

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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FROM THE EDITOR

Hello!

January has seen John & Janet James attend the 'Chilly Willy' SWCCC car run, as well as holding our regional AGM at the last meeting. There were some important decisions taken not least the decision to increase our yearly membership subscription to help club funds. There will be more on this and the other topics in Colin's regional news.

I continue to enjoy the media coverage from the launch of the new F-Type Coupe with many rave reviews. It's not only a stunning car to look at but as you'll have read in many magazines including our January edition it drives as well as it looks! I can't wait to see one up close and personnel as well as on the road, although i've seen very few of the convertibles on the road so far. The coupe has been proudly shown at the 2014 Detroit car show this January, marketed by Jaguar as the 'Archetypal British Villian'. Jaguars marketing is working well in the US with sales up 41% across the water in 2013. It's very encouraging given the immense investment that TATA have made in JLR that worldwide sales are up 19% with Jaguar sales in the UK being up 15%.

A few of us are attending a dinner on behalf of the Leukaemia & Lymphoma charity organised by the organisers of the hugely successful Tredegar Park car show. Our region is always represented



on the Saturday to help set up the show and this makes a huge difference to the organisers so we're delighted to be asked to attend the dinner. The picture above shows just how big our stand at Tredegar was never mind the rest!

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

John Clemett, a professional detailer and proprietor of A470 Valeting, will be giving a presentation on the art of specialist valeting/detailing at our **NEXT MEETING** on **MARCH 10th**. This will include products used, machine polishing and scratch removal. Also a new innovative vehicle wrapping system to protect paintwork against debris damage.



17 E-Type Barn Find Sells At Coys Ascot Auction



18 Jaguar MK X The Poor Sibling?

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REGIONAL AGM

We held our regional AGM at our last meeting on the 13th of January. A proposal to re elect the committee and representatives was voted on and was passed unanimously. See page 23 for a full list of the committee.

The treasurer's report was next. The accounts were showing a small increase from last year and were accepted unanimously. Our treasurer is very mean. He hates spending the clubs money!

We then moved on to the monthly magazine and website. It was agreed that the magazine had been a great success and we had one of the best magazines and websites in the JEC. A great number of advertisers had been attracted to the magazine as it was such good value to advertise in. We send an e-shot out each month, which gives the opportunity to read the magazine on line, to over 169 members of the JEC in our region. There are over 250 members of the JEC in our region but unfortunately despite having sent two leaflets out in the JEC National magazine asking for member's e-mail addresses we still only have 169 addresses. The January e-shot was opened / forwarded 171 times and the website visited 127 times.

The cost of printing the magazine is still a worry and with this in mind the members decided to increase the annual subscription from £12 to £20. The last increase was in 2002 so this averages out at 66p per year for the last 12 years. This was agreed unanimously.

I will continue to approach companies to advertise in the magazine as we still need to raise money to subsidise the magazine.

We then discussed how to attract new members to our meetings. I receive each month from Graham Searle a list of new members for this region. Some have e-mail addresses some don't. It was agreed that Andy Webber would format a letter to be sent to each new member welcoming them to the region, asking them to explore our web site, and inviting them to attend the monthly meeting.

Our Chairman Mr John James

then thanked everyone who had helped during the year. A special thank you was given to Paul Cogdon, our resident chief at all the shows, and Ruth Fisher, who produces the most wonderful chocolate cake, which we have with our afternoon tea at the shows. He also thanked my son Michael who's design and print company collects and edits lots of the articles for our magazine, formats them, and then prints our regional magazine. Michael's company also designed our web site and keeps it up to date, uploading the magazine and sending out our e-shot every month. I would like to personally thank Michael and his company Trendy Design Co, because without the considerable time and effort he puts in to the magazine/website it would not be the success it has been. I did not realise how much time and effort goes into producing the magazine. How our previous regional representative Harry Keuhling managed for so many years to produce a magazine amazes me. Well done Harry!

This then concluded the AGM for another year.

John James had put together a quiz for the meeting. I think after the results even John thought perhaps it was a little too hard. Dave Fisher had the best score with 7 out of 20. John has promised to make it easier next time. We can't all be geniuses!

LEUKAEMIA & LYMPHOMA GWENT REGION DINNER

On Saturday the 1st of February some of our members attended the Leukaemia & Lymphoma Dinner at the Park Golf Club. This was in support of the charity and organizers of the biggest classic car show in the area, the Tredegar House Vintage Car Rally. The show has been run for the last 34 years by Bruce and Mandy Womac in aid of the Leukaemia & Lymphoma Research and had raised the astronomical sum of £787,000 by 2012, which has helped the Gwent branch of the charity to reach its target of £1m.

Many of our members help set up the show on the Saturday, but

unfortunately there are few volunteers from other clubs so Bruce and Mandy have made the difficult decision that this year will be the last. It is a great pity as this has always been one of our best local shows. The dinner was a great success with good company and a nice meal.



Due to the Tredegar House Show being later this year, on the 21st September, it gives us the opportunity to go to the Goodwood Revival on the 12th – 14th of September. This is a fabulous event and we are thinking of perhaps of staying over for one or two nights. Accommodation in the area is always hard to find so early booking is essential. If anyone is interested would they please let me know as soon as possible. This is a great event for our other halves as it gives them the opportunity to dress up, even the wearing of furs seems to be allowed.

DETAILING/ VALETING PRESENTATION

John Clemett, a professional detailer and proprietor of A470 Valeting, will be giving a presentation on the art of specialist valeting/detailing. This will include products used, machine polishing and scratch removal. Also included is a new innovative vehicle wrapping system to protect paintwork against debris damage.

Please do come along to our **MARCH 10th** meeting and show your support for the club and John.

For members that have not been to a club meeting, the location and directions can be found on page 23.

JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S

not Hello all

Wow, we are into the second month of 2014 already where does the time go? We are now having to think seriously about what events we will be attending in the forthcoming season, a few of us have already booked for a couple of the larger events such as the "Entente Cordiale" and the JEC Thirty year anniversary Bash at Thorsby Hall and one or two of the smaller events.

