

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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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

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ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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FROM THE NEWS EDITOR

Hello!

What a fantastic month!

The 30th anniversary of the JEC was celebrated in style at Thoresby Hall in Nottinghamshire. We had an excellent turnout from the South Wales region, helping with judging and marshalling as well as having our stand shared with the Three Counties region. There's a full write up in this magazine, which I hope you enjoy. I must also thank my wife Heather who spent many hours in the hot marquee behind the sales counter of the JEC shop, also helping them pack up afterwards whilst we were all enjoying the cars and sun.

This month I finally had the opportunity to have a ride in an F-Type (Supercharged 3.0 Ltr V6) after a friends mum bought a white coupe from Stratstone a couple of weeks ago. The wait was



well worth it as my friend drove us around some country roads and then onto the motorway. The acceleration was fantastic and I can only imagine what the 5.0 V8 must be like! The biggest thrill was of course the wonderful engine note with the exhaust valves making it sound very F1 like! Unlike my XKR you hear the engine roar and not the whine of the supercharger when you put your foot down. A big thanks to Mark Hurford & Darrielle Lower for the opportunity.

A few of us are off to Silverstone Classic on the 25th July and we'll have a full write up next month. Congrats also to JJ who has bought an XK convertible after a long search to add to his growing Jaguar fleet - I'm sure he'll have it at this meeting.

Also Colin has arranged for Martin & Jason from Stratstone Jaguar Cardiff's Parts & Service departments to come along to next months meeting. They will give us an insight into the running of the departments and also answer any questions you may have.

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.*



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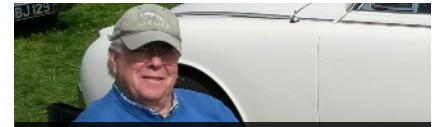


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REGIONAL NEWS

BERKELEY CASTLE

We met as usual in the lay by at the old Seven Bridge. Paul Cogdon brought his series 1 flat floor E-type, Colin Masterson his red E-type and I was in my series 3 E-Type.

For once the bridge was open but only east bound. Due to its age it often is closed either east or west for repairs. We have learned now to check before we meet there as it is a long detour back to the Magor Services.

We had a good run up to Berkeley but when we arrived we were diverted across a number of fields to get to the show ground. Most of the E-Types suffer from poor ground clearance, mine in particular, and so we drove very slowly across the bumpy field. The stewards of the show were quite unhelpful and our request to park separately alongside a fence so we could erect our gazebo and have a club stand was refused. Later cars just parked there and were left alone.

John James Mk2, Bob Lush E-Type and Norman Alford E-Type joined us later on and some of the members of the MG club were very helpful in moving their cars around so we could all park together. The weather was good and there is always a good mix of cars which attend, coupled with a large auto jumble it always makes a good show. We had a good run back and fortunately the old Seven Bridge had reopened west bound so we did not get held up in the heavy traffic on the new bridge.

A full report is on page 6.

CASTLE COMBE CLASSIC & RETRO ACTION DAY

The weather forecast for the day was not looking very promising with very heavy showers forecast so I was not quite sure how many cars would turn up. As it was Dave Fisher, XK8, Keith Ryall, XK140, Paul Cogdon, E-Type, Nigel Wilcox, Doretti, and myself, E-Type, arrived at 8.15 ready for an 8.30 start. Bob Lush, E-Type, then arrived but had problems with his wiper motor not working on the way up so he said he would go back home to



change cars and meet us later.

On arriving at the circuit we soon had the gazebo up and Paul soon had the bacon rolls ready. John James in his XJ then joined us having just missed us at the bridge and Bob arrived after having managed to fix his wipers. The weather then turned nasty with heavy rain, thunder and lightning and hail. Then the sun came out dried up the circuit and we had a nice afternoon.

A full report is on page 23.

JEC 30th CELEBRATION THORESBY HALL

Many of our members had decided to make a weekend of this event and had booked to stay in the Warner hotel at Thoresby Hall for the Friday, Saturday and Sunday night. Andy and Heather Webber in their XKR, Colin and Netta Masterson in their XK8, John and Janet James in their XK140 and Jan and myself in our XJ220 met at our house on the Friday morning. Dave and Andy were kind enough to carry our luggage in their cars. The 220 was not designed to carry luggage, you would have difficulty putting a small briefcase in the boot. Mark and Eve Williams in their XK8 joined us on the way up. It was a nice dry day and we had a good run up to the M42 where we had a "comfort stop" at the services and



then up the M1 where Colin Masterson had found a nice pub to stop in for lunch. We then preceded up to

Thoresby Hall via a series of "A" roads all with 50mph average speed cameras on them.

Thoresby hall is one of the Warner Hotels. They do not allow children and the entertainment each night is normally very good and based on the 60's or early 70's. John and Janet and Jan and myself stayed there 5 year ago for the JEC 25th anniversary and found it very good. A champagne reception was held on the Friday evening by the JEC which gave us a chance to meet up with old friends. Howard Harper, one of our old members, who due to moving house has now joined the Three Counties Region, was waiting for us at the reception with Alan and Gill Davies and Bill and Joan Picton.



Saturday was a rest day. There were various different runs organised by the club and some of our members took advantage of these. The others spent the morning helping out on the show field and having a leisurely lunch at one of the many bar/restaurants in the hotel. We had been asked to bring our cars over to the show field in the afternoon.

We had a joint stand with the Three Counties Region so we set up our stand but found that the grass in the field had been cut earlier in the week and we had 6 to 8 inches of dead grass all over the stand. I managed to obtain the only rake on the field much to the annoyance of Neil from SNG Barretts who thought he was next in line, but as I reminded him possession is nine tenths of the law and we now possessed the rake. I did give the rake to him after we had finished with it for him to rake his stand. He promptly gave it to Jessica



their advertising and marketing girl and told her to rake the stand, a true gentleman. After a nice evening meal and excellent entertainment we retired to bed so we could be up early the next morning for the show.

On Sunday morning at about 7.30 under a beautiful blue sky I walked over to the showground to wipe the dew off my car. All the JEC committee members and event organizers were already there working hard. It is amazing how much hard work goes into organising one of these shows. Many of them had been there since Thursday setting up the show and then on Sunday night they have to take it all down and many have to go to work the next day.

At the centre of the show was a "Time Line" of Jaguar Cars. Letitia Mace who many of you will know through her Exclusively Jaguar website was given the task of finding as many models that Jaguar made during their lifetime and persuading their owners to bring them along to the event to be presented in a "Time Line" of Jaguars. She did a remarkable job. The "Time Line" started with an early Austin Seven Swallow and ran all the way through the models right up to the latest F Type. I was fortunate to be asked to put the XJ220 in the line and was positioned on the end of one line alongside a lovely XJR15. Letitia had also arranged a separate stand with lots of the models on as backups in case the "Time Line" cars did not turn up.

The cars poured in from early morning. Over 1200 cars arrived. This was definitely one of our biggest shows for a long time. Wherever you looked there were rows upon rows of Jaguars. The weather was fabulous all weekend and this definitely helped to bring out the cars.

OUR NEXT EVENTS ARE:

SHERBORNE CASTLE CLASSIC CAR SHOW

Sunday 20th July. Dave and Ruth Fisher, Andy Webber, Colin Masterson, Paul Cogdon, and myself have entered this event. We attended this show last year and it was very good. This year the featured marque is JAGUAR so we will have a large stand at the front combining all the regions and there are some very interesting cars coming including an original D Type, XJR 15, XJ220 and many others. I have entry forms if you would like to come along.

SILVERSTONE CLASSIC

Friday, Saturday, Sunday 25th-27th August. Billed as the "Biggest Classic Motor Racing Festival in the World" with over 8000 classic cars attending and 24 classic races over the weekend. This is three day event, Friday 25th, Saturday 26th and Sunday 27th. Dave and Ruth, Colin, Andy, John and myself are going for the three days. Tickets are still available and can be purchased for any day, but have to be purchased in advance from the Silverstone website. Use the JEC code C14005. Accommodation may still be available!

SOUTH GLOUCESTER-SHIRE SHOW

Sunday 3rd August. Graham Searle is organising this show. It is being held as part of the Murco Motoring Festival on a 170 acre site at the Windmill Fishery Showground at Westerleigh just on the other side of Bristol. It is a two day show with a music festival, a mini balloon festival, fishing, shooting, golf, a cycling show, a farmers market, lots of stalls and a beer festival sponsored by Bath Ales. The cost is £5 per day. We are attending on the Sunday. If anyone who has not yet booked and would like to go please contact me immediately.

THREE COCKS STEAM & VINTAGE RALLY

Sunday 10th August. This event is organised by one of our old members Howard Harper. We share a stand with the Three Counties Region. It is a great show with some nice cars and lots of auto jumble.

The show wound down at about 5pm and we helped take down all the marquees and clean up the field. After another evening of good entertainment we made our way home Monday morning.

I think we must thank the JEC for putting on a superb 30th anniversary event and we are all looking forward to the 35th anniversary.

A full report is on page 17.

