

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

Yes!! Finally February gave us the one single solitary dry sunny day that we've had this year and luckily it was a Sunday so I was able to take out the XKR for the first time since November 4th! I'd forgotten what it sounded like and really enjoyed my trip down to the Cardiff Stratstone Jaguar dealership where I'd been invited for a chat with Richard Sergeant. Richard was heavily involved in the first ever 'Jaguar exclusive' dealership in Derby in 1984. It was good to hear his stories of how this early dealership was a success and of course led to the dealership network we have today. Richard was full of praise for the JEC and explained how we are keeping the brand alive by attending the various car shows.

It was also great to see an XKRS-GT that was ready to be delivered to a lucky customer - those at Castle Combe last year will remember the awesome noise that an XKRS-GT made as it raced around the track! (see picture)

I was also lucky enough to visit the JEC head office in Bristol for a chat with Graham Searle and James Blackwell. Their office is a treasure trove of Jaguar memorabilia with any very rare pieces including XJ220 models in gold and chrome and a portrait of Sir William Lyons that had hung in his own house. It was great to speak to Graham & James and hear about the exciting events that are planned this year, the first being the spares day at Stoneleigh on 16th March.

Colin is busy organising the numerous shows we attend so



please see Colin if you'd like to attend any shows.

Finally our long standing member Neville Padfield has had an operation and we're pleased that he is making a good recovery - we wish you well Nev!

Until next month.....when hopefully I'll be

able to share some exciting news regarding the F-Type coupe!

Andy Webber

A handwritten signature of Andy Webber in black ink.

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.

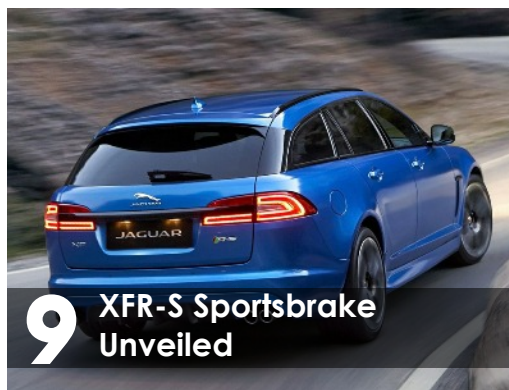




12 The Owen Sedan
A 1976 XJ6 With A Difference



5 Regional News Report
By Colin Manconi



9 XFR-S Sportsbrake
Unveiled



10 Sarasota Museum USA
Review



14 Letter From America -
Colin Masterson



17 2014 Lister Jaguar 'Knobbly'
Released



19 Jaguar XFR-S
Hits The States In 2014

Editorial	2
Regional News	5
Month In The Life of JJ	6
XFR-S Sportsbrake	9
Sarasota Museum	10
Owen Sedan	12
A Letter From America	14
Lister Jaguar 'Knobbly'	17
XFR-S Review	19
Humour & Anecdotes	20
Events Calendar	22
Committee	23
Monthly Meeting Info	23



20 Humour & Anecdotes



6 A Month In The Life Of JJ

NEWS

COLEFORD CARNIVAL OF TRANSPORT

APRIL 21st. Just to remind any members who are attending this show on the 21st of April. We are meeting at our usual place, the car park in Monmouth, at 8.15am to leave at 8.30 am. If you have asked for a ticket and perhaps this is too early for you would you contact me so I can post it to you.

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REGIONAL NEWS

By Colin Manconi
Regional Representative



At last the weather seems to be changing just in time for the first of main events for this year. Like most of us I like to try to take the cars out to warm them up during the winter months but with the continual wet weather it has been a problem to find a day when the roads are dry. I just hope that we are due a period of dryer weather and a nice hot summer.

INTERNATIONAL JAGUAR SPARES DAY STONELEIGH

This is one of the first events of the year on the 16th of March and if you need any parts for your Jaguar this is the place to be. The new JEC Charity Car will be on display, a beautiful 2007 XK 4.2 litre coupe in Liquid Silver metallic paint with quite a few interesting Jaguar upgrades and a genuine 12,578 miles from new. Please buy lots of tickets as all proceeds will be going to the new charity for the next two years, The Royal National Lifeboat Institution. SNG Barratt, one of our magazine advertisers, is offering 10% off pre paid orders for collection on the day. As usual some of our members will be going up to Stoneleigh and will be meeting up for lunch.

COLEFORD FESTIVAL OF TRANSPORT

We always attend this show every year with a club stand. Coleford close the town centre and the cars are parked throughout the town including all the car parks. The event is always held on Easter Monday. This year Easter Monday is on the 21st of April, three weeks later than last year, so I hope the weather is better. We always have different extremes of weather at Coleford, either is it is warm and sunny, cloudy and wet or as last year extremely cold. Let's hope for a warm sunny day.

DRIVE IT DAY

This is being held on the 27th of April. As usual it is being organised by our Chairman, John James. John spends a lot of time and effort organising this event and I would urge you to come

along and support the Drive it Day. The details for the day are on page 15.

SILVERSTONE CLASSIC

JULY 25th - 27th. We have booked the Premier Inn at Harpole for our overnight stay at the Silverstone Classic. John James, Colin Masterson, Andy Webber, Ruth & Dave Fisher and myself are staying overnight. If anyone else wishes to stay I believe there are still some hotel rooms available. Tickets are still available on the Silverstone Classic Site. They must be booked by the 31st of March to get the "Early Bird" price, two for the price of one, don't forget the car pass and the JEC code of C14005 must be used.

GOODWOOD REVIVAL

Due to the Tredegar House show being a week later this year it is possible for us to attend the Goodwood

Revival. If we intend to stay overnight then we need to book accommodation quite soon. Would

anyone who would like to attend please contact me as soon as possible so I can try to arrange the accommodation.

OUR NEXT EVENTS ARE:

COLEFORD CARNIVAL OF TRANSPORT

APRIL 21st. Just to remind any members who are attending this show on the 21st of April. We are meeting at our usual place, the car park in Monmouth, at 8.15am to leave at 8.30 am. If you have asked for a ticket and perhaps this is too early for you would you contact me so I can post it to you.

GOOD READS

Most weeks I receive lots of different e-mails from car clubs and car magazines. I expect most of you are the same, but just in case you do not receive these e-mails I have listed the best of them. Just do a search on Google for the companies website and then sign up for the newsletters.

