

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 236 | May 2014



www.jecsouthwales.co.uk



EDITORIAL

NEWS EDITOR

Andy Webber
email: andy.webber@jecsouthwales.co.uk
Telephone: 07771 852703

CONTRIBUTORS

Harry Kuehling
Andy Webber
John James
Colin Manconi
Colin Masterson

Contributions welcome.

Please email all contributions including photographs, articles and reviews to:
editor@jecsouthwales.co.uk

Deadline for all articles, contributions and ad's for the next edition is **June 9th**.

ADVERTISING

Colin Manconi
email: advertising@jecsouthwales.co.uk
Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi
email: colin.manconi@jecsouthwales.co.uk
Telephone: 07977 474637

Annual subscriptions are £20 per annum, payable to the treasurer.

PUBLISHING

Design & Print by
Trendy Design Co
Web: www.trendy-designs.co.uk
email: hello@trendy-designs.co.uk
Tel: 0845 366 58 48

Disclaimer:

Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us: editor@jecsouthwales.co.uk

All information is correct at the time of print and any unauthorised copying or reproducing will constitute an infringement of copyright. All articles are copyright of their respective owners.

©Jaguar Enthusiasts Club South Wales Region Magazine 2014, All Rights Reserved.

FROM THE NEWS EDITOR

Hello!

Wow, it's May already and many car shows to look forward to this summer. We had great weather for Coleford and a great day out as you'll read about on page 10. The SWCCC event at Pencoed, which is always popular throughout South Wales was unfortunately cancelled last minute due to the rain making the fields unusable.

Unfortunately I had to miss the drive it day this year as I was away on holiday but I hear it was a cracking day and a big thank you to Mr James for his organisation. It's a time consuming task organising such an event and we're lucky to have JJ to organise it. On a side note JJ has a letter published in this month's JEC magazine - page 96, which is well worth a read, particularly if you're an Entente fan.

I'm looking forward to a trip to Scotland this month with my wife and most importantly my XKR! Following several trips to Scotland without my own car I've always wanted to take my own Jag up on the tremendous Scottish roads. My appetite has been



further whetted by some of the Top Gear road tests in Scotland so my honeymoon seemed the perfect opportunity - thankfully the wife agreed! I'm planning to go up alongside Loch Lomond and then down through the Cairngorms over a few days to enjoy the superb driving roads and scenery before staying in Stirlingshire. I'll include some pictures next month.

Please remember our new monthly meeting day, which is now the **third Wednesday** of every month to accommodate a slight change in our meeting venue circumstances.

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 **third Wednesday** of every month. Further details of our meeting place are at the back of the magazine.*



12 Everyone Wants An E-Type But Which One Is Best?

Editorial	2
Events Calendar	30
Committee	31
Monthly Meeting Info	31



24 Humour & Anecdotes



6 A Month In The Life Of JJ



5 Regional News Report By Colin Manconi



8 Drive It Day 2014 South Wales Region

NEXT EVENT

VALE OF GLAMORGAN CLASSIC CAR SHOW

May 26th. See Page 5



10 Coleford Festival Of Transport 2014



16 Memories Of The Belgian Grand Prix At Spa

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**



21 Jaguar To Build Six New Lightweight E-Types



26 Crazy Examples Of American Road Signs



22 James Hull Collection Goes On Sale For 100 Million



29 Monmouth Steam & Country Show 2014



GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

STATION APPROACH, PENARTH, CARDIFF, WALES, CF64 3EE

At Glamorgan Classic Cars we have over 40 years experience dealing with all types of car restoration, mechanical and body work repairs. We provide expert friendly advice from a routine service to a full mechanical and body restoration and take pride in providing an exceptionally high level of quality of service and attention to detail. For rebuilds we always include a picture file, an example of which is shown for a JAGUAR E TYPE Series 1 left hand drive conversion/rebuild.

For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring ANDREW for a club members discount or to discuss winter vehicle storage.



For a friendly chat about the work your Jaguar requires, please call

Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Kimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk



World Renowned Jaguar Interiors

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

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

In this respect BAS is considered as the world leader in the supply of the best and most authentic trim available.
JUST ASK OTHER JAGUAR OWNERS.

BAS Jaguar
British history in the making.

Trade enquiries for finished parts or raw materials welcome
Check out our website www.bas-international.com

10-13 Llantarnam Park Ind Est, Cwmbran, S Wales NP44 3AX
telephone 01633 873664 email enq@bas-international.com
www.bas-international.com



We know about Jaguars!

BAS International

REGIONAL NEWS

By Colin Manconi
Regional Representative



CONGRATULATIONS TO ANDY AND HEATHER

I am sure I speak for all our members when I congratulate our news editor Andy who married Heather on Saturday the 17th of May. A number of our classic jaguars were being used as wedding cars, carrying the bridesmaids etc.

DRIVE IT DAY APRIL 2014

Many thanks to John and Janet James for all their effort in arranging Drive it Day. On Sunday the 27th of April thirty one of our members attended Drive it Day. We started at the Coed-y- Mwstwr Hotel at Pen-coed and travelled through some wonderful countryside to Ogmores-by-Sea. We stopped by the Castle with great views across the sea and then travelled on to our coffee stop at Duffryn Gardens. After a relaxing stop with coffee, tea and homemade welshcakes we made our way along some lovely country roads passing the Coed-y Gedrys Forestry Commission to our lunch stop at the New Country House Hotel.

After an excellent lunch we split up to travel home our separate ways. I would also like to ask John on behalf of all the members to thank the Coed-Y-Mwstwr Hotel for the coffee, tea and bacon sandwiches they provided free of charge in the morning.

COLEFORD FESTIVAL OF TRANSPORT

As usual we met at the car park in Monmouth. Unlike last year when it was freezing cold the weather was dry and sunny. Nine jaguars arrived one after another. Colin Masterson was in his challenger E-Type, Keith Ryall in his XK140, Andrew Reid in his new 420, Dave and Ruth Fisher in their XK8, Andy Webber in his XKR, Mark and Enid Williams in their XK8, Paul Cogdon in his E-Type, Scot Morgan in his XK8 and myself in my MK2. This year I had asked if we could be positioned in the top car park, last year we were put with the commercial vehicles. After parking we immediately made our way to the Kaplans

Café for breakfast. Despite what has been written elsewhere in the magazine my breakfast was by no means the biggest! When we arrived back at the cars John James, XK140 and Bob Lush had arrived. Graham Searle attended with the JEC charity car and some of our members took over the selling of tickets to give him some time off. Early afternoon was taken up with a visit to the pub. Due to road works on the way up from Monmouth, some of us used an alternate route back via Tintern.

MONMOUTH STEAM & COUNTY SHOW

Due to the restriction by the organisers of limiting the event to pre 1984 cars only three cars met at Monmouth car park. Paul Cogdon, E-Type, Howard Harper, XJS and myself MK2 met John and Janet James at the show. The weather was good, sunny but quite windy. We were not allowed to erect our gazebo, but Paul still managed to cook our bacon rolls for breakfast and beef burgers for lunch.

SWCCC PENCOED SHOW

Many of our members helped on Saturday to set up the event. It was very windy and rained heavily during the morning. We were restricted to the amount of the field we could use as at least half of it was waterlogged and too soft to use, but we managed to set out the stakes and string off the areas for parking the classic cars. The

afternoon was better with a very strong wind drying out the field. Unfortunately it rained heavily during the night and upon arriving at 8.00 on the Sunday morning I was told that the show had to be called off due to the fields being waterlogged. The catering vehicles could not get onto the fields and after helping to remove the stakes I have to agree that it was the right decision.

OUR NEXT EVENTS ARE:

VALE OF GLAMORGAN CLASSIC CAR SHOW

May 26th.

It was the first show last year, many of our members attended and really enjoyed the event. We have to arrive together to park as a club so we will meet at the same place as last year, the Sully Inn on Cog Road Sully CF64 5TD at 8.30 am Monday the 26th of May.

BEREKELY CASTLE CAR SHOW

June 15th.

We enter this show every year and we need to arrive together to park as a club so we will be meeting in the lay by on the Chepstow turn off by the old Seven Bridge at 8.30am Sunday 15th June.

BARRY FESTIVAL OF TRANSPORT

June 28h.

