

JAGUAR

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

Following on from a fantastic June we headed into July and August hoping that the weather continued to shine on us. Silverstone was no different and we had sunshine all weekend, which meant many ice-creams! Thanks to Messieurs Masterson, James and Fisher for buying us ice-creams! We're still waiting for our regional representative to pitch in!

Silverstone Classic was awesome as they promised it would be. There's such a diverse range of cars & with full access to the pits and paddock you really feel the racing bug. In particular it was great to see the XJ220's racing and a new blue XJ220 LeMans in the pits – Jodie Kidd had been racing it. I enjoyed an afternoon at Silverstone auctions with many Jaguars & rare cars being



snapped up. JJ took the opportunity to have a quick nap but as I hadn't registered him as a bidder I wasn't able to put his hand in the air and buy anything!

For the first time I visited the Sherborne Castle 'Classics at the Castle' event with the usual gang. Dave and Ruth had their XK8 convertible in a Jaguar timeline as Jaguar were 'marque of the show', which meant there was a very strong turnout. A great time was had by all and we were even joined by an XJR8 that everyone thought we'd bought along! We wish!

At last month's meeting we were fortunate enough to have a visit from a 5ltr V8 F-Type Coupe that Colin Manconi had borrowed from Stratstone. Members were divided on the noise it made but the majority enjoyed the snarls, pops and bangs that its exhaust spat out – I for one loved it! Thanks to Cardiff Stratstone for letting Colin bring it along.

Thanks to Colin Masterson for his write-ups this month and best wishes to Scott who has injured himself and is off work.

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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REGIONAL NEWS

FESTIVAL FIELDS

Unfortunately due to family commitments I could not attend this show, but Colin Masterson and John and Janet James did attend. Colin indicated that it was well attended with a good mix of classic cars and auto jumble. The event is normally held at the Millennium Park outside Llanelli, but this year the Eisteddfod occupied the site so it was held at Pembrey County Park.

A full report is on page 6.

SHERBORNE CASTLE – CLASSICS AT THE CASTLE

We attended this event for the first time as a region last year and were very impressed with the show. This year the featured marque was Jaguar. In previous years the event was organised by Keith McGee of Merlin Events who run various classic car events around the country. This year a new organization Classic at the Castle Ltd a company formed by the Rotary Clubs of Yeo Vale and Sherborne Castle have purchased the rights to run the show and intend all profits to go to Charity. Keith McGee has been retained to organise and run the event and spent a considerable amount of time arranging for some superb Jaguars to attend. Two XJ220's, a Group C XJR 9 Le Man car, a XJR15, the D Type which had a write up in last month's magazine and a replica XJ13. There were also over 100 other Jaguars on show ranging from the earliest Swallow up to the latest F Type.

Last year we decided to cut across country on our journey home and it ended up as a nightmare of a journey taking around four hours against a two hour trip to the event. This year we decided to risk the M5 back to South Wales and we had a great trip back with no hold ups. It makes a big difference after a tiring day at a show to have a good run home. I was particularly pleased as Keith McGee had been asking me to bring the XJ220 for the last five years but I have always been concerned about coming back along the M5 on a Sunday afternoon with all the holiday traffic. The 220 does not like



traffic jams. This is a great show and I urge as many members as possible to attend next year. It is being held on Sunday the 19th of July 2015 and again all money raised will go to charity.

A full report is on page 31.

SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World" with over 8000 classic cars attending and 24 classic races over the weekend. Andy Webber, driving the clubs raffle car the XK8, Colin Masterson E-Type, Dave and Ruth Fisher XK8, and myself with John James as navigator in the XJ220 attended the show.

We left Cardiff at 8.15 am on Friday and had a good run to Silverstone, stopping to fill up with petrol and sandwiches as the food at Silverstone leaves a lot to be desired. We were welcomed on to the JEC stand, which was situated on top of the banking just past copse corner, by James, Rob and Helen who had set the stand up the previous day.

We then spent some time walking around all the auto jumble stands and admiring some of the classic cars. I decided to leave the XJ220 on the stand for the night rather than take it to the hotel as the A43 becomes very congested and the



car doesn't like being stuck in stop start traffic.

We changed our hotel from the De Vere at Staverton to the Premier Inn at Harpole for two reasons. One the food at the De Vere was not very good and expensive and two the JEC boys had stayed in the Premier Inn the previous year and found it very good and did expect to be staying there this year. It also had a Beefeater restaurant alongside the hotel which is important if you stay at Silverstone on the Saturday night to listen to the music and watch the Group C racing in the dark. Lots of restaurants are shut by the time we get back.

On Friday evening we walked to the Cromwell Cottage, Kislinbury to have very pleasant meal with James, Rob and Helen from the JEC. At the end of the evening Rob kindly transported us two by two



back to the hotel. Thanks Rob that country road was very dark and I could see some of us ending up in the hedge.

On Saturday we decided to take the Route master bus over to the new pit complex. It is amazing to see the number of huge transporters lined up alongside each other. Just like you see on TV with F1. There is a tremendous amount of money in Classic Car Racing now.

On Sunday I managed to borrow a catalogue for entry into the auction and we all spent a considerable amount of time looking around the Harrier GR3 jump-jet. The engine was being auctioned separately from the plane and was an amazing piece of engineering, with every nut and bolt wired. I did suggest that the JEC bought the Harrier as a company vehicle to transport our chairman Rob Jenner back and fore to his home in Scotland. I'm sure they



could park it outside the office in Bristol but for some reason they did not think it was a good idea. Perhaps it was because the armaments did not come with the plane?

We then decided to look around the 8000 add classic cars and watch the racing. The range of cars are amazing and being able to go anywhere including inside the pits, unlike F1, really makes it much more interesting. We finished a great weekend off by helping take down the JEC stand and then had a good run back to Wales.

A full report on this event is on page 19.

SOUTH GLOUCESTER SHOW

This was a new show organised by Graham Searle of the JEC. I was hoping for a good response for this show to support Graham but unfortunately only four of our members managed to attend. The show was held at the 170 acre site at the Windmill Fishery Showground, Westerleigh.

It was a very good show with lots to do for the family. There were over 250 classic cars attending with a beer festival, balloon festival, music festival, a large fairground and main arena with lots of different events during the day.

The event is being held again next year and I would recommend it to all our members.

A full report on this event is on page 24.

On a personal note I would just like to thank Dave and Ruth and Andy and Heather who have been kind enough to carry our luggage to various shows during the year. Anyone who has seen the luggage capacity of the XJ220 will know why I am grateful.

OUR NEXT EVENTS ARE:

JEC BRISTOL REGION BARBEQUE

Sunday 7th September. We have been invited to this event at Thornbury near Bristol. We went to this barbeque last year and it was a very good event. The cost is £6 and the Bristol Region has to know in advance how many of our members are going to attend so they can arrange the food. Quite a few of our members intend on going. If you would like to come along please let me know and I can then pass on our names to the Bristol Region.

TREDEGAR HOUSE CLASSIC CAR RALLY

Sunday 21st September. The biggest classic car event in South Wales with over 1000 classic cars and lots of auto jumble. Held at Tredegar House in aid of Leukaemia research. Over the last 34 years the show has raised £788,000, helping the Gwent region to raise £1,052,000 for Leukaemia research. Unfortunately this will be the final show organised at Tredegar House. Bruce and Mandy Womac who organise the event have decided that 34 years is long enough.

Our club and the MG club are the only people who have bothered to help set up the show on the Saturday and during the week there is only four of us. Despite asking on last year's entry form for people to help, remember there are over 1200 entries for this show, only two people offered to help. There will be many disappointed classic car owners that the show is not continuing but perhaps with more help it may have? You must book in advance for this show, please see its website. We hope to see you all on our stand.

THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

Sunday 12th October. This show is at the Three Counties Showground in Malvern. We normally attend this show every year. It has to be booked in advance and the cost is £3.50. If you intend to go please let me know and forward the £3.50 so I can apply for tickets.

WE NEED YOUR HELP

You will have probably noticed that during 2014 the magazine has grown in page count, delivering more local and national articles and regional advertisers. This is a great credit to our region and the work a small dedicated group of our members have put into writing articles, reports and gathering information for the magazine. We would especially like to thank Colin Master-son who has contributed an unrivalled amount of quality articles and reports over the last year.

With winter fast approaching and the show season coming to an end we will be finding ourselves in the position of needing large amounts of quality content to find to fill the magazine. **This is where you come in.**

We are always on the look out for interesting articles, anecdotes and photos. If you would like to contribute to the magazine by writing about a car event you have been to, a project you have undertaken or perhaps reviewing car related products or services we would love to hear from you! Simply supply your article as a word or text file, then email it (details below) together with any photos you would like included and we will do the rest.

With literally hundreds of members and general public reading the magazine each month there must be some budding writers out there.

So what you waiting for, get writing and send your articles and photos to:
news@jecsouthwales.co.uk

JAGUAR INTERNATIONAL SPARES DAY STONELEIGH

Sunday 12th October. Held at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world. Unfortunately it clashes with the Three Counties Show at Malvern so you will have to decide which one to attend.



Article by Colin Masterson

FESTIVAL FIELDS CLASSIC CAR SHOW

The Pontarddulais Classic Car Clubs annual show moved this year from the usual Millennium Park outside Llanelli as the iconic National Eisteddfod Pink Pavilion occupied the site normally used for the show. Instead it was held just along the coast at the Pembrey Country Park.