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Holden Vintage
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Classic Performance & Retro Mag
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WE NEED YOUR HELP

Our Regional Magazine takes a great deal of work to put together each month and we need your help to improve it.

We need members to take up the challenge and supply new original articles and reviews. These can be about your Jaguar cars, experiences or reviews on parts/ products used on your Jag.

While you may not think of yourself as the next award winning journalist, your unique articles and reviews will no doubt be of interest and welcomed by our other members.

Even if you don't get to the monthly meetings or shows, we still would like to hear from you about your Jaguar experiences.

Don't worry about the design or look of any content you submit, the design company who produce the magazine for us will take care of that.

So what are you waiting for, get writing that article!

To submit any articles or reviews simply email it together with any photos to: editor@jecsouthwales.co.uk

JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S

not Once again not a huge amount to report on this month other than the weather is still rubbish and I am really hoping to see an improvement soon as I'm sure you all are, I seem to be developing webbed feet or is it just rising damp?

You will see elsewhere in the magazine the details for this years Drive it Day please let me have your menu choices and cheques ASAP.

Did you know that driving a vehicle in China with military licence plates provided many privileges? For years drivers have sped through red lights, overtaken police cars and ambulances, driven along hard shoulders and evaded road tolls. For the elite members of the Chinese armed forces, military plates were the ultimate licence to drive, reserved for official vehicles only the special plates apparently allow drivers to enjoy additional liberties on the roads, including breaking traffic laws, filling up with free fuel and receiving police escorts through congested cities. The benefits of these plates are so attractive that there is a secondary market for used legal and counterfeit versions which are especially valued by those wealthy enough to afford luxury cars.

These privileges are reportedly about to come to an end, as President Xi Jinping, chairman of the Central Military Commission is trying to stamp out corruption in

the country.

There was a recent article in the Daily Telegraph motoring supplement warning that the increased security of modern cars, coupled with the rising value of classic cars is making classics more of a target for

thieves.

As if this were not bad enough, two of Britain's biggest police forces, the Met and Manchester admit they screen out up to 60 % of crimes after initial review because they are considered 'unsolvable'. Budget restrictions mean if they cannot track a stolen car or the owner cannot provide ID that will stand up in court then these are the crimes most likely to be put on the unsolvable list.

The Telegraphs expert recommends having a tracker fitted



to any vehicle valued at more than £10,000. Some other practical tips that have been suggested are:

- Don't drive back to your garage if you suspect that you are being followed.
- Be very discrete about where you keep your classic.
- Check with your motor insurance for what is or isn't covered.
- Consider installing alarms to both car and garage or even a simple CCTV system, available from places like B&Q or Argos.

We all recall what happened to one of our members (Stuart Smith) a few years ago when he had his E-Type stolen out of his locked garage at his home during daylight hours whilst he and Jenn his wife were at work. Stuart was convinced at the time

that he was followed home from the Tredegar Park show. The car has not been seen or heard of since.

I have been considering selling my Mk 2 for some time due to not using it. I hate to see a car just sitting there and not being used, I have had someone from Weston Super Mare agree on a deal so it looks very likely that it will be moving out of Wales.



In some respects I will be sorry to see it go as when I do use it I enjoy it very much, it is very quick and it handles very well.

Once again on behalf of Andy and Colin, I appeal to you the club members to please do a write up of some sort for the magazine, it really is difficult to produce a monthly magazine in the winter months without any shows and other road run type events to write about.

I am afraid I finish my article this month with some very sad news, Mennai, Partner of Bill Lloyd of Swansea has made contact with me to inform us that Bill is very poorly and is about to start a Chemotherapy programme, Bill and Mennai have joined us at many show/events over the years either with his XJS or his Sovereign, he is selling his XJS but is keeping his Sovereign. Bill is a very quiet, pleasant guy, I have always found him to be a real gentleman, I am sure you will join me in wishing Bill all the very best with his treatment and please god let us hope to see him in the coming months with his Sovereign.

The JEC South Wales Region will once again be holding a Drive it Day event on Sunday April 27th, full details can be found on page 15.



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Article by Keith Adams
Article from www.aronline.co.uk

JAGUAR XFR-S SPORTSBRAKE UNVEILED

The Jaguar XFR-S Sportbrake has made its public debut at the Geneva Motor Show. The super-estate is powered by Jaguar's 5.0-litre super-charged V8 engine delivering 542bhp, goes head-to-head with the Mercedes-Benz E63 AMG and Audi RS6, and will cost £82,495 when it goes on sale this April.

The Sportbrake is the third R-S model from Jaguar alongside its XF saloon counterpart and the XKR-S. It uses the same 5.0-litre engine and an eight-speed automatic transmission with Quickshift technology giving a 0-62mph time of 4.8 seconds – only 0.2 seconds slower than the XFR-S saloon. The top speed is limited to 186mph.

To handle all that power and the extra weight of the estate body, the suspension has been stiffened with new rear spring rates and changes to the adaptive dampers. The XFR-S Sportbrake also has a recalibrated active electronic

differential and comes with 20-inch Varuna alloy wheels as standard along with uprated brakes with vented discs.

So that the XFR-S sounds the part, it's fitted with a sound symposer that channels some of the induction noise into the cabin while the exhaust has straight-through pipes to create a crackle when you lift off the power. On downshifts, the engine automatically blips the throttle too and the gearbox is intelligent enough to know when you're in a corner and will hold the correct gear.

To make it stand out from the standard XFR, the R-S gets a deeper

front bumper with side air intakes and extended side sills. At the back there is a deeper carbon fibre diffuser designed to reduce lift. Gloss black trim replaces the traditional chrome around the grille and side vents and there are five paint colours to choose from: Ultra Blue, Ultimate Black, Stratus Grey, Polaris White and Italian Racing Red.

Inside the XFR-S Sportbrake gets carbon effect leather on the seat bolsters and arm rests along with an 18-speaker Meridian sound system.





SARASOTA CLASSIC CAR MUSEUM, USA

The Sarasota Classic Car Museum is recognized as the second oldest continuously operating car museum in the USA. As you stroll through the museum the cars are pretty randomly displayed, and include the Circus Magnate, John and Mable Ringling's collection of Rolls-Royces, John Lennon's 230SL 1965 Mercedes Benz, and Paul McCartney's Mini Cooper. Classic and muscle cars are on display side by side, including Don Garlits, dragster number two.

