

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 241 | October 2014



www.jecsouthwales.co.uk



EDITORIAL

NEWS EDITOR

Andy Webber

email: andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

CONTRIBUTORS

Colin Manconi

Colin Masterson

John James

Andy Webber

Mark Williams

Contributions welcome.

Please email all contributions including photographs, articles and reviews to:

editor@jecsouthwales.co.uk

Deadline for all articles, contributions and ad's for the next edition is **October 1st**.

ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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

PUBLISHING

Design & Print by
Trendy Design Co

Web: www.trendy-designs.co.uk

email: hello@trendy-designs.co.uk

Tel: 0845 366 58 48

Disclaimer:

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

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

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

FROM THE NEWS EDITOR

Hello!

We've had two fantastic car shows this month, with the big Tredegar Show - that we hope won't be our last - as well as the JEC race meeting at Castle Combe.

We have been extremely lucky with both shows, having gloriously sunny days as we've had for the majority of the shows this summer. This has led to some great attendances by both the public and our members. There are write-ups from both shows in this newsletter as well as a JEC world exclusive in Mark Williams' Llangorse story!

I always enjoy sharing our cars with other people as well as visiting the other show stands to hear the stories of other owners and see their classic cars. I hope that this enthusiasm continues to



a younger generation as many show attendees are much older and I wonder who is going to keep their cherished alive for the future generations to see. As is so often the case now, the younger generation seem interested in only the latest models not the classics.

I was lucky enough to have a day out in Cardiff Bay on-board Scott's speedboat this month and it was great to see the bay from the water as well the Millennium stadium. A big thanks to Scott and his dad (Derek) for a great day out on the water on a very warm September day. On the way home whilst talking about the boats for sale I was warned by Heather that I didn't have time for a boat with all the car shows in the summer - advice taken Mrs Webber!

We look forward to Malvern and Stoneleigh spares day that will both be attended by our members. These wrap up the local car shows this year leaving us with just the NEC classic car show to look forward to in November.

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.



18 The Final Tradegar Park Classic & Vintage car Show



4 Regional News Report By Colin Manconi



6 Castle Combe Autumn Classic



9 Unexpected Encounters - Jaguars At Langorse



10 The Rebirth Of Jaguars Most Important C-Type



12 Tradegar Park Classic Car Run



25 A Message From Bruce And Mandy Womac



26 Humour & Anecdotes



28 Duncan Hamilton, Gentleman Driver

Editorial	2
Events Calendar	32
Committee	33
Monthly Meeting Info	33



REGIONAL CHRISTMAS DINNER 2014

Saturday 6th December. Our regional Christmas dinner is booked for December the 6th at St Mellons Golf Club. We have held it at this venue for the last few years and have always enjoyed it. I am now taking names and payment, so please see me at the meeting or give me a call. **Members new and old all welcome.**

REGIONAL NEWS

TREDEGAR PARK VINTAGE & SPECIALIST CAR SHOW

What an end to the last Tredegar Park show ! The day of the 34th & Final Annual Vintage Car Rally dawned dry and bright, which was a great relief after the deluge of rain at last year's event. The weather forecast proved to be completely accurate and the sun shone from start to finish. It was an absolutely wonderful day. A record number of 1,700 exhibits entered and we had more visitors through the gate than we have ever had in previous years.

The Rally raised an amazing £80,000 for Leukaemia & Lymphoma Research, which is £26,000 more than our previous highest total in 2010. This takes the amount raised by the Vintage Rally since 1980, to £868,000 helping the Gwent region to raise £1,132,000 for Leukaemia Research.



The show for me starts on the Monday morning when four of us, Bruce, Graham, Alan and myself start marking out the field. This normally takes Monday, Tuesday, Wednesday and Thursday. As most of you are aware we have been asking for help for the last few years, even asking for help on the application form last year. This year Lloyds TSB sent over four of their employees to help. What a difference this made. It allowed us to split up and do a field each. By early afternoon on Tuesday we had finished. I had made sure that the most important stand on the field, the Jaguar Stand, had plenty of room, even extending it back towards the lake.

Saturday morning we set out all the stakes and string out all the stands. The MG club in the last few years had helped our club to do this and it has reduced the time it takes to do this job. "Practise makes



perfect". This year we had lots of help. Lloyds TSB, the Rotary Club, and the Land Rover Club all sent people and we finished just after lunch. Bruce and Mandy have told me that in years gone by they have been there at 10.00 at night using the head lights of their cars to mark out the field. I wonder that if more help had been available in the past whether the show would still be carrying on. I would just like to thank all our members who helped on the day.

I arrived early, 7.30 am, to set up the Jaguar Stand. Michael, my son, followed me in with our van filled to the brim with the barbeque and all the other paraphernalia required to set up the stand. Unfortunately this year we did not have the JEC van and gazebo as James is still recovering from his accident on his bike. By 8.00 Colin, Paul, Dave and other members had arrived and we soon had our gazebo up, the flag poles erected and the stand finished ready for Paul to start cooking the bacon rolls.

The stand soon filled up with members from the Bristol Region, Three Counties Region and of course the South Wales Region. We had 36 cars arrive, the most we have ever had, too many for the size of the stand and we ended up using the side of the stand by the trees as an overflow car park. I had invited Grant



Williams with his historic MK 1 Jaguar "BUY1". It arrived still with its "battle scars" from the previous weeks racing at the Goodwood Revival.

Having the barbeque as well as Paul's cooker took some of the pressure off him as we had to cook enough food to feed all the regions. I was fortunate to be able to obtain some very good quality sirloin steaks at a good price which combined with a crusty baguette gave us a nice option to the normal beef burgers and sausages which we always cook. As this was to be the last Tredegar Park Show I thought it was time to splash out and do something different. Ruth helped Paul and myself cook lunch which was well received by everyone.



I have never seen so many people walking around the show. Unfortunately I did not get a chance to go around the show but Colin Masterson did and his show report is included in the magazine. Many old members attended and were entertained on the stand throughout the day.

During the afternoon Ruth produced one of her world renowned chocolate cakes, well it is renowned in the Jaguar world, and we all enjoyed it sitting in the sunshine with a cup of tea or coffee.