Set against the spectacular backdrop of the Gower Peninsula and overlooking the coastal scenery of Carmarthen Bay, Pembrey Country Park has been transformed into one of Wales's top visitor attractions providing a unique blend of coast and countryside. As well as some eight miles of golden sands at Cefn Sidan, picnic and designated BBQ sites and Eight Wildlife trails it also boasts the longest toboggan run in Wales, a 130 metre long Dry Ski Slope and an equestrian centre

With no other JEC members apparently going I made my own

way there but was joined later by John and Janet James and Alan and Jill in their Ford Classic. Aside from my Challenger and John's XK140 there were a few other Jaguars present: a very nice 420G, a V12 pre-facelift XJ-S and a MkII which, while showing its age, had been in the same family for 50 years.

One of the features of this show is always an excellent array of the more mundane, but still interesting classic cars. It is one thing for us Jaguar lovers to maintain what were the cream of the crop of motor cars in their day, but without enthusiasts for these more ordinary cars our hobby would not be as rich in variety as it is. As well as preserving our heritage in the form of roadworthy, as opposed to museum cars, it also enables lots of people to enjoy our hobby on a much tighter budget

The other interesting observation is that these are virtually all cars made in the UK, before the invasion





of the Japanese and more recently, in the luxury sector, the Germans, when BMW made bubble cars. Mercedes were rare as hens' teeth and Audi, formerly Auto Union, were making exotic racing cars run on even more exotic fuels.

Examples of the ordinary included a Ford prefect, a Vauxhall Viva, an Austin Maxi and, parked next to me, an immaculate Vanden-Plas Allegro. The owner of this maintains the register of these cars, his being one only 80 remaining out of 10,000 built. Of the total production of Allegros, between 1973 and 1982 of over 600,000 only 291 remain. The Princess, upmarket version, had a

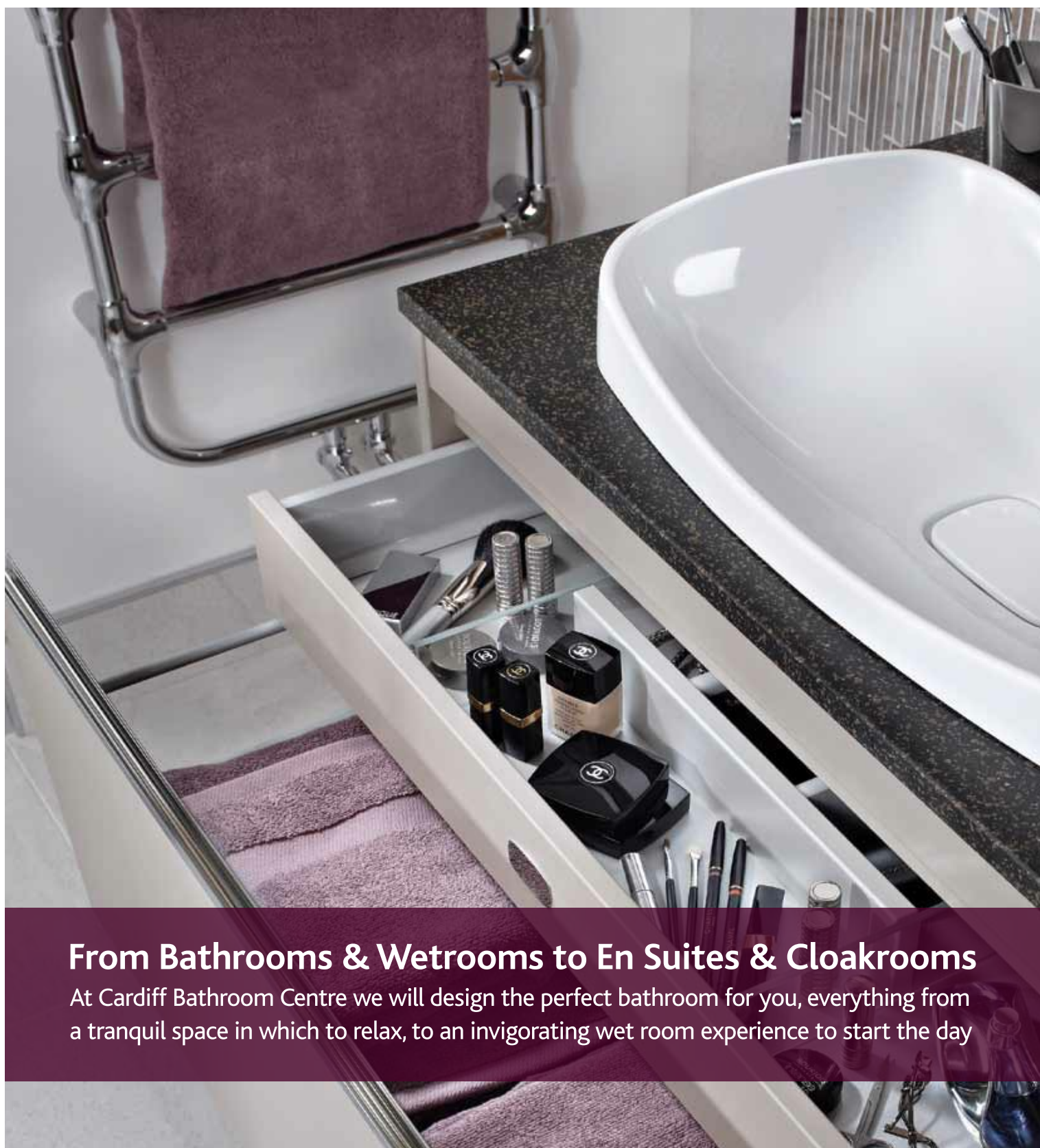
round steering wheel, unlike the "square" wheel of the regular models. When I mentioned this to the owner he opened his boot and pulled out a square one – what an anorak, brilliant!

Another rare beast was an Austin 3-Litre, which looked like a larger version of the 1800 Land Crab but was a more conventional rear wheel drive car, albeit with Hydro elastic self leveling suspension and was not a great sales success. It was designed in the pre-Leyland days but Austin did not replace it as Leyland, by then, included Rover and Triumph who both produced much more modern, 2-Litre saloons.

Older cars were also present and included a very nice, and rare, Clyno from the 1920's (the company went bust in 1929 during the depression), a line of Austin 7's an immaculate drop head Lagonda and a striking pre war swept-back Rolls-Royce 2-seater coupe in two-tone red with a dickie seat in the back.

Bus rides were provided by the local collectors of old buses, there were a few auto jumble and other stalls and food vendors and the weather, which threatened to rain on a few occasions, held off and was kind to us. This is certainly a show to consider going to next year.





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Article by Matt Bird
Article From www.pistonheads.com

JAGUAR F-TYPE V8 S

URNS OUT IT'S GOOD TO BE BAD AT RETAINING VALUE FOR THE F-TYPE AS WELL!

What with so much attention on the Jaguar F-Type R coupe, the Team Sky car and the potential for a four-cylinder version, the plain old (it's all relative) Roadster has slipped a little from the public attention.

Well at least until one slopes through a high street or screams along a B-road. The ridiculous noise, stunning appearance and relative rarity of all F-Types mean they all command attention like very few other cars under £100K. That's perhaps a large part of the appeal for many.

But regardless, it would appear enough have been sold for fairly savage depreciation to have already set in. Many suggested Jaguar's pricing looked a little optimistic at launch and, to some extent, that appears to have adversely affected used values.

It's not the base V6 that has dropped most drastically though, but the V8 S instead. Oddly this is the car that seemed to represent the best value as far as power per pound goes in

the F-Type range, offering 510hp for £80K. It's been said the V6 S is probably the sweetest match of performance and dynamics in the F-Type Roadster range but to see V8s at £20K less than RRP with not that many miles on has to be worth discussing. We've all seen Harris engulfed in V8 tyre smoke after all.

Of course it will continue to depreciate. Moreover, it will be fascinating to see where F-Types level out but for now the fact that a V8 can be purchased for a little over £60K is very exciting. Presumably not for the unlucky first owner though.

We've all carped on about how wonderful the F-Type is apart from being a little podgy and that will

of course stand after just a few miles also. Perhaps the used ones won't be exactly to your optimised spec using Jag's extensive options list but this sort of saving can't really be ignored for the sake of upholstery, can it? And you won't hear any complaints here about black with cream.

Six paragraphs in on an F-Type story and Porsche hasn't been mentioned yet. That must be a record. When 997 GTS Cabriolets are still £70K with more miles than the Jaguar the F-Type is beginning to look even better value. The most affordable 991 is a 350hp Carrera with 26,000 miles at £60K.

Audi R8? Still £65K by the looks of it, this 2011 R Tronic V8 cab the cheapest in the classifieds. An Aston V8 Vantage Roadster for £60K will be a four-year old car.

In fact, the only thing that seem to depreciate like a fast Jaguar is a fast Jaguar. But then who wants an XKR with F-Types this affordable?