ENTENTE CORDIAL

John & Janet James, Bob & Pat Lush, Stuart & Jen Smith all went as usual on the "Entente Cordial" trip to France. Unfortunately this is the final annual tour to France. I am sure they will greatly miss this event.

A full report is on page 10.

STRATSTONE JAGUAR TALK

I have arranged for Martin & Jason from Stratstone Jaguar Cardiff's Parts & Service departments to come along to next months meeting (Wednesday August 20th).

They will give us an insight into the running of their departments and also answer any questions you may have.

I hope as many members as possible can attend to support us and Martin & Jason.

AND FINALLY...

I would like to send James Blackwell our best wishes for a speedy recovery.

James is the JEC Assistant General Manager and unfortunately last week whilst riding his bike to work he was hit by a car which changed lanes without indicating.

It was thought that James may have fractured his collar bone but fortunately it appears that he has torn some ligaments in his shoulder and has some heavy bruising but not broken anything.

I did suggest jokingly to Graham Searle that the Club should provide a company car for James. The response on the other end of the phone did not give me any encouragement that this was going to happen.



Article by Colin Masterson

BERKELEY CASTLE CLASSIC CAR SHOW

As usual the meeting point was on the Wye Valley Link road lay bye, just short of the M48 old Severn bridge. The two Colin's and Paul crossed the bridge and then took the back roads to the show.

Whilst this is a great venue for a car show the officials were not that helpful in allowing us to park off to one side under the trees, so that other JEC members arriving late could join us easily. The three of us arrived quite early, so this could easily have been accommodated. It was not helped by their parking one row, then a wide gap followed by three rows next to each other, so that no one in the middle row could have moved in an emergency.

Soon Norman, John and Bob arrived and we managed to fit them in next to our cars, so all was well. We ended with a fine line of three red E Types, Two white ones and a white MkII. We were surrounded by a wide variety of British cars together with

quite a large number of American ones, some dating back to the 20's. Unfortunately there is a 1983 cut-off date for show car entries so a number of our members were excluded. Last year Andy managed to blag his way into the show in his more modern XK8, but I suspect this was by lying about his age, as usual.

Fortunately he will be able to attend a number of future shows, so we won't be short of ice creams.

Of course we were all very upset when Norman, while eating one of Paul's delicious offerings, spilt Brown sauce all over his shorts, at least that was what he said it was. Fortunately I had the foresight to whip out my camera and take a quick snap for posterity. Within minutes the picture was flashing round the globe on Facebook

As well as the cars on display there was a field full of auto jumble. Unfortunately for the rest of us, Norman had disappeared like a rat up a





drainpipe, in search of Jaguar related bargains, so we knew our luck would be out when we the rest of us eventually ventured out.

A word about the venue: The castle is home to the Berkeley Family and has been for 850 Years. Indeed they are one of only three families in England who can trace their ancestry from father to son back to Saxon times. The Castle is the oldest building in the country to be inhabited by the same family who built it.

Whist it is a home, it was built for war and was one of the March Castles, built to keep out the Welsh. Well it didn't work because we made it! It has all the trappings to match:

Trip steps designed to make the enemy stumble during an assault, arrow slits, murder holes, enormous barred doors, slots where the portcullis once fell, and worn stones where sentries stood guard. The fields where the show was held were originally designed to be flooded, as an added defence. Fortunately they did not resort to this for the show.

The Contents of The Castle reflects the history of the place. They include Francis Drake's cabin chest, Queen Elizabeth I's bedspread, and the banner that the 4th Earl of Berkeley took with him to the Battle of Culloden. Many of the unusual tapestries, paintings, ceramics and

silverware, have their own story to tell.

All too soon it was time to pack up and go home. We had heard that the Westbound lanes of the old M4 Severn bridge were due to remain closed for repairs until early evening and we were a bit anxious that we would be caught up in the 3 mile jams to the toll booths that had occurred the previous day. Fortunately, as we came down the hill on the M4 to the M48 turn-off and overhead sign advised us to take that route and we made a quick crossing. To sum up, this was an excellent show and well worth the foray into darkest England.



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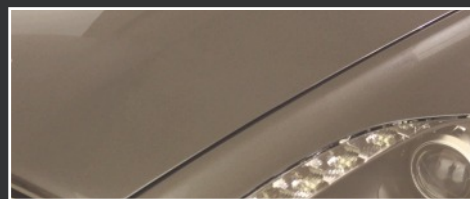
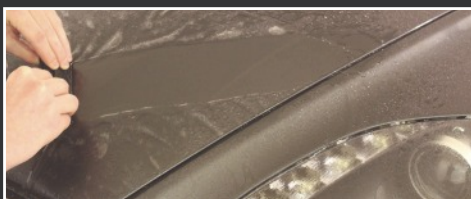
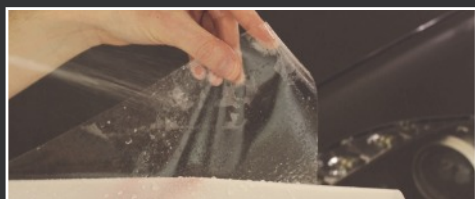
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Article by Greg MacLeman
Article From www.classicandsportscar.com

LOST MOTOR SHOW E-TYPE REDISCOVERED IN A FRENCH BARN

An historically significant 1961 Jaguar E-type has been discovered rotting in a barn near Paris. The right-hand-drive fixed head, which sports chassis number 15, was one of six E-types to go on display at the 1961 Scottish Motor Show, but had been thought lost for a number of years.

The Series 1 car was specified with a manual gearbox and was despatched to Edinburgh-based distributor Rossleigh on 27 October 1961. It is now set to be fully restored by marque specialist CMC.

Managing Director Nick Goldthorp said: "We found Chassis No. 15 at end of last year in Cernay, a town close to the border with Germany and about two hours away from Paris. It had been owned by the same person since 1976, who dismantled it some 20 years ago. That is as far as he got.

"Unfortunately, the car was left in a barn until we found it, and was very rusty and corroded – there was even a bird's nest in the rear

quarter! This will be a full nut-and-bolt restoration, covering every aspect of the car. It will be quite a challenge, but we are looking forward to it."

The Bridgnorth firm is no stranger to restoring rare E-types, having found the 34th right-hand drive example off the line earlier in the year, and the 60th car to be built in 2013.

Goldthorp added: "It took us

some time to confirm this was the real chassis No. 860015, because apparently there was a duplicate car registered with the same number.

After thoroughly checking it with the DVLA and the Jaguar Daimler Heritage Trust, we were able to confirm that this was the 15th E-Type fhc that left the production line in 1961."

The restoration is expected to be completed by July 2015.



CLASSIC MOTOR CARS
LIMITED





Article by John James

ENTENTE CORDIALE TOUR 2014

It is with a degree of sadness that I write this report at the recent request of Lynne Beadle.

The end of an era, this was the twentieth and the final annual tour to France jointly organised by Kelsey publishing and several members of the Jaguar Enthusiast Club.

I can remember asking my wife Janet twenty years ago if she fancied a tour to France on the very first "Entente" and I'm very pleased to say she responded positively. We enjoyed ourselves so much that we have taken part in all but one tour due to a family commitment and consequently on the final tour we were presented with a very nice leaping cat trophy for having attended more tours than any other crew.

Janet and I have been rallying and touring with many different classic car clubs and organisations for about forty years and have since the first tour have always had a soft

spot for the "Entente" as it became fondly called. It has always been very well organised from the outset with a great organising team of marshals and breakdown crews.

We have visited some wonderful places over the years with beautiful countryside and have made some wonderful friendships with some very nice people including all the organising team.

This year's tour was to the "Compiègne and Champagne region" where it all started back twenty years ago. There were 110 cars in total with very enjoyable visits to Sericourt and Pierrefonds where we displayed our cars whilst we visited the town and the wonderful Chateau;

further visits included the Palais at Compiègne and a very wet visit to Claude Monet's garden at Giverny. On day five of the tour we moved hotels from Compiègne to Reims with a visit to the medieval town of Laon and the old Reims race circuit pits en route. The second part of the tour based at Reims was far more relaxed with less driving and more free time for site seeing visiting the wonderful cathedral and of course sampling the local wines just sitting in the sunshine watching the world go by.

On the last evening at Reims we were collected at our hotels by coach and transported to the Pommery Champagne House for the tour finale. We had a wonderful evening



with a champagne reception and dinner ending with the usual prize giving ceremony.

Our final day saw us leave Reims on a mix of motorway and D roads in order to make our final visit of the tour which is the museum at La Coupole which is a huge fortified concrete bunker where the V2 rockets were constructed, quite an

amazing place. We then drove directly to Calais for our final "Entente Cordiale" ferry crossing, it was quite emotional saying our goodbyes to our fellow "Ententees" and the organising team and breakdown crews. All I can say now is a huge thank you once again to everyone involved and Janet and I sincerely wish you all well and we hope to

meet up in the future. I finish as I started, the end of an era.

Au revoir "Entente Cordiale"

John and Janet James. (South Wales)

Incidentally the three cars from our Cardiff region (Janet and I in the XK140, Bob and Pat in the E type and Stuart and Jen in their E Type) performed very well with no problems thankfully.