We decided as a club that as we have enjoyed the show so much over the years that we would present Mandy and Bruce Womac, the organisers for the last 34 years, with a bouquet of flowers to thank them. It came as a big surprise to them and they would like to thank the club for such a nice thought.

Then the show was over. The last and the best. We packed the stand up and loaded it back into the van. As has been the case for many years we were the last to leave the field, perhaps for the last time?



CASTLE COMBE CLASSIC ACTION DAY

On Sunday the 5th of October we attended the Castle Combe Action Day. This was the third year of the event and it gets better every year. We met as usual at the lay by at the old Seven Bridge for the short run up to Castle Combe. This is the third year that the weather has been very good. Unfortunately the JEC did not bring their marquee so it was left to use to set up our "Event Shelter" and represent the club.

Paul was soon cooking the bacon rolls and the stand started to fill up quite quickly. The stand was not as big as last year, which was not big enough, so Graham Searle and myself decided that we would "liberate" (steal) part of the adjoining

stand. This almost doubled the size of our stand but it still was not enough and by the afternoon many jaguars ended up parking on other stands. Next year we must make sure that the stand is big enough as there were more Jaguars than any other make.

Grant Williams with his MK1 "BUY1" surprised us all by entering the Norman Dewis Cup Jaguar race and despite having problems with a leaking differential he won the Saloon class of the race. Norman Dewis was not able to be with us as he was in America. At the age of 92 he is still attending jaguar events all around the world.

The weather stayed fine and we had a good run back to South Wales.

A full report of this event can be found on page 6.

I would just like to respond on our News Editor Andy's comment in his Castle Combe article about the purchase of ice

creams. Here is a picture of him with Scott at Castle Combe. Notice who has an ice cream and who doesn't. It was me taking the picture and he didn't offer me one either.



OUR NEXT EVENTS ARE:

NEC CLASSIC MOTOR SHOW

Friday 14h to Sunday 16th November. This is the 'Grand Final' to the UK classic season celebrating all ages –veteran-classic and future classic. The JEC will have an impressive stand as usual so I hope to see you all there.

REGIONAL CHRISTMAS DINNER 2014

Saturday 6th December. Our regional Christmas dinner is booked for December the 6th at St Mellons Golf Club. We have held it at this venue for the last few years and have always enjoyed it. I am now taking names and payment, so please see me at the meeting or give me a call. **Members new and old all welcome.**

CHRISTMAS DINNER MENU

STARTERS

Winter Vegetable Soup

Smoked Salmon & Prawns On Mixed Leaves & Cucumber salad

Homemade Chicken liver Pate With Grape Chutney

Sweet Melon & Assorted Fruit With Lime Syrup

MAINS

Roast Breast Of Welsh Turkey With Lemon & Sage Seasoning, Bacon Chipolata & Cranberry Sauce

Roast Beef With Yorkshire Pudding & Horseradish Cream

Fillet Of Sea Bass With White Wine & Chive Sauce

Grilled Vegetable Tart With melted Brie And Tomato Ragu

All Served With A Selection Of Potatoes And Seasonal Vegetables

DESERTS

Traditional Christmas Pudding And Brandy Sauce

Chocolate Brownie With Vanilla Ice Cream

Honeycomb Semi Fredo

Vanilla Cheesecake With Mulled Wine Fruit Compote

Apple And Sultana Crumble Cake And Custard

Cheese & Biscuits
Coffee, Mince Pies And Crackers



2 course
£15.00



3 course
£18.50

WE NEED YOUR HELP

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

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

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

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

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

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

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



CASTLE COMBE AUTUMN CLASSIC

Leaving Chepstow in convoy with Paul, Nev, Colin, Dave & Scott I decided I'd be brave and travel to the circuit with the top down on the XJS. This led to a very chilly drive to Wiltshire and made me promise to myself that I'd keep a warm hat to hand in the car,

We arrived at Castle Combe and immediately started to put the gazebo up and get our chef ready to cook. we were the first on the JEC stand and it was a good job we were as we set up the gazebo and then the stand started to fill up very quickly. By 10am the stand was completely full with jaguar models across many decades and as far away as East Sussex.

Myself and Scott decided to have a walk up to the pit area to see the racing cars and stands. there was a vast array of jaguars in race

trim and revving up ready to take to the track.

The local Jaguar dealer had bought a selection of F-types and XK's including an XKRS-GT - all of which were in dark red. There were also marque displays slightly further afield from Lotus, Caterham, and Riley. One car particularly gained a lot of attention in that it was a steam powered car labelled the 'whistling car' that held land speed records and a history that included it being burnt and cut in half - aside from

being submerged in a pond all in the 7 years between 1905-1912.

We eagerly awaited the afternoon 'Norman Dewis Cup' race that was solely a Jaguar grid. Lightweight E-types including a low drag version led the way, with the D-type '774 RW', battling Mk2's and old XK's as well as an S-Type. The D-type was driven by Andy Wallace former Le Mans winner as well as a whole list of other honours, he was happy chatting to enthusiasts in the pits and signing autographs etc.

The racing was frantic and very competitive and it was a real treat to be able to see it in person. The Mk 2 race car of Ron Salvadori fame registration 'BUY 1' had come across from





Wales with Grant Williams at the helm. Despite a leaky differential and no preparation Grant was able to easily win the Saloon class of the Norman Dewis Cup - Congratulations Grant! We had this car on the stand at Tredegar Park and it was great to see it in its natural environment of a race track.

The racing continued with Austin Healeys, Maserati's, Astons,

and single seat Lotus Coopers. Myself and Scott commented that this was real racing with no fancy computer aids to help the driver keep the car on the track - we were so close that we could see the drivers fighting the cars around the corners and in many cases drifting them expertly around.

It was a much warmer trip back to Wales as the sun was now

out and I was wearing my new peak cap (bought at the circuit!), according to JJ this aged me 30years which still makes me younger than him!!

Despite the numerous ice cream vans at the circuit i'm still waiting for the club treasurer to buy a round of ice-creams, sadly it looks like i'll have to wait another year!!



GENUINE JAGUAR PARTS

Maintain the true Jaguar experience with **Jaguar Genuine Parts**.

Jaguar Genuine Parts are designed, tested and manufactured according to our uncompromising standards for quality, fit and durability. Each part is engineered specifically for your vehicle to contribute to its optimum performance and to help maximise its life span.