I mentioned last month how difficult it is to write something for the newsletter during the close season and this month I really have been scratching for something to write about as none of us want to be reading a newsletter which is just duplicating stuff from other magazines which we already read anyway! You will see from these few lines of literary rubbish that I have really been struggling to string a few lines together it's even poorer than my usual offering of rubbish. Waffle, Waffle. It is extremely difficult for the guys to knock up a newsletter at this time of year, I'm sure a number of you would have a few interesting motoring or other stories you could share with us, it would be far more interesting, than for us to be reading duplicated articles from other publications, so come on, get pens or computers and yourselves motivated.

I don't think anyone was impressed with the quiz I put together at the last monthly meeting, everyone thought the questions were far too difficult, I promise to make them easier next time. Well done to Dave Fisher for winning with the grand total of seven points out of a possible

twenty.

I don't know if you have yet heard of the Latest D.V.L.A. plans to phase out the tax disc. With the advent of nationwide camera surveillance on major roads, it now enables the authorities to check that you vehicle is Taxed, insured and

MOT'd (if required) It is a case of big brother is watching you. I can see some of the old farmers in remote parts of the country who never take their vehicles on to main routes with cameras not bothering with tax, they could possibly just declare "SORN" and probably get away with it.

The first Tax discs were issued on January first 1921 so have been used for almost 100 years. After the 1st October 2014 you will no longer



receive one or have to display anything on your vehicle, you will of course still have to pay your fees. There is also a change to the rule applying to SORN (statutory off road notification) declarations, you will now only need to declare your vehicle is off the road once, rather than have to renew it annually.

With regard to my interest in vehicle registration numbers I think the most **COOL** number I have ever seen is on the Bentley Flying Spur of the owner of Iceland frozen foods, wait for it the number is **ICE**.



The earliest recorded petrol prices started during the First World War in 1917 the cheapest grade was 2/10d (14p) and the best grade was 3/6d (17.5p) (probably equivalent to our old 2 star and 5 star) and of course this was per Gallon (equivalent to 4.55 litres today)

For the following ten years the prices fluctuated slightly but ended up in 1927 much cheaper at 1/4d and 1/5d (6.5p and 7.5p) per gallon. During this ten year period you could also obtain petrol from Russia sold as ROP (Russian oil products) this was sold very much cheaper at 11d to 1/1d (4.5-5.5d) per gallon.

During the next ten years the prices remained static then started moving up to 1939 at 1/5d-1/8d (7p-8p).

Second WWII prices are

difficult identify as all petrol sold in the UK was via the Pool Board and was rationed. The Pool Board controlled supplies until the early 1950s. In 1946 to 1949 prices were 2/0d (10p) per gallon.

By 1950 it shot up to 3/7-3/10 (18p-19p) and by 1952 was 4/3d-4/7d (21p-23p) it moved up to 4/4d-5/0d (21p-25p) by 1959.

In 1960 the price range became much greater as there were now four grades each having a different octane rating from commercial to super plus. 4/3d-5/0d (21-25p)



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by 1971 it was 6/3d-6/11d (31p-34p) then of course we had **decimalisation**.

By 1987 4star petrol had shot up to £1.65 per gallon that is an increase of about 500% in thirteen years.

By 1992 it was £2.31 (unleaded) £2.49 for 4 star.

In 1995 petrol began to be sold in litres and in the last 21 years up to 2013 the price has risen to unbelievable highs mid 2013 a single litre cost between £1.31 and £1.45 unleaded and between £1.39- £1.59 depending which part of the country and which type of retailer it was purchased from.

A typical price of around £1.45 per litre is equivalent to £6.60 per gallon. Although prices dropped a little towards the end of 2013.

Looking at it another way the price of petrol at £1.45 (£1.9s.0d in old money) would have bought 41/4 gallons or just over 19litres in 1970.

That my friends is 1900% inflation in 43 years!

That is how Colin can afford a 220! Only joking Colin.

Don't forget to let me know if you intend coming along on the Drive-it-Day run which is to be held on Sunday 27th April.

will then contact you with the further details as they become available,

That's all for this month,

A470 DETAILING & VALETING

PRESENTATION FOR JEC MEMBERS, TO BE HELD DURING THE MARCH MEETING - ALL WELCOME.

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- Machine polishing and scratch removal
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As used by John Davies, Jaguar XKR owner and club JEC member

Presentation by Jon Clemett, professional detailer and proprietor of A470 Valeting, Unit 3 Ryan Buildings, Cardiff Road, Nantgarw, CF15 7SR

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NOTORIOUS 'PROFUMO' AFFAIR JAGUAR XK150 UP FOR SALE

The infamous 'Profumo' Jag, immortalised in a massive political scandal in the 1960s, is coming up for sale.

The white 1959 XK150 drophead – restored in 1990 – belonged to Dr Stephen Ward, who via Christine Keeler and Mandy Rice-Davies, was charged with living off the earnings of prostitution after the pillow-talk based downfall of Secretary of State for War John Profumo in 1963.

The disgraced Profumo lost his job as a result of the scandal, while Ward took his own life before his trial was over.

The case was later made into a 1989 movie, *Scandal*, in which John Hurt (playing Ward) drove a white XK, and more recently a musical by Andrew Lloyd Webber.

The car will be sold at Silverstone Auctions' Race Retro auction on 22-23 February and carries an estimate of £55-65,000.

Silverstone Auctions MD Nick Whale said: "Few Jaguars can boast such a fascinating ownership record and one that seemingly defined the

era when it was first driven. Few cars offered at auction have such an amazing connection to such important events in British political history.

Photographs in the history file detail a ground up restoration by marque experts Marina Garage. The odometer is reading 9,500 miles and this is since the restoration was completed. The original number plate, WLY 150, is included in the sale and the car is being sold simply due to lack of use. Supplied with a current MoT test certificate, this stunning XK150 Drophead Coupé remains one of the most desirable post-war British sports cars of all and with good reason considering the very limited number of right-hand drive examples manufactured. Not only does this example offer its next owner exclusivity and rarity but a notorious history to boot, as confirmed by Peter Ingram of the XK Gazette:

"S827299DN. 150 DHC. OEW. Eng. V6609-8. UK reg. WLY 150. This car has been listed in old Jaguar Daimler Registers for many years but now we can confirm that it has a celebrity and somewhat infamous past. Members in the UK of a certain age will remember the Profumo

scandal of the early 1960s, which mixed sex, spies and politics as well as the rock and roll of the times. We have just established that this is the actual XK owned by Dr Stephen Ward, the "friend" of the even more infamous Christine Keeler. Former owner and current Classic racer, Peter Swete of Braintree in Essex, bought it in the late 1960s from the estate of Ward after it had been in storage. He says that its glove box contained a couple of bits of paraphernalia related to its former celebrity users!"