JOHN JAMES

← POLITICALLY CORRECT SINCE THE 50'S

not Hello everyone.

Sorry I did not contribute to last month's newsletter I was away enjoying myself on the final "Entente Cordiale" I'm sure no one noticed my article was missing as there was so much good content now there are so many events happening almost every week.

One article I did really enjoy was the one by Nigel Wilcox and of course it was nice to see some of the pictures of The Wedding of the Year of our young editor Andy and his lovely bride Heather.

Returning from France on the Friday Janet and I decided to go

along to Berkeley Castle in the Mk 2 with our grandson Aron, along with Bob and Pat in their E-Type where we joined a few other members on the show field, a very pleasant day.

The following week saw a number of us travel up to the 30th anniversary celebrations of JEC at Thoresby Hall,

near Nottingham and we all had a great time in some of the best weather this Summer, Take a look at the wonderful shirt our editor was wearing one evening, I think he now models for Gucci or was it peacocks?

The next event I attended was the Action Day sponsored by

Classic and Sportscar magazine, due to the weather forecast I decided to go along in the X300 but as it happened the day turned out to be very hot with sunshine most of the day.



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HARRY METCALFE TALKS JLR SPECIAL OPS

JLR'S LATEST RECRUIT PUTS HIS MONEY WHERE HIS MOUTH IS AND ORDERS A PROJECT 7 F-TYPE

While ogling Jaguar's production-ready F-Type Project 7 in the Goodwood sunshine, PH bumped into former evo figure-head Harry Metcalfe, who now works as a consultant for JLR Special Operations. This is one of the projects that's been keeping him busy - and it sounds like he's pleased with the result.

So much so, he's actually bought one! "I've got my order in," he told us. Guess that's a perk of working for JLR's crack new special cars division, although it does also show how much belief he has in the new operation: he's literally putting his six-figure money where his mouth is by buying the first production-ready vehicle from the new division.

It's a crucial car to get right. "It's important that this car makes a statement", Harry told us - explaining that the SO division represents a modern form of specialism that's more advanced than the slightly

'route one' approach of, say, AMG. Most performance brands can only really do that - make fast, focused cars - and it's only now that they're trying to expand their portfolio.

"With Special Operations, we're starting out with a much broader reach - these days, you can't just be all about high performance." JLR Special Operations will thus be covering high-spec vehicles which will include high performance models, but also ultra-luxury models and limited-run collector's editions (like Project 7).

In addition, it will take on truly bespoke commissions, offer heritage services including vehicle recreations (like the new Lightweight E-Type series) and produce a new range of branded goods. A genuine 150 strong standalone business unit, it will even get its own home in the West Midlands, at a to be confirmed location.

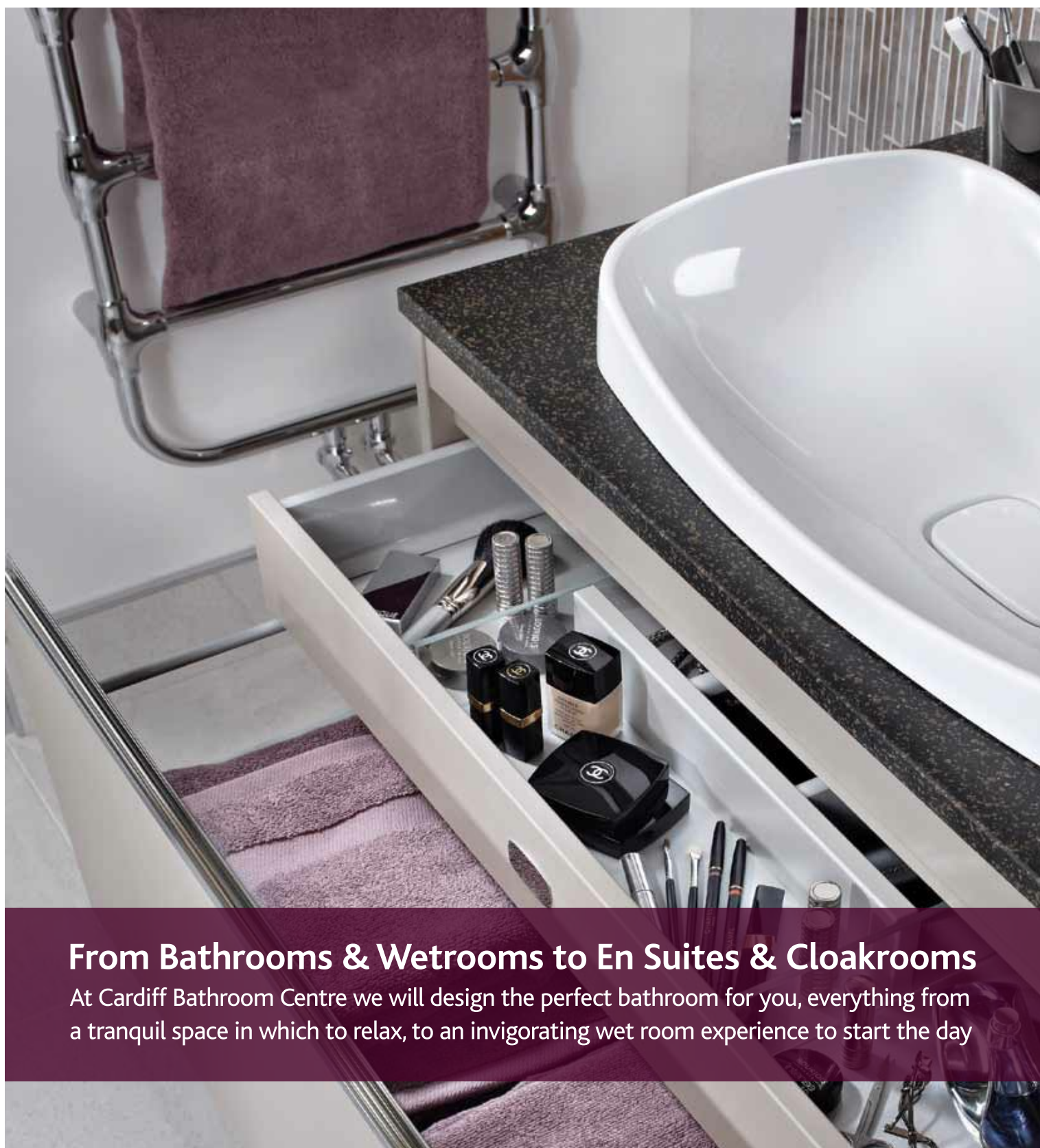
Harry's particularly excited about the SO leader JLR has head-hunted - Paul Newsome (who'll work under MD John Edwards). He's the

man that did the C-X75 but, more recently, has worked on Nissan's GT-R NISMO Nurburgring time attack car plus a whole host of other projects including Formula E. "Paul will make a huge difference here," said Harry. "He simply has a different way of thinking - he brings the F1 mentality of speed, precision and technological skill to the division." Indeed, this is how Special Operations has been able to produce Project 7 so quickly (it took just 12 months): the scale of what Jaguar's been able to do in such a short space of time backs up Harry's claim that Newsome brings something exciting to JLR SO.

But back to his own Project 7. Any plans? Well, it seems cross-continent European touring is on the agenda. "It's front-engined, has a decent boot (it's 196 litres...) - I love how usable it is." Indeed, stowable Bimini roof has required yet more bespoke engineering, and is more proof of SO's attention to detail, but is another reason why Project 7 appeals to customers such as Harry.

What colour though, Harry? "Ah, I'm not letting on just yet!"





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Article by Patrick Paternie
Article From www.newportconvertible.com

NCE JAGUAR XJ A CONVERTIBLE ODDITY GET SOME WIND IN YOUR HAIR - OR TOUPEE!

Odds are the person who coined the phrase “relegated to the backseat” spent more than a few miles riding in the back of a convertible. It’s often a miserable place thanks to incessant wind, constant noise and typically cramped quarters.

Then there’s the backseat of Newport Convertible Engineering’s (NCE) Jaguar XJ convertible. It’s still wind-blown and loud in back, but in this convertible there’s plenty of room to stretch out. So even if you don’t necessarily feel comfortable, you’ll look as if you are.

An Interesting Perspective

The first time we take a good look at this soft-top 2011 NCE Jaguar XJL it’s from the rear. It’s not the most flattering angle to begin with, given the already controversial shape of the standard taillights, which are usually mitigated somewhat by the sweeping C-pillars.

Replacing those metal

C-pillars and sloping rear glass with a convertible top only exaggerates the height of the rear end. The result is a not very flattering bustle like rear quarters, reminiscent of the Murano Cross Cabriolet, or Kim Kardashian depending on your preferred frame of reference.

The view improves dramatically from the side. Newport’s Al Zadeh definitely got his sums right with

the secret formula he has devised over the years to make the top sit as low as possible without interfering with its ease of operation. Zadeh fabricated an aluminium header to allow the top to mate seamlessly with the stock windshield frame. From there, a gentle arch maintains headroom as the top flows smoothly into the car’s rear flanks. From a distance, it almost looks like a vinyl-covered roof, for better or worse.

