

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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FROM THE NEWS EDITOR

Hello!

During March a few of us visited the Jaguar dealership in Cardiff to see the new F-type Coupe that was visiting for the day from Coventry. We'd all seen pictures in magazines but it was great to see it in the metal. The lines of the coupe are striking and makes the car even more E-type-esque. We agreed that the colour didn't do the car justice and in white it would look even better. See the picture below.....extra points for identifying the two strange chaps in the background!

Myself, Colin, JJ & Stuart travelled to Warwick for the Stoneleigh spares day on March 16th and joined up with the JEC chaps to see the many different stands including SNG Barratt & BAS from Cwmbran who advertise with us. We helped sell many raffle tickets in aid of the RNLI to win this years prize of an XK Coupe. Dr Ralf Speth, Jaguar CEO, made an appearance and was spotted by James Blackwell as well as another F-Type Coupe - again in a dark grey. We had a great day with Colin picking up a genuine Jensen branded radio/8 track player for his Interceptor restoration and I finally got the last adaptive suspension cover for my XKR - the best £5 I ever spent! Unfortunately we forgot to get any pictures! Apologies!

I've finally sold my X300 to free up space for a possible future XJS convertible. I decided that I'd take it for one last drive so myself Heather drove to Tintern via Monmouth, which is a fantastic road and very picturesque. I'm very sad to see the XJ go but as



i'm not using it much it's for the best. The picture below was taken outside Tintern Abbey.

We look forward to our first show of the season at Colford on Easter Monday, where we'll have a club stand and hopefully many members. The

following week (April 27th) we have Drive it Day organised by our own JJ and always a great drive and lunch - please see JJ immediately if you'd like to join us.

Until next month, happy motoring

Andy Webber

A handwritten signature in black ink that reads '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

MONTHLY MEETING CHANGE OF DAY

From May 2014 our monthly meeting will be changing to the **3rd Wednesday evening in the month**. This has become necessary due to the venue now closing at 9pm on a Monday.

The venue remains unchanged - **BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ**



17 Member John Davies Enlightens Us To The XPEL Paint Protection System



19 Harry Kuehling Daimler V8 250 Restoration - Progress At Last!

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REGIONAL NEWS

By Colin Manconi
Regional Representative



At our last meeting John Clemett of A470 Valeting gave a presentation on the art of specialist valeting /detailing. With his brother in law, John Davies, who is a club member, they have brought in from the Netherlands a new innovative vehicle wrapping system to protect paintwork against debris damage. It sounds very interesting and John Davies has used it on his XKR. Unfortunately it was too dark to inspect John's car but I am sure that many of us will want to look at it at the next meeting.

Harry Kuehling has been threatening to move to Torquay for the past few years. Unfortunately he has now made the decision that he will be moving on the 11th of April. It will be a great loss to the local region. As most of you are aware, up to his resignation last year, Harry was the longest serving Regional Representative in the JEC. He started the region here in South Wales and was instrumental in the great success the region has become. We will all greatly miss you Harry. I am sure that we will meet up at JEC events.

INTERNATIONAL JAGUAR SPARES DAY STONELEIGH

Andy and myself went to Stoneleigh to help out on the JEC stand selling tickets for the charity car. John James and Stuart Smith met us there. We had to leave Newport early so we could help set up the stand for the car. I don't think Andy knew that there was such a time as 6.30 am (he is not an early riser) but he was on time and as he had offered to drive I was chauffeured there and back. For once the weather was kind, it is normally very cold at Stoneleigh in March. Last year it was snowing most of the day, but the sun was out and it was most pleasant even inside the buildings. We sold a considerable number of tickets, Andy found a small part for his XKR which he had been looking for and I found a very rare Jensen Radiomobile 8 track stereo for my Jensen Interceptor which I am restoring. All in all a successful day.

DRIVE IT DAY

As usual this is being organised by John James. The details are as follows:

The South Wales Region will once again be holding a Drive it Day event in conjunction with the Federation of British Historic Vehicle Clubs, Open to any region of JEC, just try and turn up in a Jaguar.

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. John needs to confirm the bookings so if you are coming please contact John urgently. John's address is as follows "Hen Gartref" Treoes Road, Coychurch, Near Bridgend, CF35 5EW.

If you need any directions or any further information please ring John on Bridgend 01656 656424 or e-mail him 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.

COLEFORD FESTIVAL OF TRANSPORT

The event is on the 21st of April and as usual we will be having a stand. It is a great event. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. I have already applied for our tickets but if any other members wish to come they can pay on the day.

Just to remind any members who are attending this show. 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?

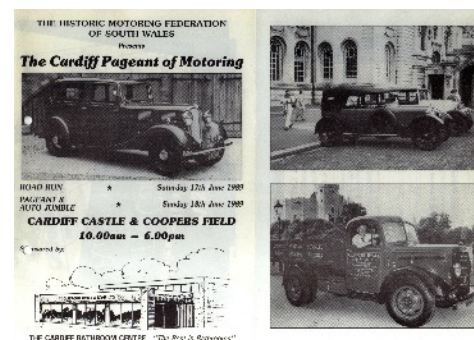
SWCCC ANNUAL CLASSIC CAR SHOW

The event is on Sunday the 11th of May at the Pencoed. I just hope the weather is kinder than last year, it started dry but rained all afternoon.

Such a shame as a tremendous amount of work goes in to setting up the event and of course it is all for charity. As usual we need help setting up the show on Saturday the 10th. If any members can come along and help we will appreciate it. We will meet at the ground at 9.30 and there are free bacon rolls and coffee at lunch time for any helpers.

BLAST FROM THE PAST

Our very own Keith Ryall at the HMF Cardiff Pageant of Motoring 1989.



NEWS

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BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S

not Hello all,

My goodness a quarter of the year 2014 has already passed us by and not a dish washed as they say, the weather of course has been so terrible with the continuous rain that there has not been much opportunity to do all the usual jobs around the house outside i.e.; gardening, painting and general household maintenance, but hey ho the time still seems to fly and I just don't seem to have the time to do all that I want to.