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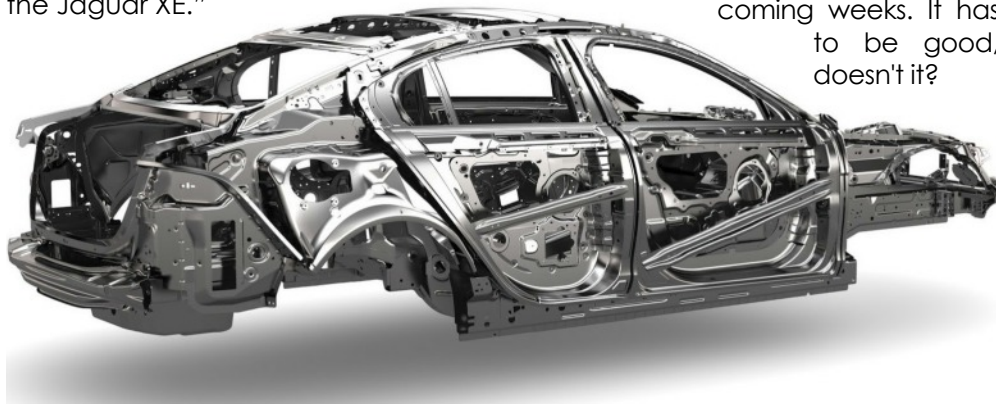
'It will be the true driver's car in the segment'. More than anything else, that's the kind of statement we want to hear most from Jaguar about the upcoming XE. A 'supple ride' and 'precise handling' are promised as well. And following the XF and XJ saloons, both renowned for their superb dynamics, the signs are encouraging.

Jaguar's been feeding our interests for months now, first releasing a teaser pic of the new model's nose, which shares obvious DNA with the Jaguar XF and the Jaguar XJ, before giving us an x-ray-like glimpse of the car's construction. Meanwhile, we know the baby Jaguar will have models to compete with both the most economical and the quickest BMW 3 Series.

Kevin Stride, Jaguar's vehicle line director for the Jaguar XE, said: "The engineering development of the XE has focused on delivering customers the most advanced,

efficient and refined sports sedan in its class. We are excited about our progress to date and are looking forward to soon being able to demonstrate what we have achieved."

Jaguar's renowned director of design Ian Callum said: "The new Jaguar XE is every bit a modern Jaguar; more compact in size but visually striking. Customers will expect a great deal from a mid-size Jaguar – it must be practical but premium. We never forget we are designing a Jaguar and that means it must be as exciting to look at and drive as it is brilliant to run and practical to own. We believe we've done just that with the Jaguar XE."



When Jaguar's Chief Technical Specialist; Body Complete (Dr Mark White) says the XE will have a "body structure with unrivalled low weight", you would like to think this will stand true. Having been disappointed by a slightly chubby kerb weight for the aluminium F-Type, we're hoping the XE can fulfil the promises of an aluminium intensive structure.

There's a high probability that the new car will offer a super-frugal model that will be able to get CO2 emissions of under 100g/km for free road tax. And, if that's failed to whet your appetite, the car's also set to get the huge 5.0-litre V8 that's currently fitted to the top-of-the-range Jaguar F-Type. Unrestricted that 542bhp model, which will be called the Jaguar XE-S, will crack 180mph with ease.

With a month until the XE's London reveal, expect more teasers on the car's technical detail over the coming weeks. It has to be good, doesn't it?



Article by Chris Harris
Article From www.pistonheads.com

LE MANS CLASSIC IN A D-TYPE

Harris races a D-Type at the Le Mans Classic, is as amazing as it is scary!

2014 marks an important birthday for Britain's most recognisable Le Mans special - the beautiful Jaguar D-Type is 60 years old. Of course you never need an excuse to write about a D-Type, but if you did, this would seem to be the perfect one.

A trip to Classic Le Mans, and the chance to share a car with perhaps the best D-Type driver of the moment, Gary Pearson. There was moderate excitement in the Harris household.

I'd not visited the Le Mans Classic before, but had only heard good things. Hundreds of racing cars from the 30s to the late 70s, 24 hours of racing and fewer people than the main moderns event a few weeks back. I'd be lying if I said I wasn't praying for a better outcome than the last outing in a Carrera Cup car, but Mr Trouillet's name was not on the entry list, so hopes were high.

Nothing quite prepares you for the sheer volume of stunning, significant racing cars on display, nor the surrounding cavalcades of road cars that lurk in the surrounding paddocks. What is the collective noun for a bunch of Facel Vegas? A parfait?

We were in Group 3, for racing cars from '57-'61. The car is actually a 1955 long nose D - it was the spare car for the Le Mans race that year but didn't race. Gary Pearson has owned the car for seven years and has wowed crowds at most of the big classic races sliding the car at silly speeds. Frankly, it all sounded like a bit of a dream, and I wasn't too apprehensive about not even sitting in it until qualifying because the engine and gearbox were very similar to the Lister I drove twice last year.

This was something of an oversight on my behalf. Friday qualifying was later in the evening, allowing ample time to wear out a pair of shoes drooling over a dozen Lola T70s, Carlos Montiverde's 917 and

one of those batty flat-12 Matras. Gary might just be the coolest cookie I've ever shared a car with. No dramas, no reminder of the catastrophic value of the machine, just a smiley reminder to enjoy the car. "I'll go out first", he said quietly, "Will do three laps, on the third I'll go for a time." Which he duly did, setting pole position by nine seconds.

This both removed the pressure, and added it. No need to push for a pole time but, equally, I don't care who you are, no one likes being completely obliterated by their teammate. I rumbled out of the pits a little overawed by the whole show - the circuit in the fading light, the noise, the beautiful wooden wheel flexing in my hands, the Smith's rev-counter needle skipping about and the view forward through that Perspex screen. "I'm driving a D-Type at Le Mans" I think I screamed to myself, before almost rotating on the exit of the first chicane.

Where the hell was the grip?

There was none. And what was going on with the gearing? The Dunlop chicane was first gear, it just felt unnecessary, and required a very deliberate and accurate de-clutch to make it happen. But all of this was



forgiven as a side-show when I tried to brake from 350 metres into the first chicane - the brake pedal was completely solid, the car gave the sensation of shedding some speed, but not that much, so I pushed just a little harder and then the rear axle attempted to overtake the front and I thought I was going to bin it. Under-scoring all of this was a 3.8-litre wide angle straight-six pushing something beyond 350hp, surrounded by 920kg of metal, penetrating the air with what would appear to be less drag than Concorde. God it felt fast.

Above 100mph the D just flies, the prow rises and the wind noise increases and it seemingly frees itself from all air resistance and the speed just keeps rising. Third becomes fourth and the rev counter down by your left knee is reading 6,000rpm - or 165mph in real money. In a car built in 1955. Life-affirming is an overused phrase, in this situation it is entirely justifiable.

It was at this point, careering into the second chicane, that the brakes caused me serious problems. There's no real feel to the pedal, very little travel and the system is pressured by a pump driven from the gearbox. So when you hit the pedal, you activate the pump and the pedal then begins to come back at your foot, and each time your brain says you should be able to add a little more pressure, you do, and it locks the rears. Or maybe the fronts. The Lister was a doddle compared to this.

And the Lister ran on wider Avon ZZ rubber, whereas the D uses narrow little Dunlops. There are six or

seven places where first gear is a must in this car, and once the motor has been coaxed through its off-cam phase and the throttles opened fully at 3,500rpm, it screams to the agreed 6,200rpm maximum and traction is always a problem. In the dry, full power in second is fine, but not in first. As I'd discover over the weekend, in the wet, the rears would spool up in third.

I completed four laps in that session and posted a 4min 59.6sec against Gary's searing 4min 53.6sec. Still, first time in the car, and with those weird brakes, I was over the flipping moon. Gary had pole position by a mile, and even my time would have put us P1 - not that I reminded many people of this fact. We had some stiff competition for the weekend too - 1988 Le Mans winner Andy Wallace and journo hand Dickie Meaden were in another D-Type and qualified fourth.

There was a surreal moment at the end of that qualifying session where I chased Dickie between the two chicanes and came past him and we momentarily glanced at each other, at 160mph. To do that with a very dear friend is quite a special experience to share. It also provided crucial ammo for banter about engines, diff ratios and all manner of other stuff (including talent!). Please feel free to ask him on Twitter if I overtook him.

Gary scrubbed some tyres in the night practice session that evening, otherwise we were ready to roll with a list of unobtainium behind us that read like an RM Auctions

catalogue: 250 SWBs, DB4 GTs, Listers and lord know what else. There were 73 cars in the race. Most were being driven by people who wanted to race hard.

Ah, the race format. This isn't a real 24 hour race: cars of this type couldn't possibly be expected to last the duration, so there are six groups of cars that run three 45-minute races each. The remainder of the time is taken up by traditional Le Mans running starts (purely ceremonial) and the frankly enormous logistical burden of marshaling hundreds of old sheds that want to overheat and be unhelpful in the paddock areas. And that's before you consider the cars. The officials do a stunning job - it really is very well organised.

Each race contains a mandatory 60-second pit stop, the driver change is optional. We agreed to do one complete race each, and share the 4am graveyard stint. Gary took the ceremonial start, absorbed the banter from his teammate with a casual shrug and promptly thrashed the opposition. It might well have been closer if the Meaden/Wallace car hadn't suffered an engine problem because Andy Wallace leapt from fourth to second at the start, but sadly they retired before the end of the race.