Top down, the side view remains pretty sleek, marred somewhat by the protrusion of the B-pillars and attendant roll bar. Even if you were willing to sacrifice safety for appearance’s sake, the B-pillars are still





a necessity because they carry the tracks for the power windows.

Given the pedigree of our ride, we chose to cruise along some of Orange County's most affluent waterfront communities to assess the Jag's impression on the area's automotive fashionistas. The car drew admiring looks and comments. What surprised us, however, was that almost no one recognized it as a Jaguar. Most thought it was a concept car.

Cruising Vessel

And what was it like to drive? About how you would think a Jaguar XJL with a convertible top would drive. On rough surfaces, there was some vibration transmitted through the steering column but no cowl shake, top up or down. When raised, the top structure exhibited some shake when we passed over larger bumps. Overall the ride was smooth and quiet with no creaks, groans or wind whistling.

Zadeh considered its conversion the biggest challenge of his nearly 30-year career.

Our biggest issue was coping with limited rear vision through the small oval-shaped glass rear window. Still, that was better than peering over the bulge of the top when lowered. Given the top's overall length, we don't think Zadeh could have mounted it any lower, but it still protrudes enough to impede rear vision, including the rear three-quarters view.

With such limited vision from the driver seat, we decided to try out the backseat. Thanks to the

unchanged rear doors and the abundant legroom, getting in and out was a breeze. Headroom is not compromised at all with the top raised either. It features three-layer construction that consists of a soft suede headliner, foam insulation and an exterior covering of German canvas.

Lower the top and the experience feels absolutely regal. Just settle back and cruise elegantly along as the rest of the world rolls past. From the backseat, the XJL provides one of the best convertible rides on the planet.

The 99 Percent Solution

"My objective was to keep the car as original as possible," Zadeh had told us. "Ninety-nine percent of the cars need some alteration of the rear seats; not on this car, it is all intact," he declared.

Most of the trunk is intact as well, leaving a generous amount of space even when the top is lowered. Because of the Jaguar's unique aerospace-style construction of bonded and riveted aluminium, Zadeh considered its conversion the biggest challenge of his nearly 30-year career. He used aluminium sheeting and tubing to build up a box frame that runs along the rocker panels to maintain stiffness after removing the car's huge panoramic roof.

At the rear he added an aluminium platform that bolts into the trunk to support the base of the top along with its operating hardware and hydraulics. And of course the big roll bar that lines up with the B-pillars. According to Newport, the



convertible conversion weighs a mere 40 pounds more than the stock sedan.

The 99 Percent Solution

The 2011 NCE Jaguar XJL Convertible will run you \$49,000 plus the cost of the stock sedan. So you're talking \$130,000 to start. That includes a three-year warranty that can also be extended to five years.

To enjoy it fully, though, you should also consider a driver. It's the only way to fully appreciate how enjoyable it is to ride in the backseat of this convertible. Yeah, there's still some wind and considerable noise, but you can't match the view.



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Article by Colin Masterson
& Andy Webber

JAGUAR ENTHUSIASTS CLUB 30TH ANNIVERSARY THORESBY HALL 2014



Arriving at Colin Manconi's we had the usual task of loading up the cars with the luggage that the XJ220 can't take - for a 'super car' they're not very practical!

Colin Masterson had plotted a route and found a great little pub not far from Thoresby with what turned out to be great parking and food. This was welcome as we'd started off at 10am and were very peckish. It was good to have our new member Mark and his wife Eve along on their first Jaguar rally; hopefully many more will follow in their seafrost XK8. There was only

one slight detour when Colin Masterson thought he knew better than the sat nav and turned the opposite direction - please also ask Colin about how he personalised his sat nav!

We found Thoresby Hall and pulled into a car park that was already full of Jaguars from all era's. It was a car show itself just walking around the car park.

continued on page 18 >

A champagne drinks reception was held on the Friday evening where event programmes including a little on the club history and JEC event plaques were given out. This had a fantastic setting, right outside the old house overlooking the lawns and countryside with our show field to the left. It was a terrific evening made even better by the glorious sunshine. On the Saturday some of us visited Hardwick House whose car park was practically a dry run of Sundays show - obviously many JEC members had had the same idea! This was very interesting and was owned by the richest woman in Britain at the time - how did she get to be so rich I hear you ask? She married very well 4 times!! The walls are draped in tapestries that cost up to £200k to be dry-cleaned and even in the 1600's cost £370 each!

Anyhow enough culture and back to cars. Sunday was an early start with Andy and Heather starting their marshalling duties at 8.30 with the field filling up very quickly. Andy was at the main entrance off the main road and the convoys of Jags arriving had him grinning from ear to ear. Approximately 1300 members had made the trip in the sunshine and the field was full of Jags.

We shared our spot on the show field with the Three Counties Region, who brought their marquee, which was handy as we had little room in our cars for our own.

Whilst Andy was busy on the gate, the two Colin's and John were involved in judging the various classes of Pride and Joy, the rules of which are more lenient than for concourse. As well as overall condition we were looking to see reasonable annual mileages (so no trailer queens allowed!), and evidence of work done to the car, preferably by the owner. The Time Line included Colin's 1994 XJ220 and started with a lovely Austin Severn Swallow, seen regularly on the Entente Cordiale, to latest F Types, a convertible and the new coupe. The Austin Swallow was a significant car in the History of Jaguar: In 1927, William Lyons, co-founder of the Swallow Sidecar Company, saw the commercial potential of producing a re-bodied Austin 7. Lyons commissioned the talented coach-builder Cyril Holland to produce a distinctive open tourer: the Austin Seven Swallow. With its bright two-



tone colour scheme and a style befitting more expensive cars of the time, together with its low cost (£175), the Swallow proved popular and was followed in 1928 by a saloon version: the Austin Seven Swallow Saloon. Approximately 3,500 bodies of various styles were produced up until 1932, when Lyons started making complete cars under the SS brand.

Such was the demand for the Austin Seven Swallows that Lyons was forced to move in 1928 from Blackpool to new premises in Coventry. It was, in part, the success of the

Swallows that laid the foundations of what was to become, by 1945, Jaguar Cars. Of the Austin 7 register, which currently contains 10,300 vehicles, only 150 are Austin Swallows (of the 3,500 built).

Mind you, I read the other day that only 674 Morris Marinas still exist of 800,000 built, less than 0.1% - I wonder why!

There were several cars that deserve a special mention. The racing history of the D Type, XKD 505, registered 774 RW, is well known and is more fully described in an article,





duck herding and jousting keeping the junior JEC members entertained. There were also a number of stalls including a Jaguar UK stand with an F-Type and SNG Barratts' new Tepee looking rather striking.

It was great to see Norman Dewis signing copies of his book and taking in the cars of the show. Being a nationwide gathering gave us the opportunity to catch up with many members from other regions that we only see occasionally.

Finally, a big thanks to all those at the JEC involved in organising this show, it really was a show worthy of a 30th anniversary.

more photos on page 21 >

the second part of which is to found in this magazine and forms part of the magic that is behind the history of Jaguar itself. As a footnote it may be worth mentioning the controversy surrounding the provenance of the car due to the way the factory had the habit of reusing various components in rebuilding cars following races: Nigel Webb, the world's foremost collector of Hawthorn memorabilia, acquired the car at the Rockingham auction in 2001, but it took two sets of solicitors to agree on the programme wording. The final words were:- "a wonderful evocation of the 1955 Le Mans winning D type". The price paid for the car (which I believe was £440,000) reflected the doubts as to its authenticity. The car races and gives pleasure to thousands and such luminaries as the Earl of March accept it as a historic race car so let it rest there.

Another other car near to the D Type was the Jaguar XKSS (reg no MVC 558) a road-going version of the Jaguar D-Type racing car. After Jaguar withdrew from racing the company offered the remaining, unfinished chassis as the road-going Jaguar XKSS, by making changes to the racers: adding an extra seat, another door, a full-width windscreen, small bumpers and a folding top, as concessions to practicality and to meet legal requirements. However, on the evening of 12 February 1957, a fire broke out at the Browns Lane

plant destroying nine of the twenty-five cars that had already been completed or were semi-completed. Production is thought to have included 53 customer D-types, 18 factory team cars, and 16 XKSS versions. The American film actor Steve McQueen owned a Jaguar XKSS for personal use and it was one of his favourite cars. It was painted British racing green. He referred to the car as the "Green Rat".

The event also had some entertainment for the whole family with



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

JAGUAR S-TYPE

THE PERFECT GETAWAY CAR

Stylish and fast, the S-type saloon was beloved of film and TV stars but it came into its own if you were planning a bank job.

"Very nice car, Terry. Very good steal," growls Richard Burton in the film *Villain* as he appraises his driver's 3.8-litre S-type.

Prior to this underrated 1971 crime drama (below), the Jaguar's main cinematic claim to fame was as a police car in the chase that opened 1967's *Robbery*, but the sight of Burton & Co using the S-type for a wages snatch in Bracknell sealed its image for a generation.

It has to be said that the S-type was virtually unsurpassed as a getaway car; the boot was larger than the Mk2's, it was more manoeuvrable than a Rover P5 and faster than a Vanden Plas 3-Litre or Humber Super Snipe.