Held at Barry Island this is a very good event. This year I have been assured that we will be situated on the Promenade instead of the car park. We will be meeting at the Calcot Arms, Calcot Road Barry CF62 8UJ at 8.30 am Sunday 8th of June.

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.**

JOHN JAMES

POLITICALLY CORRECT SINCE THE 50'S

not Hello everyone, I am pleased to say that there is a lot more to report upon now that the show season has started.

The first show we attended of course was Coleford held on Easter Bank Holiday Monday, I will leave it to others to write about the day as it was quite well supported by our members, and I'm sure someone else will report on it but; I must remark that the weather on the day was absolutely fantastic, Bob and I actually saw a guy in shorts and a short sleeved shirt! We could not believe it, it is always cold at Coleford in fact I have always called it Coldford! All who attended had a very pleasant day out.

The next event was the Drive It Day run that I organised for our region on Sunday April 27th - *read the full report on the opposite page.*

The next show was the Monmouth Festival of Transport; I always enjoy this show because you tend to see lots of different cars that turn up from many parts over the border in England; and always a good showing of commercials and motor bikes that you don't see at the South Wales shows. Very few members attended this show due to the age related restrictions, (that's cars not the members).

The next show that we all should have been attending was the SWCCC Show at Pencoed; this as you are probably now aware was cancelled due to the ground being waterlogged. It is a massive shame the show was called off, not only the huge amount of preparations and hard work and effort that goes into the show but, the cost of putting it on. The expenditure seems to go up every year, i.e.; the printing of the

programmes, attendance plaques, toilets, office / hospitality containers, rubbish skips; etc the list goes on and on. And, unfortunately the local charities that we help each year are the main losers. May I thank those members that helped set the field out on the Saturday morning.

You may remember back in the March Newsletter that I reported that member Bill Lloyd from Swansea was very ill and having chemotherapy treatment, unfortunately Bill passed away in mid April. Bill was lovely guy, always very pleasant and loved Jaguars. Janet and I represented the JEC at Bills funeral. Paul Orchard of Bristol also attended.

Some news on the car registration front:

It appears that there is further meddling from the EU, now a Dutch MEP has proposed that all European countries adopt a standardised design of registration plate, probably with a mundane design incorporating the European logo; and it was also suggested that cherished numbers would be outlawed. Let us hope that this senseless suggestion and meddling by the EU will never become Law.

The DVLA have issued a list of registration numbers which would be banned when the "14" plates come out, spelling "offensive" words.

Many plates beginning with the area identifiers PR, SH, and SL being banned. The DVLA regularly bans certain registration plates for their potential offensiveness (the brilliant "PI55 OFF" of 1997 springs to mind). Plates which will not be appearing on cars from March 2014 include SH14TTY, SP14STK, SL14AGS, CR14PLE, BU14SHT, and SK14NKY. Also numbers ending with AL14LAH have been removed as have any plates ending with J14HAD for fear of glorifying terrorism. A few numbers that were sold recently by the DVLA were O22 which achieved £26K, 8AKU was £25.5K, 98M was £24K, 81LLA which fetched £15.5K and the one that would have suited our very own editor Andy 41NDY again at £15.5K. Wow, these seem to be very

expensive prices for not the best of numbers.

I am writing this report just a couple of days before the wedding of the year!

The wedding of our young member and Editor of this publication Andy Webber to the lovely Heather Williams. May I on behalf of the Cardiff Region of the JEC wish Andy and Heather all the very best for their future life together. We sincerely hope you have a wonderful wedding day Andy and Heather and I am sure there will be lots of stories and pictures of the wedding in the next issue of the newsletter.



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.**

FREE **PARTS** **CATALOGUES**



-  **E-TYPE**
-  **MK2**
-  **S-TYPE**
-  **X300**
-  **X350**
-  **XJ40**
-  **XJ6/12**
-  **XJS**
-  **XK**
-  **XK8**
-  **X-TYPE**
-  **EARLY SALOONS**

We have a wide
range of Parts
Catalogues covering
models from 1949 to
the present day.

**AVAILABLE TO
DOWNLOAD**

ULTIMATE JAGUAR PARTS SPECIALIST
www.sngbarratt.com



+44 (0) 1746 765432 | +1 800 452 4787 (toll free) | +31 (0) 13 521 1552 | +33 (0) 385 20 14 20





Article by John James

DRIVE IT DAY

SOUTH WALES REGION

2014

The day started with bright sunshine and I was quite optimistic on leaving home with Janet in the XK 140 with the hood down, unfortunately by the time we arrived at the start venue The Coed-y-Mwstwr Hotel it had started to cloud over; but, forever the optimist the hood stayed down all day.

We did have one or two short showers, but mainly it was quite sunny and bright. I think the weather forecaster frightened everyone into using mainly modern Jaguars with the E-Types and XKs staying at home. There were thirty one participants with just five classics, my 140 a 150fhc, a 1965 S type saloon, Nigel's very rare Swallow Dorretti and we were pleased that Graham and Lynne Searle joined us in their MK9; the rest of the cars were made up of mainly XK8's, a couple of modern XK's and a XJ350 also another car from the Bristol region Norman and Margaret

Alford in their X Type. Norman did tell me that they were ready to come in his E Type but did not like the look of the black clouds over Bristol, have faith in the Welsh weather Norman!

We again were treated at the start to coffee, tea and bacon sandwiches courtesy of the hotel. The route headed north and then

east through some very pretty villages eventually going down into the Vale of Glamorgan and along the coast road passing through Ogmorbey -Sea and Southerndown. (The coastline here was notorious in the 17th and 18th centuries for smuggling and the terrible crime of wrecking of ships).

We had a pleasant coffee and comfort stop at the National Trust property of Dyffryn House at Bonvilston. (Dyffryn House was built in 1893 under the ownership of John Cory the philanthropist, ship owner, coal exporter and colliery owner). The house and gardens are well





worth a visit if ever you are in the area. After the pleasant comfort stop which included coffee and Welsh cakes we once again set off heading north in bright sunshine.

We passed through some lovely countryside and very pretty village's crossing over the M4 motorway through Groes Faen, Pentyrch and Gwaelod- y -Garth eventually travelling through the historic town of Caerphilly passing the wonderful Caerphilly Castle. (It is a medieval fortification constructed by Gilbert De Clare in the 13th century in his campaign to conquer Glamorgan; it is surrounded by man made lakes and has the most elaborate water defences in Britain, it occupies some



30 acres in total).

On passing through Caerphilly we climbed over Caerphilly Mountain to the New House Country Hotel with spectacular views over the city of Cardiff in the distance. I must say the staff at the hotel were absolutely first class and we were well looked after with a splendid lunch and everyone seemed to enjoy the day with

some very kind comments expressed.

It really is a shame we can't encourage a few more classics out on the Drive It Day Run, after all these cars were used in all weathers when they were current and it is not as if there is salt on the roads in April, they won't melt in a drop of rain!!!





Article by Andy Webber

Coleford Festival Of Transport

The weather was great as I joined the Motorway at Newport enroute to Monmouth to rendezvous with the gang for the drive to Coleford. Shortly after joining the A449 I spotted a familiar shape in the distance and soon caught up with Scott's XK8. Arriving in Monmouth it was already starting to warm up although those with the lids off were still understandably wrapped up!

It was good to see our newest member Mark & his wife waiting to attend their first Coleford show as well as Andrew in his beautiful old S-Type.

All present and off we motored to Coleford where you seem to keep going up and up through the woodland and sweeping bends. It's a lovely drive particularly when the sun's out and the convoy of Jags in front of me just added to the great scenery.

Arriving in Coleford we parked in the car park in the middle of the show area next to the Ferrari's

that had a good turnout. As soon as we were parked we headed to the famous Kaplans Cafe for breakfast. As the temperature was above freezing (unlike last year!) and it was dry there was plenty of space upstairs in the cafe. Most of us had modest fry ups but as you'll see from the pictures some insisted on the Kaplans full breakfast! If you look closely even the woman in the background can't believe the size of Colin's breakfast!!

Breakfast over and it was time to have a look about. As usual Coleford attracts a vast range of vehicles including many motorbikes. A Riley with a unique skiing bonnet mascot really stood out as well as a stunning 1932 Austin with only 69,000 miles on it. An American Impala from 1969 also stood out in that it was owned by one family since new and the son had finished his father's restoration of the car following his dad passing on.