We finished the race with a 1min 44sec advantage. The silverware is awarded for cumulative time over the three races, and finishing

continued on page 15 >



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place determines the next grid spot, so when I rolled onto the green flag lap at 4:20am having no idea what the car was like on a wet track, or if the headlights would be as pathetic as they looked, I was actually in pole position.

This lasted for about 20 seconds as Joe Twyman simply drove alongside me out of the Dunlop chicane as I wondered if someone had dipped my rears in Castrol R. There was just no traction, not much lateral grip and that solid brake pedal was utterly terrifying. I was braking when I could just about make-out the 300m board through the dark and spray and barely being able to stop the thing. A little Lotus 15 squeezed by, as did a glorious 250 SWB, but I managed to hold on to fourth, when things took a turn for the worse and someone dumped oil on the track from Mulsanne to the end of the lap. I've never before wanted to just park a race car and walk back to the pits, but this was the first time. It was treacherous; in the pitch-black you couldn't see the dark line of oil, but you could smell it, so I popped my visor up and attempted to sniff my way around. It kind of worked - how I only spun once on the stuff I'll never know. Gary finished the race and held fourth position, despite some rear-end attention from a Healey. We were both happy just to have finished the race, which was won by Twyman who was untouchable in the Aston.

There were several penalties though - the aforementioned Aston was carrying three minutes per race for some technical issue. The fast James Wood Lotus was also taking a time penalty, so going into the final race at midday on the Sunday, my closest rival was the 250 SWB of Vincent Gaye, who was 30 seconds behind me, but in the previous race was between five and 10 seconds per lap faster on those wider Avon tyres. If I could keep the 250 behind me, we'd win.

Typically, the rain was Amazonian an hour before the race, the track completely sodden as we ran the rolling start which, it won't surprise you, was complete mayhem. I attempted to squeeze down the inside into turn one, but the car just snapped sideways causing poor James Wood to take avoiding action - apologies James. Then I had the



usual zero traction problem out of Dunlop and was roasted by a couple of cars and was running, I think, fourth out of Tertre Rouge. But the D is so fantastically fast down the straights it blitzed two of those cars before the end of the lap and I was then second behind the Dalglish Aston, crucially with the 250 a good six seconds behind me and dropping back.

The pit stop was fine, but I somehow came out behind James Wood's Lotus and couldn't quite understand how he got there! Turns out he was very quick into the pits and played a blinder, so I emerged in third spot, not too worried, and able to pass him on the first straight.

For the following three laps we had a fantastic dice, he superior under brakes and traction, me with big speed on the longer straights and the ability to terrify other road users with large oversteer angles. The D is always sliding, but sometimes you have to let it cut some very big angles. This really was The Best of Times - it was fair racing and enormous fun. But I had to cede to the 450kg Lotus eventually. It was just too good in the wet.

On the final lap we caught the leading Aston DB4 GT which spun into the first chicane, handing the lead to Wood and leaving me second. He rejoined just behind me and barged his way through on the run into the Porsche Curves, but all that mattered to me was that 250 SWB being behind me, and it was! The Aston had a proper head of steam on by now and was looking for a last gasp run out of the final chicane past

Wood to the finish line, but he got greedy and spun in sight of the flag, leaving the Wood Lotus with a well-deserved victory and me in second. Because of the penalties, we were subsequently listed as race winners and overall winners of Group 3. I'm a very lucky boy to sit in these cars, let alone have the owner allow me to go hammer-and-tongs in them on a wet Le Mans circuit.

It took me time to learn the D. It isn't a great communicator, but once you find a connection with it and learn to interpret the muted messages it does send, it's a thing of some joy. Straight line stability is fantastic and it just feels so right screaming beyond 150mph. The rest of the lap, be it wet or dry, is just an exercise in managing the strange brakes and copious oversteer. And then you slide through Tertre Rouge and open those taps one more time and peer through that screen as the nose lifts - and you wonder whether you'll ever top such an experience.

Wow. Huge thanks to Gary for allowing me to drive it.



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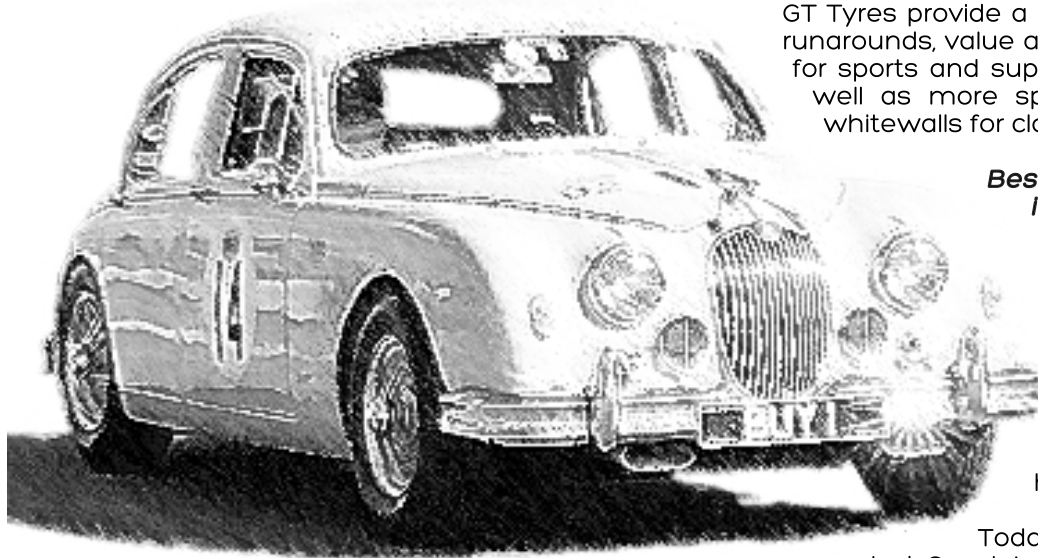
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JAGUAR LAND ROVER BUYS THE JAMES HULL COLLECTION

Jaguar Land Rover has bought the entire James Hull collection, the largest privately held collection of British cars in the world, for an undisclosed sum.

Cosmetic dentistry pioneer Hull, who has been plagued by health problems in recent years, announced his intention to sell the 543 cars, plus mass of pedal cars and memorabilia, a couple of months ago, but stressed he wanted it to stay together and in Britain.

Announcing the sale, he said: "It's a wonderful day for me personally, knowing the collection is going to a good home; and I think it's a great day for British motoring, with JLR, an iconic British brand, and my preferred bidder, taking responsibility for preserving and protecting a part of the UK's fantastic engineering and manufacturing heritage. Indeed, my collection is going home."

Some 130 cars in the collection are Jaguars, including a rare aluminium-bodied XK120, but it covers the entire spectrum of British motor manufacture.

John Edwards, Managing Director of Jaguar's newly formed Special Vehicle Operations added: "We share the same objective as James, to keep this unique collection in British hands, and

we are delighted this agreement secures their custody for the future. We look forward to continuing to work with James going forward as we develop our heritage activities. Jaguar and Land Rover have a combined "back catalogue" of over 140 years to draw upon and some of the most iconic vehicles in the industry. In addition with the explosive growth and interest in classic car events worldwide and the increase in the size and value of the market, there is a strong brand and business rationale underpinning this agreement."

Dr Hull, who sold the collection because of health issues, today described Jaguar Land Rover as the perfect custodians for the fleet.

"Travelling all over the world to build the collection over the years has been a labour of love and a life's work, so my primary motivation was not to get the maximum price but rather to secure the future of the collection in this country with the right custodian," he said.

"I have got to know Jaguar Land Rover well in recent years and they have borrowed cars from the collection for events such as the Mille Miglia and supporting Jaguar in China. They are the perfect custodians to take the collection forward and I know it is in safe hands."

Dr Hull's stunning 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.

There are also a number of British camper vans from the 40s, 50s and 60s, and within the 4x4 section, early Land Rovers and pristine classic Range Rovers. A Sinclair C5 from the 1980s is also in the collection.

Dr Hull has travelled extensively around the world tracking down some of the rarest, original British models.

In 2006, he was left devastated when vandals broke into a warehouse housing a number of them, before hotwiring the Jaguars and crashing them.

At the time, police said the criminals had 'treated the cars like dodgems'.



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Article by Colin Masterson

SILVERSTONE CLASSIC

The Silverstone Classic is billed as the greatest Classic Racing event in the world.

No wonder the two Colins, John, Andy, Dave and Ruth go for all three days of the event. One day would just not do it justice. Meeting at Colin Manconi's house we convoyed up to the track on

the Friday, setting up on the infield banking at Copse Corner with Colin's XJ220 taking pride of place on the JEC stand. Andy drove the Jaguar XK JEC raffle car

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James Blackwell had been knocked off his bicycle and couldn't drive it. With a number plate starting MD 57 it wasn't long before we were calling him Herr Dr Heinz.

The weekend revolves around practice on Friday with the racing on both Saturday and Sunday interspersed with visits to the paddocks. There are over 1,000 exotic, rare, and valuable race cars competing, more than you'll see anywhere else in the world in one place. They use both the old paddock, between Woodcote and Copse, where the JEC cars were, and the new International Paddock, or "Wing" between Club and Abbey.