Brakes

Your defence against accident and injury.



Steering and Suspension

Vital to your ride, handling, comfort and responsiveness.

Oil

The essential fluid for your Jaguar engine.

Filtration

The essential fluid for your Jaguar engine.



First Time fit

Original equipment parts to maintain original performance.

Warranty

Peace of mind for every part.

2 YEAR WARRANTY
on all parts supplied



PARTS 02920 549339

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

All prices include VAT

Pricing	XF 2.7D 3.0 & 4.2	XF 3.0D & 5.0	X-TYPE Up to VIN:J60204	X-TYPE From VIN:J60205	XJ (Prior)	S-TYPE
INTERIM SERVICE	£199	£199	£199	£199	£199	£199
MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
BRAKE FLUID CHANGE	£55	£55	£55	£55	£55	£55
FRONT WIPERS	£45	£45	£45	£45	£45	£45

There's no need to compromise on your next service.

As an owner of a Jaguar over three years old, you can now have the premium service you desire at a truly competitive price.

With **Jaguar 3+** there's no hidden costs, just a clear fitted price for Jaguar scheduled servicing and routine repairs such as brake pad and disc replacement.

You also get the reassurance of Jaguar Trained Technicians, using advanced diagnostic equipment, and Genuine Parts.

And it's covered by a 12-month warranty.

£199
FIXED PRICE
INTERIM SERVICE*
QUALIFYING MODELS



SERVICE 02920 546702

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months old from date of 1st registration booking with a participating dealer for work to be carried out within the period of the relevant promotion. An interim service includes oil and oil filter replacement, a major service additionally includes air filter and fuel filter replacement (Diesel) (where specified by the vehicle service schedule). In addition all functional and safety checks will also be completed in accordance with the defined service schedule. Additional items not specified for automatic renewal/replacement (e.g. seat air filters / spark plugs) will be replaced based on age / mileage at an additional cost. All R / Super Charged models are excluded. **Cam belt replacement offer only available on the following qualifying models with 2.7 Diesel engines, Jaguar XF 2008-10, S-Type 2004-08 and XJ 2006-09. Cannot be used in conjunction with any other offer and may be amended or withdrawn at any time. Please consult dealer for full terms & conditions applying to their supply of parts and services.



Article by Mark Williams

JAGUARS AT LANGORSE

My wife Eve and myself arrived at our caravan at Llangorse lake, Brecon to be greeted by a Jaguar marshal.

Unknown to ourselves Jaguar Land Rover were having a hill walk and challenge weekend with sixty competing teams from their employees. With over 650 personal from all departments of the group the car parks and open common at Llangorse soon became a free car show.

Main attraction being a new Land Rover Discovery the only one on UK roads and I believe one of only nine in the world.

Back to Jaguar and we noticed, tucked away in the camping field was a four door XJ with front and rear camouflage to hide light design amendments not for public eyes - a world exclusive for the JEC of South Wales!

I suspect most of the cars were company owned or borrowed from showrooms by staff to attend the event



as most were plated 2014 with labels attached to the headrests.

XF's were the main model i.e XF / XFS / XFR / XF ESTATES and an eye catching blue XFR-S.

A nice example of an XJ 'luxury' stood close to a rally themed S type numbered 88 complete with union jacks and a cut-out of the queen in the rear passenger window.

With Land Rover Freelanders and Discovery models in abundance as well as the eye catching Evoque sports every JLR model was represented. There was also a Range Rover HYBRID in a colour I can only describe as ice blue. Other non JLR cars of interest were a red Audi R8, white Mercedes CLS63 and BMW's 320 / 730.

With nice weather and a good selection of cars to ogle over a cold beer, it was a great weekend in Brecon. I'll keep an eye for next year's event and dates.





THE REBIRTH OF JAGUARS MOST IMPORTANT C-TYPE

C-type chassis number XKC003 is arguably the most important Jaguar in the company's history. But the 1951 Le Mans winner ended its life as a retired racing car in the factory's scrapyard. For Jaguar luminary Jerry Booen, the car had to be reborn...

A glorious racing career with an unfortunate end

With Messrs Walker and Whitehead's Le Mans victory, piloting XKC003, in 1951, Jaguar established its reputation as a competitive racing brand, perfectly equipped to take on Ferrari and the rest of the sports car fraternity. The win at La Sarthe wasn't the only notable result for the car, either. Peter Walker took second place in that year's Tourist Trophy and the following year, after being upgraded

and entered as the first ever racing car to boast disc brakes, Stirling Moss drove it to fourth place at the Easter race meeting at Goodwood, snatching the fastest lap in the process. Agonisingly, it retired from third place in the Mille Miglia after 827 miles and, following an accident at Monaco (Moss still set the fastest lap of the race), XKC003 was disassembled at the factory and never rebuilt.

Devil in the detail

There were no subsequent attempts to rebuild the car, such was the complexity of its construction. This makes Jerry Booen's recreation all the more impressive. 'His' XKC003 is faithful to the original, with an electro-welded tubular steel frame and an aluminium body, featuring the correct period triangular bonnet louvres and four distinctive 'letter box' gills on the side. Power comes from a 1951 XK120 engine, upgraded to C-type specification and, naturally, the recreation possesses accurate disc brakes. Other details include Marchal headlights, a unique trademark on the front and authentic cockpit switchgear.





Ready to race

Booen really has left nothing to chance while creating this tribute to the iconic Jaguar. We think it does the original more than justice. What's more, the recreation, for sale at Historic Cars in Paris, would be a worthy addition to any private collection or museum thanks to its FIA certificate, making it eligible for historic motor racing events around the world. We sincerely hope it goes racing – the more people who get the chance to witness this special car and what it represents, the better.

Buy it now

Jaguar Type C XKCO03 recreation.

XKC 003, the 1951 Le Mans winning C-Type which secured the

marque's sporting reputation with Jaguar's maiden win and was famously conceived, constructed and raced to victory sadly no longer exists, but was broken up by the factory in 1952. Nor has there been any attempt to accurately recreate this particular car, such are the complexities of its construction.

Our car presents the new owner with an opportunity to own a unique C-Type, which is significantly different from the all the cars that followed.

