

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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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

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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FROM THE EDITOR

Hello!

Happy New Year to all our members!

So the mince pie and turkey rations are eaten for another year and the country has suffered from flooding instead of snow disruption. The weather has certainly not been conducive to using our prized possessions and they remain on charge in the garages ready for what will hopefully be a superb summer! Colin Masterson reminds us what fun can be had in the sun in his superb 'Letter from America'.



The F-type coupe has been launched to much admiration and is covered in this month's JEC magazine but we've also included a write up from the honestjohn.co.uk website. It's well worth viewing the YouTube videos of the cars launch in Los Angeles as it was certainly star studded as well as being very theatrical! I'm looking forward to both seeing them and hearing their glorious exhaust notes on the road alongside the convertibles.

Our January meeting will include our AGM and with several points to discuss I'll include an update in my next editors comments. A big thank you to Colin Manconi for representing our region at the JEC AGM before Christmas.



We had our South Wales regional Christmas dinner at St. Mellons golf club in mid December and this was well attended by over 25 members - thanks to

Colin for organising this and to the golf club for a superb dinner. We had a raffle to raise money for the region as well as an after dinner speech by our own very amusing John James. I've included a picture above.

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.



12 F-Type Coupe Review From The Circuit de Catalunya

Editorial	2
Regional News	5
Month In The Life of JJ	7
Regional Xmas Dinner	9
Small Sedan @ Paris	10
F-Type Coupe Review	12
A Letter From America	14
Beacham V8 E-Type	16
Jaguar XJS	18
Humour & Anecdotes	20
Events Calendar	22
Committee	23
Monthly Meeting Info	23



20 Humour & Anecdotes



5 Regional News Report By Colin Manconi



9 South Wales Region Christmas Dinner



7 A Month In The Life Of JJ

NEWS

Silverstone Classic will be held on the 25 - 27th of July. This is always a great event with over 9000 classic cars attending and 1500 racing. I have booked 5 rooms at the Premier Inn, Harpole, for Friday & Saturday nights the 25th & 26th of July. If anyone else requires a room would they please contact me as soon as possible as rooms may still be available. **Colin**



10 New Small Sedan Reveal At Paris Show



14 Letter From America - Colin Masterson



16 Beacham V8 E-Type Modern Meets Old



18 Jaguar XJS A Tragically Flawed Beauty?

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REGIONAL NEWS

By Colin Manconi
Regional Representative



Happy New Year to all our readers and I hope that this year we have good weather to drive our cars more and attend lots of events. There is a new list of events for this year in this issue, please keep in contact to see which events we are attending as a region.

I attended the JEC AGM on Saturday 14th of December at the Castle Bromwich facility. The AGM is held in the morning with a break for lunch and then a Regional Representative Meeting is held in the afternoon. The day progressed very smoothly and I was on my way home by 4.00 pm.

In December we had our JEC regional Christmas dinner at St. Mellons Golf Club. This was well attended with over 25 members dining and enjoying the raffle and speeches as well as the excellent



food. Two presentations were made after dinner. The first presentation was to Paul Cogdon. Paul is our resident chief at all our events. He cooks a very nice bacon roll for breakfast and a mean beef burger for lunch. Our second presentation was to Ruth Fisher for her fabulous chocolate cake which she brings along for desert to all our events. Thanks both.

Some of our members stayed overnight at the nearby St Mellons Country Club where they enjoyed the leisure facilities and also it allowed a leisurely drive home the next day.

On a personal note as some of you are aware I purchased a Jensen Interceptor last year to restore. Ok I know it is not a Jaguar but it starts with "J". Anyhow once it is finished I won't be keeping it as my wife insists that I have too many cars

as it is. I have been using some of the firms who advertise in our magazine to restore the bodywork. Dave Gough of D.G. Services did the original work of stripping the shell to bare metal and priming it. Andrew Douglass of Glamorgan Classic Cars then did a superb job of preparing the shell and re spraying the car in its original dark blue. The re spray is outstanding and I don't think you could have a better job done anywhere. I restored the interior using a kit from the Furniture Clinic who advertise in the main JEC magazine. The Jensen interior is all leather, over 30 pieces including the seats. The kit includes a colour stripper, a matched dye to recolour the leather and a sealer. It also has a patch and repair system for small splits in the leather. With a bit of patience and a lot of time you can restore a worn interior to almost new condition. New carpets were needed so I contacted Steve at B.A.S. International, another of our advertisers. Jensen use a Wilton carpet, different to Jaguar, so Steve gave me the name of a supplier and using the old carpet as a pattern I



cut out the carpet and Steve had the edges bound and supplied all the fittings needed. More on the Jensen as work progresses.

I hope that all our members will utilize our advertisers as without them it would be impossible to publish this magazine.

ANNIVERSARIES

We have lots of anniversaries coming up this year:

We have lots of anniversaries coming up this year:

- 60th anniversary of XK140
- 50th anniversary of Series 1½ E-type (with 4.2 litre engine)
- 40th anniversary of the end of E-type production (and Jaguar Heritage has the last one made in its collection, a commemorative Series 3 V12 OTS).
- 30th anniversary of Jaguar Cars PLC being floated on the stock market as a stand-alone company in 1984 with John Egan as Chairman.
- 30th anniversary of Jaguar winning the European Touring Car championship in 1984 with Tom Walkinshaw in the TWR XJS (and Jaguar Heritage has the winning car in its collection).
- 20th anniversary of X300 XJ (launched in October 1994).

Another milestone that will be reached this year is the 60th anniversary of the D-type which made its debut in 1954. Jaguar Heritage is fortunate to

own the very first D-type prototype, chassis XKC-401, which was registered on May 4, 1954.

SILVERSTONE CLASSIC

I have booked 5 rooms at the Premier Inn, Harpole, for Friday and Saturday nights the 25th and 26th of July. If anyone else requires a room would they please contact me as soon as possible as rooms may still be available.