By 1974 a gun-runner's black S-type was being pursued through Kent by the hero's white Range Rover in *Callan*, while stunt maestro Peter Brayham leapt a silver example over Tower Bridge in the John Wayne vehicle *Brannigan*. Brayham went on to supervise the fleet of very ill

maintained Jaguars much favoured by hoods in *The Sweeney*, and his work on the episode *Stoppo Driver* set standards that major Hollywood productions would struggle to reach.

In its heyday, the S-type was a car of glamour, moving in circles far removed from actors and stuntmen clad in bomber jackets and sporting long sideboards on a bomb site in south-west London. When it debuted in October 1963 it was an object of desire, becoming the transport of choice for such stars as Patrick MacNee, Tom Jones and Simon Dee.

Its origins date from 1961, when Jaguar decided to bridge the gulf between the Mk2 range and the vast MkX saloon with a model that would combine the independent rear suspension of the latter with the narrow track of the former. Power was from the famed 3.4- and 3.8-litre, straight-six engines and there was more headroom than in the Mk2, slightly more rear legroom plus better heating and ventilation.

The real disadvantage compared with the older Jaguar compact was the styling – the Mk2-style nose was as handsome as ever but the elongated boot and the slightly flattened roofline made it look awkward.





By 1965 the S-type was the most popular four-door Jaguar and in 1966 the line-up was augmented by the 420, which combined a twin-carburettor 4.2-litre XK engine with a MkX-style nose.

Even more luxurious, the Daimler Sovereign was offered in the following year, a car which many still regard as one of Jaguar's best saloons, while the Metropolitan Police in London took delivery of the first of more than 80 S-types used for traffic (white livery) and area (black livery) duties. Ironically, the police-specification hardboard dashboard and plastic interior required special tooling which resulted in higher prices than the standard model.

The introduction of the XJ6 in late 1968 led to the demise of nearly all other Jag saloons and for too many years the S-type was regarded as a stopgap. It is only in more recent years that classically minded motorists have come to realise that any



S-type, be it a 3.4-litre with overdrive and manual steering, or a 3.8S with Borg Warner transmission and PAS, offers a superlative combination of town car, sports car and cruiser. A Jaguar S-type is a classic car that looks right in all circumstances - even

when wearing a stocking over your head in the middle of a Berkshire industrial estate.



humour

Members jokes & anecdotes

THE SURGEON

A mechanic was removing a cylinder head from the motor of a Harley motorcycle when he spotted a well-known heart surgeon in his shop.

The surgeon was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage, "Hey, Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag. "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same work?"

The surgeon paused, smiled, leaned over, and whispered to the mechanic... "Try doing it with the engine running"

THE YOUNG NUN

A young nun who worked for a local home healthcare agency was out making her rounds when she ran out of gas. As luck would have it there was a gas station just one block away. She walked to the station to borrow a can with enough gas to start the car and drive to the station for a fill up. The attendant regretfully told her that the only gas can he owned had just been loaned out, but if she would care to wait he was sure it would be back shortly.

Since the nun was on the way to see a patient she decided not to wait and walked back to her car. After looking through her car for something to carry to the station to fill with gas, she spotted a bedpan she was taking to the patient. Always resourceful, she carried it to the station, filled it with gasoline, and carried it back to her car.

As she was pouring the gas into the tank of her car two men

watched her from across the street. One of them turned to the other and said, "If that car starts, I'll go to church every Sunday for the rest of my life!"

SHE NEEDS A NEW CAP

The other day I was in the local auto parts store. A lady came in and asked for a seven ten cap.

We all looked at each other and one of the service guys asked, "What's a seven ten cap?" She replied, "You know, it's right on the engine. Mine got lost somehow and I need a new one."

"What kind of car do you drive?" another guy asked. (Thinking that perhaps she drove an old Datsun Seven Ten.) The lady replied, "I drive a Buick." We asked her how big is the cap. She made a circle with her hands about 3 1/2 inches in diameter.

"What does it do?" asked one of the service guys. She replied, "I don't know, but it's always been there."

One of the guys gave her a note pad and asked her if she could draw a picture of it. So she made a circle about 3 1/2 inches in diameter and in the center she wrote 710.

As she was drawing, the guys behind the counter looked at it upside down and they fell behind the counter laughing their heads off. (Directions: Draw a circle and write 710 in the center. Now look at it upside down.) Dope slap!

IT'S ILLEGAL!

Five Englishmen in an Audi Quattro arrive at the Italian border. The Italian Customs agent stops them and says, "It's illegal to put 5 people in a Quattro."

"What do you mean it's illegal?" ask the Englishmen.

"Quattro means four," replies the Italian official.

"Quattro is just the name of the automobile," the Englishmen retort disbelievingly. "Look at the papers: this car is designed to carry 5

persons."

"You can't pull that one on me," replies the Italian customs agent. "Quattro means four. You have five people in your car and you are therefore breaking the law."

The Englishmen replies angrily, "You idiot! Call your supervisor over—I want to speak to someone with more intelligence!"

"Sorry," responds the Italian official, "he can't come. He's busy with 2 guys in a Fiat Uno."

DEAD AGAIN

A funeral service is held for a woman who just passed away. As the pallbearers carry the casket out, they accidentally bump into a wall.

They hear a faint moan. They open the casket and find that the woman is actually alive.

She lives for 10 more years and then dies. They have another funeral for her. At the end of the service, the pallbearers carry out the casket.

As they are walking, the husband cries out, "Watch out for the wall!"

DISEASE

A newlywed couple on their honeymoon prepares to see each other naked for the first time.

The husband exposes his knotted and twisted feet. He explains, "I had polio as a child."

The wife asks if he means polio. He says, "No, it only affects the toes."

He removes his pants and reveals deformed knees. He admits, "I had kneesles, too."

Finally, he pulls off his boxers. In shock, the woman gasps, "Oh no -- smallcox, too!"

OUT OF PETROL

A motorist ran out of petrol on a lonely road late one night. He noticed a light in the window of a solitary farmhouse, and made his way across the fields towards it. His knock was answered by a very attractive lady.

"I'm sorry to bother you," he said, "but I've run out of petrol and I wonder if you could put me up for the night"

"Well, I'm all alone here," said the lady, "I suppose it will be all right."

She showed him to a beautiful

little bedroom with a large double bed, and said goodnight. The motorist undressed and settled down, but he found it difficult to sleep for thoughts of his beautiful hostess. After about half an hour, there was a tap on his bedroom door.

'Come in,' he said... expectantly.

The door opened and in came the lady in a flimsy negligee, her long brown hair gleaming in the moonlight. 'Would you like company?' she asked in a soft voice

'Yes, I would,' said the motorist, hardly able to believe his luck.

'Good,' said the lady. 'Another motorist has broken down and wants me to put him up for the night.'

THE DEVIL IN CHURCH

One Sunday morning, Satan appeared before a small town congregation. Everyone started screaming and running for the front church door, trampling each other in a frantic effort to get away.

Soon, everyone was gone, except for an elderly gentleman who sat calmly. Satan walked up to the man and said, "Don't you know who I am?"

The man replied, "Yep, sure do."

Satan asked, "Aren't you going to run?"

"Nope, sure ain't," said the man.

Perturbed, Satan asked, "Why aren't you afraid of me?"

The man calmly replied, "Been married to your sister for over 48 years!"



REDNECK SON

Dearest Redneck Son,

I'm writing this slow because I know you can't read fast. We don't live where we did when you left

home. Your dad read in the newspaper that most accidents happen within 20 miles of your home, so we moved. I won't be able to send you the address because the last West Virginia family that lived here took the house numbers when they moved so they wouldn't have to change their address.

This place is really nice. It even has a washing machine. I'm not sure about it. I put a load of clothes in and pulled the chain. We haven't seen them since.

The weather isn't bad here. It only rained twice last week; the first time for three days and the second time for four days.

About that coat you wanted me to send; your Uncle Billy Bob said it would be too heavy to send in the mail with the buttons on, so we cut them off and put them in the pockets.

Bubba locked his keys in the car yesterday. We were really worried because it took him two hours to get me and your father out.

Your sister had a baby this morning, but I haven't found out what it is yet so I don't know if you are an aunt or uncle.

Uncle Bobby Ray fell into a whiskey vat last week. Some men tried to pull him out but he fought them off and drowned. We had him cremated, he burned for three days.

Three of your friends went off a bridge in a pickup truck. Butch was driving. He rolled down the window and swam to safety. Your other two friends were in the back. They drowned because they couldn't get the tailgate down.

There isn't much more news at this time. Nothing much out of the normal has happened.

Your Favorite Aunt,
Mom

DEAR DEIRDRE

For some time I have suspected that my wife is having an affair. She has been "working late" regularly recently and always seems to get dropped off at home late at night.

I have been wondering how to prove this and last night I had a brainwave. I got my Triumph Bonneville motorcycle out of the garage and parked it in the drive. When I knew it was about time for my wife to return, I crouched behind it to wait.

Sure enough, my wife was

brought home by her boss, I recognised the car. They spent some time together parked at the side of the road in his car before she got out and came to the house. Unfortunately I couldn't quite see what they were doing in there.