This car is build exactly as an original 51 car, and feature the following unique combination of components:

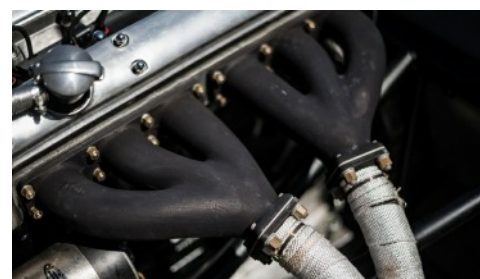
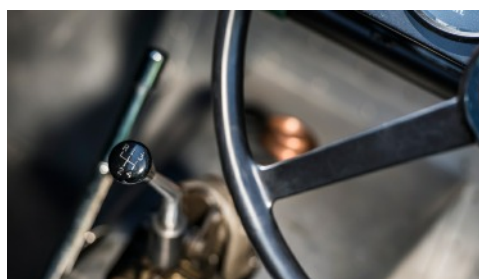
Stick welded, tubular steel chassis, painted black with lightening holes in the cruciform sections plus a myriad of other unique features.

All aluminium body with distinctive triangular bonnet top louvres and four large 'letter box' bonnet side louvres and headlamp trims, also incorporating the steel swaged body bulkhead bolted to the chassis.

But perhaps the other defining and historic feature of XKC003 was that it was first ever car to race with disk brakes, at Goodwood and in the Mille Miglia in 1952, and these too are faithfully reproduced in our car.

Car obtain FIA HTP certification, this unique C-Type will be eligible for historic racing, subject to invitation, and would surely be worthy of a place in any serious collection or automotive museum.

Price £216,755.00 approx.
More info see: www.historiccars.fr





Article by Colin masterson

TRADEGAR PARK CLASSIC CAR RUN

2014

Every year, the day before the Tredegar Park Vintage and Specialist Car Rally, a run is also organized by Bruce and Mandy Womack. Once again I attended the run while the likes of Colin Manconi and others prepared the ground for the Sunday Show (thanks guys).

Around 65 cars gathered in the general car park at Tredegar House and were given a tulip book, details of the places we were to visit, a list of other participants and a rally plaque to attach to the car.

For those of you who have not seen them, Tulip books use a straightforward ball and arrow system to show the route. The name of tulip which is used to describe the road book diagrams come from the Tulip Rally (Tulpen rally) of the 1950s. It gives a diagrammatic representation of the road junction. Participants would be instructed to religiously follow the mileages on the left of the page to ensure that they were at the correct junction, for which an

odometer could be used.

68 cars entered, mostly with crew of two, a driver and a navigator. I was one of the few who tackled it alone but as I have used tulip books a lot, found it straightforward to follow. The secret is to keep a close watch on your odometer and don't follow everyone else or you just copy their mistakes. As my Challenger's odometer over reads by about 10% quite a lot of mental arithmetic is

required so a fair amount of concentration is needed. Including stops we were on the road for around 7 hours so it is quite tiring.

It is interesting to compare the makes of car in the run and a typical selection of cars on the road today. For instance only 11 of the 68 were of foreign origin (a much smaller proportion that you would see on the roads today), 6 were German (Mercedes, Porsche and Audi), and there were 3 Japanese (Mazda and Toyota). The remaining two were particularly interesting: a Dutch DAF, famous for having a variable pulley belt driven transmission, which effectively gave it an infinite number of gear ratios, pretty handy when you



only have a wheezy little 1100 cc engine. The star of the "foreigns" for me, though, was a Trabant 601S with its smoky little 26bhp 600cc 2-stroke engine. Although the main structure was made of steel, the roof, boot lid bonnet, wings, and doors were made of Duroplast, a hard plastic (similar to Bakelite) made of recycled materials: cotton waste from the Soviet Union and phenol resins from the East German dye industry. Not a car to be left out in the rain! The "S" in the title indicated that this was a top of the range model - it is such an awful car that it has now become a collectors' item!

Of more interest to our members were 6 Jaguars (E Types, S Types and an XKR) plus a Daimler SP250 and a V8 250 saloon and Nigel's Swallow Doretti. The marque with the greatest representation was MG (10), there were 7 Morgans, and then a bunch of Triumphs, Austins, Fords etc

We were waived off in 30 second intervals. The weather started a bit damp and misty. At one point, soon after the start, we rose through about 900 ft and entered the low hanging cloud. Fortunately it soon cleared up and the rest of the day was very pleasant, so the hood was never used.

One of the interesting things about following Tulip directions is that most of the time you do not know exactly where you are! It is quite dissimilar to using a map and requires a reasonable level of concentration and trust in the directions. If you are asked to drive through a farmyard then that is what you do! Some of the lanes were so narrow, grass was growing in the middle of the road and then suddenly we were at our



first destination, the middle of Monmouth. As there are a number of places to visit it is not necessary to stop at them all so the participants get very spread out and for most of the time I saw no one else all day.

Our next destination was Eastnor Castle. It has a stunning interior and a collection of superb armour. The gardens are also very pleasant with a lake-side walk. Furthest out from the starting point was Ledbury an extremely interesting town with a wealth of very old half-timbered buildings, plenty of really nice cafes, and very interesting places to visit. Enjoyed a great pub lunch at the Feathers Hotel in the centre of town.

On our return we stopped at Skenfrith Castle. The remains of early 13th-century castle, built beside the River Monnow to command one of the main routes from England. There is no early reference as to the foundation of the fortress, though a castle certainly existed there by 1160

it came into the King Henry II hands. Over the next 60 years various building work took place and the castle was eventually completed around 1220.

The Roman Remains In Caerleon of the Roman Fortress of ISCA was our final destination. The Roman Baths Museum uses modern technology to give the visitor a vivid image of its former grandeur. The Amphitheatre stands just outside the walled area. It once could seat a whole legion - up to six thousand spectators. Nowadays it is sometimes used for open-air events and re-enactments.

We arrived back at around 4pm to be greeted with a very welcome cup of tea, some home made cake, a commemorative mug and photograph of the start. Bruce and Mandy said may well continue with the run in future years, even though they will not continue with the Sunday Rally, but we will have to see. I hope so, as it is great to have an opportunity to stretch the cars "legs" from time to time.