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JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S

not May I start by wishing everyone a Happy New Year and more importantly a very healthy one, and let us hope that we will have some decent weather in order to use and enjoy our Jaguars. (Whilst writing this it is absolutely pouring down with rain and many parts of the country have endured terrible floods all over the Christmas and New Year period) I feel so sorry for the people affected.

Not a great deal to report on at this time of year, I think we will just sit back and await the letter from America from Colin Masterson, well done Colin.

We once again had a very good and successful regional dinner held on the 7th December at the St Mellons Golf Club with a good attendance of members; we enjoyed a very good meal with a small presentation to show our appreciation to Paul Cogden and Ruth Fisher for their continued support in looking after us with the barbeques and chocolate cakes at the shows throughout the summer months, I also made mention of Colin Manconi our regional representative, Andy Webber our editor and main JEC magazine regional reporter and printer Mike Manconi for their splendid work over the past year with the magazine and other club business; well done to one and all and thank you once again on behalf of all the members. We also had a very successful raffle on the night with so many prizes I think everyone won at least one prize!

I must be getting old like Colin Manconi! I forgot all about the December club meeting even after

speaking about it in the morning, ah well have to make allowances now I'm over forty!!!!

The registration number **NO 1** was recently sold at auction and raised an impressive £133,250 including buyer's premium, it was purchased by entrepreneur Afzal

Kahn who is well known for his modifications to specialist sports cars and four wheel drive vehicles. Also under the hammer and sold at the same auction was **NO4** which raised £49,250 including premium, there still seems to be money around for certain high end purchases. Afzal Kahn owns the very famous registration number **F1** which he purchased back in 2008 for a record £440,000.00. He is reputed to have



turned down an offer of over £6 million for it--- that's not a bad investment, a bit better than you could expect if you invested with you **know who**, our very own Cardiff Region Personal WWW **Banker**. Another



number that was recently sold which would have been good for our member Robert Lush is the number **RO13ERT** this started the bidding at £15K and reached £29K, I'll bet Bob would have bought this had he known it was for sale!

I spent a very enjoyable evening just before Christmas with my youngest grandson Adam as guests of the Wessex Garages of Cardiff who are sponsors of the Cardiff Blues RFC. The evening was all in aid of local charity Ty Hafan. Most of the Cardiff Blues players were present and there was a question and answer session directed by past Welsh and British Lions player Brynmor Williams dad of current Blues and Welsh international



player Lloyd Williams. I must say that I thought all the players seemed to be very genuine lads and very committed professionals and spent lots of time signing autographs, having photographs taken with all the youngsters present, a great evening.

I think the only Classic car involvement I have experienced this past month would be the Chilly Willy Road Run which was held on Sunday 5th January. It was mainly a run through the valleys north of Pontypridd going over the Llanwonno Mountain and dropping down into the Rhondda Valley ending up at The Lakeside Restaurant at Glyn Ogwr near Blackmill for a very enjoyable Sunday lunch.

Many congratulations to members Stuart and Jen Smith on becoming grandparents for the first time with a little grandson born to their son Mathew and his partner. It is a wonderful period in life's journey especially the first grandchild.

Happy New Year and enjoy your Jaguars in 2014



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Article by Colin Manconi

REGIONAL CHRISTMAS DINNER

The annual Christmas Dinner was again held at St Mellons Golf Club near Cardiff. We have used this venue for the last few years. They have two very good chefs and provide us with our own dining room. There is always a good menu with good food.

The evening started with drinks in the bar, it gives everyone time to catch up, especially the women. We then moved upstairs to the dining room. After enjoying a very pleasant meal it fell to our Chairman John James to tell his customary series of jokes.

John then made a presentation to Paul Cogdon and Ruth Fisher. Paul is our resident event chef. He carries a gas cooker around in his e-type to all our events and cooks a mean bacon roll for breakfast and a beef burger for lunch. Ruth bakes the most delicious chocolate cakes and brings them along to have with our afternoon tea. Thanks both.

We then had a raffle to help club funds. This was very successful as I think everyone won a prize.

John then proceeded to thank the members who helped during the year. Andy Webber our news correspondent / editor. Michael Manconi who edits and prints the magazine and who is our web site

coordinator and also any other members who have helped during the year.

I would like to thank all the staff at St Mellons Golf Club who made us so welcome.

We finished at about 11.30pm and made our way home.





JAGUAR TO REVEAL A NEW SMALL SEDAN AT PARIS SHOW

Small sedans are big business for luxury automakers. The C-Class is the top seller for Mercedes-Benz, much as the 3 Series is for BMW, but Jaguar has historically missed out on that market. Its last attempt, the X-Type, proved woefully inadequate, and Jaguar hasn't attempted to take on that market again since. But that's all about to change.

Coventry has been working on a new small Jaguar for some time now (using test mules like the one above wearing modified XF body panels), and according to the latest reports coming in from the UK, it will showcase the result of those efforts at the Paris Motor Show next October. The show car will take the form of a pre-production concept that is expected to preview the production version very closely before the final item is unveiled at the 2015 Geneva Motor Show.

Tipped to be called XS (somewhat appropriately for the

brand's smallest model), the new sedan is expected to be the first to use the company's new aluminum platform previewed by the C-X17. Expect styling to follow along similar lines to said crossover concept and the F-Type sports car, with eventual sedan, wagon and coupe versions to round out the family. (Story credited to Autocar with picture by KGP Photography)

The Motor Report website (www.themotorreport.com) goes on to say.....

Jaguar's upcoming new mid-sized sedan, the so-called 'XS', will be a segment leader, a technological tour de force, an offering 'better than the best' offerings on the market.

That's according to an interview with Jaguar brand boss Adrian Hallmark, and it will mean outdoing established players like the BMW 3 Series, Audi's A4, and the still-to-come new Mercedes C-Class.

