

not Hello everyone,

Well as I write this article Christmas is almost on us once more, they seem to come round far more quickly than they used to! For those of you who will not be attending our annual Christmas Dinner at St Mellons on the 7th December may I wish you all a wonderful Christmas and a happy and more importantly a very healthy New Year.

I have some bad news for you followed closely and happily with some very good news, the bad news is that about five weeks ago Neville Padfield suffered from a heart attack; but the good news is that he has made a rapid recovery and will be joining us at the annual dinner. It appears that Neville's pace maker had stopped working and this was the main cause of the problem he was told by the surgeon that his pace maker was out of date and should have been replaced many years ago. I'm sure that if he had realised it had stopped working he would have tried getting it working again by using his jump leads in his garage!! Anyhow, well done Nev keep improving and try not to over-do it mate.

As I mentioned last month there is not a great deal to report on at this time of year but a number of our regional members did make it up to Birmingham to the NEC for the Classic Car Show, and Colin Manconi was helping out on the JEC stand.

Stuart Smith, Bob Lush, Andy Webber, myself and my grandson Aron all went up together making good time despite there being a diversion due to the M42 being partly closed.

We all had a great time, the show seems to get bigger and better every year, and as usual I met up

with lots of people I know including some of the stall holders. I must say that there were some stunning cars at the show, many very nice examples of our favoured marque and something I was quite taken with was a Bentley Empress which was on the Hurst Park stand. I must say I could have

gone home in that quite nicely! The car of the show for young Aron's first visit to the NEC Classic was the Aston



Martin DB5 the very car that appeared in the latest James Bond film Skyfall. A good day was had by all.

Many of you older members will be very interested to hear that I managed to get to see an old stalwart of the Cardiff region Derek Thomas recently. Derek has been quite ill for a number of years now and it seems that he has been spending more and more time in hospital poor chap. I gave him all your regards and wished him well, he still has all his faculties but he is unable to even walk to the front door. I told him that I would remember him to you all.

Janet and I, Bob and Pat and Stuart and Jen have again booked for next years "Entente Cordiale" tour in June this is of course will be the twentieth tour and the last one. It is such a shame that there will be no more as they have always been very enjoyable with some very interesting destinations. I feel sure that we will be able to find some alternative as there are so many tours now available.

Please Note

You may recall in my last month's article that I mentioned the Drive it Day which I will once again be organising. Traditionally the FBHVC hold Drive it Day on the closest Sunday to the 20th April, unfortunately next year this falls on Easter weekend and so they have now moved the date forward a week hence the change of details.

I did mention last month that I will be incorporating Drive It Day with a weekend for the XK and E Type clubs depending on a good response. I will repeat below the same advert as I have sent to both the XK Gazette and the E Type Club magazine. If any Cardiff region members wish to join in with the weekend in full or any part please contact me with your interest.

"The Drive It Day Tour that I am organizing in conjunction with The Federation of British Historic Vehicle Clubs is to be held on Sunday 27th April 2014. It is traditionally held on the closest Sunday to the 21st April, but due to it falling on Easter weekend in 2014 the FBHVC has decided to move it on a week.

This year, for members coming from further afield we will make a weekend of it. I have booked accommodation at The Coed-y-Mwstwr Hotel, near Coychurch just a few miles from junction 35 of the M4 motorway. The Hotel is of a very good standard (4star) and I have used it on many occasions in the past for tours/events that I have organized for various motor clubs including the XK Club. I have negotiated very good terms for the hotel accommodation.

Brief provisional outline to the weekend's itinerary as follows:

Friday 25th April afternoon meet up for coffee and book in at Coed-y-Mwstwr. Dinner in the evening.

Saturday 26th Interesting tulip route with coffee and lunch stops enroute. Dinner in the evening.

Sunday 27th Join in on the annual Drive-It-Day run enjoying interesting local tulip route and coffee and lunch stops. If anyone would like to extend their stay in the area I'm sure the hotel would extend the special rate.

Sunday 27th Join in on the annual Drive-It-Day run enjoying interesting local tulip route and coffee and lunch stops. If anyone would like to extend their stay in the area I'm sure the hotel would extend the special rate.

Please let me know if you are interested in taking part in just the Drive It Day tour on the Sunday or for the full weekend."

There are a limited number of rooms available due to there being a wedding at the hotel so it will be on a first come basis.

Further details will be released ASAP if you have any queries please contact me on 01656 656424 or e-mail johnjanet@uwclub.net

SOUTH WALES REGION COMMITTEE

REGIONAL REPRESENTATIVE

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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!