Donald Glenn "Don" Garlits (born January 14, 1932, Tampa, Florida) is considered the father of drag racing. He is known as "Big Daddy" to drag racing fans around the world. Always a pioneer in the field of drag-racing, he, with the help of T.C. Lemons, relating at least in part to the loss of a portion of his foot in a drag racing accident, perfected the rear-engine "top fuel dragster design".

The museum has around 75

cars, consisting of the alphabet of the world's foremost automobile manufacturers; Alfa Romeo, Bentley, Cadillac, DeLorean, Edsel Ferrari and G... I give up, what car begins with G? Well there was no Ginetta, Gordon Keeble, Goggomobil, Geo or GMC. - so much for that theory!



There was a nice 1966 Jaguar E Type Series 1 (they call them XKE over here as presumably the Jaguar Marketing department assumed American buyers could not make the mental leap from XK150 to E Type as the replacement model – a similar principle was applied to the film about George III where the American distributors had vision of the US public asking to see the two preceding movies!). There



was also.....wait for it Colin.....a Silver coloured 1993 Jaguar 220!

Among to more mundane European cars were a couple of Sunbeam Rapier, one a series I and the other a series II, dating from the mid to late 50's and a couple of Citroen 2CVs.

Occasionally one found little gems like this yellow American Austin. The American Austin Car Company was founded in 1929, in Pennsylvania in premises that had belonged to the Standard Steel Car Company.





They assembled a version of the Austin 7 car with a more modern looking body. After some initial success the Great Depression set in, and sales fell off to the point that production was suspended. In 1934 the company filed for bankruptcy.

The car was designed in the hopes of creating a market for small-car enthusiasts in the United States. The cars with their 747 cc (45.6 cu in) inline-four engines, enabling the car to return 40 mpg-US (48 mpg-imp). It



resembled small Chevrolets, with Stutz- and Marmon-style horizontal hood louvres. The bodies were designed by Alexis de Sakhnoffsky and made by the Hayes Body Company of Detroit and the detail on it looked well thought out. The coupe was billed as a sedan, and sold for \$445, slightly less than a Ford Model A V8 roadster (no competition then!). The Great Depression made the cheaper second-hand cars more



appealing, so sales dropped off. More than 8000 cars were sold during the company's first (and best) year of

sales, but sales fell off to the point that production was suspended in 1932. It restarted in 1934 with bodies now made in-house but stopped again between 1935 and 1937. In total about 20,000 cars were produced. While we are on the subject of Austin, how about this cracking little red Brooklands racer from the pre war days.

Another interesting gem was a Rolls Royce Silver Ghost made in their factory in Springfield. In 1919, the



company incorporated as Rolls-Royce of America and acquired its first US manufacturing plant in Springfield, Massachusetts. Production began the following year. By 1923, Rolls-Royce presence in the U.S. was substantial, with offices in Boston, Chicago, San Francisco, Cleveland, Hartford and Troy, NY, in addition to the original office in New York City. The company was further represented in 16 cities across North America. As was the custom in those days with more expensive cars, the



company incorporated as Rolls-chassis and bodywork up to the fire-wall was built by Rolls-Royce and the remaining bodywork was by a bespoke body manufacturer. In this case the body was made by Brewster, a company founded in 1810 making coachwork for horse-drawn vehicles. In 1925 Rolls-Royce of America decided to purchase the company and Rolls-Royce would have cars fitted with temporary seats and protection, and driven from their Massachusetts plant to the Brewster

Building in Long Island City, New York to have bodies installed. The Rolls-Royce showrooms would soon offer 28 standardized body styles, deliver cars to customers quicker, and for a lower price. Customers would be able to purchase models directly from the showroom as well. The drum headlights are typical of US cars of the period and are very similar to the ones I had on my 1928 Packard.

Rolls-Royce of America Inc. manufactured nearly 3000 Silver Ghosts and Phantoms before succumbing to the Depression. To this day, Springfield is the only place outside England that Rolls-Royce cars have ever been built. During the Second World War Rolls-Royces were made in the USA but these were, of course, Merlins Aero engines not cars, and not made directly by the company but were manufactured in the US, courtesy of technology transfer and a licensing agreement with the Packard Company. (The Packard Merlin was the power plant for the P51 "Mustang" fighter, regarded by many as the best fighter of its time as not only was it a capable performer once the Allison engine was replaced but for much of the war was the only fighter capable of long range bomber protection to places like Berlin, something the Spitfire could only achieve much later in its life.

Another popular classic over here is the de Lorean stainless steel bodied car with gull wing doors built in Northern Ireland. The company was founded in 1975 and received £75 million from the UK government (ie **you & me!**) Production didn't start till 1981 and the company went bust in 1982, by which time only 9,000 cars had been built, when it ran out of cash. It is estimated that around 6,000 of the cars survive today.



So if you're ever in the Sarasota area drop in and take a look around, you'll be glad you did.



Article by Keith Adams
Article from www.aronline.co.uk

OWEN SEDANCA GERALD RONSON'S VISION

A 1976 JAGUAR XJ6 WITH A DIFFERENCE!

Two years before Leyland launched the Jaguar XJ-S, the Jaguar dealership HR Owen came up with a coupe of its own.

HR Owen had a penchant for commissioning customised Leyland products. Having enjoyed moderate success with the Crayford/FLM Panelcraft Rover P6 Estoura, their next project was altogether more ambitious: in September 1973, they presented the Owen Sedan, a bespoke coupé conversion based on the Jaguar XJ saloon.

Designed by Chris Humberstone, the car took its inspiration from the rather more exotic Lamborghini Espada that was owned by HR Owen boss Gerald Ronson at the time. Of course, the Espada had itself begun life as the Bertone Pirana, a radically rebodied Jaguar E-type.