Speaking with Britain's Autocar in October, Hallmark said buyers can look forward to a sedan that "looks and drives like a Jaguar", features the highest technology ever offered in the segment, the most

efficient engines and the most refined feel.

"[we will] build the most advanced, most efficient, most refined car in that segment. Not almost as good as, but better than the best in the world," Hallmark told the magazine.



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JAGUAR

F-TYPE COUPE REVIEW

This is the new Jaguar F-type R Coupe, our first taste of the British maker's 911 rival in tin-top guise. We're driving a pre-production prototype at Circuit de Catalunya, but there are no excuses from Jag: it promises that our test car is dynamically representative of those you'll be able to buy in March.

What are the differences compared with the F-type convertible?

Other than the fact the F-type looks even better as a coupe, the big news is the torsional rigidity – at 33,000Nm/degree, the coupe's structure is 80% stiffer than the convertible's. Huge! The roof beams on their own would help that figure, but the coupe's body side is made from a single-piece aluminium pressing, eliminating multiple panels and joints that can allow flex to sneak in. Like-for-like, it's also slightly lighter.

The adaptive dampers have been updated, the spring rates are up 4.3% at the front, 3.7% at the rear, and the steering's been re-tuned for a meatier response.

Elsewhere, the electronically controlled limited-slip diff is carried over from the convertible, but it's got a new ECU which, Jag promises, more accurately estimates surface grip and better responds to the driver's needs, channelling torque from one side of the axle to the other depending on traction.

Torque vectoring by braking (TVB) also makes it debut: if it senses understeer, TVB quickly and subtly nips the inside brakes, helping the F-type to turn into the corner, masking your clumsiness.

Is the coupe available only as a V8?

No, like the convertible, there are 335bhp/332lb ft and 375bhp/339lb ft tunes of V6, the basic car known simply as F-type Coupe, the punchier V6 becoming F-type S Coupe. And

the coupe, you'll be pleased to know, is approximately £7k cheaper than the convertible in both cases.

When you get to the V8, things become more complicated, because the R Coupe gets the upgraded diff and TVB, and it's also 54bhp/42lb ft stronger than the V8 S Convertible at 542bhp/502lb ft – hence 'R' Coupe and V8 'S' Convertible. That also makes the R Coupe £5k more expensive than the Convertible.

We're told that the revised diff and TVB will find their way onto the convertible in time, but that the difference in performance will remain. The coupe, then, will always be the range-topper.

What's the F-type R Coupe like to drive?

Well, we've yet to drive it on the road, but our first impressions on track bode very well indeed. Sitting down low on excellent sports seats, cocooned by those high body sides and with an explosive V8 soundtrack, it's like driving around in a pillbox with a machine gunner at your side – without the weight or fear of death.

The differences versus the convertible are instantly noticeable, and the convertible is already a very good car. The steering has more weight and more precision as you wind on lock, and the body control



feels better, so when you point the steering at an apex, the nose follows in one immediate, fluid, slop-free movement.

This is not a car that understeers, instead you point it into a corner and the rest is down to the rear end – either it steps out a little because you've gone in so hard on the brakes, or it's neutral but just waiting to be throttle-steered through a bend in a slight oversteer attitude that's both satisfying for the sake of it and because it feels like the quickest way through the corner.

Traction is actually pretty good given the oomph on tap, and if you leave the mid-way Trac DSC mode on, you'll be able to exploit the F-type's adjustability without fear of a spin; turn it off and things become hilarious. The F-type loves to powerslide, but even when you're doing something so juvenile you notice a few things: that there's a load of steering lock to keep you out of trouble, and that the F-type's rigidity means it remains stable and grippy and predictable even when you crank it to the most ludicrous angles.

So despite the rear tyres billowing smoke, you can still say, hmm, I'm going to put that front tyre on the apex over there, and then I'm going to smear black lines over exactly 33mm of the exit kerbing. It's so precise it's incredible.

Anything Negative to report?

Very little. The standard brakes wilt easily on track, which hinders your ability to exploit that agile front end

to full effect. The optional carbon-ceramic brakes solve that problem and are highly resistant to fade, but they cost £7.5k (spec them on the V6 S and you'll need to spend another £1k to upgrade to the 20-inch wheels required to clear the massive calipers) and don't ultimately have the pedal feel nor the immense stopping power of those you'll get from Porsche.

Our drive was on a track, so there's still a certain softness to the suspension. Of course, few are actually going to drive their F-type like a racecar, and we suspect that the set-up will prove a fine compromise for the road and that Jag might just have something up its sleeve in the future. Who knows, it might even be called R-S.

One final gripe: the drivetrain is deeply impressive, but I did trigger a few unintentional downshifts by accidentally pushing through the

throttle stop while in manual mode. I prefer the chips to intervene only if I'm travelling too slowly to hold the gear.

Verdict

We've already been impressed by the F-type V8 S Convertible, but the R Coupe makes a giant leap. You can feel its extra stiffness and the precision that brings with it, and the balance it strikes between feeling short and nimble and oversteery, yet not at all nervous, is quite an achievement.

The fact that it looks even more gorgeous, that the 407-litre boot is nearly twice the size of the convertible's and that you can pay substantially less for the V6 models just seals the deal.

Me? I'd do all I could to justify the R Coupe's £5k premium to the wife.





By Colin Masterson

Letter from America

December 2013

Hi everyone and a Happy New Year!

Once again I was invited to take part in the Apopka Christmas parade. Apopka is a Seminole Indian word for "Potato eating place", and it is now known as the Indoor Foliage Capital of the World with hundreds of acres of greenhouses growing such plants as Orchids and Ponsetias.

Christmas parades are quite big in the US and this is one of the largest in Florida. Last year, you may remember I had Mickey and Minnie on the parade boots on the back of the car. This year it was the Grand Marshall of the parade and his wife. He is a football (not soccer) coach and winner of the top class of the Florida state football championship in 2012, and was be playing for a second straight championship on the night of the parade. The colours for their team are blue and they managed to get "Santa" hats in blue, which was pretty neat.