Due to the inclement weather I have been ensconced in my garage workshop, one of the jobs that I have been working on for the past couple of months in between other tasks is a dalek for my grandsons Aron and Adam, when they asked if it was possible for me to make one for them I just did not give it enough thought and just said yes no problem. I can assure you I will think twice again before making a rash decision. I had no plan whatsoever and did it all out of my head trying to remember what a dalek looked like and boy what an odd shape it is to build, anyhow I have finally completed it (I almost gave up a couple of times) you can see from the pictures that it has taken control of the garage, and now is in charge of guarding the XK 140! Maybe it will come along to one of the shows, I wonder if dalek's like burgers and chocolate cake?

Anyhow the last few weeks have seen a huge change in the weather and thankfully it has much improved with a good deal of sunshine and blue sky let us hope that this will be the start of a really good

summer I think we deserve one.

Unfortunately, I will miss the next monthly meeting of the club due to being on holiday. I hope to be able to attend the Coleford show on Easter Monday this being first of the shows to start the season.

Janet and

tour around the Penderyn Whiskey Distillery HIC, HIC; we then continued over the mountain roads to the Maes Manor Country Hotel near Blackwood for a very good lunch stop. There was even some snow on the top of Pen Y Fan Mountain in the distance which looked stunning in the sunshine. Let us hope for similar weather (minus the snow) for Drive It Day! (I will include a couple of pictures).

I must say that I wish Harry and Natasha all the very best for their



I have just taken part in our second road run of the year the first being the SWCCC Chilly Willy run back in January which we did in the Sovereign, the second was last week, again with the SWCCC on the Swallow Run and this time we did it in the XK 140; and I'm pleased to say we had the hood down all day with some glorious warm sunshine to enjoy a very good route with coffee stop at Hirwaun at The New Inn Hotel, and then a stop off and interesting



future life together down in Torquay, Harry was telling me that they will be moving into a flat on April 11th, but they are planning to be back in Cardiff on the 27th and hope to join us for the lunch on Drive It Day at the New house Country Hotel. I really hope they can make it in order that we can all say our good byes collectively and give them a good send off. I have said for many years how lucky that the Cardiff region of JEC was to have had Harry as the regional rep;

Harry kept all things going through thick and thin times including organising monthly meetings, visiting shows, trips and the monthly newsletter among a host of other duties. He did it in his very quiet non assuming way. Once again Harry and Natasha thanks for everything and thank you for being good friends. Please keep in touch and come and see us once in a while.

Don't forget The Drive it Day run on the 27th of this month I'm sure you have all had the details from the previous newsletter, if you did miss them and you would like to join us please give me a ring I would do my best to accommodate you.

Once again on behalf of The SWCCC may I ask you to help on the Saturday morning before their show which is to be held on Sunday the 11th May? We will again be setting out the show exhibitors field, there will be some changes this year to the layout of the field due to the college splitting the main show field into three separate paddocks, oh well back to the drawing board.

The day is getting nearer to the wedding of the year of our very own Editor of the newsletter Andy and his bride to be Heather. Andy was telling me he has been busy helping with some of the preparations for the big day, I would bet a few pounds that his main help has been in keeping out of the way of those doing all the work, I don't think us men are very good at such things as wedding preparations.

Further news about our Editor is that he has recently been invited to join the National Show Committee of the JEC with a view to eventually becoming a full National Committee member, many congratulations Andy you certainly have the enthusiasm and it is great to see the younger element of our club so keen, the next one we have to work on is young Scott, you guys are the future of the club.

Margaret Palmer wife of our club member Richard Palmer unfortunately suffered a heart attack earlier this year, but is now thought to be making a steady recovery. May I wish you well soon Margaret on behalf of the Cardiff region of the JEC; we wish you a full and speedy recovery and hope to see you and Richard at the forthcoming shows during the season.



Article by Nick Gibbs
Article from www.pistonheads.com

How's this for a car with an interesting history? A three door Jaguar Mk2 saloon from the early Sixties once raced by Pink Floyd's David Gilmour, yours for £12,000.

The story gets better. The event Gilmour and the band's manager Steve O'Rourke campaigned this intriguing car in was the revived La Carrera Pan Americana rally in 1992 through central America.

This info had us in full Google mode and that brought us to the discovery (well, we hadn't heard of it) that Pink Floyd made a video complete with soundtrack of their exploits on the 1991 Pan Americana.

Check out the YouTube clips of this and you'll find it's about as good as you could possible hope for a video shot in the early Nineties. "Six days, two and a half thousand miles" says one of the guys in their very plummy English accents, followed by driving guitar, a fruity exhaust and a shot from behind the barely-there windscreen of one of the two Jaguar C-type Proteus replicas used. What's not to like?

Guitarist Gilmour and O'Rourke were in one, while drummer Nick Mason with racer Valentine Lindsay were in another, but Gilmour and O'Rourke's race was cut short by a nasty crash that broke one of O'Rourke's legs.

That accident explains the attention to safety on the Mk2 Jaguar to be used the following year, according to the seller, dealer Nicholas Overall. "It was a big accident. They really thought they were finished," he told PistonHeads.

According to Overall the desire to strengthen the car was reason

why the rear, driver's-side door is welded shut. There's also a big roll cage inside and long-range race tank, as well as perspex in place of the side-glass and uprated suspension with Koni dampers.

The car was raced but the guys failed to finish after the prop-shaft broke. Overall reckons they did around half of it.

There are no pictures he can find of the car in action, which is a shame (anyone on PH got one?) but the provenance isn't in doubt, not with Steve O'Rourke's name on the V5.

That he's still registered as the previous keeper shows the car hasn't been revived since coming back from the Pan Americana, and it's all looking a bit sad at the moment, with the 3.8-litre engine out of the chassis and plenty of work needed to get it in a state where it might be considered for historic saloon racing.

We like that the names of Gilmour and O'Rourke are painted on the side along with their blood groups in a Gothic script. And nothing else. Probably had little need for sponsors (although their Proteus Jags were heavily stickered up with Labatt's low-alcohol lager logos).

The car and its mission confirm the Floyd as arguably the most PH band ever. Nick Mason of course we all know from his impeccable car collection, while O'Rourke was a race addict who went so far as to cover himself with glory in a number of Le Mans outings with his EKMA team (the name of his management company), taking 12th on his first try in 1979 at the wheel of a Ferrari 512BB.