Graham Searle had bought the JEC raffle car and was accompanied by Gerald from three counties region. All of us pitched in to sell tickets on the stand and Graham bought myself and Colin 99's.....I'm hoping that some of our older members will follow Graham's example and start buying ice-creams instead of relying on the youngsters to get them in!!

Back to the car and it was time for a cup of tea and a sit down on my new fold away chair. My new personalised chair caused quite a stir and It was obvious from the outset that many members want one. Following many requests to 'try it out' I agreed - I even allowed Mr Masterson to sit on it, which was

brave considering his chequered history with fold up chairs! The majority agreed that it was very comfortable although according to Mr. Manconi not as comfortable as Colin Mastersons 40 year old deck chairs. FYI - They can be ordered via www.sun-leisure.com.

Bob & JJ turned up and could also be seen have some tucker in Kaplans before we had a pint in 'Cobblers' aka 'The Firkin small Pub'. JJ treated us to a pint of 'Firkin Good' Ale and stories of a rugby trip to the USA.

We'd decided to go back via a slightly different route and Colin Masterson led us back via Tintern and Chepstow with Paul departing near Tintern to go home.





EVERY ONE WANTS AN E-TYPE BUT WHICH ONE IS BEST?

There's little contest over what is the greatest classic car, but which E-type iteration is the one to have? James Elliott puts the case for the 4.2 fhc.

Knowledge is a competitive sport: rarely more so than in a specialist field and never more than when traversing the pencil-thin lines between different degrees of brilliance. Whatever the subject, sit a handful of enthusiasts in a pub, drip-feed them a couple of pints and their conversation will play out thus: first comes the accepted view, based on a combination of conventional wisdom and limited personal experience; then there is the cognoscenti choice, founded on a mix of slightly more information and pragmatism but, more importantly, demonstrating a greater knowledge than the previous speaker. With the obvious options out of the way, player three will forlornly try to play a credible joker, a slightly more 'difficult' or purist

choice that challenges the received wisdom and that they will justify at length, but whose real purpose is merely to demonstrate that they are able to mention something that no one else has to date.

A fiver says that if the topic put to our pub sages was the

greatest Rolling Stones albums, the names would tumble out thus: Let it Bleed, then Beggars Banquet and finally Exile on Main St. If the subject is the Jaguar E-type, the world's most recognisable, most iconic classic car, odds-on the order would be: S1 roadster, S1 4.2 fixed-head coupé, 'flat-floor' S1 3.8. Three early cars? Well, is anyone outside of 'Dubya'-land really going to argue for the S3? And, thanks to US federal laws, the less heavily molested S2 – but still with uncowed lamps, new bonnet, higher bumpers and desecrated tail and sidelights (and that's before you explore the power steering on the





options list or pick up a 171bhp twin-Stromberg car) – is a no-go too.

So an S1 it must be and here's why, in practical terms (but not forgetting that this is merely differentiating between a collection of exquisite gems), two of the available choices are flawed. You can clamour after roadsters all you want, but here's a newsflash: you bought the wrong car. Not that it's bad, on the contrary it is a magnificent beast, but as long as the coupé exists, it is the wrong car. I hear you – wind in the hair, less cockpit heat, slick waistline et cetera – but none of that matters: like the 2+2, the E-type roadster will always be an uncomfortable afterthought to me. Who could look at roadster and fixed-head in profile and then pay a premium to lose the world's most sensual roof and have a fat, VW Beetle-style hood bag behind their backs.

Next up for ritual sacrifice is the S1 3.8: the benchmark, the original, a car that oozes purity from every pore. All true, but by the same rote it is less practical, less usable (and that coming from a genuine fan of the Moss gearbox) and less developed. Worship them in the design museums where they surely belong, and exercise them whenever possible, but don't try to trickle one up the King's Road every Saturday that Chelsea are playing at home.

So you are left with the 4.2 coupé. A cliché I know, but be brave, embrace the obvious rather than shying away from it as if being part of the herd is as unacceptable as pitching up at the club concours in a Pinto-powered Wildcat. After all

– and here comes more heresy – it's not as if any E-type is quite as flawless as misty-eyed romance currently has it. The sceptics may have based their anti-E-type argument largely on jealousy or obtuseness, but there are some valid points hidden in the hysteria.

As a former card-carrying sceptic myself – it has been a few years now, no lapses, still attending the meetings – the original list has shrunk and such inane dismissals as "it's a GT not a proper sports car: too long, too heavy, etc" have been consigned to the bin (though at 2856lb – 1295kg – it's hardly a lightweight). But some qualms remain. The tail-lights and rear bumpers

combine awkwardly, a messy arranged marriage of opposites that simply doesn't gel. The base of the windscreen is about 4in too far back, unsettling an otherwise perfect profile (it always has been and, to these eyes, it always will be). Oh, and when you are following an E-type the shallow rear tray is invisible, so far too many of the mechanicals are exposed. It almost looks as if something has fallen off.

It's all too easy to get these thoughts in your head and to convince yourself that they outweigh everything else, so let's quickly remind ourselves of the everything else. The Jaguar E-type is the most commonly desired car in the world.





Period. Even car-haters swoon in its presence and, if you want to be taken seriously as a classic car dealer, you must have one on your forecourt. From C&SC's terms of reference it is the Lady Di of classics: the vast majority of enthusiasts have an insatiable appetite for it. Some of you may not like that – we'll receive a handful of 'not another E-type' letters after this piece, just as for every other – but a vocal minority is a minority nonetheless. Then there is the fact that the E-type is the barometer of the entire classic car market, and has been since day one.

In fact, the E-type casts such a vast shadow over our hobby that people tend to take its towering presence for granted. And, criminally, to forget how it got there.

Launched at the Geneva show in March 1961, Sir William Lyons' and Malcolm Sayer's masterpiece was rightfully a show-stopper: the sort of natural shape that today would be described as 'organic', the sort of power that even today would be described as 'mega', and a price-tag that today would be described as 'Kia'. The shape was governed by common sense, art appreciation and aesthetics rather than wind tunnels and target markets – this was the era, after all, when fag-packet sketches were handed over to craftsmen to create rather than fed into computers to constantly revise towards a lowest common denominator of acceptable normality.

The power may never have quite matched the PR frenzy, but

focusing on that merely shrouds the fact that it was still awesome, giving 0-60mph in 7 secs and topping out at, well, just under 150mph (though The Autocar claimed to have hit the magic mark for the first time in a tweaked 9600 HP). Then there's price. The £2098 that the 3.8 went on sale for in 1961 would have bought you any of the following: half an Aston Martin DB4, Jensen CV-8 or Lancia Flaminia; two-thirds of an Alfa Giulietta Sprint, Mercedes-Benz 190SL or AC Greyhound; two-fifths of a Bristol 407; a third of a Maserati 3500GT; or the back end of a Ferrari 250GT. For that you got a race-derived speed machine with all the latest technology. Nothing so crafted – and without the spectre of kit-car associations hanging over it – came close to offering such performance or such engineering without talking in multiples of the Jaguar's on-the-road cost. An all-steel monocoque with front subframe, all-synchro four speed 'box (from 1964), all-round independent suspension (double wishbones at the front, wishbones and twin coil/damper units at the rear), sharp rack-and-pinion steering, dual-circuit servoed disc brakes on all wheels (inboard at the rear): it really was a cordon bleue feast for pub-grub money.

And price-wise, despite the current, wild market fluctuations, it remains amazing. While the very best examples rightly command six-figure sums, there are enough out there (72,500 of all types were built) that the man in the street with a good day on the scratch cards behind him could still pick up a usable runner (probably re-imported and all sorts of other irrelevant nasties). Obviously there are the perennial favourites, reflected as much in their production numbers as their values, and obviously everyone should buy any E-type they can afford – however curiously so many models have been dismissed here.