Few Jaguars can boast such a fascinating ownership record and one that seemingly defined the era when it was first driven. We believe that XK Roadsters and Dropheads offer classic British open-top motoring for a very reasonable outlay and also represent a most sensible investment given the current performance of the market. This car is a piece of British motoring history that would take pride of place in any Jaguar collection!





Article by Keith Adams
Article from www.pistonheads.com

JAGUAR XK8

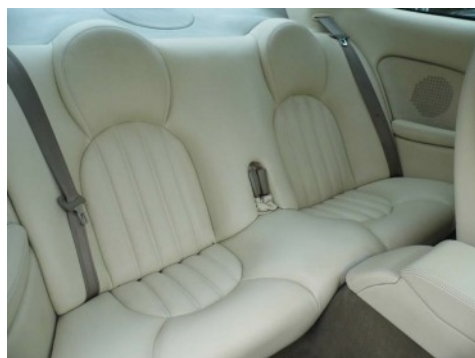
CATCH IT WHILE YOU CAN

There's quite a vibe surrounding Jaguar coupes at the moment. Blame it on the imminent arrival of the sensational F-Type Coupe, the launch of which Jaguar rather cleverly held back several months after the roadster in order to get two bites of the publicity cherry. Do you blame them? Of course not - but why the coupe before the roadster, considering the closed car costs less, is likely to handle better, and is almost certain to sell more?

For those of us in the real world who'd love a piece of leaping cat action, but can't stump up the £50K you'll need to buy one, the alternative lies buried in the PH Classifieds - a car that time forgot, and which to anyone with eyes in their head, still looks absolutely sensational - the 1996 2006 XK8.

People blithely talk about the XK8 being an XJ-S cast-off, or a poor-man's Aston Martin DB7, but you can

forget that right now. The cooking XK8 4.0-litre handles beautifully, and is rare for being an older Jaguar with communicative and accurate steering. Don't even think of taking rear-seat passengers in that slightly claustrophobic creaky wood and leather cabin though. Best also ignore that Ford-derived switchgear, too. That J-gate transmission selector is also an acquired taste. And as for seeing out of it, forget it - just drive faster and don't use the mirrors.



However, get an XK8 on the right road, and it will truly reward you.

Given that the earliest cars have now reached the age of consent, and the classic fraternity simply hasn't cottoned on to them yet, the

shabbiest, leggiest XK8s are dangerously close to dropping into SOTW territory. But don't be tempted to go down the route of plumping for one of the £1,500 snotters out there unless you're very handy at DIY - it may seem like a great idea after a night at the pub, but the horror of bodged electrics, rotten footwells and four unevenly-worn Ling Long tyres will cure your hangover faster than any cold shower and raw egg cocktail.

“ the classic fraternity simply hasn't cottoned on to them yet ”

Yes, like all old Jaguars with a four-figure price starting with a one, while it's running it'll make you feel like a million dollars. But the moment it stops working, or you peer under it with an inspection lamp, it's game over unless you're really lucky. Don't get me wrong, there are bargains out there, but treat them as that - great when they're going well, but expendable, come three-page MoT fail sheet time. The ultimate Shed adventure that doubles as a driveway ornament...

For me, the perfect catch-it-while-you-can XK8 comes in at the price point above, the mainstay of those PH Classifieds browsing sessions we're all guilty of. If you cash in that £5,000 ISA that's doing very little at

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the moment, and trade it for a bit of weekend and summer fun, a good, honest and cared-for XK8 is well within your grasp. A 4.0-litre auto that caught my eye is a good example - it's in Wales so the drive back should be nice. It's bang on the money at £4,995, and with what's described as full-specialist history and a mileage on the right side of 100,000, it has the potential to be a lightly-used keeper. It's vanilla, and all the better for it -

// However, get an XK8 on the right road, and it will truly reward you //

aftermarket 20-inch alloys ruin the XK8's balance. Just check the gear-box works as it should, and it's had that reassuring warranty-funded engine change to rid it of the Nikosil problems that plagued



Jaguar and BMW in the 1990s (an easy spot, because they will have fitted a plaque in the engine bay to tell you) - and you should be in business. Please, though - keep it to yourselves until I get one on my drive, first!





Article by Colin Masterson

CATTLE RATTLE THE CALL OF THE AUCTION

COLIN MASTERSON CHECKS OUT THE MECUM KISSIMMEE USA AUCTION

Have you ever seen those car auctions on TV by Mecum and Barrett-Jackson from such exotic places as Las Vegas, Palm Beach or Scottsdale, Arizona? They are frequently shown over here as they travel around from one place to another. This month Mecum came to Kissimmee (pronounced “kiss – emmy” for reasons only known to the locals) and I decided to go.

Before the days of Disney, Kissimmee was an important cattle town, in fact there were more cattle in Florida than Texas, in past times. They still have cattle auctions here and the car auctions are held in the same area of sprawling buildings that includes a large stadium and a huge tented village to house the cars. The auction is held over a week with around 3,000 cars for sale. They are corralled into different areas, according to the day of sale and on the day of the sale they are moved into

a covered holding building where they are all washed and polished. The amount of shine on some of the cars has to be seen to be believed.

One of the days is devoted to memorabilia & auto art. There were quite a few Jaguars for sale, XJSs, XK8s, several XJ6/8s and an XK120.



With around 500 lots going under the hammer per day the auctioneers don't hang around. It takes a while to even understand their bid calls which are a rhythmic repetition of numbers with filler words sometimes called the “cattle rattle” as it was developed in the days before cars when cattle were auctioned. There

was the usual razzmatazz type of build up before the start of the auction culminating in some heavy metal music and a bit of rabble rousing from his team which included around a dozen individuals who had their patch of the crowd trying to drum up bids and hollering when they got one. The whole thing was quite exciting and theatrical but very noisy!