Pink Floyd. They really are a fine advert for serious wealth, aren't they?

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Article by Steve Grant
Article from www.westernmorningnews.co.uk

PAIR OF XK150

BARN FINDS GO UNDER THE HAMMER

Two 1958 Jaguar XK150 barn finds, both estimated at between £35,000 to £45,000, were exciting prospective bidders at a new auction.

The cars, an Indigo blue Drophead coupe and a Carmen red Fixedhead coupe, both have fascinating histories having been bought brand new by their respective owners in 1958.

They were for sale at Silverstone Auctions very first Restoration Show Sale, at the NEC, Birmingham on April 12.

Nick Whale, Silverstone Auctions' managing director, said: "It's thrilling to be able to offer such exciting cars at this brand new auction. With barn find cars the potential subject of much intrigue, the models could prove to be a fantastic investment."

The Drophead coupe, VLP929, is the 74th example of the 622 right hand drive cars built. In the 1980s the car was bought by an Italian collector and exported to Sicily where it was discovered a short while ago alongside a treasure trove of

other British sports cars.

It was repatriated back to the UK where the seller had intended to restore it to its former glory. With other priorities taking precedence the car is now up for auction.

The Fixedhead coupe, offered at auction for the first time, arguably has an even more interesting past. Hidden from the world since 1969, the car was discovered by an enthusiast in 2009, having spent 40 years in a barn.

Its first owner was a West Bromwich garage owner and renowned racing driver of the period, Alan Eccles.

Fittingly for a racing driver, the car was specially ordered with an ultra rare close-ratio gearbox.

After taking a job abroad in 1969, Eccles stored the car in the barn at his Shropshire home. Thinking this arrangement would only last for a few years, the car was eventually tucked away for the next 40 years, before being sold on.

For an update on the sale prices go to:
<http://www.silverstoneauctions.com/past-auctions>





Article by Twyford Moors Classic cars
Article from www.jagxk.com

THE MOST ORIGINAL XK140 SEEN IN YEARS?

"They thought I was mad when I first saw the car," exclaimed Ian Mills (Twyford Moors manager) as we unloaded this very special car. "They just couldn't understand why anyone would get excited about a rusty old car in a barn." As it turns out the car in question is no ordinary car.

Three days earlier Ian had set off for Scotland to collect an XK140 DHC for a customer who had acquired the car. All we knew was that it had been in a barn for some time and hadn't seen an MOT or tax disc for many years. On the Friday I received a rather excited phone call from Ian asking if I could come in on Saturday morning to help unload the car and that it was worth getting some photos of.

None of us had anticipated just how amazing and exciting this 'barn find' would be. On arriving at the cars location Ian discovered a nice dry garage where the car had been stored since the early 1970's

and had remained largely untouched since. The car was complete and apparently the engine would even turn over. The owner then produced the most fantastic array of historic documents for the car including the original complement slip form Jaguar, the original Jaguar guarantee, a few tax discs and some lovely period photographs. He even had the old registration documents showing that the

car has had one owner from new. The speedometer currently reads 11,206 miles, which is believed to be the correct mileage for the car however we are trying to find firm documentary evidence for this. The condition of the car certainly suggest that the mileage is correct.

Once we had unloaded the car we set about accessing the cars condition. It turns out to be complete in every way including the original toolkit and a valve radio under the bonnet. After a good look around the car we accessed the claims that the engine turned over. We checked and topped up the fluid levels, popped some oil down the bores and the engine did indeed turn very



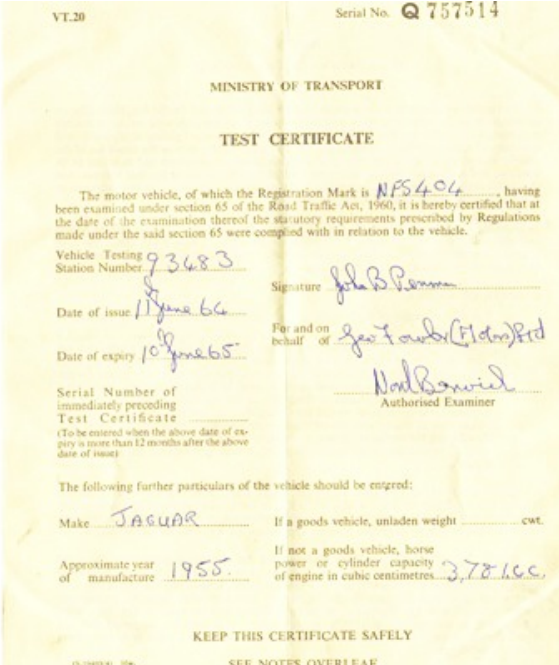
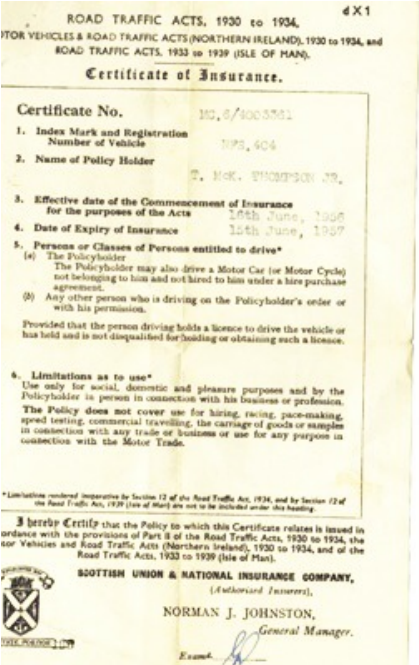
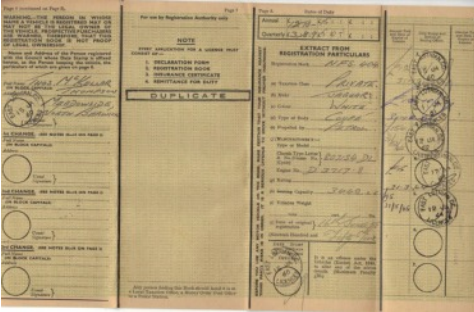
freely by hand. We then tested the battery, which remarkably was still holding its charge. On turning on the ignition we discovered the fuel pump was in a dangerous condition with a loose live wire sparking against its terminal and fuel pouring out. After a quick fuel pump swap we once again turned the ignition on, pressed the starter button and the engine turned. After only thirty seconds of cranking the engine burst into life and quickly settled down to a very respectable tick-over, although a lack of exhaust on one side does make it sound a bit like a lawnmower.