DIRECTION	MILES	DETAILS	TOTAL MILES	FOR YOUR G
	0.4	CARE Narrow road with passing places	24.3	
→	1.2	Turn right at T junction CARE Narrow road with passing places	25.5	
←	1.3	Turn left at T junction	26.8	
→	1.5	Turn right right signposted Llansoy just before left hand bend.	28.3	
+	1.9	Turn right at cross roads signposted Llansoy, Chepstow	30.2	
←	3.6	Turn left at T junction signposted Treleach.	33.8	



XPPEL
PAINT PROTECTION FILM

**WHEN YOU HIT THE ROAD,
MAKE SURE IT DOESN'T HIT BACK!**



XPEL's Ultimate Paint Protection Film combines best-in-class durability and clarity not previously available in the market. With its very low surface energy, XPEL ULTIMATE sheds contaminants that would otherwise stain or yellow conventional films. In addition, the clear coat employs special elastomeric polymers that "heal" over time eliminating swirl marks and other fine scratches without having to do anything.

Self Healing

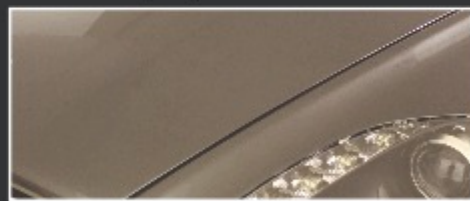
The advanced clear coat heals over time, eliminating swirl marks and other fine scratches.

Clearest Protection

Optically clear, zero orange peel finish leaves the film virtually invisible.

Stain & Discoloration Resistant

Bird droppings, air pollution and road grime will never leave the film stained or yellow, unlike lower quality alternatives.



ULTIMATE™ PROTECTS AGAINST

• Rocks • Bug Acids • Salt • Oils • Gravel • Tree Sap • Bird Droppings • Magnesium Chloride

XPEL ULTIMATE™ Paint Protection Film provides a 10-year warranty backed by a worldwide network of certified XPEL Installers

DON'T FORGET TO ASK FOR XPEL ULTIMATE™ BY NAME – Don't accept imitations!

For further information, please feel free to ring **Auto Detailing Studio** and speak to;

Jon on 07590 962663 E: jon@wyemedia.co.uk or John on 07749 503007 E: john@basistraining.co.uk

www.autodetailingstudio.co.uk



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



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

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



FREE **PARTS** **CATALOGUES**



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

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

**AVAILABLE TO
DOWNLOAD**

ULTIMATE JAGUAR PARTS SPECIALIST
www.sngbarratt.com



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



Hillsalive

www.hillsaliveluggage.com

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



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

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

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



GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

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

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

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



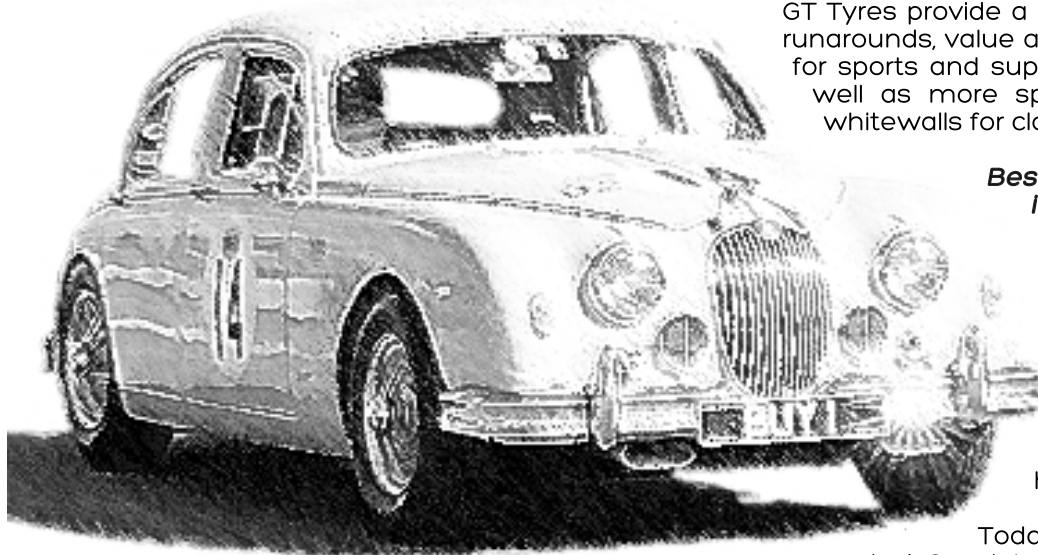
For a friendly chat about the work your Jaguar requires, please call

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

Glamorgan Classic Cars formally known as Gimber Motors

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

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



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

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

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

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

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



Call us now on:

01495 272770

Mobile: **07977 797750**

www.gttyrecentre.co.uk

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

RACING TYRE EXPERTS

COMPETITIVE PRICING

WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE

A family run business for over 50 years!

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



Article by Colin Masterson
Photos by Roland & Colin Masterson

TRAD EGAR PARK 2014 CLASSIC & VINTAGE CAR SHOW

Well, if they wanted to go out with a bang, they achieved it. After over 30 years, Bruce and Mandy Womack had decided 2014 would be the last show.

Without doubt the "final show" exceeded expectations receiving 1,600 pre-booked vehicles with almost a further 100 on the day. By late morning the show ground was completely full and some cars arriving late

had to be turned away. Visitor attendances were also high so their chosen charity, Leukaemia and Lymphoma Research should benefit considerably.

The JEC stand was also heavily oversubscribed with 36 cars arriving. As well as the South Wales region, the JEC was represented by the Three Counties (Herefordshire, Worcestershire and Gloucestershire) and the Bristol region.

Colin Manconi brought his XJ220; regular members are pretty blasé having seen this car many times but it attracted a large number of interested viewers who took almost as many pictures of it as my Triple C Challenger (just joking, Colin!).

Also on the stand was Grant William's Mk I "Buy 1". It still had the dirt from the previous weekend's racing at the Goodwood Revival where it came 3rd in the St Mary Trophy race, despite mechanical problems, driven by Grant and Derek Bell, winner of Le Mans 5 times and now aged 72 but still pretty quick. The car, arriving and departing from the show with much blipping of its throttle, was built by Jaguar as one of three 3.4 MK Is to compete in the 1959 production saloon car race series for John Coombs and achieved many wins in the hands of Roy Salvadori, another Le Mans winner.