The parade consisted of around 100 units (such as bands, dancing troupes, floats etc.) and is led by some twenty convertibles. After gathering together in a local car park we were led by police escort to a staging point at the head of the parade before the start.

As you may know, Beauty contests, or pageants as they are called here, are very popular and the parade included Miss Apopka, Little Miss Apopka, Miss Teen Apopka, Little Miss Cutie Pie and the Homecoming Queen. I guess half of the female population of the city must be involved in theses contests. Some of the groups parading are also pretty bizzare, like the representatives of the Hairdressing Insitute who I got to pose in front of the Cadillac dressed in their pink Tutus (no, I don't know why either!).

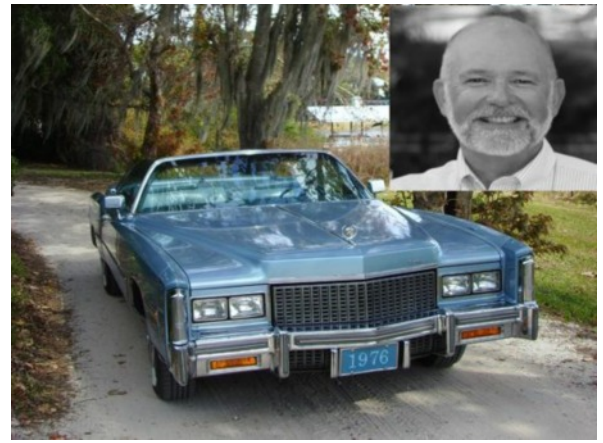
Everyone joins into the spirit of

the occasion, including the mounted police, who have antlers on their horses and who were followed by a Sandi Toksvig look-alike on a tricycle who stopped when necessary to clear up the horse shit!

At the appointed hour we turned onto Park Avenue and were greeted by a wide road lined with an estimated 20,000 people who had brought their garden seats and had been waiting some time for the parade to start and it is quite

something to be suddenly faced with all of these people cheering (at the Cadillac, of course!)

On the same day there was a car show entitled "Mistletoe Madness", a pre Christmas car and truck show open to all sorts of vehicles. I'd just settled in to a quiet afternoon when the silence was shattered by a group of cars with the most enormous engine/supercharger combinations. These cars are really dragsters, complete with parachutes



and little wheels at the back to stop the fronts lifting up when they accelerate. They run on some exotic fuel, the fumes of which made your eyes water. It's amazing that these are allowed on the road, but this is, of course, America, so most things seem to go over here.

Other cars at the show included a very nice De Tomaso Pantera, an Italian super car (built when the only other super cars were Ferrari or Lamborghini). It was made in Modena and had a Ford 351 Cleveland engine, the idea being that you had all the exotic supercar exterior with an ease of maintenance – not a bad idea really. Jen-son did something similar with the Chrysler engined Interceptor which Colin Manconi is currently rebuilding. Another real exotic was a Shelby Mustang 500, which in standard form comes with 662bhp and a top speed of 212mph and all for a bargain price of \$65,000 or around £40,000. It makes you think when a Jaguar XK R-S costs around £100,000. There are

even more powerful versions of this Mustang called the Super Snake. The Street version has 920 bhp and the Track version has 1100 bhp. They represent a real performance bargain when you think that for the price of a Bugatti Veyron you could get one of these for each day of the week and still have change. Even more remarkable when you think that the Bugatti is rumoured to cost Volkswagen 6million a pop!

I was delighted to win first prize for the Christmas decorations on the Eldorado - a really cute figure made out of odd bits one of the guys had in his garage and had just welded together. I told him he ought to go into business.

Some of the cars at the show had great paint jobs. On some cars this extends to under the hood (bonnet to you!) and under the trunk lid and are real works of art.

I was invited to take part in a car show located at the Richard Petty Driving Experience (NASCAR cars) at Disney World in support of the

annual charity marathon that winds its way through the theme park. Unfortunately cars had to be in place by 3.30 a.m. (yes a.m.!) and the show was to be over by 9.30 a.m. so I tactfully declined the invitation!

We were passing through a little old town called DeLand with brick paved street and awnings over the sidewalks (like in the old Western movies) and I couldn't resist getting Rupert, our son who some of you have met, to take a photo of Netta and I next to one of the giant soldiers they have positioned at the crossings as part of their Christmas decorations. They don't do things by halves over here!

Finally, some new word definitions for 2014:

Gastric - Raising energy prices without your customers knowing

Smirk - Somerset for "it's a Mercedes"

Eerie - A bit like an ear

Buccaneer - What American pirates pay for piercings

Twerk - What Yorkshire men do between 9 & 5

Inflate - Her Majesty's plane has taken off

Trouble - Yorkshire building waste

Mystical - Daughter of Mr Tickle unfortunately named Tess

Lambada - Sheep with tin legs

Barney - Rather like a barn

Inferno - Assume not

Celery - A bit like a cellar

Symbolic - Prosthetic testicle

Purgatory - Slip Exlax in Michael Gough's coffee

Whisky - A bit like a whisk

Dictator - A humourously-shaped root vegetable

Colonnade - A fizzy enema

Gurgle - To steal a ventriloquist's dummy

Snuff Box - A coffin

Toronto - Used by the Lone Ranger when drunkenly addressing his colleague

Hydrangea - Warning by the Lone Ranger's colleague

Circumspect - The point of view of a Rabbi

Humpty-Dumpty - One who is humped and dumped

Intercontinental - A person who's wet themselves all over the world

Sub judice - The Israeli underground system

Beaverbrook - A nude bathing area

Rapscallion - A funky spring onion

Disconsolate - A particular embassy





Article from www.beacham-jaguar.co.nz

BEACHAM V8 E-TYPE

MODERN MEETS OLD

The BEACHAM E-type is destined for the classic enthusiast who requires reliability along with modern technology and all the mod cons. Plus a serious fun factor.