You couldn't have wiped the smiles off of our faces. Such a remarkable car and it just kept getting better. All the lights worked, except of one side light, the wipers worked and even parked and the brakes even work and pull the car up straight.

After removing a few dead rats and some rather fetching leopard print seat covers the interior showed itself to be in incredible condition. Indeed after a wash and polish the body and the chrome is rather respectable too. The grille and bonnet badge are almost mint and the door gaps are among the best we have ever seen. This car could almost have a service and MOT, and then be used as it is.

News travels quickly in the XK world and after a couple of days Philip Porter of the XK Club came to view the car. Mr Porter is currently compiling photos and information for the new addition of his book Original XK and a rare, untouched XK such as this proved to be a valuable source of information for him. Mr Porter says, "I was delighted to see this 140 DHC when I visited Twyford Moors yesterday in connection with the new edition of Original Jaguar XK I am currently working on. It is quite remarkable how XKs such as this are still emerging."

The future of this car is still to be decided and it will be very hard to decide how much work should be done on the car. One thing we know is that the owner has no intention of selling the car and it is nice to know that it will be staying in the same family. We will leave the final word on this car to Philip Porter who said, "This



car appears very original in many ways and just reeks of period atmosphere! Personally, I really like cars in this condition and there are now so few left. A great find."

For more information Twyford Moors Classic Cars, their restoration services and a list of vehicles for sale, visit their website: www.jagxk.com



Article by Jonathan Moore
Article from www.speedhunters.com

JAGUAR XJR-8

A GUIDED MISSILE AIMED AT LE MANS

& THE WORLD SPORTS CAR CHAMPIONSHIP

A Silk Cut Jaguar means a lot to a British sportscar fan. It represents a resurgent British racing programme against the might of Porsche and Mercedes – one that even made national TV headlines and the front pages of the newspapers. Jaguar XJRs raced in the World Sportscar Championship and at Le Mans between 1984 and 1993, during the glory period of Group C and the World Sportscar Championship.

The livery defines the Jaguar Le Mans programme of the '80s: whichever variant, the purple, white and yellow Jaguars were instantly recognisable and attracted rabid support from the British (and international Jaguar) fans. British Racing Green trim provided a nod to winning Jaguar sportscars of the past.

It's also in the lines of the car: uncompromising in its mission, the

XJR-8 was a guided missile pointed at Le Mans. Long, low and sleek, with the rear wheels enclosed to help with airflow, the Group C, 7-litre, normally-aspirated V12 Jaguar came in two aero guises: the definitive high downforce (high wing, double element, as seen here) and low downforce (low wing, single element) configurations.

As with most of the XJRs, it was penned by renowned race-car designer Tony Southgate.

It was a sign that Jaguar were back. They had dominated the 1950s, with five victories in seven years; other British marques with Le Mans successes, such as Bentley and Aston Martin, wouldn't be back at the sharp end until the 21st century, but in the early 1980s the time everything was in place for the Big Cat to return.

Tom Walkinshaw Racing Ltd developed the majority of the XJRs on behalf of Jaguar; they'd been working with Jaguar since the 1970s,





with notable success in touring cars. TWR picked up the sportscar contract after Jaguar had seen the success that American privateer Bob Tullius was having with his Group 44 IMSA GTP Jaguars: two run-outs at Le Mans had produced strong class results, but only factory funding would take the programme to the next level.

The XJR-8 was raced for one year only. In 1987 it took on the World Sportscar Championship and smashed the competition. Brazilian driver Raul Boesel won at Silverstone, Brands Hatch, the Nurburgring and Spa (and was second in Fuji) on his way to taking the WSC Drivers' title. Another four of the ten rounds that year were also won by an XJR-8 (Porsche 962 variants won the remaining pair of races), giving them the Team's title as well as second, third and fourth positions in the Drivers championship.

Only at Le Mans did things not go the way of the Big Cat: three low-drag XJR-8s took the rolling start, and car #4 was comfortably second after 18 hours of racing, but dropped back after suffering gearbox trouble and eventually finished fifth.

The engine stats alone are enough to make you sit up and take notice. Like the more recent Aston Martin effort (ignoring the ignominy of the AMR-One...), the song of the V12 made for a unique identifying sound that pulled it way from the lower roars of the rival Porsches. The 7-litre V12 produced 720bhp at 8,000rpm – the low revs meant that the power was there as soon as you hit the pedal, and it made a great noise.

The XJR-8 evolved into the following year's XJR-9 and 9-LM – five Jaguars took the start at Le Mans in '88, and despite more gearbox trouble Jan Lammers took an epic win sharing with Andy Wallace and John Dummer. Two years later a further evolution, the XJR-12, also won. The XJR-8 on display at Beaulieu is actually a replica show-car, but a 'live' version (Boesel's winning car, in fact) races on in Historic Group C events. With Mercedes and Lancia Group C cars often running alongside the Jaguars and Porsches in these races, plus the second tier C2 cars, the chance to see these cars at full pelt in their natural environment should not be missed!





By Colin Masterson

Letter from America

Well, this will be the last of my Letters from America until next winter, as by the time you read this I will be back in the land of the living (or "of our fathers" - Hen Wlad Fy Nhadau - as some of you diehard Welshmen may say!)

Early in the month I went to the Bartow Bloomin' Arts Festival and car show. I recently acquired a talking/singing mannequin of Elvis Presley and he "accompanied" me to this show and created a great deal of interest. He has a replica microphone remote control, so I can select different songs for him to sing, he also has pre-recorded 60 monologues about his life and thoughts, As well as moving his head, his eyes move as do his eyebrows, cheeks and lips, sink to the music, He even curls his lip. Four Infra red detectors pick up movements so he can turn and talk to people as they lean in to look at him. Elvis's last vacation car was an almost identical car to my 1976 Eldorado Convertible, but his was a coupe, but still the same



colour and year. By coincidence it is up for sale at the Barrett Jackson Palm Beach auction in April this year.