The oldest representative of

the marque on our stand was John James with his XK140 and there was a liberal sprinkling of E Types, XJSs and more modern XK8s, XKs and XJ saloons.

Colin and Ruth lunchtime cooking with Paul producing early morning Bacon rolls. We had some very tasty Sirloin Steaks in crispy baguettes and Ruth produced another of her magnificent chocolate cakes. Mike brought the barbecue together with a vanload of Gazebos, Tables, flags etc.

A good mixture of one make and regional car clubs attended the rest of the show. Keith Ryall, who divides his loyalties between Jaguar and Mercedes, devised his own





novel idea of having his own stand for family and friends. His stand provided one of those unexpected surprises that enliven any car show in that in that it included a beautifully restored red and cream Porsche-engined tractor. You certainly don't see many of those! Throughout the show there were a number of other Jaguars spread through the regional stands bringing the total to probably around fifty.

Other interesting vehicles that I saw included a fine restored "curve dash" vintage Oldsmobile delivery van. Its name is derived from the front part of the floor, which was curved upwards to provide some minimal weather protection to the

driver and passenger, Not sure of the age but it was probably circa 1904. When it was phased out 100 years later, in 2004, Oldsmobile was the oldest surviving American automobile marque, and one of the oldest in the world, after Daimler, Peugeot and Tatra. Interestingly, the 1901 to 1904 Oldsmobile Curved Dash was the first mass-produced car, made from the first automotive assembly line, an invention that is often incorrectly credited to Henry Ford and the Ford Motor Company; Ford was the first to manufacture cars on a moving assembly line.

During the afternoon there was a display by the Rolls Royce Enthusiasts Club in the main arena and



continued on page 20 >





there were some lovely cars but another car caught my eye, probably because of its rarity. It was cream and black open-topped dual-cowl phaeton Star Comet. It was full to the brim with the driver's family and they were obviously having a great day out.

As well as cars there were motorbikes, buses and various commercial vehicles. One of the latter was an old fire engine rebadged as the Hire Engine, which was fitted out with comfy seats in the back and a bar. When our bouquet of flowers

was knocked over I went over and asked if they had any water. They said "Sure, how much would you like, we've got 1,000 litres in the back!"

Dave and I went over to watch the auction during the middle of the afternoon. The only vehicle of much interest was a convertible Mercedes, but his was withdrawn. Only around half a dozen cars were for sale and they were a complete mixed bag, ranging from a little Austin A30 to an H2 Hummer with a Japanese hot hatch in between. Altogether it was disappointing as not many cars sold.





So far I have only dealt with cars, but there was much more to the show than just cars. There were traction engines, static steam engines, driving all kinds of pumps, generators and so on, Commercial vehicles including buses, a large craft tent, numerous craft stalls and car related stalls as well as food vendors. There were military vehicles with participants dressed up in period WWI and WWII uniforms, and dressed in both the English and American Civil wars attire.

Tredegar Park and Pencoed (cancelled this year due to appalling

weather) have been for some time the two largest shows in South Wales so we may be down to one big show next year, although we have seen new shows springing up and growing in popularity, like the Vale of Glamorgan show in Sully. However, it is hoped that this will not be the final show and there is a small glimmer of hope that this will not be the case; we await developments. As the show closed, Colin made a presentation of a beautiful bouquet of flowers on behalf of the JEC to Bruce and Mandy in recognition of the work they put in over many years. Bruce did mention to me that he might continue with the Saturday Classic Car Run (see separate report). If so I hope that other JEC members will consider joining me.

With such a large numbers of cars leaving at the end of the show we decided to delay leaving and spent another hour or so shooting the breeze before we packed up after a very pleasant sunny day.