Perhaps no other car from its era is as recognized - and desired - as the Jaguar E-Type roadster (or XKE, as it was known in America). First introduced in 1961 the E-Type was an immediate sensation. It has a unique shape that owes nothing to anything previous - except of course the iconic LeMans winning D-type racer. It is a mix of traditions with its lovely oval grille, rounded lines, and long nose. Enzo Ferrari himself declared it to be the most beautiful car ever conceived.

First of all it must be said that the BEACHAM E-type is very rapid transit, 0-60 mph in around six seconds fast. Plus it features superb steering and handling. All because it has been re-engineered from the wheels up

and the workmanship is exceptional.

Externally it looks very familiar, the only real giveaways for the sharp-eyed are the contemporary Jaguar mirrors and door handles, the air scoop under the front bumper, and the bigger Jaguar competition tires and chrome wire wheels. (The latter are genuine, and original, Jaguar factory options.) However it is beneath the skin, and inside the cabin where the most obvious visual changes are to be found. Under the bonnet the BEACHAM E-type is crammed full of technology: ABS brakes, traction control, anti-dive suspension geometry and more.

But it is the interior where the achievement really hits home. Trimmed in supple new leather, the modern seats have all the power

“What we’ve done with this car, is to give an E-type Jaguar the total functionality of a new XKR”

controls from the current Jaguar. Included is a full complement of comfort and safety systems: Power-adjustable Steering Wheel, Side Mirrors, all with Memory Function; Climate Control and Power Windows of course, even the SRS/Airbag Systems, as well as the addition of a

Power-operated Convertible Roof. Topped off with a premium sound system and GPS, all is joy set into a bespoke polished wood veneer dash.

As BEACHAM have pushed the technical specification further and further they’ve also had to make quantum leaps in coming to grips with the electronics - now one of the most vital aspects of any high performance/luxury car.



World Renowned Jaguar Interiors

When it comes to choosing CLASSIC JAGUAR TRIM PARTS it's a decision not to be taken lightly if you want to retain your car's investment value.

BAS has not only been manufacturing Jaguar trim for over 30 years but also manufactures the original specification base materials including wool carpet, furflex, vinyls, hardura, seat diaphragms, foam seat cushions, pvc extrusions and plastic injection mouldings.

In this respect BAS is considered as the world leader in the supply of the best and most authentic trim available.
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We know about Jaguars!



Combining the electronic demands of modern engines, transmissions and systems such as airbags and ABS with existing electronics was a startling achievement for a small manufacturer. BEACHAM have put 5 years of hard development behind them to produce the current models. The BEACHAM E-type pushes that mechanical and electronic envelope all the way to its logical conclusion - a completely new car.

The result is a revelation to drive.

Jam the throttle pedal and there's a nuclear blast of power. No hint of wheelspin - traction control calms any whiff of that - just a clean, clear

// Jam the throttle pedal and there's a nuclear blast of power //

blast of raw acceleration. First, second, third, and fourth gears come and go, smoothly, on the inexorable journey to top.

Soon you're heading for the stars!

"What Greg Beacham and his team of experts have achieved at BEACHAM in New Zealand is nothing short of incredible. The result is an E-type Jaguar that is totally usable on a daily basis, it's an adrenalin pumper and



it's a far better car to drive in every respect than the original."





JAGUAR XJS

A Tragically Flawed Beauty?

OK, so you missed out on used Ferraris when they were selling for the price of new Toyotas. You blew it when you could have bought that nice older Porsche 911 for less than a new Geo Metro.

Now, even decent Alfa Romeos have risen beyond your modest classic car budget. Yet there is still a car that offers nearly everything a car fanatic could want for less than you'd spend on a set of 18-inch wheels and tires and a cat-back exhaust for your Volkswagen Jetta. It has twelve cylinders, a swoopy aerodynamic profile and a racing heritage that includes a half-dozen Le Mans victories. It is the often maligned and notoriously unreliable Jaguar XJS.

Excellent Genes

Jaguar has always built beautiful cars. From the elegant and aggressive pre-war SS100, to the stellar XK120 and C- and D-Type racing cars of the '50s, to the sexually suggestive E-Type in the '60s, the company's products defined the term

"desirable." In the early 1970s, financially beleaguered Jaguar was owned by the equally destitute British Leyland. The E-Type, once a svelte and eager six-cylinder sports car, had grown into a V12-powered tourer, and a replacement was needed. This was outlined in a 1968 memo from Jaguar's legendary aerodynamicist Malcolm Sayer to founder Sir William Lyons. A new project was undertaken by Sayer and Lyons, and the resulting XJS was launched in 1975 as a replacement for the E-Type.

Big And Brawny

On paper, the new Jaguar XJS looked like it was the real deal. As with Jaguar's previous sports cars, it borrowed heavily from the company's sedans, in this case the newly introduced XJ6. Its front suspension used semi-trailing wishbones and coil springs with a subframe that also carried the engine. The rear suspension, lower transverse wishbones with the halfshafts used as upper links, was also carried in a substantial subframe and had twin rear coil springs and shock absorbers. The front disc brakes used four-piston calipers with

vented rotors and the rear had in-board disc brakes with two-piston calipers. Steering was by rack and pinion, and 15-inch VR-speed rated tires gripped the road. The 5.3-liter V12 engine was essentially carried over from the E-Type, but with a Bosch-Lucas fuel injection system it produced 285 bhp at 5800 rpm and 294 lb-ft of torque at 4500 rpm. That was enough to propel the two-ton four-seater from 0 to 60 mph in 6.8 seconds and a top speed of 150 mph.