The Sedan's all-aluminium bodywork was skillfully hand-beaten by north London coachbuilders Williams & Pritchard, who then applied

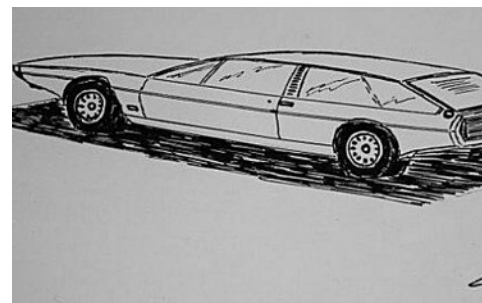
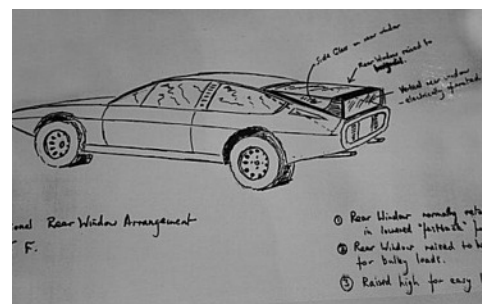
it to the superstructure of the XJ6 donor car. Inside, the car was plushly reupholstered in very-Seventies brown Dralon. Inevitably, the finished product attracted a hefty price tag of £8500 – well over twice the price of the car on which it was based, and even eclipsing the likes of the Bristol 411 and Jensen Interceptor by a fair

margin. And yet, despite the fact that it was powered by nothing more exciting than the standard 4.2-litre Jaguar engine, HR Owen managed to take 80 firm orders for the car on the strength of the first prototype.

Things looked promising, with HR Owen envisaging around 100 orders per annum, but disaster was just around the corner: in the time that it took to build the first 'production' model, the impending oil crisis ensured that one-by-one, each of those 80 orders was cancelled. With no buyers in sight, HR Owen wound up the operation.

On the matter of the owner





ship and production of these cars, Anne Russell-Steele, the daughter of the first car's owner, recalled, 'My mother had the original white car built for her, as she would not cancel her original order and I have photographs of it at our house in Oxford (see bottom of the page) and have been driven in it many times and have driven it. We sold our house in Oxford to a Lebanese (Arab) gentleman and stayed good friends with him and his family and he eventually bought my mother's car for his eldest son as he was so impressed with it. He then commissioned a second car to be built (blue) for his second son, though neither sons were of an age to drive them on the public roads at the time. When the gentleman left the UK both cars were sold.'

One of HR Owen's original publicity shots for the Owen Sedan- ca, showing the prototype car (also seen at the top of this page) which was later destroyed, along with the first production example.

This time, HR Owen gave the job of building the car to Panther Westwinds, and it seems that the finished article made a good impression, as a further Owen Sedan- ca was built by Panther in 1983 for the same customer's son. Both these cars are thought to have survived – leaving us with a total of three produced.

Anne recall, 'The HRO1 was the prototype as my mother had only bought the car from drawings they brought the prototype down for her to have a look at and decide colours etc. The other photos are when they delivered the car (by which time we had moved). On their first attempt to

deliver the car on one of the country roads they bashed the front bumper of the car and had to take it back to repair. The nose was like Concorde's and you couldn't see the end of the bonnet. It was easier to park if you put the lights up and then gave it a couple of feet.

'I remember my parents being stopped by police once as they were supposed to know all types of cars on the road and they hadn't seen one like that before. It had a very luxurious interior with silver topped decanters and brushes in the arm rest etc.'

By the way, if the Owen Sedan- ca name has a familiar ring to it, that's probably because it was borrowed from HR Owen's past: in the 1930s, the firm had commissioned a number of Rolls-Royce and Bentley-based Owen sedan- ca coupés from



the Cricklewood-based coachbuilders Gurney Nutting. Unlike the 1970s version, the original cars were true sedan- cas, in that they could be driven with the front seats open to the elements.





By Colin Masterson

Letter from America

Winter is coming to a close and the weather is now settling down to a very nice mid 70's with sun all day long. Whilst we cannot boast the horrendous weather (particularly the huge rainfall, high winds and flooding) you have enjoyed (!) in Wales, it has been quite wet and cold for several weeks over here (what a shame I hear you cry!) mainly due to the phenomenon of the Polar Vortex, something I have not experienced before which had a significant effect on the Northern states over the last few weeks.

Recently I enjoyed a visit to the Sarasota Car Museum recently and you can see a write up of it on page 10 of this magazine.

Old Town Kissimmee has 4 regular car shows per week (yes four!). One is the Wednesday Night Little Darlin's Street Party, the second is the Friday All American Muscle Car Cruise that



includes classic cars post 1972, the third is the Saturday Classic Car Cruise for pre 1973 cars and the fourth is the Sunday Old Town Gone Country Truck Cruise. As my car is a 1976 I go to the Friday cruise. It starts in the afternoon and there is a live band. At 8.30pm all

of the cars start up and we tour through the town whose sidewalks front half is a car and the rear half a



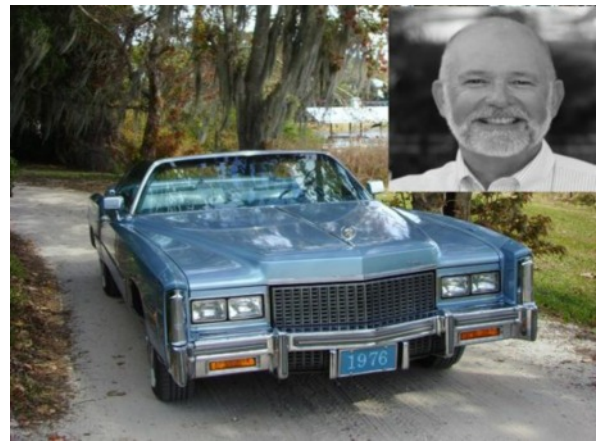
are lined with people who have come to see the cars.

One of the more unusual vehicles at this event was Bigfeet 7 which stands over 15 feet high and weighs 28,000 lbs and sits on Gigantic 10 foot high tyres. It was built in 1988 for the film "Roadhouse" with Patrick Swayze and Sam Elliott. In a key scene, which cost \$500,000 to make, Bigfeet 7



crashed through a car showroom and destroyed four new cars. The scene was made in one take used seven cameras. The following year it was in the film "Tango and crash" with Sylvester Stalone and Kurt Russell.

In the middle of the month I went to the Sumpter County Fair Ground at Bushnell where they have a regular car show and swapmeet where you can get all sorts of car parts and stuff for cars, some old and some new. They hold it every month except July and August when it is "just too dang hot".