So why if you have the choice today, as in period, should you pick the supposedly fractionally slower S1 4.2 over its stable mates, beyond the superficial conceit of having the all-important faired-in lights? After all, the chromed dash on the earliest 3.8s has more style, and the whole car – sitting on thinner rubber while you perch on skimpy sports seats – has a daintier precision to it,

while the engine has a tauter, more revvy nature that screams purpose. That, precisely, is the problem. All of the impurities that came with the mid-season 4.2 make it a far more friendly car today. The less frenetic engine can be coaxed along or, with an instant response from the throttle, it will calmly Hoover up the horizon, its sonorous bellow more muted in intent but more implicit of power. It is more tractable too, the fatter modern tyres helping to drag it off the line and, while deadening the racing-driver thrills of high-speed cornering on tiptoe, adding a level of grip and solidity that pushes the limit of adhesion way beyond earlier cars. For the record, they all lighten in corners if you're not going slowly (or quickly) enough and they all want to wander slightly unless you really take command, especially this lustrous Golden Sand example with its smaller wood-rimmed wheel. Similarly, the more cushioned seats may not make you quite as integral with the machine, but they do allow you to see further down the bonnet and offer a comfort and cruisability that catapults the E-type into the modern era. As does the gearbox. Again, pushing through the ratios at high speed on a deserted B-road in 1962, I'd have taken the Moss, the much-maligned unit an untrammelled joy to drive hard. But in this modern, overpopulated and lazy era, give me full synchro and ease over all applications.

I suspect the roadster fans are still fuming from the earlier tirade, busily cutting out type from newspapers, Pritt Stick at the ready, to compose their responses. Maybe I was a little brutal, but there are two fundamental reasons why a coupé is an essential choice over a roadster every time, and one of them is frustratingly personal and nebulous. So let's get the other one out of the way: your boot is supermodel-shallow. Someone had to invent triangular luggage so you can go away for the weekend, for heaven's sake. Compared to the capacious rear deck in the fixed-head, its runners giving it the look of a run-of-the-mill Brit exec estate of the era, there's no contest. The other is the look from the outside and the feel from within. The former needs no further explanation, the latter maybe does. Perhaps it is the combined lengths of the bonnet and the rear deck that make you assume



that, like a Spitfire pilot, you are going to find the cockpit claustrophobic, but it isn't. That svelte monocoque encloses you without cramping you, spacious on all sides, but notably above, while also giving you that innate sense of being protected within your own little fiefdom.

And everything else, you know. Its legendary length (14ft 8in), counterbalanced by its waif-like width (5ft 5in, just 2½in wider than a BMW 2002), the way it goes – and boy does it go, those greedy triple SUs feeding its voracious appetite – and stops, suspension that schizophrenically alternates between boulevard comfort and track tenacity, and the way it makes you feel, however unrealistically and temporarily, that every car that came before and every one that has happened since is irrelevant.

One of the beauties of the E-type is that its longevity and range cover all needs and demands in terms of price and application. On another day and for a different purpose you could argue strenuously and convincingly for any of the other models – yes, even the V12 2+2 has its virtues. But if you are one of the legion for whom the E-type is their once-in-a-lifetime classic, and if you want to actually use it – a lot – you need an S1 4.2 synchro-'box stereo-type-on-wheels.

And for me? Well, with advancing years and governed as much by common sense as compromise, when it comes to la crème de la crème I find myself increasingly content to level a couple of peaks in return for ironing out all of the

troughs. Each of these cars can be justified on its day, so it is a question of which one ranks highest on the greatest number of days... just like the pecking order of the greatest Rolling Stones albums. The public pleasing Let it Bleed was the one when I was a teenager, but its star has dimmed as much through over-familiarity as anything else. And I still adore Exile on Main St, but you have to try just a little too hard to love it throughout its sprawling soundscape. Hence, I keep coming back to Beggars Banquet. It may not have Gimme Shelter or Tumbling Dice, but it doesn't have Country Honk or Turd on the Run either.

Believe me, life doesn't get any more trough-free than booting a 4.2 E-type while Street Fighting Man washes through the cabin.





Article by Colin Masterson

MEMORIES OF THE BELGIAN GRAND PRIX AT SPA

BY COLIN MASTERSON - FOLLOWED BY EXTRACTS FROM "MOTOR SPORT"

I have had the privilege of taking my Challenger E Type on a number of the great racing tracks of Europe including MagnyCours, Hockenheim, Le Mans and Monaco and, of course, Silverstone.

The one which left the most lasting memories are several excursions round the "new" Spa track where part of the track is main road in everyday use with marshals letting you onto the part which is only used for racing, from Les Combes winding its way down hill to Stavelot, where you meet the main road again.

The highlight was enjoying the magic that is nailing the hairpin at La Source (in your mind, as this is now a public road) and then sweeping through the kinked right-hand bend of Eau Rouge, taken as fast as you dare, as it descends and then rapidly

rises, with your suspension bottomed out, to give you as much speed on the exit as possible to achieve the climb up to the long Kemmelstraight leading to Les Combes. My last visit to the track was to the Belgian Grand Prix as a guest of Team Lotus, along with the DJ Kid Jenson, when Johnnie Herbert was one of their drivers, and that is another story itself. Just watching the professionals attack the course that you have bumbled around makes you appreciate why they are paid so much!



The diagram shows the old 14.2km circuit against the modern one. All of the disused parts of the circuit are public roads and you can still see bits of Armco erected in 1970 after the driver boycott in 1969, so many drivers having died there over the years. After several years of improvements in safety, which Jackie Stewart led following his major accident there in 1966, the track was shortened to 7km in 1979.

You cannot but feel admiration for the drivers of the cars in the 50's where one slip at race speeds did not involve an "off-road excursion" but potentially death. If you are at all interested in motor racing I urge you to check out the brilliantly made Shell film of the 1955 Belgian Grand Prix at Spa Francorchamps on Youtube. It was the reason I decided to write this article. It can be found at:

<http://www.youtube.com/watch?v=7exBtOgys7I>.

Some of the things I enjoyed about the film were the tranquil opening scenes before the race with the postman cycling along the track; various people (and a dog!) wandering on the track with gay abandon whilst the race is in progress; tea being served on a silver tea service in the Hawthorn pits; Paul Frere, who was only a journalist and amateur driver but was brought in at the last moment and came fifth in the race; Castellotti's amazing

performance in an outdated Lancia beating the all conquering Mercedes to pole position; preparation of the cars before the race in an ordinary roadside garage with what look like and old Peugeot and a Standard Eight, maybe in for servicing; Casually driving race cars to the track through the old town past the shoppers; the complete absence of spectator protection with cars whistling by at up

to 180mph; the incredible speed of the cars where there is a complete absence of safety; the pits which are on the side of the track and the dark coloured racing line is just where they start out from the pits; & finally the fanatical Argentinian commentator who doesn't stop talking for 3 hours. What a treat! If you enjoy this there are plenty of other period Shell films on Youtube.



Here are some comments about the race from recent editions of Motor Sport Magazine

The film begins serenely. Here is a country road on a summer day, birds singing in the background, a horse and foal in a field, a man on a bicycle, another on a moped ...

A very English voice, of the kind long ago drummed out of the BBC, describes the scene. "From time to time," he says, "this peaceful life is ripped apart, and the road is now being got ready for different - and exciting - things."

As he speaks, straw bales are being placed across the road after Holowell, indicating that here drivers should turn right into Stavelot, rather than continue straight on. Fangio thunders through, then Castellotti, then Moss: "Yes," the narrator says, "we are on the Francorchamps national circuit, near the town of Spa. Nine miles of ordinary country roads form a triangle that is one of the finest, and fastest, motor racing circuits in Europe ..."

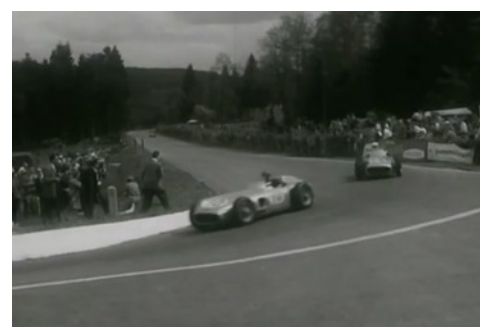
Ye Gods. Footage shot from a road car illustrates what Spa-Francorchamps was like in those days, and it's somehow the more striking for being accompanied by the understated commentary: "Now for the winding return run - easy enough until the wooded corner at La Carriere, which the experts whip through at almost full throttle: there is a ditch to catch a misjudged exit ... " No mention is made of the buildings and trees, nor the barbed-wire fencing that lines much of the circuit.