It is great to be able to wander unfettered through the pits, looking at such a wide range of cars and striking up the occasional conversation with an owner or driver; something you can't do at a modern Grand Prix meeting. I had an interesting chat with an old boy (well he was older than me!) who was driving a Talbot Lago which competed in the very first Grand Prix at Silverstone in 1948, driven by Lord Selsdon, coming 5th, a creditable result. A seam on the bottom of his sump had cracked open and the floor of his pit was covered in oil. He had the sump off and repaired it with a weld but was quite happy to stop and chat. Funnelly enough you would expect the pits to be full of all sorts of engineering activities but mostly people were waxing their cars and generally



making them look nice.

Another of the highlights of the weekend is the car club displays. It was reckoned that there were around 9,000 classics plus supercars on display so it was possible to dip into this huge collection during a spare moment or when crossing the infield to see another event.

Silverstone always marks major anniversaries. In 2011 we took part in the E Type's 50th anniversary parade, when the Guinness World records recorded 767 cars on the track, which most of us thought was

lower than the actual number present. This year was the turn of the Ford Mustang, described as the world's best selling classic sports car, which was launched in 1964. The weekend not only included dedicated displays and parades showcasing all five generations of the much loved 'Stang, but also two thundering races dedicated to mighty American V8-powered machines from the Sixties. To add a little spice to the event they mixed in a few Minis and Lotus Cortinas that were nimble on the corners but well beaten on such a fast track as Silverstone.

At the end of practice on the Friday we motored back to the Premier Inn at Harpole, a 30 minute drive from the track. The sun was so hot during the day that I was suffering from heat stroke and was glad of a cooling shower and a short lie down before supper. We stayed at the Premier Inn rather than our usual Devere at Staverton as we believed that the JEC boys (ie Rob, James and Helen) would be staying there but they ended up in Milton Keynes – so much for planning – as Robbie Burns would have put it "The best laid schemes o' mice an' men gang aft a-gley"! However, we met up with them for an excellent pub meal at the Cromwell Cottage, Kislinbury, less than a mile from our hotel. After a garrulous evening with the usual car talk banter afterwards as we sat around drinking coffee, Rob kindly offered to drive us back to our hotel,





taking three trips to achieve it, thanks Rob !

To celebrate the holding of the 50th Grand Prix this year at Silverstone, the first being in 1948, the world's biggest ever parade of Grand Prix cars took to the track at lunchtime led by Sterling Moss. The three races on both Saturday and Sunday starred more than seven decades of the world's greatest grand prix cars. FIA Masters Historic Formula One plus Historic Grand Prix Cars Association Pre '66 and Pre '61 Grand Prix cars featured more than 100 iconic Grand Prix cars from past generations and a number of non-racing cars were added to the parade. Sadly, on Sunday, a Midlands business man, Denis Welch, died in his 1960 Lotus 18 in the pre-1966 Grand Prix Car race.

One of the delights of Silverstone is turning the corner and finding something quite unusual on display. One example was an exhibit from the Brooklands Museum of a 1912 White monoplane replica which had been built by one of the volunteers. It is a Canard (tail plane first) Pusher, and the guy who built it, a Frenchman called Julian Aubert told me how he came to build it and the problems he incurred on the way. With no original example in existence he managed to find an authority on it in the USA and got copies of the original plans, building it with a 1924 350cc Douglas motorcycle engine

he needed to solve numerous engineering problems on the way. He even had to build a scale model to see if it would work before building the full size machine. He finally got CAA approval and has it registered with a G- registration. He has flown it on several occasions.

On both Saturday and Sunday there were aerobatic displays. On one day we had the magnificent sound of a pair of Merlin-engined Mustang P51s, one of the great fighters of the Second World War, renowned for its ability to escort

bombing missions all the way to Berlin and back. On the second day we saw a combination of two Pitts Specials and a Sivko Edge aerobatic plane capable of 420 degree/second roll rate and can pull 20g. You wouldn't want a full stomach before flying that routine!

On the Sunday, borrowed catalogue in hand to give us free entry, we went over to look at the cars in the auction. Colin was keen to look at the 1996 XJ220 that was for sale

continued on page 22 >





it went for £187,450 but, according to Colin, the build number indicated it was just older than his 1994-built car. I wanted to look at the Harrier GR3 jump-jet – what a great talking point that would make down on Penarth Marina! Up until 2013 it has been electrically and hydraulically alive and the programme indicated it would be possible to bring it back to flying condition (not mentioned in the programme was an estimate of the cost of doing this!) The Harrier achieved £105,800, including buyer's premium.

Of course there were lots of memorabilia for sale too (fancy the front end of a Boeing 737 jet's polished alloy engine cowling turned into a frame for a mirror?) and a large collection of watches. A very rusty and tired 1970 Jaguar E-Type Series II 4.2 Fixed Head Coupe 2+2 described very optimistically as a "Restoration Project" sold for £16,750, double its estimate. Of the 15 other Jaguars for sale, only two were unsold. They were as follows:

1962 Jaguar E-Type Roadster series 1 £60,950, 1962 Jaguar E-Type Roadster series 1 £60,375, 1973 Jaguar E-Type SIII V12 Roadster £51,750, 1973 Jaguar E-Type SIII V12 Roadster £86,250, 1957 Jaguar XK150 Fixed-head Coupe £48,300, 1960 Jaguar XK150 3.8 DHC £69,000, 1988 Lynx Eventer V12 HE £41,975, 1953 Jaguar XK120 Fixedhead Coupe with Period Competition History £86,250, 1954

Jaguar XK120 Drophead Coupe £67,850, 1973 Jaguar E-Type Series III V12 Roadster £56,925, 1977 Jaguar XJ 4.2C Auto £10,580, 1968 Jaguar E-Type Series 1.5 Roadster £73,600, 1973 Jaguar E-Type V12 Roadster – unsold, 1962 Jaguar E-Type Series 1 Roadster £60,950, 1957 Jaguar 3.4 Mk.I Automatic - unsold.

As usual there was a Shopping Village area with art, antiques, books, models, clothing, accessories, automobilia, Vintage funfair rides, and a 130 foot giant wheel which provided excellent views of the car

club stands. Opposite Abbey Curve, on the outside of the track and a long walk from the JEC stand, were the Streetcar Shootout runs. Various Dragsters and Muscle Cars took part, mostly of American origin, although one of the fastest cars had a Thames van body with the engine mounted somewhere in the middle of the vehicle. They all started with a burn-out to heat the tyres, using ammonia to help make them really sticky. Great clouds of smoke accompanied the burn-outs. The actual runs were not so smoky but there was plenty of





noise for the petrol heads.

As usual there was much banter as to who should buy the ice-creams. Colin Manconi put a spanner in the works in deciding whose turn it is next (by common consent it is usually Andy's!) by "buying" cream cakes for everyone, only for us to discover much later, after we had all

thanked him, that he had merely "selected" them and "uncle" John James had paid for them!

By the end of the weekend after a lot of sunshine we were all pretty tired – and there are photographs to prove it. Colin with his XJ220 was particularly concerned that it would take some time to leave

and the car would overheat. Fortunately that was not the case and we managed to exit the track quickly although we still had a 2 ½ hour journey ahead of us. We stayed behind to help pack up the JEC stand and said goodbye to Rob, James and Helen to make our way home after a long and tiring but very enjoyable weekend.





Article by Colin Manconi

SOUTH GLOUCESTERSHIRE SHOW & MOTORING EVENT

The Bristol area has been sadly lacking in Car shows for several years but that was changed on 2nd and 3rd August 2014.

Graham Searle organised the first ever South Gloucestershire County Show. A major part of this was the Murco Motoring event. The event was held on the 170 acre site at the Windmill Fishery Showground, Westerleigh,

Being a Car club organiser himself Graham knew what we like to see at a car show and this one had it all. The County Show has an enormous amount going on over the two days, a music festival, a mini balloon festival, fishing, shooting, golf, cycling show, a farmers market, lots of stalls and local groups and a beer festival sponsored by Bath Ales, not to mention the car show itself!

Dave and Ruth Fisher XK8, Paul Cogdon, E-Type and myself, E-type met at the usual meeting place at the old Seven Bridge. We had a good run along the M4, M32 and A4174 into Westerleigh. Graham had told me to turn right at the Garden Centre on the Westerleigh road, what he didn't mention was that

there were three garden centres and we had to turn right at the last one. Of course we turned right at the first one and met a TR6 coming back up the road saying "it's not down there mate". We all turned around and found the right entrance.

Graham was on the gate and waved us through to the JEC stand where James was waiting to greet us. We parked close to the hedge and just behind the JEC gazebo. As the weather forecast was good we decided not to erect our gazebo. Paul soon had the bacon

on and handed out the bacon rolls.

Dave had followed me up to the show and had noticed that I had a trail of oil smoke coming from underneath the car. As I drove in I had some smoke come up from the bonnet vents. I checked the car over and couldn't find anything wrong but after getting home and putting the car up on the ramp I found the oil seal on the oil filter container had split and the underneath of the car was covered in oil. Luckily after a quick fix and lots of cleaning the car was as good as new.

Hartwell Jaguar had a large stand with a range of new vehicles including F Type coupes and convertibles. There were over 250 various classic cars ranging from Norman





Alford's enormous Cadillac down to the small Smart cars.