The first 50 lots were a mixture of neon signs, original movie posters and various memorabilia. Included where two guitars signed by Eric Clapton and Bruce Springsteen that went for \$800 and \$1,700, which I thought was cheap, but perhaps they sign a lot of them! As well as the main auction there was a hall full of car related stuff which you could bid on at any time, even using your phone and which had different end times, rather like eBay. Unsold cars were driven to the entrance avenue with the highest bid marked so that you could do a post-auction deal.



Tucked away in another hall were the really valuable cars that were to be auctioned on the Saturday after my visit.

The 1954 "Entombed Corvette" is quite well known and is thought to be the oldest lowest mileage (2,331) unrestored Chevrolet Corvette in the world. It was purchased new by a Richard Sampson, the owner of a chain of stores, who drove it until 1959 and who ordered in his will for it to be entombed in his basement office on his death and not to be removed until the year 2000. The building was sold in 1982 and the new owner said the car had to leave by 1986. Simpson's daughter, Cynthia, then kept the car in her living room for the next ten years until it was bought by a collector who left it unrestored.



This very collectible 1930 Model J Torpedo Berline Convertible Duesenberg (it's a Duesie, meaning: the best) had several wealthy owners. One was James Talmadge the son of Buster Keaton who traded it to the Hollywood film star Tyrone Power in 1954 for a new MG. I know who got the better of that deal! A Model J achieved a sale price of over \$10m in a sale at Monterey in 2011.



If seeing one Duesenberg was not enough, there was another right next to it. This black Phaeton was originally a Limousine by Judkin and was then converted in 1985 by Fran Roxas of Chicago who upgraded the coachwork in the style of a Walker La

Grande Torpedo Phaeton. It was once owned by E.L. Cord's wife and subsequently appeared in such movies as The Great McGinty (1940), Pocketful of Miracles (1951), Al Capone (1955), Party Girl (1958), Howard Hughes (1977), The Gangster Chronicles (1981) and City Heat (1984).

Grande Torpedo Phaeton. It was once owned by E.L. Cord's wife and subsequently appeared in such movies as The Great McGinty (1940), Pocketful of Miracles (1951), Al Capone (1955), Party Girl (1958), Howard Hughes (1977), The Gangster Chronicles (1981) and City Heat (1984).



The 1967 Plymouth Barracuda "Hurst Hemi under glass" may be know to those of you who have been to The Goodwood Festival of Speed where Bob Riggle has driven up the hill at Goodwood House doing a wheelie all the way with the front wheels high in the air. The car has a rear mounted 426 cu in rear mounted Hemi engine under the large glass rear window (hence the name), tiny wheels at the front and massive Goodyear slicks on the rear. Next to the gear lever are two levers that operate the rear brakes allowing the car to be steered with the front wheels off the ground. Why don't we have any mad guys



doing stuff like this in the UK?

This 1938 Delage Aerosport Coupe (pronounced Koop over here!) is one of only 12 built. It has a 4.7 litre straight 8 engine and a Cotal 4 speed pre-selector gearbox. The current owner paid \$3.5million for it.



The 1957 Austin-Healey 100-4 BN2 had a V8 conversion by a Shelby engineer at the Ford Racing Division in Detroit in 1967 and is believed to be the only Gurney-Weslake Healey to be built. It has a Paxton supercharged Ford V8 with 400hp and is no doubt quite a beast when you think the original BN2's had 100bhp and were no slouches.



I must say I was quite tempted by some of the cars but managed to resist and had to content myself with a quiet cruise home in the Caddy.



By Colin Masterson

Letter from America

December 2013

January got off to a good start with a Guitars and Cars show at Renninger's Antique Centre at Mount Dora. This is a combination of a car show set out under the Live Oaks which drip with Spanish Moss, typical of the South, at this picturesque setting, and a guitar meet where guitars, banjos etc are bought and sold and there is a stage where people can bring their instruments and play individually or in groups are in jam sessions with each other.

One of the Rat Rods had some pretty unusual and homemade design features including a chain driven steering system and a rear suspension that was similar in some ways to the design of Formula 1 cars, hopefully the pictures do it justice.

Have you ever heard of a 1939 Jaguar SS100 "Duke" replica, from Classic Roadsters, in Fargo No, I hadn't either! It only vaguely resembles a Jaguar has Ford Mustang running gear with rack & pinion steering, a 2.3 litre 4 cylinder Ford 2300cc engine and automatic transmission. This one was quite nicely built but the owner entered it as a Jaguar and the judges gave it a prize for the best import, needless to say not one component of the car came from the UK, I think even the Leaper on the radiator was made over here! Mind you the only opposition was from an MGA, which had the guts wrenched out of it and had a substituted Mazda engine and transmission.

Unfortunately getting parts for foreign (over here Mrs M and I are classed as "Aliens" which makes us sound like we come from Mars - bloody cheek!) cars is difficult here

and so this is not uncommon as there is little expertise over here in servicing our kind of cars. I have seen Jaguar XJSs, Mk IIs and E Types butchered in this way and values tend to be low for original cars because of that – *mental note to check out Jaguars over here next time I go looking for a new car.*

Our local town continues to attract various activities to its centre, Art shows are very popular and we continue to have a car show every third Saturday of the month. The streets are closed off and the shops stay open till late and all of the restaurants do a roaring trade – now why can't we do something more like this in Wales? The summer weather may not be that predictable but the evenings usually are quite warm enough to be able to sit out. I only spotted one British car at the show, a very nice standard steel bodied Bentley Mk VI from around the late 40's.



Have you ever seen those car auctions on TV by Mecum and Barrett-Jackson from such exotic places as Las Vegas, Palm Beach or Scottsdale, Arizona? They are frequently shown over here as they travel around from one place to another. I went to the one in Kissimmee during the month: see my separate report on page 12.

The Devereaux Car Show near Sarasota by the Gulf of Mexico took place near the end of January.



As it is quite a way I decided to spend a couple of nights down there as there was a meet-up planned early on the Sunday morning by members of the Cadillac & La Salle Owners club with a convoy onto the show. At the appointed hour I was the only one there but just as I was leaving another member arrived and we decided to wait for 15 minutes to see if anyone else arrived. When we were about to move off Mike couldn't start his car. The motor wouldn't crank. He tried by-passing the inhibitor switch on the steering column, that prevents the starter working if not in Neutral or Park, but this didn't work. I suggested he hit the starter with a hammer while I tried the key – still no joy. Finally I suggested he hit the solenoid with the hammer (the "persuader" is a key part of my tool-kit) and Bingo, it worked! On arriving we met up with another member who came and parked by us. It was a good show, apart from the weather, with around 2,000 cars and

I managed to meet loads of really nice people and exchanged car stories, which is always part of the enjoyment. There were a lot of cars from now defunct companies, like Cole Franklin and Reo and a fabulous unrestored Milburn 1918 electric car (original upholstery and original paint - it even had the old car smell!) Around 1918 there were around 2,000 car companies in the US before the First World War, most of which were 7-day wonders?