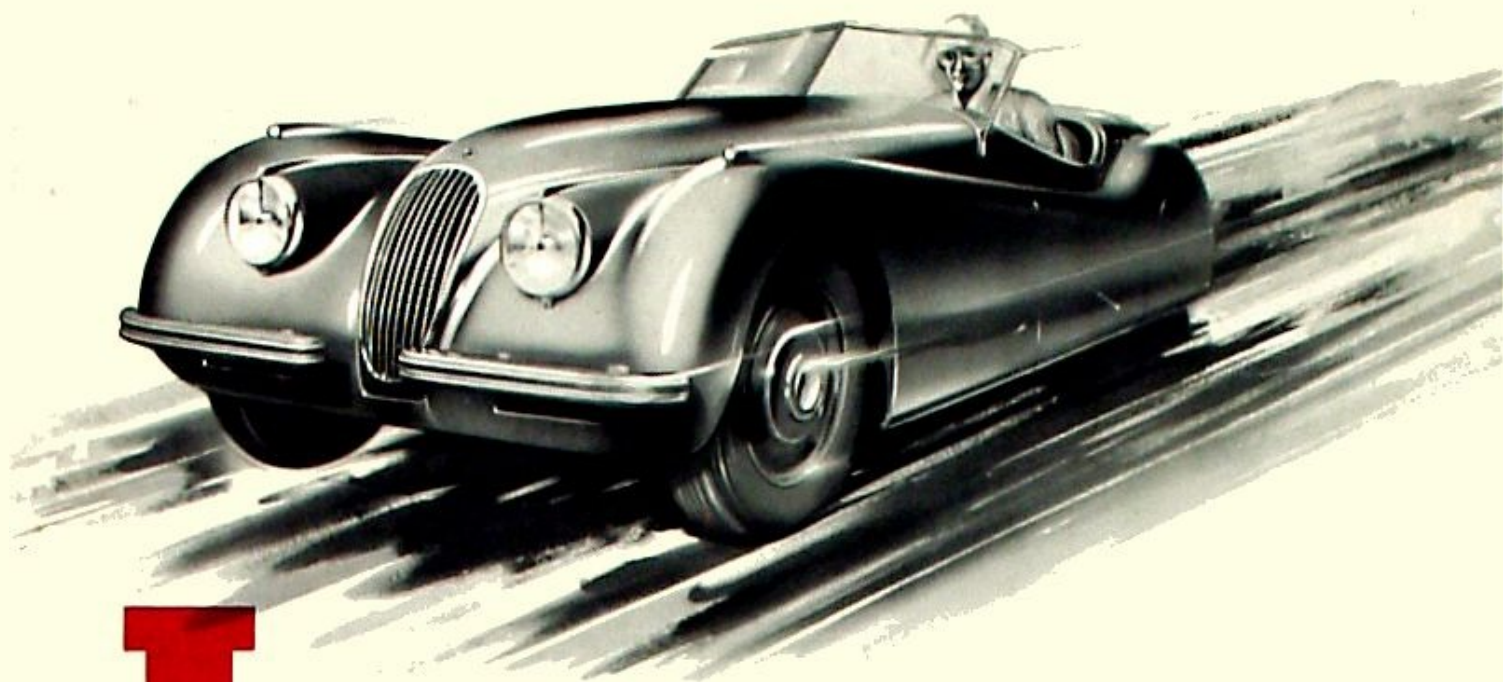


more photos on page 24 >









Jaguar again makes motoring history

On 30th May, 1949, an entirely standard Jaguar 3½ Litre XK 120 Sports car running on pump petrol was officially timed in attaining a speed over a flying mile of:

132.6 M.P.H.

This speed, observed and recorded by the Royal Automobile Club of Belgium on the Jabbeke motor road, has gained for Jaguar four Belgian speed records and is

**THE FASTEST SPEED EVER
RECORDED BY A PRODUCTION CAR**



34TH AND FINAL VINTAGE AND SPECIALIST RALLY 2014

34 YEARS AND £868,000.00 LATER, THE SHOW COMES TO A RECORD BREAKING END

The day of our 34th & Final Annual Vintage Car Rally dawned dry and bright, which was a great relief after the deluge of rain at last year's event. The weather forecast proved to be completely accurate and the sun shone from start to finish. It was an absolutely wonderful day. We had a record number of 1,700 exhibits entered and more visitors through the gate than we have ever had in previous years.

The Rally raised an amazing £80,000 for Leukaemia & Lymphoma Research, which is £26,000 more than our previous highest total in 2010. This takes the amount raised by the Vintage Rally since 1980, to £868,000.

I would like to take the opportunity to put an end to any rumours that the National Trust has forced us to give up the event. This is completely untrue. The Trust were happy for us to continue for as long as we wanted to, but we are all getting

older and we felt that it is better to stop now, while we are in a position to make that decision, rather than have it forced upon us by health issues.

Thank you to everyone who has supported us over the last 34 years. The exhibitors, without whom we could not have had a show, our volunteers, who have willingly come along each year to make sure that everything ran smoothly, Newport City Council who allowed us to use the venue from the beginning and to the National Trust who are the new custodians of Tredegar House and have continued to help us in every way possible.

Finally I would like to thank everyone who has paid to come to see the show and has helped us to make the event such a success.

Gwent Branch will still be carrying on, raising money for Leukaemia Lymphoma Research, but just in a less demanding way.

We've put together a souvenir DVD to mark the final rally which you can order for £12 (plus p&p of £3) or download for £10. To order your

copy of the DVD or to buy a video download please print and complete the order form (with a cheque made payable to Leukaemia & Lymphoma Research and send to:

John Gaulton Independent Financial Advisors
Black Norie
Glwestone
Ross-on-Wye
HR9 6BA

To make a donation, please text BEAT15 £(amount) to 70070

You can download an order form by visiting the Leukaemia & Lymphoma Research website (*shortened URL*) www.tinyurl.com/q5emyj3



humour

Members jokes & anecdotes

OLD BLIND COWBOY

An old blind cowboy wanders into an all-girl biker bar by mistake.

He finds his way to a bar stool and orders a shot of Jack Daniels.

After sitting there for a while, he yells to the bartender, 'Hey, you wanna hear a blonde joke?'

The bar immediately falls absolutely silent.

In a very deep, husky voice, the woman next to him says, 'Before you tell that joke, Cowboy, I think it is only fair, given that you are blind, that you should know five things:

1. The bartender is a blonde girl with a baseball bat.

2. The bouncer is a blonde girl with a 'Billy-Club'.

3. I'm a 6-foot tall, 175-pound blonde woman with a black belt in karate.

4. The woman sitting next to me is blonde and a professional weight lifter.

5. The lady to your right is blonde and a professional wrestler.

'Now, think about it seriously, Cowboy.... Do you still wanna tell that blonde joke?'

The blind cowboy thinks for a second, shakes his head and mutters, 'No... not if I'm gonna have to explain it five times.....'

FANCY DRESS

A man with a bald head and a wooden leg is invited to a Christmas fancy dress party.

He doesn't know what to wear to hide his head and his wooden leg, so he writes to a fancy dress company to explain his problem.

A few days later he receives a parcel with a note:

Dear Sir, Please find enclosed a Pirate's outfit. The spotted handkerchief will cover your bald head and with your wooden leg you will be just right as a Pirate.

The man is offended that the outfit emphasizes his disability, so he writes a letter of complaint..

A week passes and he

receives another parcel and note:

Dear Sir, Sorry about the previous parcel. Please find enclosed a monk's habit. The long robe will cover your wooden leg and with your bald head you will really look the part.

The man is really incandescent with rage now, because the company has gone from emphasizing his wooden leg to drawing attention to his bald head.

So he writes a really strong letter of complaint..

A few days later he gets a very small parcel from the company with the accompanying letter:

Dear Sir, Please find enclosed a tin of Golden Syrup. We suggest you pour the tin of Golden Syrup over your bald head, let it harden, then stick your wooden leg up your arse and go as a toffee apple.

LADY PRAYING

Overheard in church, a lady praying:

"Dear Lord," she said, "This has been a tough two or three years.

You have taken my favourite actor Richard Attenborough.

My favourite pop singer Michael Jackson.

My favourite Blues Singer Amy Winehouse.

My favourite actress Elizabeth Taylor.

My favourite football manager Bobby Robson.

My favourite golfer Seve Ballesteros and now

My favourite singer Whitney Houston.

My favourite comedienne Joan Rivers

I just wanted you to know that my favourite politicians are:

Alec Salmond, Tony Blair, John Prescott, Ed Balls, Gordon Brown, Harriet Harman, Nick Clegg and Ed Miliband (in no particular order). Amen."