We then walked into the next field which was full of an enormous Fun Fair. One of the biggest I have seen at a country show. The next field had the main arena with almost 100 stalls selling everything from cowboy hats to tyres. I have never seen so many stalls selling food from quick crepes to zebra burgers! In the main arena there were different events throughout the day, ranging from dog agility, motorcyclist daredevils, falconry displays, martial arts, gymnastics displays and a hot air balloon fiesta. On the Music Stages there were 12 different acts ranging from the "Fascinating Rhythm", to "Loco McCoco". Also there was a Cycle Arena with numerous cycling events ranging from the "Extreme Wheels Cycling Demo Show" to the "Veteran Cycle Club".

As you can see there were lots of different things going on



during the day, too many to list here. This was the ideal show if you have a family as there is so much more going on than at a normal classic car show.

By now it was lunch time and our resident chef, Paul, soon had the

burgers cooking and we were all thankful to sit down and consume a couple of burgers. Later on Ruth produced one of her fabulous chocolate cakes and we all had a slice with a cup of coffee.

Next year the show will be on the 1st and 2nd of August 2015 and I hope that as a region we can tempt a lot more of our members to attend. It is an excellent show with lots to do for all the family and with it only being on the other side of Bristol it's not too far to travel.



humour

Members jokes & anecdotes

THE CROSS EYED COW

One day, a farmer was tending to his livestock when he noticed that one of his cows was completely cross eyed. He called up a veterinarian friend of his who told him to bring in his cow. The vet took one look at the cow, stuck a tube up the cow's butt, and blew into the tube until the cow's eyes straightened out. The vet charged the farmer a hundred bucks, and the farmer went home happy.

About a week later, the cow's eyes were cross-eyed again, but this time the farmer figured he could probably take care of it himself. So he called his hired hand over, and together they put a tube up the cow's butt. The farmer put his lips to the tube and started to blow. Strangely, nothing happened, so he asked his hired hand to give it a try. The hired hand removed the tube, turned it around, put it in the cow's butt and started to blow.

"What are you doing?" asked the farmer, horrified.

"Well, I wasn't gonna use the side that YOU had put your lips on."



GOLFERS CONFESSION

A man goes to the confessional. "Forgive me father, for I have sinned."

"What is your sin, my child?" The priest asks back.

"Well," the man starts, "I used some horrible language this week and feel absolutely terrible."

"When did you do use this awful language?" said the priest.

"I was golfing and hit an incredible drive that looked like it was

going to go over 250 yards, but it struck a phone line that was hanging over the fairway and fell straight down to the ground after going only about 100 yards."

"Is that when you swore?"

"No, Father." Said the man.

"After that, a squirrel ran out of the bushes and grabbed my ball in his mouth and began to run away."

Is THAT when you swore?" asked the Father again.

"Well, no," said the man, "You see, as the squirrel was running, an eagle came down out of the sky, grabbed the squirrel in his talons and began to fly away!"

"Is THAT when you swore?" asked the amazed Priest.

"No, not yet." The man replied. "As the eagle carried the squirrel away in his claws, it flew towards the green. And as it passed over a bit of forest near the green, the squirrel dropped my ball."

"Did you swear THEN?" asked the now impatient Priest.

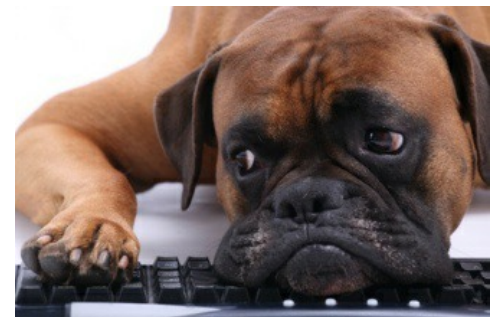
"No, because as the ball fell it struck a tree, bounced through some bushes, careened off a big rock, and rolled through a sand trap onto the green and stopped within six inches of the hole."

"You missed the f**king putt, didn't you?" sighed the Priest.

BLAME THE DOG

A woman goes to her boyfriend's parents' house for dinner. This is her first time meeting the family and she is very nervous. They all sit down and begin eating a fine meal. The woman is beginning to feel a little discomfort, thanks to her nervousness and the broccoli casserole. The gas pains are almost making her eyes water. Left with no other choice, she decides to relieve herself a bit and lets out a dainty little fart. It wasn't loud, but everyone at the table heard the poot. Before she even had a chance to be embarrassed, her boyfriend's father looked over at the dog that had been snoozing at the women's

feet, and said in a rather stern voice, "Ginger!" The woman thought, "This is great!" and a big smile came across her face. A couple minutes later, she was beginning to feel the pain again. This time, she didn't hesitate. She let a much louder and longer fart rip. The father again looked at the dog and yelled, "Dammit, Ginger!" Once again the woman smiled and thought, "Yes!" A few minutes later the woman had to let another one rip. This time she didn't even think about it. She let rip a fart that rivaled a train whistle blowing. Again, the father looked at the dog with disgust and yelled, "Dammit, Ginger, get away from her before she shits on you!"



HE MUST PAY!

Husband and wife had a tiff. Wife called up her Mum and said, "He fought with me again, I am coming to live with you."

Mum said, "No darling, he must pay for his mistake. I am coming to live with you."

THAILAND MEDICAL

A man with suspected prostate problems decides he doesn't want ugly and rude Western nurses fiddling around with his bottom, so he goes to Phuket in Thailand where all the nurses are gorgeous and live to serve their patients.

Sure enough, at the Thai medical centre, a beautiful nurse asks him to remove his lower clothing and lie on his side on the couch, so she can carry out a prostate examination.

As he hears the snap of latex gloves, the nurse warns him:

"It's not unusual to get an erection at this point".

"An erection?", the man exclaims. "Nothing was further from my mind!"

"Not you, me", says the nurse!!!!

MIDGET AT A URINAL

A man is standing at a urinal when he notices that he's being watched by a midget. The midget drags a small stepladder over, and climbs up to admire the man's private parts close up.

"Wow," comments the midget, "those are the nicest balls I have ever seen!"

Freaked out, but flattered, the man thanks the midget and starts to move away.

"I know this is a strange request," says the little guy, "but would you mind if I touched them?"

Again, the man is taken aback, but seeing no real harm in it, consents.

The midget reaches out, gets a tight grip on the man's balls, and says loudly,

"Okay, hand over your wallet or I'll jump."

MAIL ORDER

Two Irishmen looking through a mail order catalogue. Paddy says:

"Look at these gorgeous women! The prices are reasonable too."

Mick agrees "I'm ordering one right now"

Three weeks later Paddy says to Mick "Has your woman turned up yet?"

"No" said Mick "but it shouldn't be long now though. Her clothes arrived yesterday!!

BIBLE READING

Today's Short Reading From the Bible. From Genesis:

"And God promised man that good and obedient wives would be found in all corners of the earth."

Then He made the earth round and he laughed and laughed and laughed!

CAR TROUBLE

"There is trouble with the car. It has water in the carburettor, says Vera, Bills wife.

"Water in the carburettor? That's ridiculous" says Bill

"I tell you the car has water in the carburettor" says Vera.

Bill says "You don't even know what a carburettor is. I'll check it out. Where's the car?"

"In the river!"

SEX INSURANCE

Just like you can get insurance for Cars, Property, Sports etc, you now can now get insurance for sex! So make sure you get the correct insurance for the type of sex you are having.

Please find a list of companies below catering for most tastes:-

Sex with your wife - *Legal & General*

Sex on the telephone - *Direct Line*

Sex with your Partner - *Standard Life*

Sex with someone Different - *Go Compare*

Sex with a lady of generous proportions - *More Than*

Sex On the back seat of a car - *Sheila's Wheels*

Sex with a prostitute - *Commercial Union*

Sex with your maid - *Employer's Liability*

Sex with an OAP - *Saga*

Sex resulting in pregnancy - *General Accident*

Sex with a transvestite - *Confused.com*

Make sure you are adequately covered!

GROUP THERAPY

A psychiatrist was conducting a group therapy session with three young mothers and their small children.

"You all have obsessions," he observed. To the first mother he said, "You are obsessed with eating. You've even named your daughter Candy."

He turned to the second mom. "Your obsession is money. Again, it manifests itself in your child's name, Penny."

At this point, the third mother got up, took her little boy by the hand and whispered, "Come on, Dick, let's go."

ARMY HOSPITAL

An army major visits the sick soldiers, goes up to one private and asks: "What's your problem, Soldier?"

"Chronic syphilis, Sir"

"What treatment are you getting?"

"Five minutes with the wire brush each day."

"What's your ambition?"

"To get back to the front, Sir."

"Good man." says the Major.

He goes to the next bed.

"What's your problem, Soldier?"

"Chronic piles, Sir"

"What treatment are you getting?"

"Five minutes with the wire brush each day."

"What's your ambition?"

"To get back to the front, Sir."

"Good man." says the Major.

He goes to the next bed. "What's your problem, Soldier?"

"Chronic gum disease, Sir"

"What treatment are you getting?"

"Five minutes with the wire brush each day."

"What's your ambition?"

"To get the wire brush before the other two, Sir"

BLONDE HOSTAGE

A blonde and a redhead are taken hostage by terrorists. The women are taken to a remote island and put before a firing squad.

Just before the squad fires, the redhead points and yells, "Tornado!" The terrorists run in all different directions, and the redhead escapes.

When they realize what has happened, the terrorists come back to where the blonde is still standing. They raise their rifles, and thinking quickly, the blonde points and yells, "Fire!"