Brooks, like Hill, excelled at both, but had a preference for Spa, which he considered, "The perfect Grand Prix circuit. The big attraction was driving a racing car on closed roads, and we accepted that the name of the game was keeping it on the island. If you went off, you were in the lap of the gods - you might get away with it, you might not."

It was a lethal time. The 1955 race at Spa was run on June 5, the weekend before the catastrophic accident at Le Mans, in which Pierre Levegh and almost 100 spectators lost their lives. Ten days earlier Alberto Ascari, the Lancia team leader, had been killed in an impromptu test at Monza, and the company's immediate inclination was to withdraw from the sport. Castellotti, who had worshipped Ascari, begged Lancia to let him have a car for Spa, and this was granted, although it was entered in his, rather than the company's, name.

When he got to the circuit, which he had never seen before, clearly Castellotti was on a mission. This was the era of the dominant Mercedes W196, yet on the first day of practice Castellotti's D50 was fastest, ahead of Fangio and Moss, and when it poured down on the Saturday, his pole position was assured.



Denis Jenkinson, who may be seen in the movie in the pits wearing a natty beret and talking to Maserati's Roberto Mieres, told me that many feared for Castellotti that weekend. A wealthy young man, who raced purely for the love of it, Eugenio had always been considered abnormally brave, but that weekend there was an added ingredient, a firm impression that he was doing this 'for Ascari', determined to honour the memory of his mentor - and at the most perilous circuit of all.

When the race started Fangio and Moss lost little time in asserting themselves at the front, but Castellotti hung on in third place, then coming under increasing pressure from Farina. more than once, Jenks told me, the pair of them came down from La Source side by side and running

continued on next page >

dangerously close to the unprotected pits. Although he was moved by Castellotti's performance, he admitted to feeling relief when the Lancia's gearbox broke at half-distance.

Farina went on to finish third in what proved to be his last race in a Grand Prix car. He was furious afterwards, for he had driven a magnificent race, going after the Mercedes, in vain taking every risk in trying to make up for the lack of performance of his car. The words, which come from Paul Frere, may have a resonance for Alonso.

"Nothing had availed him," Frere wrote, "and Farina decided he would not touch the wheel of a racing car again until he was given one in which he could fight on equal terms with his opponents. He kept his word, and we saw him no more on the tracks for the rest of the season." Not until Monza, anyway, where he set the fifth-fastest qualifying time in a Ferrari-entered Lancia, only for the car to be withdrawn on safety grounds (!), following severe tyre problems on the banking. Farina never raced a Grand Prix car again.

When he wrote of the great Italian's drive at Spa, Frere knew whereof he spoke, for in an identical 'Squalo' Ferrari he himself finished fourth, after battling all the way with such as Karl Kling's much faster Mercedes. How extraordinary it seems now that this delightful man, who died five years ago at 91, should have been not only an exceptional journalist, but also so accomplished a 'part-time racing driver', as he liked to call himself.

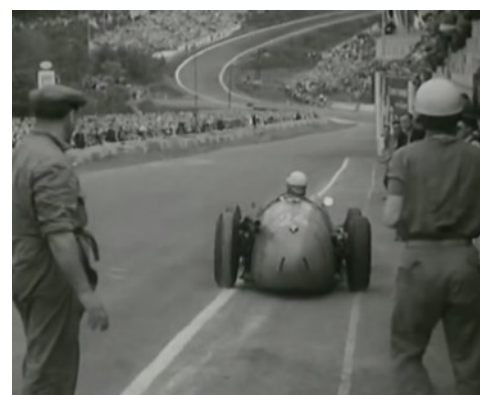
Two years later Frere went to Spa simply to cover the race, with no



plan to take part, but was there implored by Ferrari to stand in for Luigi Musso, who had broken his arm at the Nurburgring the previous weekend. With some reluctance Paul allowed himself to be talked into it, climbed aboard - and finished second to team-mate Peter Collins! Many journalists are racing drivers in their dreams: this one truly was.

Given that Ferrari finished 1-2 at Spa in 1956, it could be said that Shell commissioned their movie a year too soon, for in '55 Fangio and Moss duly swept in first and second, with Ferrari best of the rest.

I thought the movie astonishingly good, not least because so many different corners figure in it. Granted races were longer in those days - Fangio's winning time was a few seconds short of two hours and 40 minutes - but even so the crews must have been busy indeed, getting themselves and their no doubt cumbersome equipment around so much of the 8.76 miles, lapped - even



59 years ago - at more than 120mph.

And that's the thing: the speed. It hardly need be pointed out that the Grand Prix car of the 1950s lacked anything like the sort of acceleration we take for granted in the modern era, but on top speed - at a place where it could really stretch its legs - it was good for more than 180mph, and when you mate that sort of pace with the environment of Spa-Francorchamps in the middle of the last century, the effect is startling. Watch Fangio drifting through Stavelot and the camera tells no lie: he is going fast.

That is one of the film's particular joys. So often it is rightly said that TV kills the impression of speed, but there is none of that here, believe me. In places the sheer velocity of the cars is numbing - particularly when one bears in mind, as Brooks said, the possible consequences of a mistake. It all looks terrifyingly hazardous, and so it was, but, as Stirling Moss says, they knew nothing else: that was how Grand Prix racing had always been. All I can do is give thanks that the film exists, for it sublimely evokes a time in Grand Prix racing long gone, an era infinitely more perilous yet also more romantic.



Hillsalive

www.hillsaliveluggage.com

If it fits into the bags then it fits into the car



If it fits into the bags, it fits into the car.

As you know packing for a trip in your Jaguar is no easy affair. Fortunately the good people of Hillsalive have created an easier solution. A bespoke luggage system tailored to fit your Jaguar perfectly and maximise the available space. Stiff sides protect your contents whilst the durable material is complemented by a rugged full width handle-strap that enables you to easily load, remove and carry your cases. When it comes to a journey in any Jaguar, Hillsalive cases are the obvious choice.

For more information call 07932 315 942 or email heather@hillsalive.co.uk

Perfect Day

WEDDING CARS

"A Perfect Car for your Perfect Day"

www.perfectdaycars.co.uk



Let us make your special day **perfect** with a superb selection of outstanding wedding cars and coaches.

Vehicle viewing's by appointment only.

'Y Noddfa', Cowbridge Road, Talygarn, Pontyclun, CF72 9JU

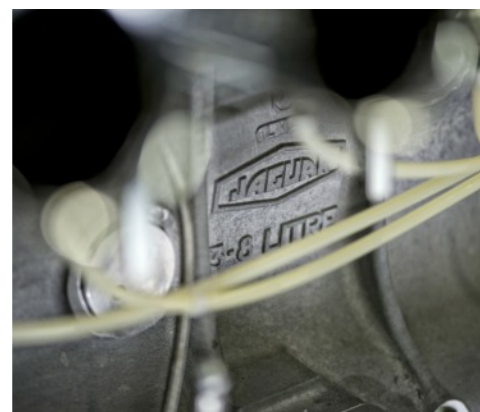
Tel: 01443 228466 • Email: info@perfectdaycars.co.uk

Neville: 07787 158630 • Stella: 07818 406534

Business owned by local JEC Members



Article by Jennifer Newton
Article from www.dailymail.co.uk



JAGUAR TO BUILD SIX BRAND NEW LIGHTWEIGHT E-TYPES

The most desirable version of one of the world's most iconic cars is to have production re-launched – but only six models will be made.

Jaguar have announced plans to build 6 new 'Lightweight' E-types after the British firm only ever created 12 despite plans to manufacture 18.

The cars were raced by the likes of Graham Hill and Jackie Stewart and can now command a price tag of up to £4million.

The brand new six Lightweight E-types will be hand built in-house by Jaguar as 'perfect reproductions' and built to the original specification.

The Lightweight was approximately 114kg (250lb) lighter than a standard E-type, due to its all-aluminium body and engine block.

A lack of interior trim and exterior chrome work as well as a host of further weight-saving measures meant it was built for racing.

Between 1961 and 1975, Jaguar built around 72,500 E-types with

the iconic motor regarded as one of the most desirable cars ever built.