One of the more interesting cars at the show was a 1936 Chrysler Airflow. It was one of the first full-size American production cars to use

streamlining. Unfortunately it was not a commercial success. The chief engineer, Carl Breer, began a series



of wind tunnel tests, with the cooperation of Orville Wright. He found that then-current two-box automobile design was so aerodynamically inefficient, that it was actually more efficient turned around backwards! At the same time as redesigning the shape he decided to use the monocoque (unibody) construction to strengthen the car.



Traditional automobiles of the day were the typical two-box design, with about 65% of the weight over the rear wheels. When loaded with passengers, the weight distribution tended to become further imbalanced, rising to 75% or more over the rear wheels, resulting in unsafe handling characteristics. Spring rates in the rear of traditional vehicles were, therefore, necessarily higher, and passengers were subjected to a harsher ride. Chrysler moved the engine forward over the

front wheels and the passengers were all moved forward so that rear seat passengers were seated within the wheelbase, rather than on top of the rear axle. The weight distribution had approximately 54% of the weight over the front wheels and resulted in more equal spring rates, better handling, and far superior ride quality and a much safer car.



Within six months of the Airflow's introduction, the vehicle was a sales disaster. Adding insult to injury, General Motors mounted an advertising campaign aimed at further discrediting the Airflows implying they were unsafe because of their new construction. The fact that there was resistance to change and that the hood, waterfall grille, headlamps, and fenders were all merged into one continuous form that was interpreted as an "anonymous lump". While thoroughly modern, the public was slow to embrace the Airflow. At the depth of the Great Depression, the car seemed to be too advanced, too different for many consumers.

Rumours also persisted that the "new-fangled" body was unsafe, which was mostly untrue. In one widely distributed advertising film shown in movie theatres, an empty Airflow was pushed off a Pennsylvania cliff, falling over 110 ft; once righted, the doors opened and closed, the wind down windows worked and the car was driven off, battered, but recognizable. It is well worth watching – "1934 Chrysler Airflow Goes Over the Cliff and Drives Away" at:





<https://www.youtube.com/watch?v=bFl5pEe-7uo>

Another pretty cool car was a replica of the Shelby Mustang GT350 produced for the Hertz car rental fleet. Ford struck a deal with the Hertz Corporation to produce a special line of G.T. 350s for rent that, after their rental-car lives were finished, were returned to Ford, refurbished, and sold to the public as "GT 350-H" models.



Most Hertz cars were black with gold LeMans stripes and rocker panel stripes, although a few were white with blue stripes. The first 85 Hertz cars were available with four-speed manual transmissions and Hertz advertised them as "Rent-a-Racer" cars. During rental, these cars were sometimes used as production class cars at SCCA events, and were rumoured to have been returned to Hertz with evidence of roll bars being welded in an/or generally trashed! When the Hertz cars were returned to Ford to be prepared for sale to the public, the high-performance parts were often "lost" (presumably at the manufacturer) before final sale. The number plate on this car says it all.

The annual Apopka Fair organised by The Rotary Club was held in Nelson Park among the freshly mulched borders of blooming

Azaleas on a beautiful sunny day. The cars were parked under Live Oaks dripping in Spanish Moss, very picturesque! The oak trees here are called live oaks are they appear to be ever green but actually drop their leaves in the spring as the new leaves arrive, so there are always leaves on the tree.



The third show of the month (well someone has got to do it!) was in Old Town, Kissimmee, held for just General Motors cars, which of course includes Cadillac (as well as Buick, Oldsmobile, Chevrolet, Pontiac, LaSalle, Saturn and GMC in the USA). The picture shows a line of "hungry" Chevrolet Camaros with their "hoods" up.

Like most people I am sure you are wondering why I have again gone to Daytona for the Spring Turkey Run.



Well, it's good, that's why! I joined a new club, the Tropical Detroit Muscle Car Club – really nice group of people, even if their club T shirt is a horrendous bright yellow colour. Of course Daytona always seems to bring out the eccentrics of the Florida Classic car movement as the following pictures confirm. Some people take their bikes with them



parked where the side mounted spare is usually kept, or the old pick-up with the equally ancient bikes.



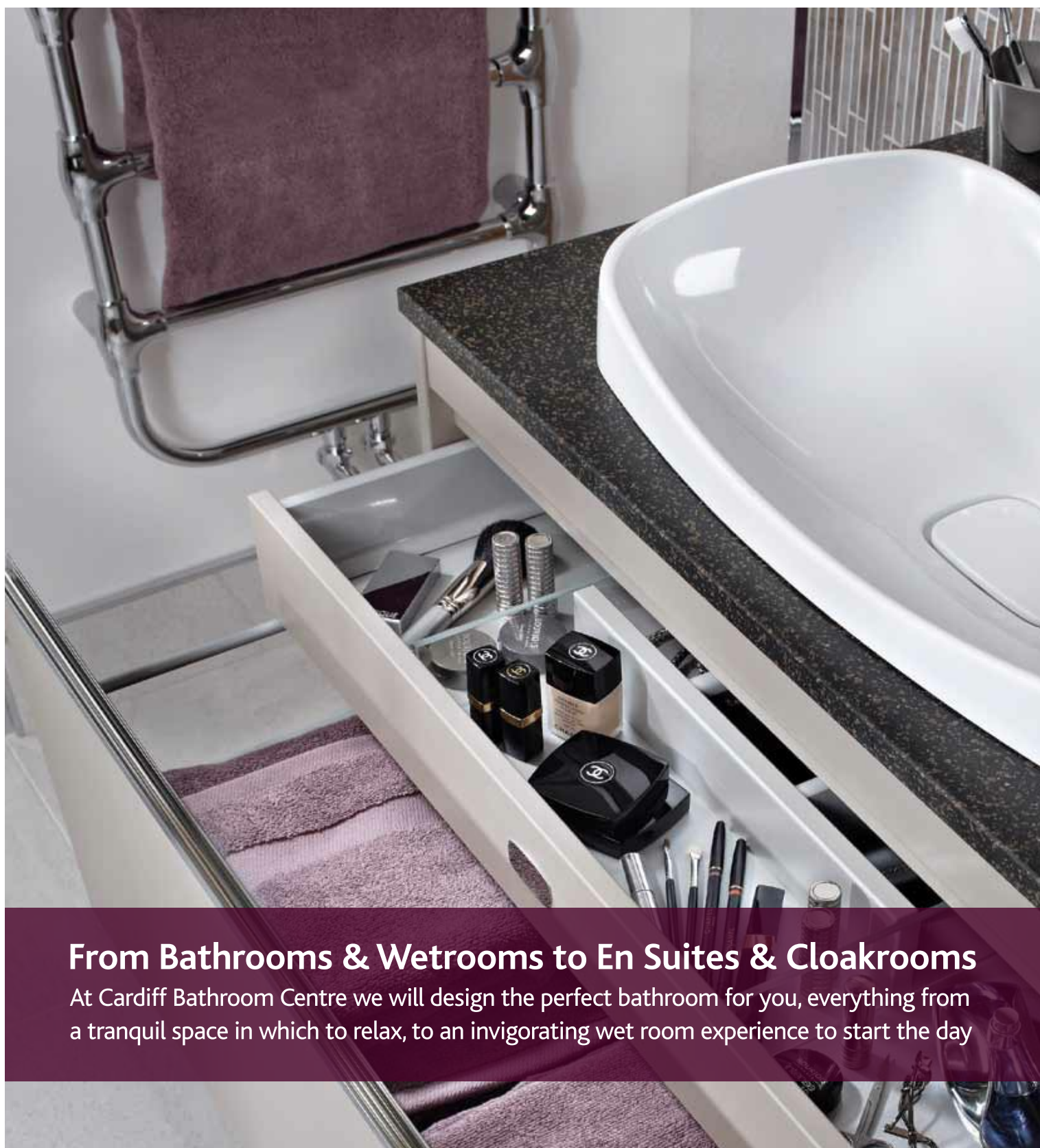
Another guy had a hammock hanging over the side of his pick-up. The other side had a shower and the whole vehicle was covered with all sorts of gadgets.