In America the biggest selling vehicle last year was the Ford F150 pick- up with the Chevrolet Silverado in second place and the top selling passenger car, in third place, is the Toyota Camry. Americans have always been obsessed by pickups; some are



owned by people who legitimately need them for their work but some seem to like them as they seem to



make some sort of statement about their owners. I leave you to work out what that means. Back in the 70's a hybrid was evolved which is represented by this classic 1976 Chevrolet El Camino which was for sale at \$6,950. As you can see, the front half is a car and the rear half a pick up which is practical and which I think is quite "cool" - if such a word is still in use!



Finally, some new word definitions:

Years: When the Queen is sure about something

Guacamole: A Mexican visitor to Toad Hall

Artery: Shooting arrows at paintings

Shambolical: Padded Y-fronts

Widdecombe: A brush to make your hair look like a wig

Propaganda: A post for one legged male geese

Psychiatric: Guessing right, three times in a row

Hosepipe: A dance by sailors wearing socks

Abbatoir: Three-in-a-bed in a monastery

Propane: People who are into S&M

Alcoholic: Someone who drinks more than their doctor

Baptist: A junior hamburger chef

Assassination: An arrangement to meet a donkey

Saxophone: Hotline to a salt supplier

Circumstantial: Circumcision on a really big baby

Miasma: The reason I need an inhaler

Implication: An ointment for little goblins

Hob-Nobbing: Casual sex with a goblin

Wished: A card game played by people who are pissed

Collonade: A fizzy enema

Beatitude: Pose adopted by an insect prior to pollination

Hustle-bustle: A 19th century kerb-crawler

Capsize: Usually about 7!

Acolyte: Easy-listening clarinet music

Nonchalant: To arrive at Butlin's without prior booking

Rancour: Japanese term of abuse

Disappear: To insult a Lord

Hoarding: Prostitute's microwave

Contraband: U.S. backed, counter-revolutionary orchestra

Idiomatic: Ugandan washing machine

Quattrocento: Person who's seen Suzi Quattro 100 times

Fragrant: A sweet smelling tramp

Flatulance: Emergency vehicle that picks you up after you've been run over by a steam-roller

Titillate: Delayed puberty

Indict: When the Queen is unsure about something

Until next month, Colin Masterson.

JEC SOUTH WALES REGION DRIVE IT DAY

The South Wales Region will once again be holding a Drive it Day event on Sunday April 27th in conjunction with the Federation of British Historic Vehicle Clubs, open to any region of JEC, just try and turn up in a Jag.

We will meet at The Coed-Y-Mwstwr Hotel at Coychurch, Nr Bridgend just three miles from junction 35 off the M4 motorway, we meet between 9am and 10am for coffee if you wish, and will leave at 10am sharp. There is a pleasant run planned taking in some coastal roads as well as some pretty country side. We will have a coffee and comfort stop en-route and then a lunch stop at The Newhouse Hotel on Caerphilly Mountain.

Please see menu below and forward me your menu choices plus a cheque made out to The JEC (South Wales Region) ASAP as I need to make a firm booking commitment to the Hotel.

If you need any directions or any further information please ring me on Bridgend 01656 656424 or e-mail me at johnjanet@uwclub.net

Let us hope for some dry weather in order to use our classic Jaguars after what has been a very wet and miserable winter.

Three Course Sunday Lunch Menu

STARTERS

Leek & Potato Soup with herb croutons
A Classic New House Prawn Cocktail
Caramelised Onion, Fig & Feta Tart
Ham Hock Terrine with chef's piccalilli
Garlic cream mushrooms with herb salad

MAIN COURSE

Slow Roast Shoulder of Pork with leek, apricot & thyme glaze
Roasted Breast of Chicken, chipolata sausage & sage stuffing
Braised Rolled Lamb cooked with a mint & honey glaze
Steamed Red Mullet on Provençal and lentil casserole
Spiced cumin vegetables casserole with herb cous cous

All main courses served with braised red cabbage, carrot and Swede puree, cauliflower cheese & hand cut roast potatoes

DESSERT

Apple & Blackberry Tart with vanilla custard
Baked spiced plums, Chantilly cream & pistachio tuille
Coconut Malibu panna cotta, with a berry compot
A Selection of Ice-Cream & Sorbets

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Article by Matt Bird
Article from www.pistonheads.com

LISTER JAGUAR 'KNOBBLY'

The last we heard from the Lister Motor Company was back in September when it announced another Knobbly Jaguar would be produced 60 years after the original. Just a few months later we have a pic, price and spec details.

It isn't cheap, let's deal with that first. The road going spec will cost £259,000 plus tax (presumably VAT), the racing car £249,000 plus tax. Lister is predictably keen to highlight that original Knobblys now sell in the millions of dollars (the highest being \$1.9m at RM's Monterey auction last year), but that's still a hefty price tag.

Despite this, Lister claims half of its 2014 production is already sold. The first customers will receive their cars in April, which should allow those with the race versions nearly a full season of competition (the Lister is eligible for FIA/HTP Appendix K historic racing, remember). We're

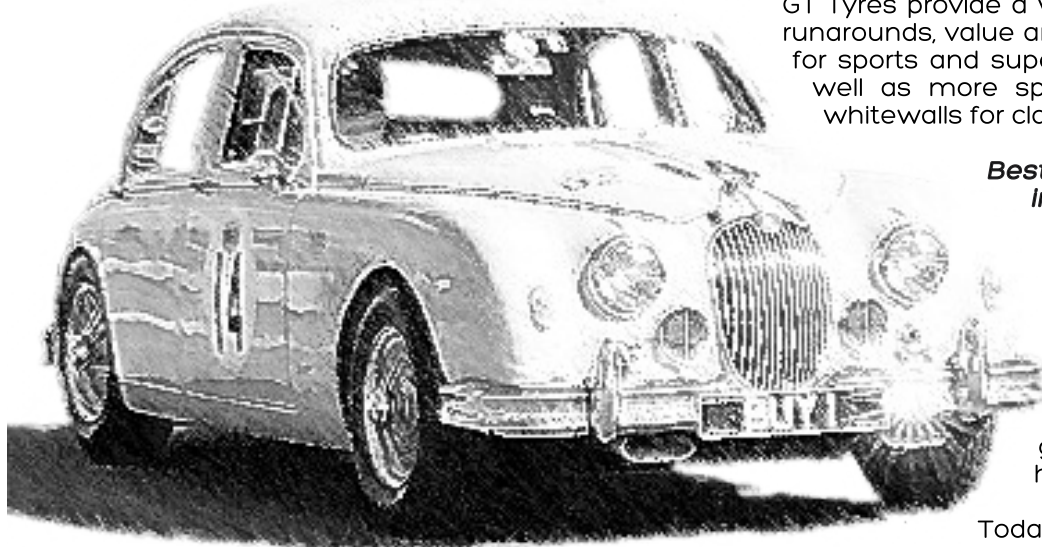
promised a pair of press cars then too; MD Lawrence Whittaker has said there will be "a dedicated launch event at a track venue in the UK. Watch this space!" Our eager eyes are peeled Lawrence.