Of the 12 Lightweight E-types it is thought just 11 exist with the cars seriously sought after by very wealthy collectors.

There is expected to be high demand for the six recreations, with the first one unveiled later this summer.

At the moment there is no official price, but it is likely to be less

than the £4-5 million which an original commands.

Graham Searle, from the Jaguar Enthusiasts' Club, said plans to build six more Lightweight models were 'very exciting' and 'unique'. He added: 'The Lightweight E-type is a stunning motorcar and one of the greatest sports cars of its day.

'I think this is quite unique, re-manufacturing a car from 50 years ago. It is great that it will be skilled work as well.

'They will be hugely expensive but there will be no shortage of interest from buyers.

'There will be a lot of excitement about this and it shows the confidence at Jaguar since the TATA takeover.'





JAMES HULL COLLECTION GOES ON SALE FOR 100 MILLION

A car-obsessed dentist who has amassed Britain's biggest private car collection is selling the whole lot for £100million.

James Hull, 53, who founded the James Hull Associates chain of dentists, owns more than 450 rare and classic cars, ranging from multi-million pound rare Jaguars to Winston Churchill's Austin, and a Bentley once owned by Elton John.

With no room to park them all near his home in Kensington, west London, he garages them in vast warehouses in Herefordshire, but has now decided to sell up because of health reasons.

None of the cars is cheap, but a buyer with particularly deep pockets is needed, because Dr Hull says he is determined to sell the 457-strong collection as a whole.

He is hoping a buyer will come in with a £100million-plus offer, making it the highest value car sale in Britain.

For that price, the buyer will

get 457 classic vehicles, 365 pedal cars and 300 pieces of memorabilia including model aircraft from WW1 and WW2.

With cars represented from every decade since the 1930s, the collection includes a Jaguar D-Type, worth in excess of £4million, a similarly

valuable Jaguar C-Type, and Lord Mountbatten's Mini Traveller, as well as a super-rare 1950s Jaguar KXSS.

The collection also includes a Humber which was owned by the judge presiding over the Profumo Affair and a 1961 Jaguar E-Type which belonged to Britain's world motorcycle champion Mike Hailwood.

Dr Hull, who made his fortune pioneering cosmetic dentistry in the UK, has battled cancer three times in the past four years, earning him the nickname Lazarus to friends. He travelled around the world to track down some of the rarer models in his collection, shipping them back to





Britain and then having them stripped down before rebuilding them.

He said: 'It's the culmination of a life-long hobby. Each car has its own story and all have played a part in the history of British motoring. It's part of our heritage.

'I'm merely a passionate custodian of this hugely significant part of British history and, with luck, I will succeed in finding a home that can not only be enjoyed and treasured by the British public but also be admired by visitors from across the world.'

A number of Dr Hull's cars have appeared at motor shows around the world, competed in the Mille Miglia Italian road-race, and even been used for the Queen's 80th

birthday parade.

There are also dozens of cars which have won concours awards, and a collection of British camper-vans from the 1940s, 50s and 60s, as well as early Land Rovers, classic Range Rovers, and a Sinclair C5 from the 1980s.

The collection, which is being sold privately, has already had a 'huge amount of interest' from private buyers and consortia, from overseas as well as nearer to home, but Dr Hull hopes it will remain in Britain.

Graham Searle, from the Jaguar Enthusiasts' Club, said: 'Dr Hull is a well known Jaguar Enthusiasts' Club member with an immense passion for Jaguar cars.



humour

Members jokes & anecdotes

AUSSIE BEER MONSTER

This morning I was in luck and was able to buy two boxes of "VIC BITTER" cheap at the local Bottle O.

I placed the boxes on the front seat and headed back home. I stopped at a service station where a drop-dead gorgeous sheila in a short skirt was filling up her car at the next pump.

She glanced at the two boxes of beer, bent over and leaned in my passenger window, and said in a sexy voice, "I'm a big believer in barter, handsome. Would you be interested in trading sex for beer?" ...

I thought for a few seconds and asked, "What kind of beer 'ya got?" (Spoken like a true Aussie!)

FARMER & OLD LADY

An old farmer stopped by the local mechanics shop to have his truck fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home. On the way home he stopped at the hardware Store and bought a bucket and a gallon of paint. He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem - how to carry his entire purchases home. While he was scratching his head he was approached by a little old lady who told him she was lost.

She asked, 'Can you tell me how to get to 1603 Mockingbird Lane ?'

The farmer said, 'Well, as a matter of fact, my farm is very close to that house. I would walk you there but I can't carry this lot.'

The old lady suggested, 'Why don't you put the can of paint in the bucket. Carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?'

'Why thank you very much,' he said and proceeded to walk the old girl home.

On the way he says 'Let's take my short cut and go down this alley. We'll be there in no time.'

The little old lady looked him over cautiously then said, 'I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me?'

The farmer said, 'Holy smokes lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?'

The old lady replied, 'Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens.'

ETHEL'S 60TH BIRTHDAY

On her 60th birthday Ethel was staying in a hotel and was feeling a bit lonely. She thought, "I'll call one of those men you see advertised in phone books for escorts and sensual massages."

She looked through the phone book, found a full page ad for a guy calling himself Tender Tony a very handsome man with assorted physical skills flexing in the photo. He had all the right muscles in all the right places, thick wavy hair, long powerful legs, dazzling smile, six pack abs and she felt quite certain she could bounce a sixpence off his well-oiled buns.

She figured, what the heck, nobody will ever know. I'll give him a call.

"Good evening, ma'am, how ay I help you?

Oh my, he sounded sooo sexy!

Afraid she would lose her nerve if she hesitated, she rushed right in "I hear you give a great massage. I'd like you to come to my motel room and give me one. No, wait, I should be straight with you. I'm in town all alone and what I really want is sex. I want it hot, and I want it now.. Bring implements, toys, everything

you've got in your bag of tricks. We'll go at it all night - tie me up, cover me in chocolate syrup and whipped cream, anything and everything, I'm ready! Now how does that sound?"

He said, "That sounds absolutely fantastic ma'am, but you need to press "9" for an outside line."

SCOTTISH WEDDING

Two Glaswegians, Archie and Jimmy, are sitting in the pub discussing Jimmy's forthcoming wedding.

"Och, it's all goin' pure brilliant," says Jimmy. "Ar've got everythin' organised awready, the fluers, the church, the caurs, the reception, the rings, the minister, even ma stag night".

Archie nods approvingly. "I've even bought a kilt to be married in!" continues Jimmy.

"A kilt?" exclaims Archie, "That's magic, you'll look pure smart in that.

What's the tartan?..." "Och," says Jimmy, "A'd imagine she'll be in white."

CHECK YOUR POCKETS

A guy was sitting quietly reading his paper when his wife walked up behind him and whacked him on the head with a magazine.

'What was that for?' he asked.

'That was for the piece of paper in your trouser pocket with the name Laura Lou written on it,' she replied.

'Two weeks ago when I went to the races, Laura Lou was the name of one of the horses I bet on,' he explained.

'Oh darling, I'm sorry,' she said. 'I should have known there was a good explanation.'

Three days later he was watching TV when she walked up and hit him on the head again, this time with a frying pan, which knocked him out cold.

When he came to, he asked, 'What was that for?'

'Your horse phoned.'



ITALIAN WEDDINGS

I was a very happy man. My wonderful girlfriend and I had been dating for over a year. So we decided to get married.

There was only one little thing bothering me. It was her beautiful younger sister, Sofia. My prospective sister-in-law was twenty-two, wore very tight miniskirts, and generally was bra-less. She would regularly bend down when she was near me. I always got more than a nice view. It had to be deliberate. She never did it around anyone else.

One day she called me and asked me to come over "To check my sister's wedding- invitations," she said.

She was alone when I arrived. She whispered to me that she had feelings and desires for me. She couldn't overcome them anymore. She told me that she wanted me just once before I got married. She said "Before you commit your life to my sister". Well, I was in total shock, and I couldn't say a word.

She said, "I'm going upstairs to my bedroom. If you want one last wild fling, just come up and have me".

I was stunned and frozen in shock as I watched her go up the stairs in her tiny miniskirt.