I took this picture of a cute dog with Goggles, its name was "Dude", so I sure you have an idea of what the owner looked like – just think Bandana!

It was particularly nice to see so many British cars entered by the Tampa Bay British Car Club. There was a line of 10 Austin Healeys, MG-Bs, a Jaguar 120 and Mk IX, an MG TD and a Midget, a Morgan, several Triumph TRs, Austin Seven Chummy, a Riley Mini, a Lotus Europa, a Bentley MkVI and two Rolls-Royce Cornishes and a rare bodied Hooper once

owned by a Central European Ambassador, and probably more I can't remember, quite a treat! There was one UK/US hybrid, a Sunbeam Tiger built by Carroll Shelby (rather like the Cobra, which was an AC Ace with a US engine). I told Mike that only Morgan is still owned by the family that started it in 1910.

Well, you learn something every day! I have always been puzzled by a local sign that reads "No Jake brake" and have at last found out what it means: It is named after the Jacob breaking system where large diesel trucks, which typically have a compression ratio of 15:1 have a valves on the cylinders which can release compression through the exhaust just before top dead centre. This means that there is all of the slowing effect of compression without the spring back effect of the compressed gas on the downward stroke of the piston, increasing the engine braking effect on a closed throttle. All this gives rise to an increase in engine noise, hence the ban around residential areas – now we know! I often go out for bike rides for the exercise and to see a bit of the country, there are various bike trails around here which have rest stations with car parks, Rest rooms (as they call WCs over here) every few miles loos and some even incorporate bike shops where you can buy or hire bikes and get bike bits and get them repaired. I was out on a trail the other day and saw this sign for a steep hill (not too common in Florida as we are only around 100 foot above sea level 80 miles from the sea. Anyway, the sign certainly made me look up and take notice and, yes, there was a steep hill!

Finally, some new word definitions for 2014:

Hiding: A bell you can't reach.

Lymph: Verb: To walk with a lisp.

Antelope: To run off with your mother's sister.



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Article by Kieran Corcoran
Article from www.dailymail.co.uk

E-TYPE BARN FIND SELLS AT AUCTION

One of the first ever Jaguar E-type sports cars to roll off the production line has been found rotting in a derelict barn in France, where it had lain forgotten for almost 40 years.

The barn, near Le Mans in northern France, was about to be bulldozed to the ground when the astounded owners found the car, which had been stowed away by their grandfather in 1974.

The elegant motor, which is surprisingly well preserved, was auctioned at Coys Ascot auction at the end of October and fetched over £88,000.

Although more than 70,000 of the cars - regarded as one of the most beautiful designs in history - were built, few originals remain. This model from 1961 was just the 40th ever constructed, according to the serial number on its chassis, and has generated huge amounts of interest from collectors.

It was registered in England, and was bought up by the current owner's grandfather in 1969.

It was later shipped to France and stored under a dust sheet in the barn, with its tax disc dating from 1974 still in the window.

Chris Routledge, managing partner at Coys auctioneers, who managed the sale, said the car's unusual history only adds to its value.

He said: 'The barn was listing to one side, about to collapse, and the bulldozers were ready to move in when the owners came across grandpa's old cars'.

'He had died a few years ago and they had forgotten they were even there. They are an Anglo French family and wish to remain anonymous. They spend most of their time in the UK now'. It is a wonderfully romantic story which adds to the kudos because collectors love that kind of thing. The 1974 tax disc is still in the window and it has not been on the road since. The engine turns over freely. This is a really amazing find which has got the Jaguar world really excited. The car is in amazing condition considering where it was left and interest was off the scale. We were expecting it to fetch six figures.'

Graham Searle, manager of the Jaguar Enthusiasts' Club, said: 'It always amazes me how many of these cars are found in barns.

It is an exciting find and a very popular car at the moment'.





Article by Andrew Roberts
Article from www.telegraph.co.uk

JAGUAR MK X

BOOT LARGE LARGE ENOUGH TO ACCOMMODATE MOST INCOMPLIANT "BUSINESS ACQUAINTANCE".

Launched the same year as the E-type, the Mark X saloon is almost as swift as its famous sports car sibling.

For many years, the Jaguar Mark X suffered from a slight image problem. Intended by Browns Lane as the transport for heads of state, diplomats and film stars, the Mark X was all too often driven by the type of "businessman" associated with such phrases as "knee-capped" and "very good to his old mum". The brochures promised a world of jet set glamour with Laurence Harvey lookalikes arriving at their Mayfair clubs while the reality was quite frequently a swift getaway from a bookmaker's parlour somewhere in Streatham.

And the Jaguar was rather adept at swift getaways, for despite its quite awe-inspiring bulk – it is nearly 6ft 5in wide – the Mark X could be fairly described as the nearest approximation to a four-door E-type. It is often forgotten that 1961 was the year that Jaguar launched two new cars and that the Mark X garnered almost as much publicity as the

E-type, both as the replacement for the long-running Mk IX saloon and for its mechanical specification.

A sophisticated independent rear suspension system was unheard for a British luxury car of the early 1960s and when this was combined with the 3.8-litre, triple carburettor engine as fitted to the E-type it gave Jaguar a flagship with a top speed of 120mph and genuine sports car handling and which still cost less than half the price of a Rolls-Royce Silver Cloud.

Then there was the brilliantly menacing coachwork, from the reverse-angle nose with its quad headlamps to its bulbous side panels that made negotiating narrow streets somewhat perilous. Inside, the Mk X offered picnic tables, adjustable steering and an elaborate heating system that clanked to no useful purpose. Transmission was either the ageing Moss four-speed manual gearbox or the more common Borg Warner automatic.

The unitary body, the largest in the UK at that time, was especially designed by Jaguar to ensure

refinement in the worst of road conditions, especially those of the USA, the nation for which the Mark X was specifically designed.