In it's day

From the start, the Jaguar XJS was criticized by purists for not being as pretty as the E-Type. It was too modern, it had too much flat-black trim and its rear flying-buttress styling was singled out for the most severe criticism. The XJS was a big heavy car whose massive V12 engine had a prodigious thirst for fuel. Driven carefully, the U.S. versions with a Borg Warner automatic transmission (replaced by a GM TH400 in 1977) could get 17 miles per gallon. Driven hard, fuel economy figures could easily fall into the single digits. It was a good thing the XJS came with a 24-gallon gas tank. Yet if you could afford one you were rewarded by silky smooth and effortless performance that made 12-cylinder engines legendary.

Although the XJS was hardly a sports car, Bob Tullius' Group 44 Racing put one to good use, beating Corvette and Porsche to win the SCCA Trans-Am Manufacturers Championship in 1978. In 1982, a XJS-HE version of the V12 engine used revised cylinder heads to help improve fuel efficiency, although U.S. emissions regulations reduced fuel economy (if that's the right word for the thirsty V12) to the same levels as the earlier cars. To ease the burden, a 3.6-liter six-cylinder version XJS was available from 1983 onward. In 1987, the XJ-SC Cabriolet (a quasi-convertible) appeared, although Hess and Eisenhart had built convertibles in the



U.S. from 1986 to 1988. In 1989, the factory built its own convertible and added anti-lock brakes and, in 1990, a driver-side airbag. In 1994, the 4.0-liter six-cylinder engine was standard and a 6.0-liter version of the V12 an option through the end of the car's life, when the XJS was replaced by the XK8 in 1996.

The harsh realities of ownership

Owning a Jaguar XJS, especially in the 1980s, was not a satisfying experience. First, the company's resources were severely strained after it was cut free from the dysfunctional British Leyland of the 1970s. The quality of the components that went into the cars, along with the outdated concepts of build quality, left the cars with dozens of problems small and large to be sorted out by long-suffering Jaguar owners. Everything electrical is suspect. The bodies are rust-prone, even with cars built well into the late 1980s. The rocker panels, rear wheel arches, driver and passenger footwells, the base of the windshield and inside front fenders are particularly bad, but almost any other part of the car could also rust

The battery lived in the trunk in the XJS and spilled acid could result in corrosion. The engine itself is mechanically robust but produces lots of heat. This can damage the myriad vacuum lines and electrical components under the cramped and crowded hood. An oil change for the big V12 takes no less than 12 quarts of synthetic motor oil, costing close to \$100. Jaguar parts for the V12 are available and are not inexpensive, but a bigger problem will be finding a mechanic with the necessary experience to know which parts to replace. This is not a car for the do-it-yourselfer to learn about auto mechanics. The six-cylinder XJS models, although rarer, are much easier to work on, although they also suffered from the ravages of rust.

Why would you want one?

Are you kidding? We are talking about a beautiful, (subjective I know, but they are so '70s) exclusive, 150-mph sport coupe with a V12 engine that you can buy for as little as £1,000. Sure, at that price the car will be a complete basket case and probably won't be running, but think

of how envious your friends will be when you tell them about your V12 Jaguar. Prices do seem to be all over the board, between £2,000 and £20,000, and many of these cars have less than 80,000 miles on them, which ought to tell you something about their dubious reliability. If you do decide that you want an XJS, the best advice as always is to look at lots of cars (they are plentiful on the market as Jaguar built more than 115,000) and buy the absolute best one that you can find with all of its electrical and mechanical parts working. Later cars got better and better, or less bad, depending upon your view. Finding a good one won't be a guarantee that it will keep running, but at least you will have a reasonable starting point.



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With over 40 years experience of classic vehicle restoration I employ old school skills and methods on all projects.

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humour

Members jokes & anecdotes

MOOSE HUNTING

Paddy and Mick get a pilot to fly them to Canada to hunt moose. They bag six.

As Paddy and Mick start loading the plane for the return trip, the pilot says, "The plane can only take four of those."

The two lads object strongly. "Last year we shot six, and the pilot let us put them all on board; he had the same plane as yours."

Reluctantly, the pilot gives in and all six are loaded.

However, even with full power, the little plane can't handle the load and down it goes and crashes in the middle of nowhere.

A few moments later, climbing out of the wreckage, Paddy asks Mick,

"Any idea where we are?" "I think we're pretty close to where we crashed last year," says Mick.

SNOW PLOUGHING

On a bitterly cold winter morning a husband and wife in Dublin were listening to the radio during breakfast. They heard the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the street, so the Snow ploughs can get through."

"So the good wife went out and moved her car."

A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so the snow ploughs can get through." "The good wife went out and moved her car again."

The next week they are again having breakfast, when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park...." Then the electric power went out.

The good wife was very

upset, and with a worried look on her face she said, "I don't know what to do. Which side of the street do I need to park on so the snow ploughs can get through?"

Then with the love and understanding in his voice that all men who are married to blondes exhibit, the husband replied..

"Why don't you just leave the bloody car in the garage this time!"

SHEER NIGHTGOWN

A husband walks into David Jones to purchase a sheer negligee for his wife. He is shown several possibilities that range from \$250 to \$500 in price -the more sheer, the higher the price. Naturally, he opts for the most sheer item, pays the \$500, and takes it home. He presents it to his wife and asks her to go upstairs, put it on, and model it for him.

Upstairs the wife thinks (she's no dummy), 'I have an idea. It's so sheer that it might as well be nothing. I won't put it on, but I'll do the modeling naked, return it tomorrow, and keep the \$500 refund for myself.'

She appears naked on the balcony and strikes a pose.

The husband says, 'Good Grief! You'd think for \$500, they'd at least iron it!'

He never heard the shot.

Funeral on Thursday at Noon.

Closed coffin.

EUCALYPTUS STREET

Paddy phones an ambulance because his mate's been hit by a car.

Paddy: 'Get an ambulance here quick, he's bleeding from his nose and ears and I tink both his legs are broken.'

Operator: 'What is your location sir?'

Paddy: 'Outside number 28 Eucalyptus Street.'

Operator: 'How do you spell that sir?'

Silence.... (heavy breathing) and after a minute.