Furthermore, if a unique and hand-built Lister is within your means, there is now an online catalogue. It is Lister's first brochure of any kind in 25 years and in it you will discover tales of Lister legends like Archie Scott Brown and Colin 'Chippy' Crisp, plus a full mechanical spec. Running the

D-Type spec 3.8 straight-six, it makes 335hp at 6,750rpm and 295lb ft at 4,250rpm. In a car that weighs 1,736lbs dry (what, you expected Lister to quote that metric nonsense? It's 787kg if you can't convert) that will make it really rather fast; even running a D-Type four-speed gearbox, it will hit 60mph in 4.3 seconds, 100 in 10.1 and 181mph.

Following the launch, Lister is still planning a series of sponsored races for 2015 to mark Lister's 125th anniversary. Best of British chaps!





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JAGUAR XFR-S

ACTION FIGURE LATS FOR ONE OF JAG'S QUICKER CATS

Whether or not you've heard of Jeffry Life, you know his face or, more accurately, his body.

Dr. Life is the balding 74-year-old with the chiseled torso in those hormone-replacement ads that look like an old head that's been manipulated by Photoshop onto a young body. Like Life, Jaguar has recently rediscovered a more youthful self, and the XFR-S appears, on first blush, to be digitally enhanced, as well.

But that Schwarzeneggerian physique really is Life's, and this is no faux mash-up of a Jaguar and a Mitsubishi Evo. The Jag's wing is real (albeit optional) and is backed up by genuine muscle. Changes to the engine-management controls and exhaust system squeeze an additional 40 horsepower and 41 lb-ft of torque from Jaguar's blown 5.0-liter V-8, for totals of 550 and 502. That's good for an estimated 0-to-60-mph time of barely more than four seconds and a terminal velocity of 186 mph. A symposer pipes intake noise into the cabin, but the guttural exhaust howl is all you really want to hear. A new torque converter and uprated half-shafts aim to keep the driveline intact.

The front and rear springs are stiffened 40 percent compared with the XFR's, meaning they are 100 percent more rigid than those on a regular XF, and the adaptive dampers are firmer in their baseline and Dynamic settings. The R-S packs a new rear subframe, stiffer bushings, and fresh knuckles front and rear. The braking hardware is untouched—and given the 160-foot stop we've previously recorded from an XFR, entirely capable but underbody ducting is said to improve cooling. Twenty-inch wheels are 0.5 inch wider up front and 1.0 wider out back and are strapped with 265/35 front and 295/30 rear rubber. Jaguar says lift is down by 68 percent from the XFR's, crediting aero tweaks such as resculpted fascias front and rear, unique rocker panels, and a wing that looks as out of place on a Jag as Dr. Life's action-figure lats do on him. (A smaller lip spoiler is standard but seems incongruously prudent for such a screamer.) French Racing Blue and Italian Racing Red are among the five color choices, but, perhaps because it is too demure, British Racing Green isn't.

The base XFR is one of the smoothest-riding cars in its class, but

firming up the suspension to XFR-S stiffness levels doesn't wreck the ride. It does add needed discipline to the body control, and the result is behavior deserving of a big, gaudy wing. Turn-in is greatly improved, and the tail is happy to aid directional changes. As one of a decreasing population that still uses hydraulically boosted power steering—and thanks to a claimed 80-percent increase in the stiffness of its front knuckles—the R-S's steering wheel boasts delightfully linear effort buildup in corners. Slight twitchiness under braking reinforces the impression that the car is spring-loaded for directional changes, a hooligan of the highest order.

Jaguar will bring only 100 XFR-Ss to the U.S. in 2014, at a price that outpaces the XFR's by nearly 16 grand. Budgeted for the hormone-replacement treatments that helped Life get his physique (they reportedly cost as much as \$1500 a month), that's only 10 months' worth. Even at \$99,895, the XFR-S is the cheaper way to keep both you and Jaguar looking and feeling younger for longer.



humour

Members jokes & anecdotes

THE NUN ON HEAVEN

The nun teaching Sunday school was speaking to her class one morning when she asked the question, 'When you die and go to Heaven... which part of your body goes first?'

Suzy raised her hand and said, 'I think it's your hands'.

'Why do you think it's your hands, Suzy?'

Suzy replied, 'Because when you pray, you hold your hands together in front of you and God just takes your hands first'..

'What a wonderful answer!' the nun said.

Little Johnny raised his hand and said, 'Sister, I think it's your feet'.

The nun looked at him with the strangest look on her face. 'Now, Little Johnny, why do you think it would be your feet?'

Little Johnny said, 'Well, I walked into Mommy and Daddy's bedroom the other night, Mommy had her legs straight up in the air and she was saying, Oh! God, I'm coming!... and if Dad hadn't pinned her down, we'd have lost her'.

The Nun fainted.

OH TO BE BLONDE

Jenny, a blond girl came skipping home from school one day.

'Mummy, Mummy,' she yelled, 'we were counting today, and all the other kids could only count to four, but I counted to 10. See... 1, 2, 3, 4, 5, 6, 7, 8, 9, 10!'

'Very good,' said her mother.

'Is it because I'm a blonde?' Jenny asked.

'Yes, it's because you're a blonde,' said the Mummy...

The next day the girl came skipping home from school.

'Mummy, Mummy,' she yelled, 'We were saying the alphabet today, and all the other kids could only say it to D, but I said it to G. See... A, B, C, D, E, F, G!'

'Very good, Jenny,' said her mother.

'Is it because I'm a blonde, Mummy?'