Here is my question: While I was waiting behind the bike, I noticed a small oil leak from the cylinder head. Can I leave this until the next service, or should I get it dealt with now?

THE LAUGHING HORSE

A farmer walks into a bar with a horse. He says, "I will give any of you \$1,000 if you can make my horse laugh."

A man yells, "I'll take that bet," and leads the horse into the men's room.

After a couple seconds, a loud braying laugh is heard from behind the door. The farmer screams to the man, "OK, I'll give you \$2,000 if you can make my horse cry."

The man shouts, "You're on!" After a few more seconds, the man exits with the horse trudging behind him with tears streaming down his long-snout. Flabbergasted, the farmer asks, "How did you do it?"

The man replies, "I said that my d**k was bigger than his and he laughed. Then I showed it to him."

TRAFFIC ALERT

44 tonner just gone over on the M6 this morning. Bottles and jars of Vicks Sinex and Friars Balsam all over the northbound track.

Motorway police say they're not expecting any congestion.

IKEA JOB INTERVIEW



WE NEED YOUR JOKES!

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



Article by Colin Manconi

CASTLE COOMBE

CLASSIC & RETRO ACTION DAY

We attend this show every year and as usual meet up at the lay by on the Chepstow turn off by the old Seven Bridge. Dave Fisher, XK8, Keith Ryall, XK140, Paul Cogdon, E-Type, Nigel Wilcox, Doretti, and myself, E-Type arrived at 8.15 ready for an 8.30 start. Bob Lush, E-Type, then arrived but had problems with his wiper motor not working on the way up so he said he would go back home change cars and meet us later.

The weather forecast was not very good and as I passed the Magor Services the heavens opened with rain so heavy that I had to slow down. By the time we left the lay by the rain had stopped and as we passed over the Seven Bridge the road was dry. It seems that the heavy showers were very localised.

I had asked for our usual spot in the centre of the grass area, it allows us to put the 'Event Shelter' up securely. As we started erecting the shelter John James arrived in his XJ. He had just missed us at the Seven

Bridge. Paul soon had the bacon rolls cooking and at that moment as we were eating them Bob arrived in his E-Type. He had managed to make a temporary repair to his wipers.

So we now had seven cars on the stand. Seven cars are well down on the number we usually have but it still gave us a nice stand.

There is always plenty to do at this event, even though there were only a couple of auto jumble stands. There are always a large

number of Classic Car Club stands, over 65 this year with some very interesting cars on them.

We then decided to walk over and look at the various cars. After looking at the darkening sky we all decided to take our coats and umbrellas.

It was a good job we did because as we reached the auto jumble stands the heavens opened. Mother Nature brought thunder, lightning, heavy rain and even hail. The roads and circuit flooded. We all spent a long time in the auto jumble tents making it look like we wanted to purchase something so not to have to go out in the torrential rain. Then it stopped raining and the sun





came out and within the hour everything was drying up. The roofs came off the convertible cars and we had a lovely dry sunny afternoon.

The Action Day itself is all about giving you the option to take your car onto the circuit. It is split into a number of different classes, these are:

Classic & Retro:

All Classic and Retro Cars

Pre 1970s:

Cars manufactured prior to 1970

Pre 1990s:

Cars manufactured prior to 1990

Japanese Classics:

Japanese cars manufactured prior to 2000

Modern Classics:

Cars manufactured prior to 2000

Tax Exempt:

Cars manufactured prior to 1974 (pace car speed limited to 50mph)

Parade:

Behind safety car (speed limited to 50mph) no overtaking

Fast Parade:

Behind safety car (Speed set at roughly 70mph) no overtaking

Classic Cruise:

All Classics (up to 200 classics on track speed limited to 30mph)

Mixed:

Open session all cars

So you can see that there is a lot going on and for a small fee you can take your car out onto the circuit.

After braving the elements during the morning, members of the 65 clubs in attendance enjoyed a 'classic cruise' around the circuit as the sun joined the festivities for an afternoon of track action.

With the afternoon divided into various sessions dependant on the age of the marque, the circuit saw everything from early Fords to modern classic Mercedes in fast paced track sessions and slower parade laps.

Jo Sparrow, Marketing and Events Manager at Castle Combe, said: "No one could have predicted the horrendous weather during the morning or the Great British spirit of

the owners who decided that they'd brought their cars out so they were going to enjoy them! The minute the rain stopped, everyone took to the circuit with great enthusiasm and helped to make the rest of the event most enjoyable."

Paul put the barbeque back on at lunch time and we had a couple of beef burgers each. The weather was forecast to change again after 4pm so at 3.30 we decided to take down the Event Shelter down as it had by now dried out. The sky was still blue with just a few clouds in the distance so we decided to leave a bit earlier than normal. Some of us with convertibles decided to leave the roofs down. Big mistake! It was fine until we were passing Bristol on the M4 then it became darker and darker. Cars coming towards us had their headlights on and wipers going like mad. Then another heavy rain storm started. The faster you go in a convertible when it is raining the more the rain blows over the top of the car leaving you reasonable dry. 70 mph is the best speed but all of a sudden the cars in front started slowing and the 60mph warning signs started to flash. A steady 60mph is ok but I was praying that we did not go any slower or even come to a stop. You can imagine the looks we were getting from other motorists as we blasted passed in the outside lane in torrential rain trying to look like we didn't need roofs on our cars. Then the rain stopped and we had a good run home.



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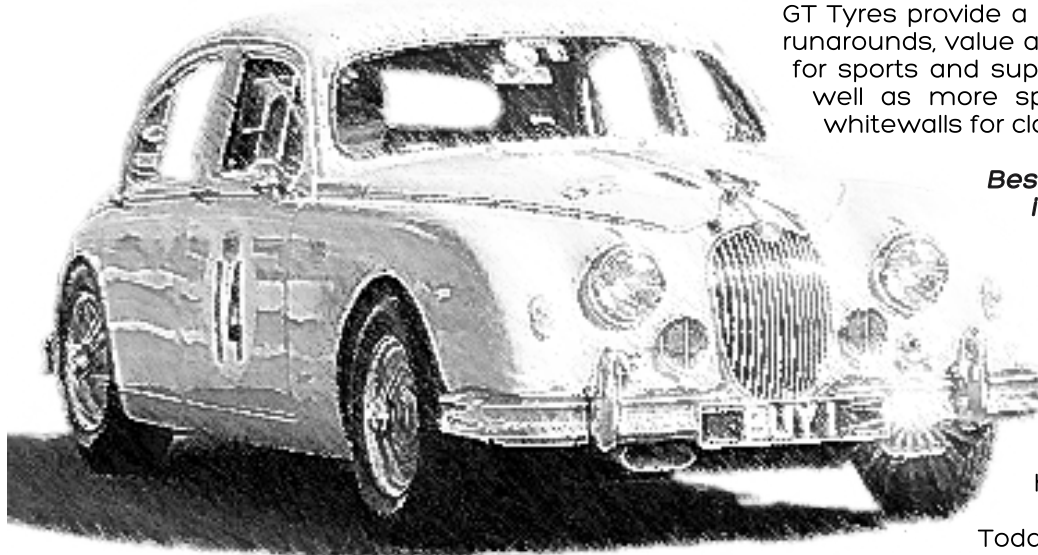
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Article by Colin Masterson

LE MANS WINNING D-TYPE XKD505 PART 2 OF 2

BY COLIN MASTERSON

Extracts Derived from an article by Ed McDonough in *Vintage Racers* (an American magazine) March 2006

Not only did this car win Le Mans, but it was also unique in that it didn't race again in period.

It was due to be run by Hawthorn in the sports car race at the British Grand Prix meeting at Aintree, but was withdrawn and replaced by XKD 506. At the factory, it was overhauled and fitted with a de Dion rear suspension.

Norman Dewis said: "I did the development on that but it didn't work. We couldn't get it right so it came off. I did a lot on the fuel injection systems and drove it a lot for fire testing for Dunlop. We used to come to Silverstone with that car and I would do blindfold tests. You bring the car in and go away and, when you come back, there are covers on the tires so the driver doesn't know what he's got. I would go out and come back and give my comments. Sometimes they would increase the tire pressures without telling you, or sometimes they would slip on a Pirelli tire."

The car practiced at the Dundrod Tourist Trophy, but again was withdrawn. For Easter 1956, a rear-axle oil sump was tried, but again it didn't race. Hawthorn and Jack Fairman tested at Silverstone but Fairman crashed in September 1956. Repaired, Hawthorn and Bueb tested it again with independent rear suspension, which Dewis continued to develop into 1957 along with brake and brake-cooling improvements. Dewis was involved into 1958 by which time

this car had done more mileage than any other D-Type. The car was eventually sold and rebuilt with many new parts in the 1970s by Lynx. Norman Dewis argues that in addition to the presence of the chassis number, the car retains recognizable original components. Of course, it was a development car so it was undergoing change all the time.

When it passed into the hands of Nigel Webb, he respected the history but wanted to see it continue racing, which it has, and this involved some use of modern parts. The engine size rose to 3.8-liters in 1956 and most of the existing cars are now to that specification.