Operator: 'Are you there sir?'

More heavy breathing and another minute later.

Operator: 'Sir, can you hear me?'

This goes on for another few minutes until....

Operator: 'Sir, please answer me Can you still hear me?'

Paddy: 'Yes, sorry bout dat... I couldn't spell eucalyptus, so I just dragged him round to number 3 Oak Street.'

WALKING

A teenage boy called Joel had just passed his driving test and asked Dad when they could discuss his use of the car.

Dad said 'Ill make a deal with you Joel, You bring your grades up from a C to a B average, study your Bible a little, and get your hair cut. Then we'll talk about the car.'

The boy thought about that for a moment, decided he'd settle for the offer, and they agreed on it.

After about six weeks his father said, "Joel, you've brought your grades up and I've seen that you have been studying your Bible. But I'm disappointed you haven't had your hair cut."

"You know, Dad, I've been thinking about that, and I've noticed in my Bible studies that Samson had long hair, John the Baptist had long hair, Moses had long hair, and there's even strong evidence that Jesus had long hair."

"Joel, did you also notice all those people walked everywhere they went?"

DOCTOR OR MP

When I was young my intent was to go to medical school, but I was confused by the entrance exam. The deciding question was, "Re-arrange the letters P-N-E-S-I to spell out an important part of the human body that is more useful when erect." Those who spelled *SPINE* became doctors. The rest are Members of Parliament or Local Councillors.



MAGIC SLIDE

Paddy Englishman, Paddy Scotsman and Paddy Irishman come across a magic slide. The slide operator tells them when they slide down, whatever they shout out for is what they will land in at the bottom. Paddy Englishman goes first and yells "Gold!" and lands in gold. Paddy Scotsman goes next and screams "Silver!" so he lands in silver. Paddy Irishman looks down the slide and, being afraid of heights, closes his eyes and jumps, crying out "OH SH*T!"

TO MY HUSBAND

Before you return from your overseas trip I just want to let you know about the small accident I had with the pick up truck when I turned into the driveway. Fortunately not too bad and I really didn't get hurt, so please don't worry too much about me.

I was coming home from Asda, and when I turned into the driveway I accidentally pushed down on the accelerator instead of the brake. The garage door is slightly bent but the pick up fortunately came to a halt when it bumped into your car.

I am really sorry but I know with your kind hearted personality you will forgive me. You know how much I love you and care for you my sweet heart. I cannot wait to hold you in my arms again.

Your loving wife.
Tracey
XXX



NEW F1 PIT CREW

An unnamed Formula One Team sacked its entire pit crew yesterday. The announcement followed their decision to take advantage of the UK Government's Youth Opportunity Scheme and employ people from

Liverpool.

The decision to hire the teenagers was brought on by a recent documentary on how unemployed youths from Liverpool area were able to remove a set of wheels in less than six seconds without proper equipment, whereas the formula ones existing crew can only do it in eight seconds with millions of euros worth of high tech equipment.

Prime Minister Tony Blair went on record as saying this was a bold



move by the the Formula 1 management, which demonstrated the international recognition of the UK under New Labour. As most races are won and lost in the pits, the unnamed team now have the advantage over every team.

However, Formula one may have got more than they bargained for. At the crew's first practice session the Liverpool pit crew successfully changed the tyres in under six seconds, but within 12 seconds they had re-sprayed, re-badged, and sold the vehicle to the ***** Team for eight bottles of Stella, a kilo of speed and some photos of M*****'s bird in the shower

REALISTICALLY

A boy asks his dad, "What's the difference between potential and realistic?" The dad tells him to go ask the rest of his family if they'd sleep with Brad Pitt for a million dollars, and then he'd tell him the answer.

The boy goes up to his mom and asks her. She responds, "A million dollars is a lot of money sweetheart. I could send you, your sister, and your brother to great colleges, so sure, I would!"

He then goes and asks his sister to which she replies, "Brad Pitt? Hell ya, he's the hottest guy ever!"

Next, the boy asks his brother who replies, "A million dollars? Hell yes I would. I'd be rich!"

When the boy excitedly

returns to his dad with the family's responses, the dad says, "Well son, potentially, we have three million dollars. Realistically, we have two sluts and a gay."

EXAMINATION

During a lady's medical examination, the doctor says:- "Your heart, lungs, pulse and blood pressure are all fine. Now let me see the bit that gets you ladies into all kinds of trouble."

The lady starts taking off her underwear but is interrupted by the doctor.

"No! No! Don't remove your clothes... Just stick out your tongue!"

NATIONAL ANTHEMS

What is the Cuban national anthem?
"Row Your Boat!"

NAUGHTY MONKEY

A guy walks into a bar with his pet monkey. He orders a drink, and while he's drinking, the monkey jumps all over the place, eating everything behind the bar. Then the monkey jumps on to the pool table and swallows a billiard ball.

The bartender screams at the guy, "Your monkey just ate the cue ball off my pool table -- whole!"

"Sorry," replied the guy. "He eats everything in sight, the little bastard. I'll pay for everything."

The man finishes his drink, pays and leaves.

Two weeks later, he's in the bar with his pet monkey, again. He orders a drink, and the monkey starts running around the bar. The monkey finds a maraschino cherry on the bar. He grabs it, sticks it up his ass, pulls it out and eats it.

The bartender is disgusted. "Did you see what your monkey did now?" he asks.

"Yeah," replies the guy. "He still eats everything in sight, but ever since he swallowed that cue ball, he measures stuff first."



2014 EVENTS CALENDAR

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

APRIL 2013

Mon 21st Coleford Carnival of Transport

Sun 27th Annual Drive it Day

MAY 2013

4-5th Donington Historic Festival

TBC The Rotary Club of Chepstow, Wye Classic Run

TBC SWCCC Annual Classic Car Show

17 - 18th Beaulieu Spring Autojumble
National Motor Museum, Beaulieu.