'Yes, it's because you're a blonde.'

The next day Jenny came skipping home from school.

'Mummy, Mummy,' she yelled, 'we were in gym class today, and when we showered, all the other girls had flat chests, but I have these!'

And she lifted her tank top to reveal a pair of 36Cs.

'Very good,' said her embarrassed mother.

'Is it because I'm a blonde, Mummy?'

'No Honey, it's because you're 24.'

THE BARBER

A guy sticks his head into a barber shop and asks 'Hey, Buddy! how long before I can get a haircut?'

The barber look around the shop and says 'about 2 hours,' and the guy leaves.

A few days later the same guy sticks his head in the door and asks...'how long before I can get a haircut?'

Again, the barber looks around at shop full of customers and says 'about 2 hours.' The guy leaves.

A week later the same guy sticks his head in the shop and asks 'how long before I can get a haircut?' The barber looks around the shop and says 'about an hour and a half'. The guy leaves.

The barber looks over at a friend in the shop and says 'Hey, Joey, I'll give you a free cut if you follow that guy and see where he goes.'

In a little while, Joey comes back into the shop laughing hysterically. The barber says, 'this must be good, where did he go when he left here?'

Joey says, 'To your house!'



WATSON & HOLMES

Sherlock Holmes and Dr. Watson went on a camping trip. After a good meal and a bottle of wine, they lay down for the night, and went to sleep. Some hours later, Holmes awoke and nudged his faithful friend. "Watson, look up at the sky and tell me what you see." Watson replied, "I see millions and millions of stars." "What does that tell you?" Holmes asked. Watson pondered for a minute. "Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Astrologically, I observe that Saturn is in Leo. Horologically, I deduce that the time is approximately a quarter past three. Theologically, I can see that God is all-powerful and that we are small and insignificant. Meteorologically, I suspect that we will have a beautiful day tomorrow. What does it tell you?" Holmes was silent for a minute.....then spoke "Watson, you idiot. Somebody has stolen our tent!"

LITTLE JOHNNY

Little Johnny likes to gamble. One day, his dad gets a new job, so his family has to move to a new city. Johnny's dad thinks, "I'll get a head start on Johnny's gambling." He calls the teacher and says, "My son Johnny will be starting your class tomorrow, but he likes to gamble, so you'll have to keep an eye on him." The teacher says, "Okay," because she can handle it. The next day, Johnny walks into class and hands the teacher an apple and says, "Hi, my name is Johnny." She says, "Yes, I know who you are." Johnny smiles and says, "I bet you \$10 you've got a mole on your butt." The teacher thinks that she will break his little gambling problem, so she takes him up on the bet. She pulls her pants down, shows him her butt, and there is no mole. That afternoon, Johnny goes home and tells his dad that he lost \$10 to the teacher and explains why. His dad calls the teacher and says, "Johnny said that he bet you that you had a mole on your butt and he lost." The teacher says, "Yeah, and I think I broke his gambling problem." Johnny's dad laughs and says, "No you didn't, he bet me \$100 this morning that he'd see your ass before the day was over."

THE TRUCK DRIVER

A truck driver would amuse himself by running over lawyers he would see walking down the side of the road. Every time he would see a lawyer walking along the road, he would swerve to hit him, and there would be a loud "THUMP" and then he would swerve back onto the road. One day, as the truck driver was driving along he saw a priest hitchhiking. He thought he would do a good turn and pulled the truck over.

He asked the priest, "Where are you going, Father?"

"I'm going to the church 5 miles down the road," replied the priest.

"No problem, Father! I'll give you a lift. Climb in the truck." The happy priest climbed into the passenger seat and the truck driver continued down the road.

Suddenly the truck driver saw a lawyer walking down the road and instinctively he swerved to hit him. But then he remembered there was a priest in the truck with him, so at the last minute he swerved back away, narrowly missing the lawyer. However even though he was certain he missed the lawyer, he still heard a loud "THUD". Not understanding where the noise came from he glanced in his mirrors and when he didn't see anything, he turned to the priest and said, "I'm sorry Father. I almost hit that lawyer."

"That's okay", replied the priest. "I got him with the door!"

YOU SIGN! YOU SIGN!

Nelson Mandela is sitting at home watching TV and drinking a beer when he hears a knock at the door. When he opens it, he is confronted by a little Japanese man, clutching a clip board and yelling, "You Sign! You sign!"

Behind him is an enormous truck full of car exhausts. Nelson is standing there in complete amazement, when the Japanese man starts to yell louder, "You Sign! You sign!"

Nelson says to him, "Look, you've obviously got the wrong man", and shuts the door in his face. The next day he hears a knock at the door again. When he opens it, the little Japanese man is back with a huge truck of brake pads. He thrusts his clipboard under Nelson's nose,

yelling, "You sign! You sign!"

Mr Mandela is getting a bit hacked off by now, so he pushes the little Japanese man back, shouting: "Look, go away! You've got the wrong man. I don't want them!" Then he slams the door in his face again. The following day, Nelson is resting, and late in the afternoon, he hears a knock on the door again. On opening the door, there is the same little Japanese man thrusting a clipboard under his nose, shouting, "You sign! You sign!"

Behind him are TWO very large trucks full of car parts. This time Nelson loses his temper completely, he picks up the little man by his shirt front and yells at him: "Look, I don't want these! Do you understand? You must have the wrong name! Who do you want to give these to?" The little Japanese man looks very puzzled, consults his clipboard, and says: (Get your best Japanese accent ready).....

"You not Nissan Main Deala?"

TALKING PARROTTS

A woman goes to her priest one day and tells him, "Father, I have a problem. I have two female talking parrots, but they only know how to say one thing."

"What do they say?" the priest inquired. "They say 'Hi, we're prostitutes. Do you want to have some fun?'"

"That's obscene!" the priest exclaimed. Then he thought for a moment. "You know," he said, "I may have a solution to your problem. I have two male talking parrots whom I have taught to pray and read the bible. Bring your two female parrots over to my house, and we'll put them in the cage with Francis and Job. My parrots can teach your parrots to praise and worship, and your parrots are sure to stop saying ...that phrase... in no time."