Many of the more organised car shows over here have door prizes and 50/50 prizes. The door prizes are either funded by sponsors of the shows, like local retailers or restaurants or through money taken on the gate.



50/50 prizes are really a raffle where 50% of the takings go to charity and 50% goes as a single cash prize to one of the raffle ticket holders. At Daytona the door prizes are mainly car related and include such things as tool kits, It takes over an hour to give them out so is quite a big thing, People bring their chairs to sit and wait and hope!



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Article by John Davies
Article from www.pistonheads.com



XPEL

PAINT PROTECTION SYSTEM

As a member of the Jaguar Enthusiasts Club and owning a 2007 XKR I have always been concerned about the damage our paint work receives on our British roads, especially stone chips, bird droppings and scratches from bushes if you happen to travel down country lanes.

So began a trawl around the internet and the such to find a product that would help protect my vehicle. Looking at wraps that are placed on the vehicle I was slightly disappointed that many seem to mask the colour of the car, and over time seemed to be open to discolouring, and although they gave some protection against stone chips and the like, they seemed to be very limited.

About two months ago my Brother in Law who is a trained detailer was also looking around to see if there was anything on the market

that would keep the pristine look of the paintwork, and happened to come across "XPEL". On further investigation we found out that not only did it have the clarity, but had a self healing property, so we decided to look further and eventually found that a company in the Netherlands, Connectin europe not only were using the product, but were offering training, so back in February we both went over to the Netherlands to attend the Paint Protection Installation Course, which we have now completed and are now certified installers, and we trained on my XKR (See photos) which now has the protection on the front bumper, bonnet and both front wings, which I have been very impressed with.

Then at the beginning of March at our monthly meeting of the South Wales Branch of the Jaguar Enthusiasts Club, my brother in law gave a presentation on the benefits



of the XPEL product along with some information on detailing vehicles, which seemed to be well received. The feed back from the presentation seemed to be very positive.

If anyone reading the magazine is interested at looking for the ultimate paint protection system then please feel free in contacting us as we know that "XPEL has excellent anti abrasion properties and its self-healing nature will minimize the mar-ring and cob webbing we so often see that is inflicted by automatic car wash machines and poor washing techniques. Couple this with its excellent stain resistance – the dreaded bird lime simply washes off – and you have a solid argument for complete car protection". Installation kits are purpose cut on a vehicle by vehicle basis and whilst not every vehicle currently has a design kit available within the XPEL library more are being added over time and bespoke applications can also be catered for.

For more information you can contact ADS using the details below:

AUTO DETAILING STUDIO (ads)

Telephone Jon 075 90962 663

Email: jon@wyemedia.co.uk

john@basistraining.co.uk

Telephone John: 077 49503 007

Web: www.autodetailingstudio.co.uk



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Article by Harry Kuehling

DAIMLER V8 250

RESTORATION - PROGRESS AT LAST!

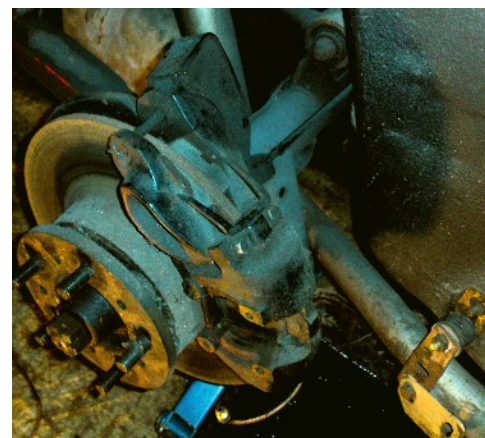
I have had a fair amount of (justified) leg pulling over my lack of progress on the restoration of my 1969 Daimler V8 250! After years of hard work on the XK140DHC and the E Type 2+2 I must admit I felt that I wanted to retire from restoration work. However, as I regard this car as my "retirement" car, I thought it was about time I got on with it. Summer's coming!

I have been concentrating on getting the brakes sorted and rebuilt. All the callipers have been rebuilt with new seals. I think they had been rebuilt prior to my purchase but, as the car had been standing for so long, they had seized solid. It took quite a bit of effort to prise the pistons out & I had to resort to pumping grease into them to force them out hydraulically.