I stood there for a moment ... then turned and made a bee-line straight to the front door. I opened the door, and headed straight towards my car.

Lo and behold, my entire future family was standing outside, all clapping!

With tears in his eyes, my father-in-law hugged me. He said, "My boy, we are very happy that you have passed our little test. We couldn't ask for a better man for our daughter. Welcome to the family my son."

And the moral of this story is: Always keep your condoms in your car!

TRUCKER & THE EMU

An Aussie trucker walks into an out-back cafe with a full-grown emu behind him. The waitress asks them for their orders.

The trucker says, 'A hamburger, chips and a coke,' and turns to the emu, 'What's yours?'

'Sounds great, I'll have the

same,' says the emu.

A short time later the waitress returns with the order 'That will be \$9.40 please,' and he reaches into his pocket and pulls out the exact change and pays.

The next day, the man and the emu come again and he says, 'A hamburger, chips and a coke.'

The emu says, 'Sounds great, I'll have the same.'

Again the trucker reaches into his pocket and pays with exact change.

This becomes routine until the two enter again. 'The usual?' asks the waitress.

'No, it's Friday night, so I'll have a steak, baked potato and a salad,' says the man..

'Same for me,' says the emu. Shortly the waitress brings the order and says, 'That will be \$32.62.'

Once again the man pulls the exact change out of his pocket and places it on the table.

The waitress cannot hold back her curiosity any longer. 'Excuse me sir, how do you manage to always pull the exact change from your pocket every time?'

'Well, love' says the truckie, 'a few years ago, I was cleaning out the back shed, and found an old lamp. When I cleaned it, a Genie appeared and offered me two wishes. My first wish was that if I ever had to pay for anything, I would just put my hand in my pocket and the right amount of money would always be there.'

'That's brilliant!' says the waitress. 'Most people would ask for a million dollars or something, but you'll always be as rich as you want, for as long as you live!'

'That's right. Whether it's a gallon of milk or a Rolls Royce, the exact money is always there,' says the man.

Still curious the waitress asks, 'What's with the bloody emu?'

The trucker pauses, sighs, and answers, 'My second wish was for a tall bird with a big arse and long legs, who agrees with everything I say!'



CONCERNED WIFE!

Husband's Message (by mobile phone):

Honey, a car hit me outside the office. Paula brought me to the hospital. They have been conducting a series of tests including X-rays and scans. The blow to my head was really bad, but fortunately it seems that did not cause any permanent damage. I have three broken ribs, a compound fracture in the left leg, and they think they may have to amputate my right foot.

Wife's Response: Who is Paula?

RANDY OLD SAILOR

An old retired sailor puts on his old uniform and heads for the docks once more, for old times sake.

He engages a prostitute and takes her up to a room.

He's soon going at it as well as he can for a guy his age, but needing some reassurance, he asks,

'How am I doing?'

The prostitute replies, 'Well, old sailor, you're doing about three knots.'

'Three knots?' he asks. 'What's that supposed to mean?'

She says,

'You're knot hard, you're knot in, and your knot getting your money back!'

LOUD SEX

A wife went in to see a therapist and said, 'I've got a big problem, doctor. Every time we're in bed and my husband climaxes, he lets out this ear splitting yell.'

'My dear,' the shrink said, 'that's completely natural. I don't see what the problem is..'

'The problem is,' she complained, 'it wakes me up!'

QUIET SEX

Tired of a listless sex life, the man came right out and asked his wife during a recent lovemaking session, 'How come you never tell me when you have an orgasm?'

She glanced at him and replied, 'You're never home!'

WE NEED YOUR JOKES!

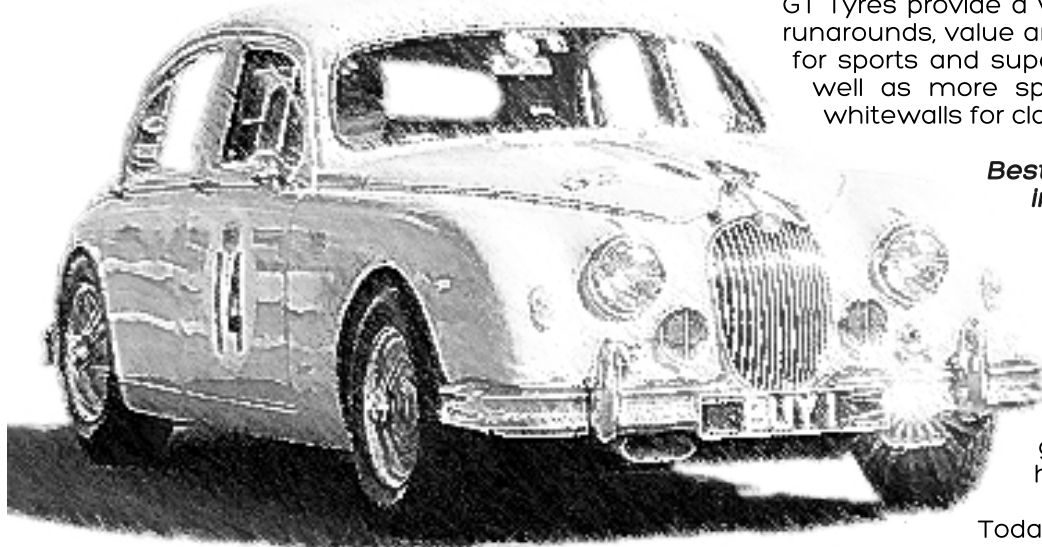
Please email all your jokes and funnies to:
editor@jecsouthwales.co.uk



American car signs

By Colin Masterson





GT Tyres provide a wide range of tyres from budget, for runarounds, value and premium high performance tyres for sports and supercars, 4x4 and commercial tyres as well as more specialised tyres such as radial and whitewalls for classic cars.

Best of all, our tyre prices always include FREE fitting & balancing helping you to save money!

For over 50 years GT Tyres as it is known today has been helping customers from all over Wales with their motoring needs. From a simple tyre puncture repair to a complete engine rebuild, three generations of the Williams family have led from the front.

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the ex-Coombs Mkl Jaguar, "BUY1". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

So whatever your motoring requirements you can be sure the team at GT Tyres have it covered!



Call us now on:

01495 272770

Mobile: **07977 797750**

www.gttyrecentre.co.uk

FRIENDLY EXPERT ADVICE FROM PEOPLE WITH OVER 50 YEARS EXPERIENCE OF JAGUARS

RACING TYRE EXPERTS

COMPETITIVE PRICING

WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE

A family run business for over 50 years!

GT Tyres | Valley Service Station | Cwmcam | Newport | NP11 7NF

- **Full & Part Restorations**
- **Panel Repairs & Spraying**
- **Lead Loading Repairs**
- **Engine & Gearbox Rebuilds**
- **Rewiring & Re-trimming**
- **Servicing & Tuning**



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

We pride ourselves on the quality of our workmanship, combined with a personal friendly affordable service.





Article by Colin Manconi

MONMOUTH STEAM & COUNTRY SHOW

Paul Cogdon and myself met at the Monmouth car park at 8.45 on Sunday the 4th of May. Howard Harper of the Three Counties Region joined us and we drove the short distance over to the show field.

For once it was a nice dry day but quite windy. Upon arriving we were instructed by the organiser that there was not enough room to put up our gazebo and we could not save a space for John James who was arriving later. Not a very welcoming show! As they restrict the age of the cars they will allow to come to the show (pre 1984) it limits the number of member's cars which can attend.

Even without the gazebo we managed to erect the cooker and Paul soon had the bacon cooking. John and Janet James arrived just in time for the bacon rolls, but unfortunately had to park further down the field.

A large Show ring had been set out in the middle of the field and during the day different classes of cars, motorbikes, tractors. Commercial vehicles and steam engines were paraded around the ring. A

very knowledgeable presenter gave a brief description of each of the vehicles.

Paul cooked some excellent burgers for lunch and we spent the afternoon walking around looking at the various exhibits.

The weather always makes the difference as to whether a show is good or bad. As we had good weather all day we all enjoyed the show but with all the limits the organisers put on us I wonder if we will continue attending this show?



2014 EVENTS CALENDAR

MAY 2014

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

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.

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

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.