"Thank you," the woman responded, "this may very well be the solution." The next day, she brought her female parrots to the priest's house. As he ushered her in, she saw that his two male parrots were inside their cage, holding rosary beads and praying. Impressed, she walked over and placed her parrots in with them. After a few minutes, the female parrots cried out in unison: "Hi, we're prostitutes. Do you want to have

some fun?"

There was a stunned silence. Finally, one male parrot looked over at the other male parrot and exclaimed, "Put the beads away, Francis, our prayers have been answered!"

PARKING TICKET

I went to the shop the other day. I was only in there for about 5 minutes and when I came out, there was a damn traffic officer writing a parking ticket for over-running the meter. So I went up to him and said,

"Come on, how about giving a man a break?"

He ignored me and continued writing the ticket.

So I called him a pencil necked Nazi. He glared at me and started writing another ticket for also having parked partially on the pavement!!

So I called him a son of a mutant pig. He finished the second ticket and put it on the car with the first. Then he started writing a third ticket!!

This went on for about 20 minutes and the more I abused him, the more tickets he wrote. I didn't give a damn.

My car was parked around the corner!



MAYDAY, MAYDAY

As an airplane is about to crash, a female passenger jumps up frantically and announces, "If I'm going to die, I want to die feeling like a woman."

She removes all her clothing and asks, "Is there someone on this plane who is man enough to make me feel like a woman?"

A man stands up, removes his shirt and says, "Here, iron this!"

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

3rd The Rotary Club of Chepstow, Wye Classic Run

11th SWCCC Annual Classic Car Show

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

18th JEC Prescot Hill Climb

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 -22nd 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

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. Also see the web site - www.classicshowsuk.co.uk

AUGUST 2013

1 - 3rd 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

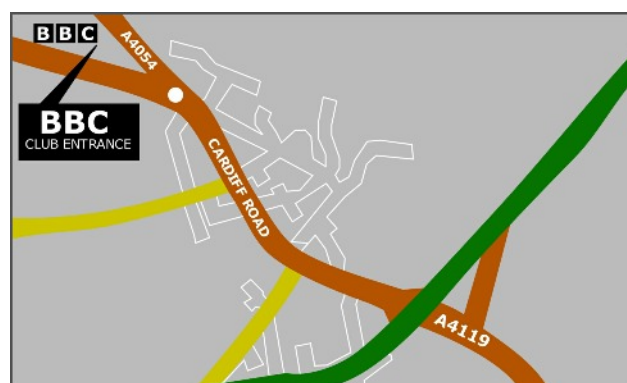
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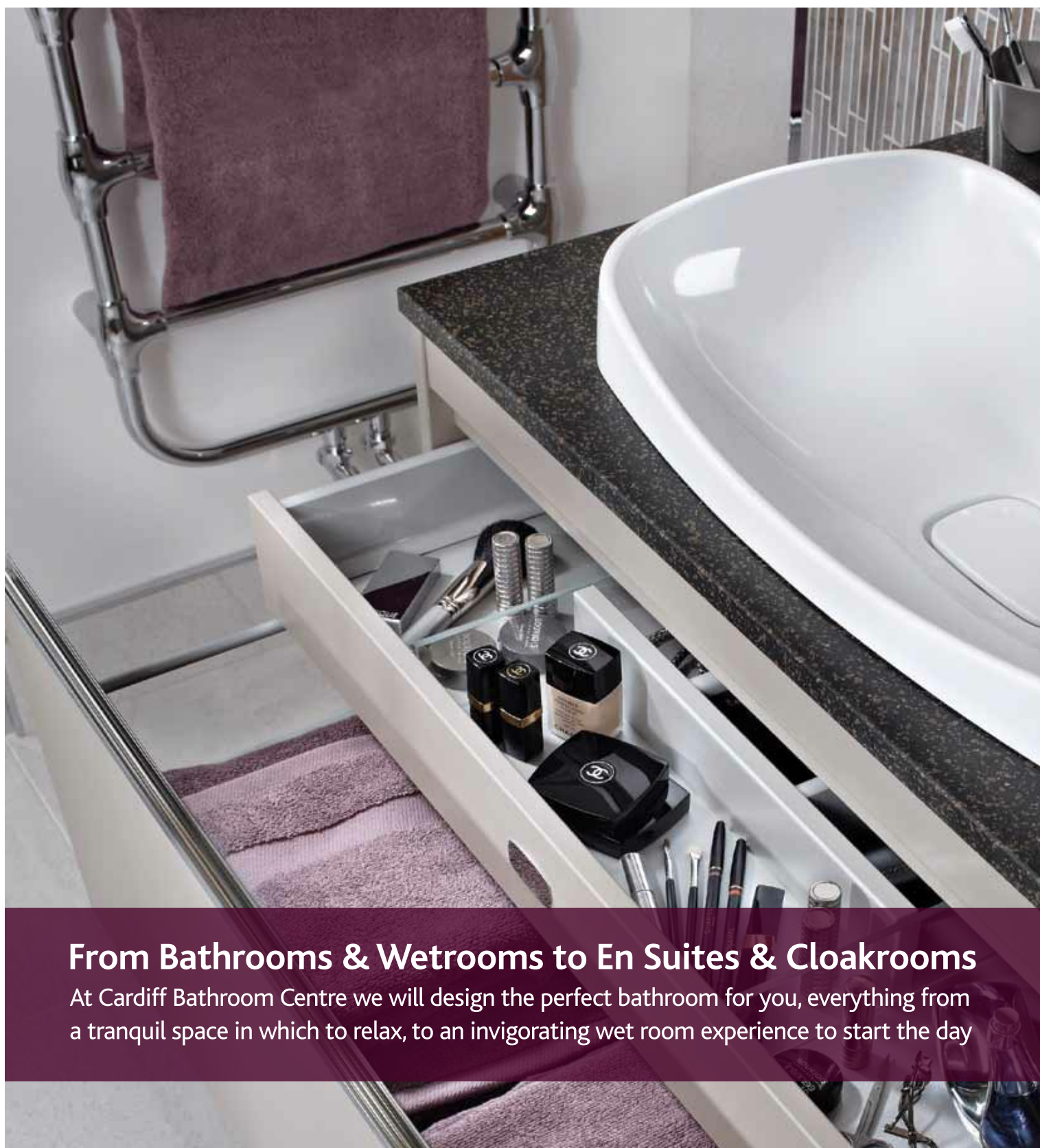
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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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