After re-assembling the pistons onto the car I then had to replace the flexible pipe at the bottom of the brake fluid reservoir as it had perished. I then had a go at bleeding the brakes. The front bled very easily

& quickly. However, I couldn't get any fluid to come out of the rear callipers even though I had a very good brake pedal. With Natasha pressing the pedal I confirmed my suspicions – the rears were not working at all. I could quite easily turn the discs by hand even though she was pressing the brake pedal quite hard. I then took off the rear flexible pipe and, yes you've guessed it, it was completely blocked. A new one has been ordered.

Whilst crawling around under the rear of the car I also had to sort out the rubbish way the exhaust pipes had been attached to the car. The previous "restorers" had used bobbins as used on the early Minis. They had also used lengths of metal to suspend the exhausts which were hanging far too low under the car. These were taken off and the correct mounts used instead after re-aligning the exhaust pipes. They now fit very well & exit the car correctly under the rear valance. I also took the opportunity to reposition the exhaust clamps so that the ends with the nuts are sideways rather than hanging down under the car – less to catch on those "road calming" humps that we all hate!



My list of "Jobs to do" on the Daimler is getting shorter:

- :: Fit new rear brake flexible pipe & bleed brakes.
- :: Fit seat belts.
- :: Fit door seals.
- :: Fit front grill.
- :: Replace plug leads.
- :: Replace rear bumper mounts.
- :: Sort wiring for HRW.
- :: Replace heater hoses & mounts.
- :: Get windscreen wiper motor to work.
- :: Sort lights – OSF sidelight & head light, NSF fog light (wiring melted).
- :: Boot lid spring.
- :: Insert water, antifreeze & PAS fluid.
- :: Clip on & finish trimming the rears of the front seats.
- :: Refit bonnet.

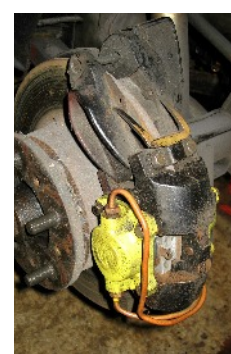
I just hope the engine will run OK! It has had some cylinder head work – hope it's been done properly. More to come – watch this space!



Rear axle brake union



NSR exhaust mount



NSR brake caliper

humour

Members jokes & anecdotes

AMERICAN TOURIST

An American tourist in Moscow found himself needing to get rid of a large supply of garbage from his recent stay at an apartment. After a long search, he just couldn't find any place to discard of it. So, he just went down one of the side streets to dump it there.

Yet, he was stopped by a Moscow police officer, who said, "Hey you, what are you doing?"

"I have to throw this away," replied the tourist.

"You can't throw it away here. Look, follow me," the policeman offered.

The police officer led him to a beautiful garden with lots of grass, pretty flowers, and manicured hedges. "Here," said the cop, "dump all the garbage you want."

The American shrugs, opens up the large bags of garbage, and dumps them right on the flowers.

"Thanks for giving me a place to dump this stuff. This is very nice of you. Is this Russian courtesy?" asked the tourist.

"No. This is the American Embassy."

FARMERS PRIZE BULL

A big-city lawyer was representing the railroad in a lawsuit filed by an old rancher. The rancher's prize bull was missing from the section through which the railroad passed. The rancher only wanted to be paid the fair value of the bull.

The case was scheduled to be tried before the justice of the peace in the back room of the general store.

The attorney for the railroad immediately cornered the rancher and tried to get him to settle out of court. The lawyer did his best selling job, and finally the rancher agreed to take half of what he was asking.

After the rancher had signed the release and took the check, the young lawyer couldn't resist gloating

a little over his success, telling the rancher, "You know, I hate to tell you this, old man, but I put one over on you in there. I couldn't have won the case. The engineer was asleep and the fireman was in the caboose when the train went through your ranch that morning. I didn't have one witness to put on the stand. I bluffed you!"

The old rancher replied, "Well, I'll tell you, young fella, I was a little worried about winning that case myself, because that durned bull came home this morning."

THE TWO DOCTORS

Two doctors opened an office in a small town. They put up a sign reading: "Dr Smith and Dr Jones, Psychiatry and Proctology."

The town council was not too happy with the sign, so the doctors changed it to: "Hysterias and Posteriors."

This was not acceptable either, so in an effort to satisfy the council, they changed the sign to: "Schizoids and Hemorrhoids."

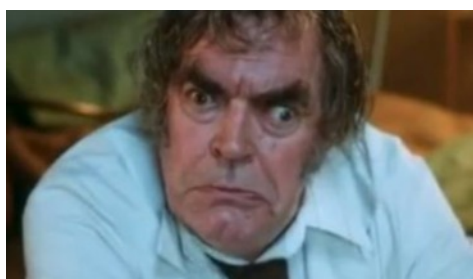
No go! Next they tried "Cata-tonics and Colonics" Thumbs down again.

Then came, "ManicDepressives and Anal-Retentives." But it was still not good! So they tried:

"Minds and Behinds", "Analysis and Anal Cysts", "Nuts and Butts", "Freaks and Cheeks", "Loons and Moons", "Lost Souls and Ass Holes"

None worked. Almost at their wits' end, the doctors finally came up with a title they thought might be accepted by the council:

"Dr Smith and Dr Jones, Odds and Ends." APPROVED!



2001 TURBO BEEP BEEP

A man goes out and buys the best car available in the US or Europe, a 2001 Turbo BeepBeep. It is the best and most expensive car in the world, and it runs him \$500,000. He takes it out for a spin and, while doing so, stops for a red light. An old man on a moped, both looking about 90 years old, pulls up next to him.

The old man looks over the sleek, shiny surface of the car and asks "What kind of car ya got there, sonny?"

The dude replies "A 2001 Turbo BeepBeep. They cost \$500,000."

"That's a lotta money!" says the old man, shocked. "Why does it cost so much?"

"Cause this car can do up to 320 miles an hour!" states the cool dude proudly.

The old man asks "Can I take a look inside?"

"Sure" replies the owner.



So the old man pokes his head in the window and looks around. Leaning back on his moped, the old man says "That's a pretty nice car, alright!"