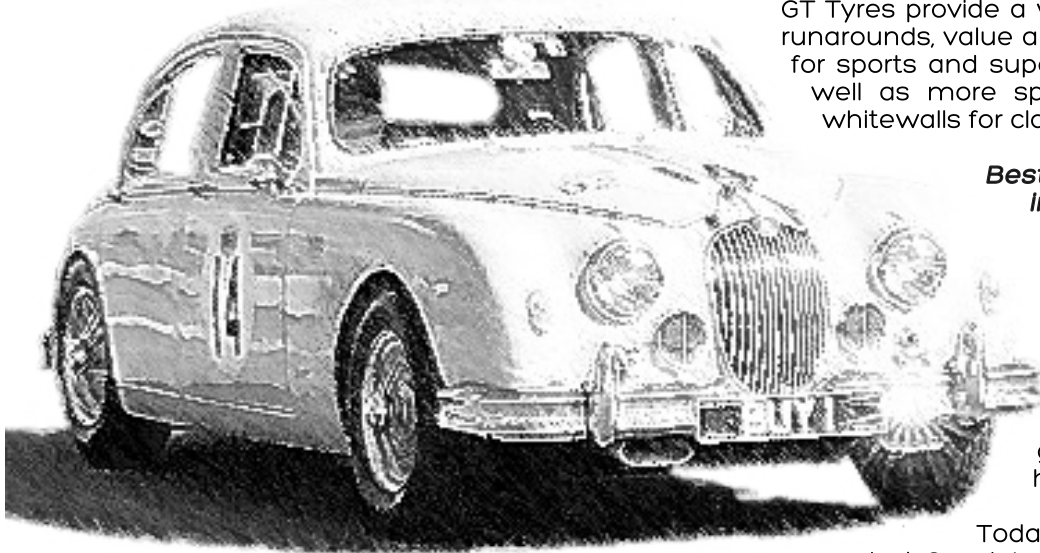
Unfortunately for Jaguar, the early years of Mk X production were plagued with unofficial strikes and within a few years it was becoming apparent that a new power plant would be needed in the face of the Detroit horsepower race. From late 1964 onwards the Mark X – and the E-type – were fitted with a 4.2-litre straight-six and in this form the "Big Jaguar" achieved true magnificence, defying its driver to take hairpin bends with the ease of a Mini Cooper – even if he would have to use folding armrests to anchor himself on the front split bench seat.

But despite the press acclaim from both sides of the Atlantic, the Mark X never attained its projected sales targets. In the USA the chic coachwork was regarded by too many motorists as being redolent of the early 1950s in an era of razor edged Cadillacs, while in its homeland the Jaguar was variously "the Wardour Street Bentley", "the spiv's Silver Cloud" or, simply, "too big". When Jaguar decided to replace all of its saloon range with a single model, the resulting XJ6 of 1968 used the Mark X as a template – albeit on a somewhat more modest scale.

The last Mark X was made in 1970, retaining its separate starter button and leaping cat mascot until the very end. The few that have survived the ravages of rust – and the modern-day Visigoths also known as banger racers – are preserved as prime examples of the last really louche Jaguar; a link to a lost world of chorus girls, black market gin and looking out for a police Wolseley in the rear view mirror.

All that, plus a boot large enough to accommodate the most incompilant of "business acquaintances"!





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humour

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SPAGHETTI

For several years, a man had been having an affair with an Italian woman. One night, she confided to him that she was pregnant.

Not wanting to ruin his reputation or his marriage, he paid her a large sum of money if she would go back to Italy to secretly have the child.

Also, if she stayed in Italy to raise the child, he would provide child support until the child turned 18.

She agreed, but asked how he would know when the baby was born.

To keep it discrete, he told her to simply mail him a postcard, and write "Spaghetti" on the back when the child was born.

He would then arrange for the Child Support Payments to begin.

One day, about 8 months later, he came home to his confused wife.

"Honey," she said, "You received a very strange postcard today."

"Oh, just give it to me and I'll explain it later," he said.

The wife obeyed and watched as her husband read the card, turned white, and fainted.

On the card was written: Spaghetti, Spaghetti, Spaghetti, Spaghetti, Spaghetti.

Three with meatballs, two without.

Send extra sauce

THE FIGHTING IRISH

The French President is sitting in his office when his telephone rings.

'Hallo, Mr. Sarkozy!' a heavily accented voice said. 'This is Paddy down at the Harp Pub in County Clare, Ireland.. I am ringing to inform you that we are officially declaring war on you! We voted to reject the Lisbon treaty!'

'Well, Paddy,' Sarkozy replied, 'This is indeed important news! How big is your army?'

'Right now,' says Paddy, after

a moment's calculation, 'there is myself, me Cousin Sean, me next door neighbour Seamus, and the entire darts team from the pub. That makes eleven!'

Sarkozy paused. 'I must tell you, Paddy, that I have 100,000 men in my army waiting to move on my command.'

'Begoora!' says Paddy. 'I'll have to ring you back.'



Sure enough, the next day, Paddy calls again. 'Mr. Sarkozy, the war is still on. We have managed to get us some infantry equipment!' 'And what equipment would that be Paddy?' Sarkozy asks.

'Well, we have two combines, a bulldozer, and Murphy's farm tractor.'

Sarkozy sighs amused. 'I must tell you, Paddy, that I have 6,000 tanks and 5,000 armoured personnel carriers. Also, I have increased my army to 150,000 since we last spoke.' 'Saints preserve us!' says Paddy. 'I'll have to get back to you.'

Sure enough, Paddy rings again the next day. 'Mr. Sarkozy, the war is still on! We have managed to get ourselves airborne! We have modified Jackie McLaughlin's ultra-light with a couple of shotguns in the cockpit, and four boys from the Shamrock Bar have joined us as well!' Sarkozy was silent for a minute and then cleared his throat. 'I must tell you, Paddy, that I have 100 bombers and 200 fighter planes. My military

bases are surrounded by laser-guided, surface-to-air missile sites. And since we last spoke, I have increased my army to 200,000!'

'Jesus, Mary, and Joseph!' says Paddy, 'I will have to ring you back.'

Sure enough, Paddy calls again the next day. 'Top o' the mornin', Mr. Sarkozy! I am sorry to inform you that we have had to call off the war.'