Driving the Le Mans winner

XKD 50S' s owner, Nigel Webb, leaves the car e of his prize to Jaguar specialists John and Gary Pearson, both very capable racing drivers. This car is no historic museum piece as enthusiasts know, and not only has it returned to Le Mans for the Classic, but in 2002, Win Percy brought it home the winner. Grand Prix driver Johnny Herbert has also run it very hard indeed, thrilling thousands at Goodwood.

However, for this occasion, the team assembled at a BRDC test day at Silverstone, with the unexpected sun drying a wet track and remaining bright all day. Norman Dewis was also imported to brighten the occasion, the Jaguar test driver was fit and still a tough driver ... 50 years after Le Mans! His brief was to bring XKD SOS's history to life and to teach me about driving a D-Type.

Norman Dewis: "This D-Type is probably the quickest one we built and developed. It was capable of very high speed, and the handling was beautiful. It was what I called very good at the beginning but then this car did so much development work for the team that it got better and better. What you need to do is to keep an eye on the rev counter. You won't really need to go beyond 6,000 rpm, and it's important to watch the oil temperature and pressure and water temperature gauges. These are really important in long distance races and at Le Mans you got several chances a lap to do this, and as a driver you needed to do it; Also, you'll find as you move off that the acceleration comes in at about



2,500 rpm, and you feel it push you back. That all depends on the axle ratio, but I think we had a high ratio today. Just to give you an instance, in 1955 I was getting 192 mph with a high-axle ratio down the Mulsanne Straight.

"Those are the key things to watch. It is straightforward but you must feel the car. You won't be doing that kind of speed here at Silverstone, but the car is very stable at top speed, and relaxing to drive. There is no lift and there is no side influence because of the fin, which stabilizes it and keeps it straight. The 'long-nose' went a bit light at first but that was corrected. It did understeer on tight corners and was better on fast circuits. The fin didn't do much at 80 mph but it certainly did at 180mph. When the car was new, it was a job to

get what I call neutral steer. This car never really had oversteer, but the C-Type certainly did because the weight distribution was wrong on that. On the D-Type, we did make improvements and I think we got the balance right. You want to go into the corner with a degree of understeer and then have the oversteer come on and you control that with the throttle. I think you will find this easy to develop with this car, which made it so nice to drive. Don't let the back end slide too much because you are then losing time ... you need to try to keep it straight as possible.

"Of course, it's dry today. It's quite different in the wet, which it was at Le Mans in 1955. Then it was all down to the tires. They were those narrow tires then, not what we have now. Those tires just raced dry and wet. ... we didn't have wet tires. You needed greater concentration and used one gear higher in the wet. Instead of second in a corner in the wet, you used third. You always have to be progressive with this car, dry or wet. You don't do things suddenly-braking or accelerating-and that gets the best out of it."

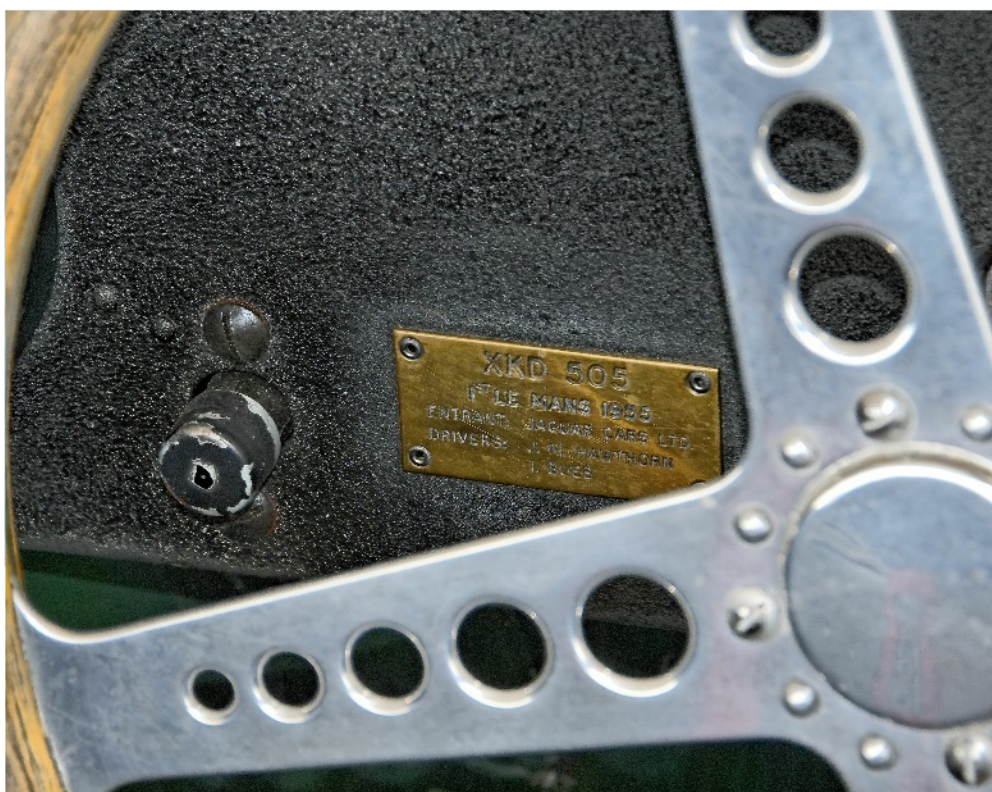
Dewis then gave a demonstration of what he had been talking about with me in the passenger seat. The circuit was dry but slippery; but that meant the tail would hang out even easier. I was impressed with the ease with which he got up to speed and started moving through traffic. I was more concerned about measuring up to his standard but he started



waving me on when it was my turn, urging me to go deeper into the corners. I caught his big grin out of the corner of my eye and then he signalled to come in. His instructions were to try a bit harder to feel what the back end could do and take all the corners with another 1,000 rpm on the clock.

Well, orders are orders. But this iconic machine was about as user friendly as anything I have experienced. I took Dewis's advice and used 2,500 rpm to get away from the pit garage. There is no synchro on first gear but other than that, the gearbox is immensely easy to use ... stiff and needing a push, a bit noisy, pure old Jaguar. The ripping sound echoed behind me rattling off the pit buildings and swept out onto the circuit. My company on the track for this session was a number of sports racers, interesting road cars, and another Le Mans icon, David Piper's Porsche 917.

It took only a few laps of the Silverstone track to find that there were no serious foibles or tricks. The car was, as Dewis said "nice to drive" and it rewarded patience. Four laps saw it pressing into Copse Corner at the end of the pit straight at 5,500 rpm, some easy braking and a flick down to third. It was slippery and felt safer in third, though I tried fourth a few times as well. If you were prepared to hold the drift, fourth was fine, but not with other traffic about. The 300 bhp was unleashed easily and, therefore, there was no fuss and no wheel-spin. Hammer up to the left at Maggotts and then immediately get on to the brakes and drop to third and just catch second turning hard right onto the return straight. The back really slides here ... don't waste time, Norman would say. This was the trick ... get the power



down as quickly as possible, but don't waste time sliding and spinning ... this is what needs practice. After some laps, I managed to find the 917 in traffic and get past on the outside into the complex, but could feel the gravel getting closer. Past the pit wall again ... no worried face: there ... that's good!

Lap after lap, XKD 505 got quicker and quicker ... and easier to push on. With no long straights, checking the gauges has to happen fast, while watching the mirrors. I see why they liked racing on long fast circuits - you get a rest there. Anything less has you working all the time. I now understood Dewis's emphasis or concentration. I would like, however, to try concentrating like this for 24 hours.

Buying A D-Type

Yes, they are occasionally on the market ... but not often, and a Le Mans winner is rarely going to appear. This car is valued at something over £1 million, but it isn't a museum piece. It is a racer. Always was, always will be. You can see it again at Le Mans for the 24-Hour Classic in 2006. (Note, this was written in 2006 and the current value of a Le Mans winner is going to be much more than your are looking at more Dick Skipworth's 1956 short nose D-Type which sold for £2.6m at the end of 2013).

Specifications (1955)

Wheelbase: 7' 6 1/2"

Track: Front-4' 2" - Rear-4' 2"

Dry weight: 1940 pounds

Suspension: Front: independent wishbone and torsion bar Rear: trailing links and torsion bar with live~ rear axle; Girling telescopic suspension dampers

Steering: Rack and pinion with 16" diameter steering wheel

Engine: Inline, 6-cylinder, hemispherical head with 2 valves per cylinder; twin overhead camshafts; seven bearing crankshaft. 3,442 cc 83 x 106 mm

Compression: 9 to 1

Power: 285 bhp @ 5,750 rpm

Carburetors: Triple Weber 45 mm double choke

Ignition: Lucas coil

Transmission: Four-speed gearbox

Clutch: Borg and Beck dry triple plate clutch

Brakes: Dunlop disk, three-pad fronts and two-pad rear; 12 1/4" diameter discs front and rear

Wheels and tires: Dunlop light alloy perforated disc, center lock wheels; 6.50 - 16" Dunlop Racing tires on 5.00 - 16" rims

Lubrication: Dry sump system





Article by Richard Aucock
Article From www.pistonheads.com

JAGUAR F-TYPE PROJECT 7, IT'S OFFICIAL LIMITED PRODUCTION RUN ANNOUNCED

It was when a Middle Eastern Sheik refused to leave a Jaguar motor show stand without an F-Type Project 7 (think blank cheque moment) that insiders realised they had to do something.