Just then the light changes, so the guy decides to show the old man what his car can do. He floors it, and within 30 seconds the speedometer reads 320. Suddenly, the guy notices a dot in his rear view mirror. It seems to be getting closer!

Whhhooooooooooooosssshhhhhhh! Something whips by him! Going maybe three times as fast!

The guy wonders "what on earth could be going faster than my Turbo BeepBeeP?" Then, ahead of him, he sees a dot coming toward him.

Whooooooooooooosh! Goes by again! And, it almost looked like the old man on the moped! Couldn't be thinks the guy. How could a moped outrun a Turbo BeepBeep? Again, he sees a dot in his rearview mirror!

WhoooooooooshhhhhhhhhKa BbbblblMMMMM! It plows into the

back of his car, demolishing the rear end.

The guy jumps out and discovers it is the old man! Of course, the moped and the old man are hurting for certain. The guy runs up to the dying old man and asks "You're hurt bad! Is there anything I can do for you?"

The old man replies "Yeah. Unhook my suspenders from the side-view mirror on your car!"

NUN IN A BAR

John was sitting outside his local pub one day, enjoying a quiet pint and generally feeling good about himself, when a nun suddenly appears at his table and starts decrying the evils of drink.

"You should be ashamed of yourself young man! Drinking is a Sin! Alcohol is the blood of the devil!"

Now John gets pretty annoyed about this, and goes on the offensive.

"How do you know this, Sister?"

"My Mother Superior told me so."

"But have you ever had a drink yourself? How can you be sure that what you are saying is right?"

"Don't be ridiculous--of course I have never taken alcohol myself"

"Then let me buy you a drink - if you still believe afterwards that it is evil I will give up drink for life"

"How could I, a Nun, sit outside this public house drinking?!"

"I'll get the barman to put it in a teacup for you, then no one will ever know."

The Nun reluctantly agrees, so John goes inside to the bar.

"Another pint for me, and a triple vodka on the rocks", then he lowers his voice and says to the barman "and could you put the vodka in a teacup?"

"Oh no! It's not that Nun again is it?"

WHERE YOU FROM?

Theatre Guest A man lay sprawled across three entire seats in the posh theatre.

When the usher came by and noticed this, he whispered to the man, "Sorry, sir, but you're only allowed one seat."

The man groaned but didn't budge.

The usher became impatient. "Sir, if you don't get up from there I'm going to have to call the manager."

Again, the man just groaned, which infuriated the usher who turned and marched briskly back up the aisle in search of his manager. In a few moments, both the usher and the manager returned and stood over the man. Together the two of them tried repeatedly to move him, but with no success.

Finally, they summoned the police.

The cop surveyed the situation briefly then asked, "All right buddy, what's your name?"

"Sam," the man moaned.

"Where ya from, Sam?"

With pain in his voice Sam replied "... the balcony."

FIRST CLASS

A blonde gets on an airplane and sits down in the first class section of the plane. The stewardess rushes over to her and tells her she must move to coach because she doesn't have a first class ticket. The blonde replies, "I'm blonde, I'm smart, I have a good job, and I'm staying in first class until we reach Jamaica."

The disgusted stewardess gets the head stewardess who asks the blonde to leave. The blonde yet again repeats "I'm blonde, I'm smart, I have a good job and I'm staying in first class until we reach Jamaica." The head stewardesses doesn't even know what to do at this point because they still have to get the rest of the passengers seated to take off; the blonde is causing a problem with boarding now, so the stewardess gets the copilot.

The copilot goes up to the blonde and whispers in her ear. She immediately gets up and goes to her seat in the coach section. The head stewardess asks the copilot in amazement what he said to get her to move to her correct seat. The copilot replies, "I told her the front half of the airplane wasn't going to Jamaica."

NEW SON-IN-LAW

A very successful businessman had a meeting with his new son-in-law. "I love my daughter, and now I welcome you into the family," said the

man. "To show you how much we care for you, I'm making you a 50-50 partner in my business. All you have to do is go to the factory every day and learn the operations."

The son-in-law interrupted, "I hate factories. I can't stand the noise."

"I see," replied the father-in-law. "Well, then you'll work in the office and take charge of some of the operations."

"I hate office work," said the son-on-law. "I can't stand being stuck behind a desk all day."

"Wait a minute," said the father-in-law. "I just make you half-owner of a moneymaking organization, but you don't like factories and won't work in a office. What am I going to do with you?"

"Easy," said the young man. "Buy me out."

LAWYER INTERVIEW

An engineer, a physicist, and a lawyer were being interviewed for a position as chief executive officer of a large corporation. The engineer was interviewed first, and was asked a long list of questions, ending with "How much is two plus two?" The engineer excused himself, and made a series of measurements and calculations before returning to the board room and announcing, "Four."

The physicist was next interviewed, and was asked the same questions. Again, the last question was, "How much is two plus two?" Before answering the last question, he excused himself, made for the library, and did a great deal of research. After a consultation with the United States Bureau of Standards and many calculations, he also announced, "Four."

The lawyer was interviewed last, and again the final question was, "How much is two plus two?" The lawyer drew all the shades in the room, looked outside to see if anyone was there, checked the telephone for listening devices, and then whispered, "How much do you want it to be?"

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:

editor@jecsouthwales.co.uk

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 2014

Mon 21st Coleford Carnival of Transport

Sun 27th Annual Drive it Day

MAY 2014

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 2014

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 2014

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 2014

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 2014

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 3rd Wednesday of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

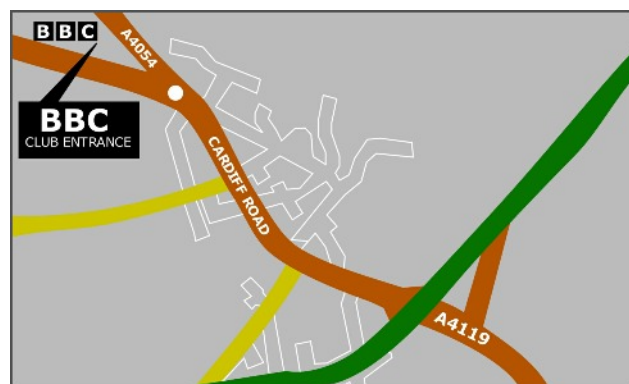
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.



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