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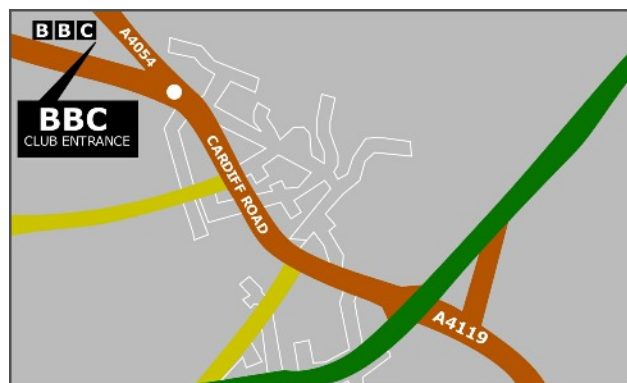
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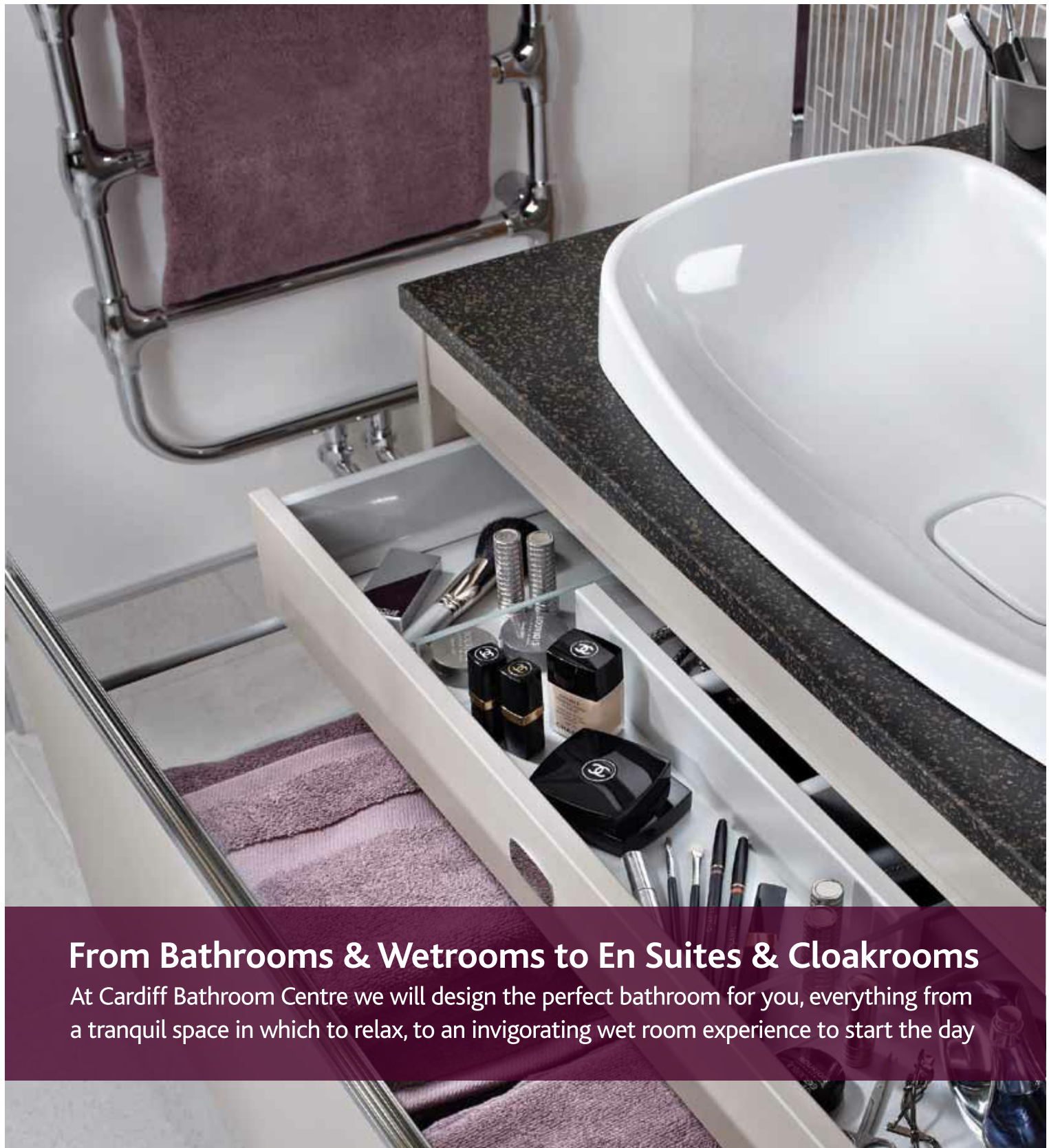
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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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