Mon 26th Vale of Glamorgan Classic Car Show

JUNE 2013

TBC Barry Festival of Transport

TBC Berkely Castle Car Show

20 - 21st Bristol Classic Car Show

14 -15th Le Mans 24 hr

20-23rd JEC 30th Celebration Thoresby Hall

Sat 28th Castle Combe Classic & Retro Action Day

26 -29th Goodwood Festival of Speed

JULY 2013

4-6th Le Mans Classic

TBC Pontardulas Classic Motor Club Show

Sun 20st Sherborne Castle Classic Car Show and Rally

25 - 27th Silverstone Classic

Please also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series. See also the web site - www.classicshowsuk.co.uk

AUGUST 2013

TBC Gloucestershire Steam & Vintage Extravaganza

9-10th Tortworth Vintage Steam Rally

TBC Three Cocks Steam & Vintage Rally

17 - 18th Vintage Sports Car Club Pembrey

SEPTEMBER 2013

6 - 7th Beaulieu International Autojumble

12 - 14th Goodwood Revival

Sun 21th Vintage and Specialist Car Rally
Tredegar House, Newport.

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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

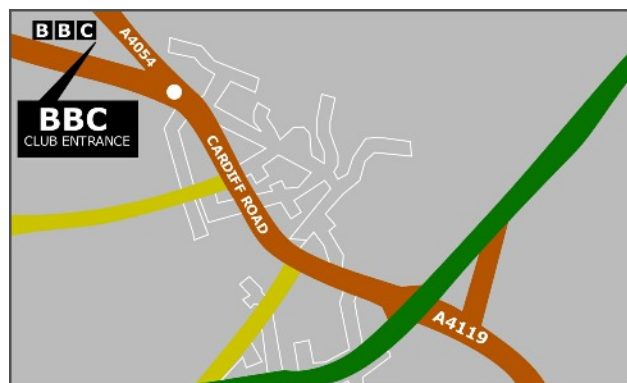
HOW TO FIND OUR MEETINGS:

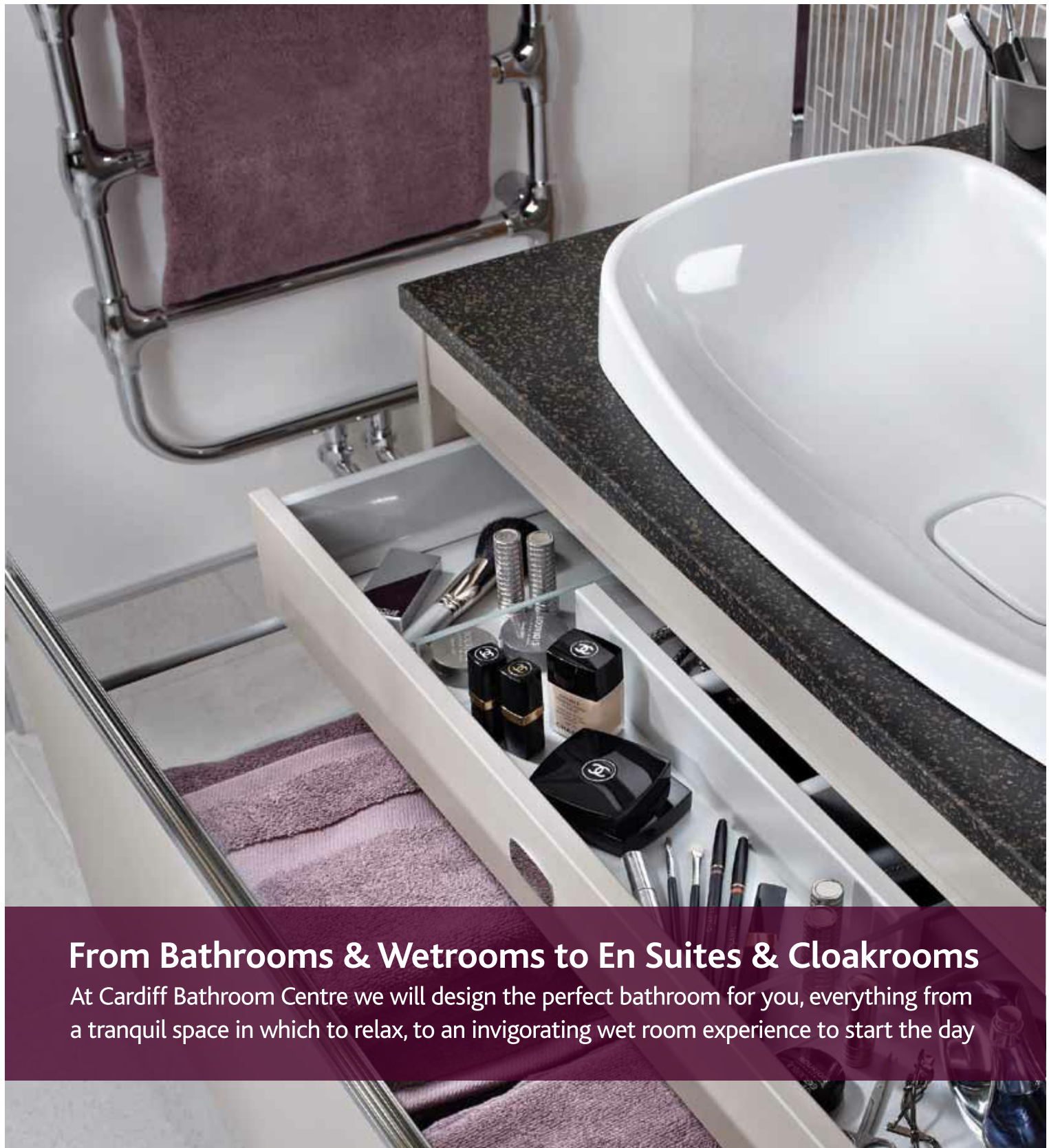
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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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