The 2013 Goodwood Festival of Speed surprise concept was overwhelmingly a car people wanted to buy - in this case, at any price. Problem was, they couldn't, as it really was just a concept. But behind the scenes, Jaguar Land Rover was working on something that could just make it possible.

Enter Special Operations, its new specialist division that's effectively a West Midlands equivalent of McLaren Special Operations. It's even run by an ex-Williams man (and former Lotus director of engineering), Paul Newsome (who only started in March - he had to complete the Formula E project first...). Suddenly Jaguar had a way to turn concept into production. And so up to 250 will now be hand-built, with deliveries

beginning in 2015. And our Sheik best be fast. "If we get 500 orders," says JLR Special Operations MD John Edwards, "there'll be 250 disappointed people."

This is JLR SO's launch firework, a car that it hopes will tell us all we need to know about the new division. Because Jaguar could have simply given us an F-Type Convertible with a bodykit, and there would likely

have been few grumbles. It's a car designed to celebrate seven Le Mans victories, doffing its cap to the D-Type, 60 years old this year. But it has to do more than look good. "Any SO car has to have integrity," says Edwards, who moved across from the top job at Land Rover to head up the new division.

For starters, Jaguar couldn't just put the concept into production. It's had to go back to the start and work out how to make the Project 7 feasible - that's why it's sprouted a huge carbon fibre front air dam, resculpted side sills and a revised rear wing. It also has a 34mm lower windscreen, and the engineering





required for that alone was enormous. Worth it though. "It helps aero slightly," says Ian Callum. "More importantly, it looks great."

Speaking of aero, the results here are remarkable. At top speed, Project 7 generates 177 per cent more downforce than the F-Type Convertible. 177 per cent!

The launch car has gained a D-Type referencing shade of green, although a colour similar to the concept's blue will be offered, along with three others: red, black, white. The graphics are standard, including the roundels on the doors and fairing. On green, blue and red cars, the accents will be white, including the D-Type-inspired white nose; on black and white, the features are grey. And the bonnet stripes? A nod to Ecurie Ecosse. "Nothing to do with me," grins Callum.

As for the fairing, "It's a D-Type cue - we make no apologies for that." It will sit behind the driver, with a complementary rollover hoop for the passenger - this was lacking on the concept car as, of course, that was a single-seater.

At 575hp the firm's never made a road car this powerful ("Yet..." adds Edwards), and 0-62mph takes 3.9 seconds, the first modern Jag to break the four-second mark. Top speed of the supercharged 5.0-litre V8 is 186mph, electronically limited. It weighs 1,585kg, 80kg less than the regular car thanks to nine new carbon fibre bits including rear deck, front splitter, seat shells and that fairing. The concept's nose panel is also carbon fibre; Newsome says if repairability costs are sensible, that'll make



it 10 parts, and save an extra 2.5kg. We hope they decide customers won't care about repairability.

And underneath? "It's engineered for track first, then the road," says Newsome. There are revised suspension knuckles and top mounts (0.5 degrees more negative camber give better turn-in and grip), unique springs and dampers, track-focused suspension geometry, enhanced steering response and standard CCM brakes (with 398mm six-pot front discs!). The spring balance has shifted to the front (50 per cent stiffer front, 8 per cent rear) and the components themselves are a race-style twin spring system. Torque vectoring and a second-generation electronic active differential are standard too. "It has quite a different feel," says Newsome.

Go on then, you're thinking: how much. Because a car this special could quite easily cost a small

fortune - after all, some are already willing to pay it. Not so: £135,000 is the mooted asking price, the same as the XKR-S GT.

Special Operations? Very, it seems. This is not only a concept car that's made production, it's one that has done so untainted, with the promise of a drive that more than matches how it looks. What a way to celebrate 60 years of the D-Type.



2014 EVENTS CALENDAR

JULY 2014

Sun 20st Sherborne Castle Classic Car Show and Rally

25 - 27th Silverstone Classic

AUGUST 2014

2 - 3rd South Gloucestershire County Show (Organised by Graham Searle)

9-10th Tortworth Vintage Steam Rally

10th 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.

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

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.

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.



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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 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!

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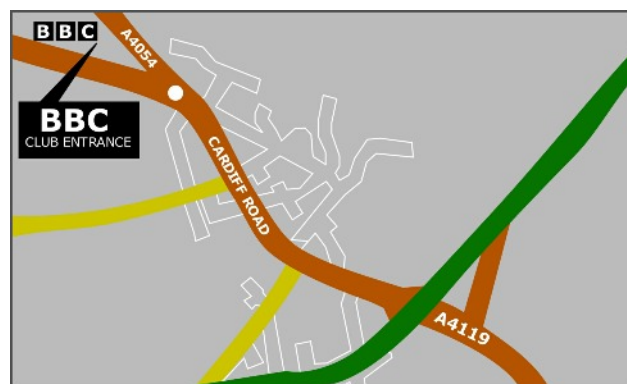
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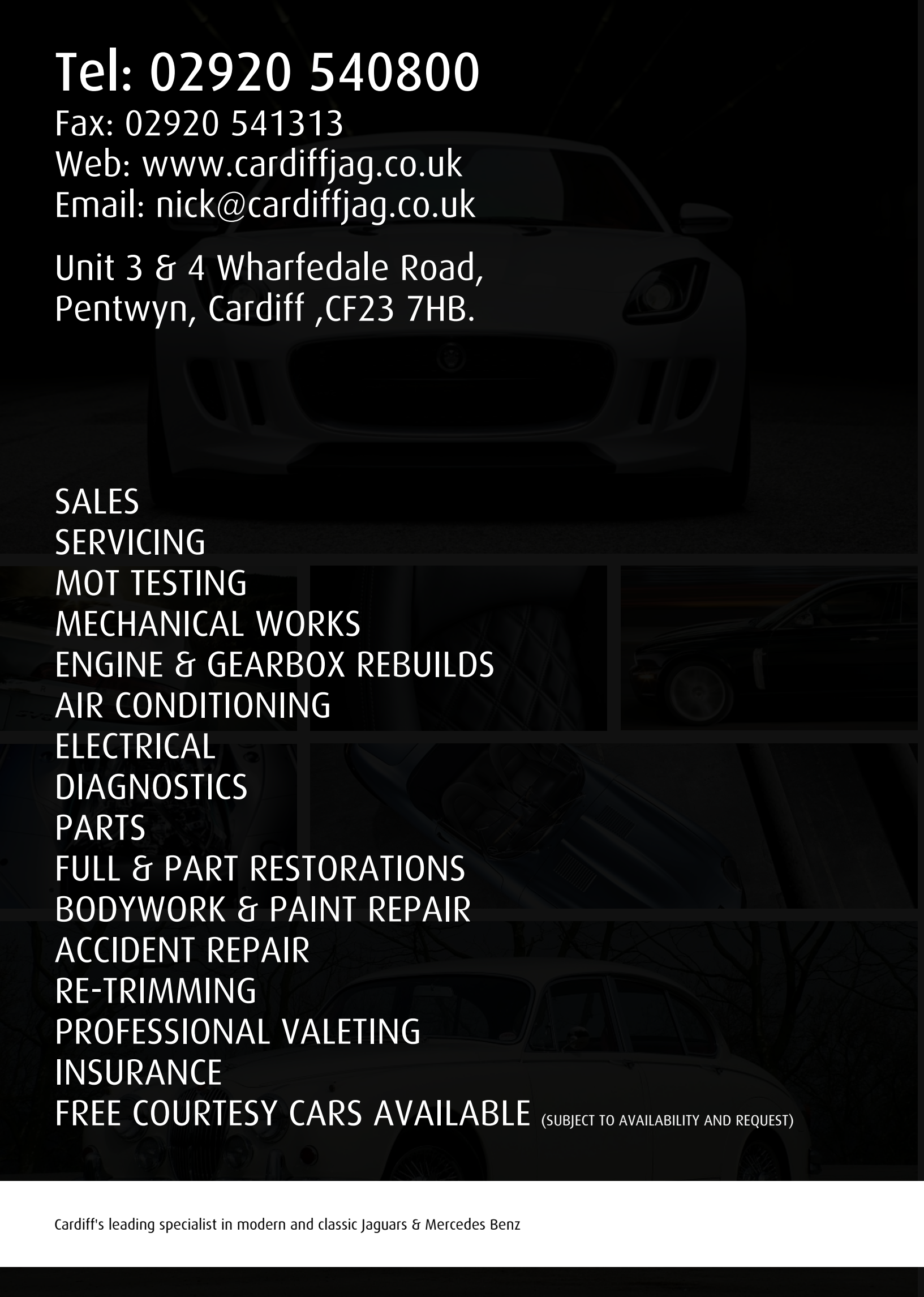
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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

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

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





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