BEER TEST

"Yesterday, scientists revealed that beer contains small traces of female hormones.

To prove their theory, the scientists fed 100 men 12 pints of beer and observed that 100% of them gained weight, talked excessively without making sense, became emotional, couldn't drive, and refused to apologize when wrong. No further testing is planned."

WE NEED YOUR JOKES!

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



Article by Dan Trent
Article From www.pistonheads.com

JAGUAR F-TYPE S20C REVEALED

BRINGING A NEW MEANING TO ON YOUR BIKE

Team Sky may have lost its biggest hope for Tour de France glory with Chris Froome limping off his bike and into the back seat of a Jaguar XF Sportbrake just five stages into the race. But the show goes on.

Jaguar's Special Operations division has been hard at work maintaining Team Sky's reputation for having the coolest kit in the peloton by building a special F-Type Coupe support vehicle for de facto team leader Richie Porte and his colleagues for the Bergerac time trial on Saturday.

From the team bus to the Rapha clothing, Pinarello Dogmas and - of course - mean looking XF Sportbrake team cars Sky's image is one of stylish tech and well financed showmanship. Amid the Skodas used by the race officials and majority of other teams the Jags really cut a dash, the V8 rumble of Sky's XFR-S Sportbrake adding to the sense of national pride when the peloton

made its triumphant tour de Yorkshire at the start of the race.

This one-off F-Type Coupe, named the Stage 20 Concept, will only deepen the sense of envy among rival teams, this being possibly the coolest combination of pedal- and horsepower ever created. PH got a sneak preview of the S20C at Jaguar's Gaydon proving ground,

chatting with Special Operations man Mark Truman for whom it's been a labour of love since getting the go ahead last year. Built with consultation from Team Sky from the outset, the F-Type is a proper working team car with all the additional equipment required for any Tour de France support car. Just rather sexier than most.

In place of the regular boot lid there's a fabricated carbon fibre hatch configured with wells to hold the rear wheels of the bikes - plus additional spares - while the front wheels sit in carbon fibre channels added to the roof. The bikes - Pinarello II Bolide time trial machines - are held in place with a custom built quick release aluminium clamp and





once released the bike can be removed with one hand in mere seconds should a mechanical issue on the time trial require a swap on the hoof. Inside cargo netting has been installed to carry the crew's gear and radio gear wired in for keeping in touch with riders and other team vehicles. It goes without saying the upholstery has been finished in Team Sky colours too with bright cyan stripes up the centre of the black leather seats and colour coded contrast stitching.

The attention to detail Mark and his colleagues have put into the car is an excellent demonstration of the kind of thing SO can do, given the time and budget. Realising the wheel wells could be a water trap in foul weather an intricate drainage system has been devised to draw moisture away but it's the sleek looking carbon fibre support bracket on the roof Mark's most proud of. "That's four separate pieces and bonding it together and finishing it to the standard we wanted took a lot of work. A lot of work," he says, thoughtfully. It perfectly complements the aero shaped frames of the Pinarellos and provides a neat physical and aesthetic connection between bikes and cars. It's all got to work too though and the beautifully machined clamp is adjustable so it can work with different frames and carefully designed to hold the bikes securely without crushing the carbon tubing.

With 550hp the F-Type R isn't exactly troubled by the presence of bikes attached to the roof and Mark says they've tested it up to over

100mph, even if the team will rarely need to go over 60mph. Better safe than sorry though, the Gaydon test track offering its own sections of pave as wickedly bumpy as anything Belgium has to offer should the F-Type take a more wide-ranging role in future Tours. Pinarello dealer Sigma Sport, based just down the road from PH Towers, told us an Il Bolide costs £9,300 for the frame and a near-£20K custom build for a team-standard bike wouldn't be a huge stretch of the imagination. So you'd have to hope they'd stay put.

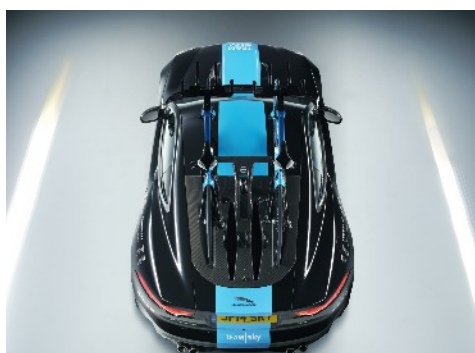
By rights an F-Type configured to carry fancy road bikes is the kind of thing to set PH's Pedal Powered forum alight and have well-financed MAMILs advancing towards Special Operations with cheque



books wide open. Could a productionised equivalent ever be made available, either as an official accessory or pricey custom job for well financed roadies?

Mark says he's had the discussion with SO boss John Edwards but reckons, as is, it'd require swapping out the entire bootlid for starters.

A price worth paying for the coolest bike transport device out there? Possibly, though that natty carbon support pylon might make even the most sturdy wallet quiver somewhat. Certainly the combination of sports cars and bicycles is one that's been seen before, at which point we'd invite you to share pictures of the best and worst examples you may have come across in real life or on that there t'internet.





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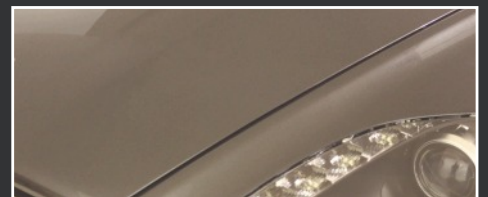
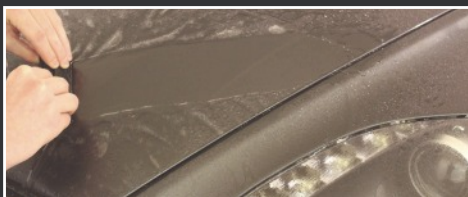
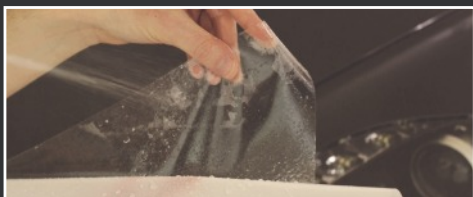
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Article by Colin Masterson

SHERBORNE CLASSICS AT THE CASTLE

By Colin Masterson

The two Colins, Andy & Paul convoyed down to Sherborne from our meeting point at Chepstow, Colin leading in the XJ220. After the nightmare journey back last year with roads closed and high temperatures we stuck to the M5 down to Taunton and headed East to Sherborne.

I was delighted when Colin wrong slotted in the 220 near Sherborne when he followed an XK120 who also got it wrong. Why delighted? Well, I got it wrong on the way to Thoresby so now I don't feel so bad!

At Sherborne we were joined by Dave and Ruth. Colin, Paul and Dave had been invited to put their cars on the timeline so Andy and I went to the nearby JEC stand.

This year Jaguar were the featured marque and the display was sponsored by Taunton Jaguar. The jaguar display was made up of five elements:

Timeline

Starting with an Austin Swallow and two late '30s SS Coupes. A Mark V, Graham's Mk VIII, various XK's Mk1s and Mk1.5s and derivatives like an S Type, two XJ220's, including Colin's, Dave XK8 and Paul's E Type through to more modern cars

Dealer Stand

Taunton Jaguar's stand with a selection of current models, including the



extremely hairy XKR-S GT.

Jaguar Racing History

Behind this were representatives of Jaguar racing history: a D Type the one described in last month's magazine, as it attended the Thoresby show, Jane Weitzmann's superb replica XJ13 (she also bought her magnificent lime green Lamborghini Muira), an XJR-15 and a Group C XJR-9 Le Mans car.

JEC Stand

The JEC had a cordoned off area for around 30 cars where Andy and I parked. We were not expected by the organisers of the JEC sections

continued on page 32 >



and so we had to persuade them to agree to providing space to erect our gazebo. In view of the lovely (un-forecast) weather we were grateful for the shade it provided, even if it is now on it's last legs.

Jaguar Area

Finally, there was a separate "Jaguar only" area in the general classic car parking section.

In total there were around 1,000 cars on display from Veterans to Supercars, augmented by the arrival around lunch time of tours organised by Aston Martin and Lamborghini clubs and the Petrol Heads. There were American Hot Rods and Custom Cars and several Dragsters whose engines were run during the day to the applause of the deafened crowd.

There was a craft fair and model displays, trade stands, auto-jumble and Sherbornebased auctioneers Charterhouse staged their 'Classic Vehicle Auction' which featured 100 varied lots. We went down to look at the cars offered for sale but there was nothing really to write home about. A flying display of the famous Model Red Arrows flown by the actual RAF flying team was cancelled unfortunately due to a lightning strike on one of them the previous day. They would have certainly been impressive at 9.5 feet long and capable of 200mph and have been promised for next year.

You always hope to spot some interesting people at car events and we weren't disappointed when we spied Win Percy who was signing his new book "Win". For those who don't know, Win is one of the



greats in motor racing with a long

active career in both racing and team managing. He started his career in the '60's with a Ford Anglia and later a Datsun 240Z. In the 1970's and 80's he won 3 British Touring Car championships.