'Really? I am sorry to hear that,' says Sarkozy. 'Why the sudden change of heart?'

'Well,' says Paddy, 'we had a long chat over a few pints of Guinness and packets of crisps, and we decided there is no fookin' way we can feed 200,000 prisoners.'

0 TO 200 IN 6 SECONDS

Bob was in trouble. He forgot his wedding anniversary. His wife was really annoyed.

She told him "Tomorrow morning, I expect to find a gift in the driveway that goes from 0 to 200 in 6 seconds AND IT BETTER BE THERE!"

The next morning he got up early and left for work. When his wife woke up, she looked out the window and sure enough there was a box gift-wrapped in the middle of the driveway. Confused, the wife put on her robe and ran out to the driveway, brought the box back in the house. She opened it and found a brand new bathroom scale.

Bob has been missing since Friday.

JUST FOR DECORATION

A family is at the dinner table. The son asks the father, "Dad, how many kinds of boobs are there?" The father, surprised, answers, "Well, son, a woman goes through three phases. In her 20s, a woman's breasts are like melons, round and firm. In her 30s and 40s, they are like pears, still nice, hanging a bit. After 50, they are like onions." "Onions?" the son asks. "Yes. You see them and they make you cry." This infuriated his wife and daughter. The daughter asks, "Mom,

how many different kinds of willies are there?" The mother smiles and says, "Well, dear, a man goes through three phases also. In his 20s, his willy is like an oak tree, mighty and hard. In his 30s and 40s, it's like a birch, flexible but reliable. After his 50s, it's like a Christmas tree." "A Christmas tree?" the daughter asks. "Yes, dead from the root up and the balls are just for decoration."

PADDY AIRLINES

Air Paddy Flight 101 was flying from Heathrow to Dublin one night, with Paddy the Pilot, and Shamus the co-pilot. As they approached Dublin airport, they looked out the front window.

"B'jeeesus," said Paddy "Will ye look at how fookin short dat runway is."

"You're not fookin kiddin, Paddy" replied Shamus.

"Dis is gonna be one a' de trickiest landings you're ever gonna see," said Paddy.

"You're not fookin kiddin, Paddy." replied Shamus.

"Right Shamus. When I give de signal, you put de engines in reverse" said Paddy.

"Right, I'll be doing dat" replied Shamus.

"And den ye put de flaps down straight away" said Paddy.

"Right, I'll be doing dat" replied Shamus.

"And den ye stamp on dem brakes as hard as ye can" said Paddy.

"Right, I'll be doing dat" replied Shamus.

"And den ye pray to de Mother Mary with all a' your soul" said Paddy.

"I be doing dat already" replied Shamus.

So they approached the runway with Paddy and Shamus full of nerves and sweaty palms. As soon as the wheels hit the ground, Shamus put the engines in reverse, put the flaps down, stamped on the brakes and prayed to Mother Mary with all of his soul. Amidst roaring engines, squealing of tyres and lots of smoke, the plane screeched to a halt centimetres from the end of the runway, much to the relief of Paddy and Shamus and everyone on board.

As they sat in the cockpit regaining their composure, Paddy looked out the front window and

said to Shamus "Dat has gotta be de shortest fookin runway I have EVER seen in me whole life".

Shamus looked out the side window and replied "Yeah Paddy, but look how fookin wide it is".

UGLY BABY

A woman gets on a bus with her baby. The bus driver says, "That's the ugliest baby that I've ever seen. Ugh!" The woman goes to the rear of the bus and sits down, fuming. She says to a man next to her, "The driver just insulted me!" The man says, "You go right up there and tell him off – go ahead, I'll hold your monkey for you."

LITTLE BILLY

Little Billy came home from school to see the family's pet rooster dead in the front yard. Rigor mortis had set in and it was flat on its back with its legs in the air.

When his Dad came home, Billy mentioned, "Dad, our rooster is dead and his legs are sticking in the air. Why are his legs like that?"

His father, thinking quickly, said, "Son, that's so God can reach down from the clouds and lift the rooster straight up to heaven." "Gee Dad, that's great," said little Billy.

A few days later, when Dad came home from work, Billy rushed out to meet him yelling, "Dad! Dad, we almost lost Mom today!" "What do you mean?" asked his father. "Well Dad, I got home from school early today and went up to your bedroom and there was Mom, flat on her back with her legs in the air, screaming, 'Jesus, I'm coming! I'm coming!' If it hadn't of been for Uncle George holding her down, we'd have lost her for sure!"

HANDY WOMAN

A blonde, wanting to earn some money, decided to hire herself out as a handyman-type and started canvassing a wealthy neighbourhood. She went to the front door of the first house and asked the owner if he had any jobs for her to do.

"Well, you can paint my porch. How much will you charge?"

The blonde said, "How about 50 dollars?"

The man agreed and told her that the paint and ladders that she might need were in the garage. The

man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?" The man replied, "She should. She was standing on the porch."

A short time later, the blonde came to the door to collect her money. "You're finished already?" he asked.

"Yes," the blonde answered, "and I had paint left over, so I gave it two coats."

"Impressed, the man reached in his pocket for the \$50.

"And by the way," the blonde added, "that's not a Porch, it's a Ferrari."

VERY BAD BOY!

A little boy wants a bike for Christmas really badly, but the kid is a real bad seed, and he knows it. He writes a letter to Jesus. "Dear Jesus, if I get a bike for Christmas, I'll be good for a whole week." He thinks about it, crosses out what he wrote, and says, "I can't be good for a whole week, I'll be good for five days." He crosses that out and writes, "I'll be good for four days." Then he thinks again and says, "Can't do that." He gets down to one day and says, "I can't even be good for a day." Then in frustration, goes in his mother's room and get the statue of the Virgin Mary, wraps it up in a blanket, puts it in a paper bag, throws it in the closet and says, "Dear Jesus, if I don't get a bike for Christmas, you'll never see your mother again!"