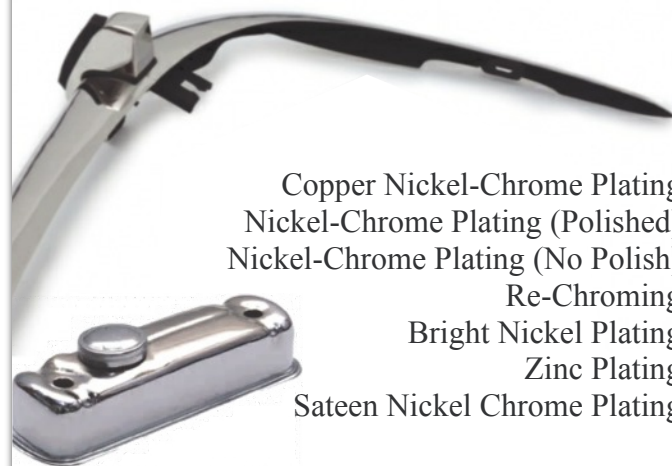
Without our members contributing we would be unable to publish the magazine each month, so the more that submit content, the broader the range of articles will become.



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

Brymol Chrome Ltd

Electro Plating Specialists



Copper Nickel-Chrome Plating 
Nickel-Chrome Plating (Polished) 
Nickel-Chrome Plating (No Polish) 
Re-Chroming 
Bright Nickel Plating 
Zinc Plating 
Sateen Nickel Chrome Plating 

We are **local** high quality polishers and platers, with friendly skilled employees who have worked in the industry for over 30 years.

So if you have any classic car or vintage motorcycle parts that require electroplating please call us for a great price and friendly professional service.

76 Village Farm Road
Village Farm Industrial Estate
Pyle, Mid Glamorgan
CF33 6BN

Telephone:
01656 744 606

Web: www.brymolchrome.co.uk
Email: brymolchromeltd1@btconnect.com

SOUTH WALES REGION COMMITTEE

REGIONAL REPRESENTATIVE

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

SECRETARY

Mike Jones

email: mike.jones@jecsouthwales.co.uk

Tel: 01633 689005

TREASURER

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

CHAIRMAN

John James

email: john.james@jecsouthwales.co.uk

Tel: 01656 656424

PRESIDENT FOR LIFE

Harry Kuehling

email: harry.kuehling@jecsouthwales.co.uk

Mobile: 07931 538434

Tel: 02920 407863

COMMITTEE MEMBERS

Paul Cogdon

email: paul.cogdon@jecsouthwales.co.uk

Tel: 01600 860969

Andy Webber

email: andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact the regional representative.

MONTHLY MEETING DATES 2014

From May 2014 our monthly meeting has changed to the **3rd Wednesday evening in the month**. This has become necessary due to the venue now closing at 9pm on a Monday. By switching to a Wednesday it allows us to stay later as we have always done.

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

Wednesday 21st May
Wednesday 18th June
Wednesday 16th July
Wednesday 20th August
Wednesday 17th September
Wednesday 15th October
Wednesday 19th November
Wednesday 17th December

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

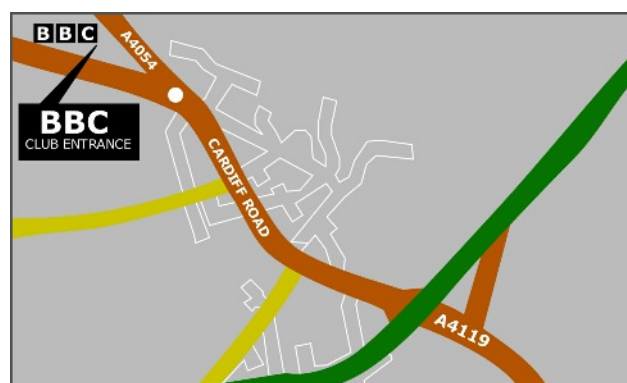
HOW TO FIND OUR MEETINGS:

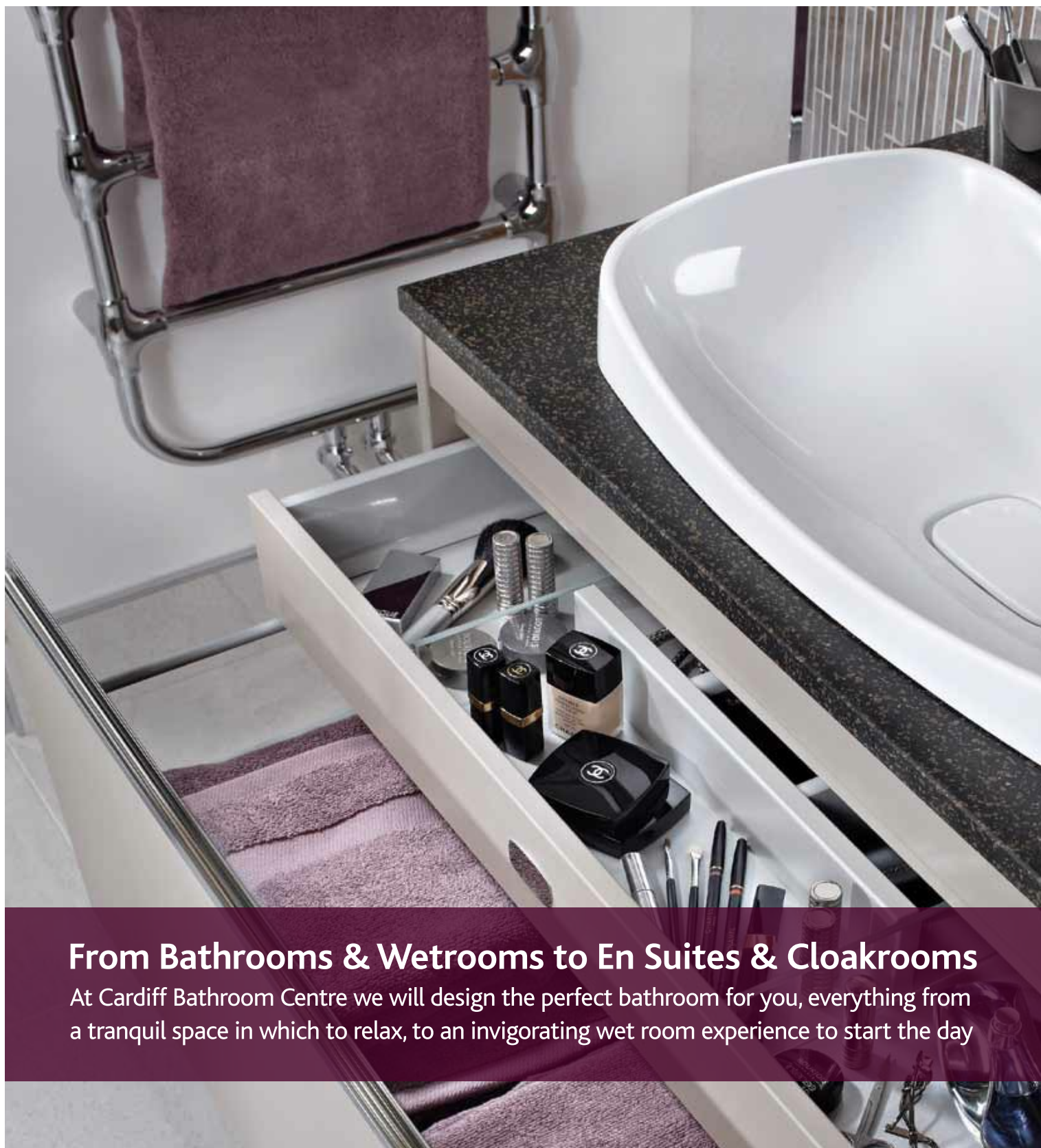
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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.





From Bathrooms & Wetrooms to En Suites & Cloakrooms

At Cardiff Bathroom Centre we will design the perfect bathroom for you, everything from a tranquil space in which to relax, to an invigorating wet room experience to start the day

Browse through more than 100 beautiful bathroom & shower displays

bathroom CARDIFF
CENTRE



Simply add water...

Cardiff Bathroom Centre, Hadfield Road, Cardiff, CF11 8PW

Tel: 029 2034 0861

Web: www.cardiffbathroomcentre.co.uk