His connection with Jaguars commenced with driving XJ-Ss in the Tom Walkinshaw Racing Team. 1986 also saw TWR running Jaguar's works C1 entry for the 24 Hours of Le Mans race. The following year he suffered a horrific crash when a tyre exploded at full speed (approximately 240 mph) on the long Mulsanne Straight, tearing off the rear bodywork and flipping the car into the air at least 40 feet "up above the trees". The wreckage finally came to a halt 600 metres down the road but,



despite almost obliterating the vehicle, Percy walked away from the crash with nothing more than a badly battered helmet (it wore down to his hair!) in what had to be one of the worst race crashes of all time.

In 1990, at the behest of Tom Walkinshaw, Percy took charge of the works Holden entry for the Australian Touring Car Championship, the Holden Racing Team. Not only did he prepare the cars and manage the team, but as a driver he won the coveted Bathurst 1000 race in 1990 and finished second in 1991. After 1991 he led a peripatetic lifestyle, with drives in many series around the world. Despite acting as team manager in the Mazda entry for the 1994 BTCC, and chief tester and latterly team manager for Harrier between 1995 and 1997, he managed to squeeze in the Jaguar XJ220's first race win.

In the late 1990s he became a familiar figure on the historic motor-sport stage, often seen getting his Jaguar D-type XKD 505 very sideways in fiercely contested historic sports car races. More often than not Percy would emerge victorious. In 2002, driving XKD 505, he won all four races at the Le Mans Classic meeting. Sadly, this spectacle was not to last long as a garden accident in 2003 resulted in a botched operation that left him paralysed from the waist down.

On the walk down to the auction we spied a very nice 1995 4.0 litre Celebration XJ-S which immediately appealed to Andy, as he has been on the look out for one for some time. The car was in red with a red-piped cream leather interior



and a beautiful wood dash. The car was fully loaded, the only drawback was the mileage (97,000) but the condition seemed excellent. Following the weekend Heather and Andy went to see it (Heather is looking for a classic Jaguar – well according to Andy anyway!) but they were just pipped at the post. Keep looking Andy, you'll find one.

The trip home was pretty uneventful via the M5. We took the decision to skip past the M49 shortcut to the new Severn River crossing and went up to the old bridge via the M48. A wise decision as there was no queue and we zipped through, much to Colin's relief in the XJ220.



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JAGUAR LAND ROVER ANNOUNCES NEW SPECIALIST VEHICLE OPERATIONS CENTRE AT RYTON

Jaguar Land Rover has announced plans to open a new technical centre near Coventry which will create 100 new jobs.

The car firm, which has its global headquarters in Whitley, has chosen Prologis Park at Ryton for its Special Vehicle Operations Technical Centre.

The facility will be JLR's global centre of excellence for the creation of high-end luxury commissions and extreme performance vehicles. The company plans to invest £20million in state-of-the-art equipment and a customer commissioning suite for the new facility.

The technical centre will be part of the company's Special Operations, which was created in June under the leadership of John Edwards.

Its aim is to focus on meeting the increasing expectations of today's most discerning and enthusiastic Jaguar and Land Rover customers.

The unique facilities will feature a VIP customer commissioning suite for bespoke services and premium vehicle personalisation, as well as Formula 1-inspired

flexible workshops and a specialist paint studio.

Managing director of Jaguar Land Rover Special Operations, John Edwards, said: "We are excited by the capability and potential that this new facility will give us.

"We will be creating truly iconic vehicles that reinforce the global reputation of both Jaguar and Land Rover brands as we expand our product portfolio and fulfil our ambitious plans."

A Jaguar Land Rover Special Operations team of 150 specialists will be based at Oxford Road, creating high luxury, individually-tailored "halo" vehicles.

Of these jobs, some 100 will be newly-created engineering and other highly-skilled operational jobs.

Bosses say the location will complement Jaguar Land Rover's engineering, design and testing facilities at Whitley and Gaydon, as well as the new Jaguar Heritage workshop at Browns Lane, Coventry and the company's advanced manufacturing facilities.

The first vehicle to roll out of the new SVO workshop will be the Jaguar

F-Type Project 7, the most powerful and fastest production Jaguar to date. This is an exclusive product, with just 250 models being made available worldwide.

Each F-Type Project 7 will start life at the company's plant in Castle Bromwich, before transferring to the Special Operations Technical Centre to complete the build by hand.



2014 EVENTS CALENDAR

AUGUST 2014

17 - 18th Vintage Sports Car Club Pembrey

SEPTEMBER 2014

6 - 7th Beaulieu International Autojumble

7th JEC Bristol Region Barbeque

12 - 14th Goodwood Revival

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

OCTOBER 2014

12th Three Counties Classic Car Show at Malvern

12th Jaguar International Spares Day At Stoneleigh Park

NOVEMBER 2014

14-16th Classic Car Show at the NEC Birmingham

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.

Take a look at the new club shop www.jec.org.uk/shop



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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 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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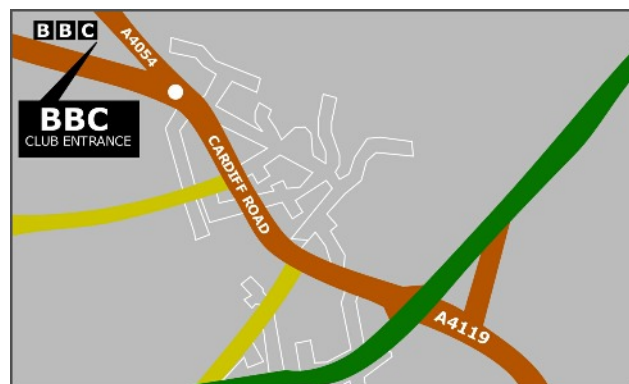
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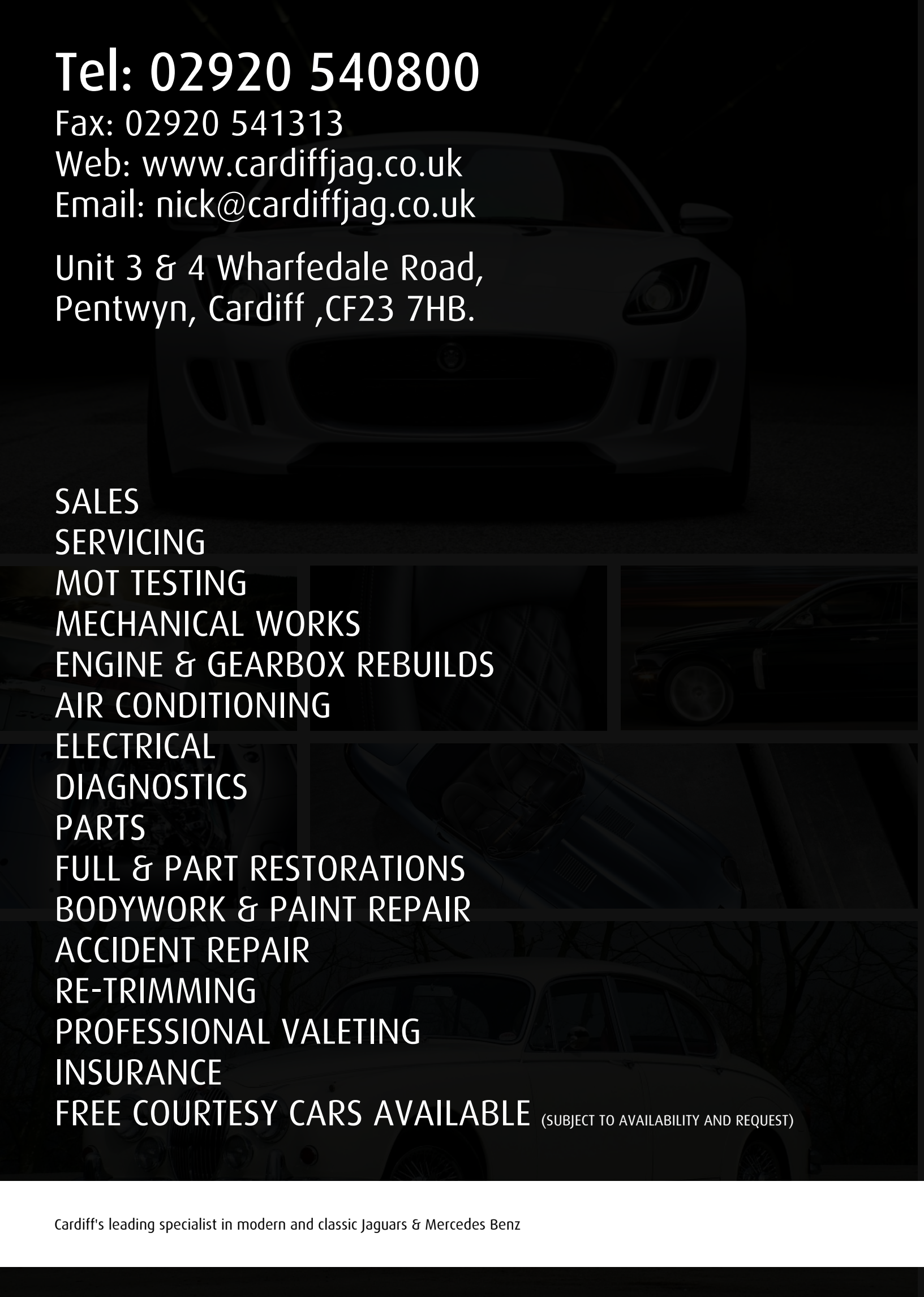
DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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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