ELDERLY COUPLE

An elderly couple are in church. The wife leans over and whispers to her husband, "I just let out a long, silent fart. What should I do?" The husband replies, "First off, replace the batteries in your hearing aid

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

11th SWCCC Annual Classic Car Show

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

Mon 26th Vale of Glamorgan Classic Car Show

JUNE 2013

8th Barry Festival of Transport

15th 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

13th Pontardulas Classic Motor Club Show

Sun 20st Sherborne Castle Classic Car Show and Rally

25 - 27th Silverstone Classic

AUGUST 2013

TBC Gloucestershire Steam & Vintage Extravaganza

9-10th Tortworth Vintage Steam Rally

11th Three Cocks Steam & Vintage Rally

17 - 18th Vintage Sports Car Club Pembrey

SEPTEMBER 2013

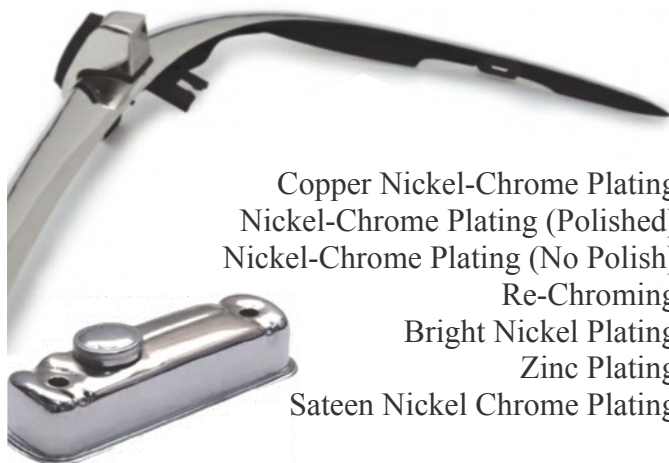
6 - 7th Beaulieu International Autojumble

12 - 14th Goodwood Revival

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

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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

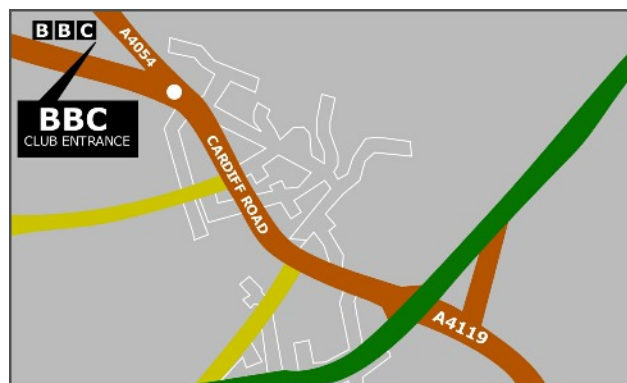
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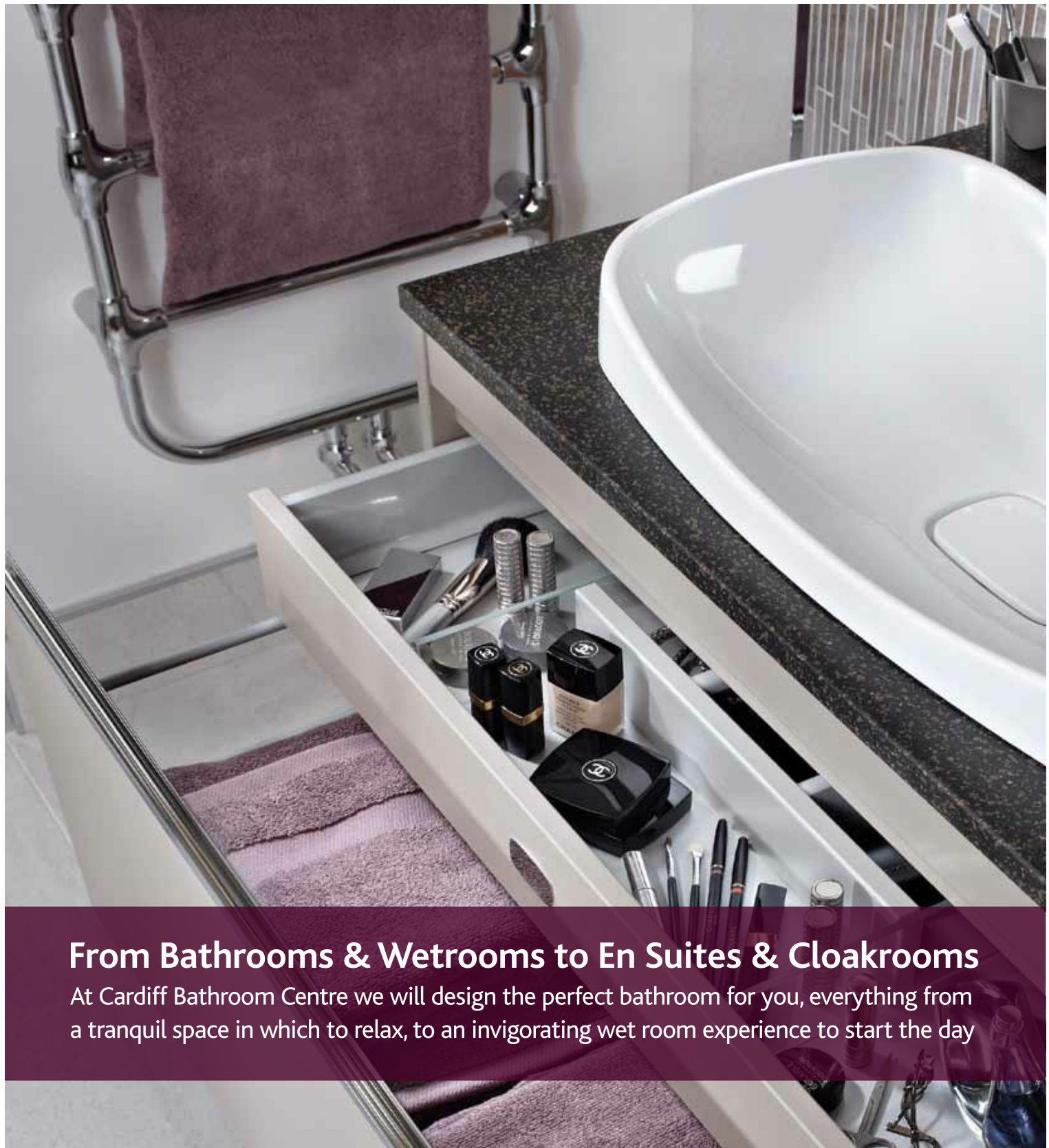
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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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