THE SEVEN DWARVES

The seven dwarves left home very early each morning to go to work in

the mine. As always, Snow McWhite stayed at home doing her domestic chores.

As lunchtime approached, she would prepare their lunches and take them to the mine.

One day as she arrived at the mine with their lunches, she saw that there had been a terrible cave-in.

Tearfully, and fearing the worst, Snow McWhite began calling out, hoping against hope that the dwarves had somehow survived.

'Hello. Hello!' she shouted. 'Can anyone hear me? Hello!'

For a long while, there was no answer. Losing hope, Snow McWhite again shouted, 'Hello! Is anyone down there?'

Just as she was about to give up all hope, she heard a faint voice from deep within the mine,

"VOTE YES FOR ALEC SALMOND AND INDEPENDENCE FOR SCOTLAND".

Snow McWhite fell to her knees and prayed, "Oh, thank you, God! At least Dopey is still alive!"

OLD MAN SHOPPING

An older man approached an attractive younger woman at a shopping mall.

"Excuse me; I can't seem to find my wife.

Can you talk to me for a couple of minutes?"

The woman, feeling a bit of compassion for the old fellow, said, "Of course, sir.

Do you know where your wife might be?"

"I have no idea, but every time I talk to a woman with boobs like yours, she seems to appear out of nowhere".

TEeing OFF

A female physiotherapist tees off on the golf course but she slices her shot and hits a man standing on the next green.

The man collapses with his hand between his legs.

The physiotherapist runs over and says, 'Don't worry, I have medical training. I can help reduce the pain.' So saying she opens his trousers and massages his privates.

After a minute she says, 'Does that feel better?'

The man replies, 'Yes, thank you. But I think you broke my thumb.'

THE TAXIDERMIST

A guy walks into an Arkansas bar and orders a white wine spritzer. The bar goes quiet as everyone stares at the stranger. 'Where you from, boy?' asks the barman.

'I'm from Iowa,' replies the man.

'And what the heck do you do in Iowa?' asks the barman.

'I'm a taxidermist,' replies the man.

'A taxidermist?' says the barman. 'Now just what the heck is a taxidermist?'

'I mount animals,' says the man.

The bartender says to the rest of the bar, 'It's okay, boys. He's one of us!'

ON THE BEAT

Two policemen are walking the beat when one says, 'When I get home, I'm going straight upstairs and tearing off the wife's underwear.'

'Feelling randy?' asks the other. 'No,' says the first. 'The elastic is killing me.'

THE LION TAMER

A circus owner advertises for a lion tamer. Two people show up, one is a young man and the other is a gorgeous girl. The circus owner says, 'I'm not going to lie to you. This is a ferocious lion. He ate my last tamer so you guys better be good. Here's your equipment; a chair, whip and a gun. Who wants to try out first?' The girl volunteers. She walks past the whip and the gun, steps into the lion's cage and sits in the chair. The lion charges but the girl throws open her coat revealing that she's naked underneath. The lion stops dead in his tracks, licks her legs, then rests its head in her lap. The circus owner is astonished, 'I've never seen anything like that in my life.' He turns to the young man and says, 'Can you top that?' The young man replies, 'Sure I can – as soon as you get that damn lion out of the way.'

BECOMING A PRIEST

An Irishman wanting to become a Priest went to see the Bishop who said "You must answer 3 questions on the Bible".

"1st - Who was born in a stable?"

"Red Rum" he replied

"2nd - What do you think of Damascus?"

"It kills 99% of all germs" he replied.

"3rd - What happened when the disciples went to Mount Olive?"

"That's easy" he said "Popeye kicked the shit out of them!!"

ON A NIGHT OUT

Two women friends had gone out for a girls night out, and had been over-enthusiastic on the cocktails. Incredibly drunk and walking home, they suddenly realized they both needed to pee. They were very close to a graveyard, and one of them suggested they do their business behind a headstone or something. The first woman had nothing to wipe with, so she took off her panties, used them, and threw them away. Her friend however, was wearing an expensive underwear set and didn't want to ruin hers, but was lucky enough to salvage a large ribbon from a wreath that was on a grave and proceeded to wipe herself with it. After finishing, they made their way home. The next day, the first woman's husband phones the other husband and says, "These girls' nights out have got to stop. My wife came home last night without her panties." "That's nothing," said the other. "Mine came back with a sympathy card stuck between the cheeks of her butt that said, "From all of us at the fire station,

MONKEY IN A BAR

A guy walks into a bar with his pet monkey. He orders a drink, and while he's drinking, the monkey jumps all over the place, eating everything behind the bar. Then the monkey jumps on to the pool table and swallows a billiard ball.

The bartender screams at the guy, "Your monkey just ate the cue ball off my pool table -- whole!"

"Sorry," replied the guy. "He eats everything in sight, the little sod. I'll pay for everything."

The man finishes his drink, pays and leaves.

Two weeks later, he's in the bar with his pet monkey, again. He orders a drink, and the monkey starts running around the bar. The monkey finds a maraschino cherry on the bar. He grabs it, sticks it up his bum, pulls it out and eats it.

The bartender is disgusted. "Did you see what your monkey did now?" he asks.

"Yeah," replies the guy. "He still eats everything in sight, but ever

since he swallowed that cue ball, he measures stuff first."

HUSBANDS BEST FRIEND

A woman meets with her lover, who is also her husband's best friend.

They make love for hours. Afterwards, as they lie in bed, the phone rings. Since it's the woman's house, she picks up the receiver. The best friend listens, only hearing her side of the conversation:

"Hello? Oh, hi... I'm so glad that you called... Really? That's wonderful... Well, I'm happy to hear you're having such a great time... Oh, that sounds terrific... Love you, too. OK. Bye-bye."

She hangs up the telephone and her lover asks, "Who was that?"

"Oh," she replies, "That was my husband telling me about the wonderful time he's having on his fishing trip with you."

FARMER GILES

A Welshman, an Englishman and a Irishman were being chased by Farmer Giles with a shotgun. After 10 minutes of running they spotted a barn and ran inside.

Once inside they each hid in a old sack against the barn wall. The farmer went into the barn but did not see where they went, he was about to turn back when he saw three suspicious looking sacks. He walked forward and prodded the first sack with his gun. The Englishman inside said... "Meow".

"Just cats," he thought.

He then prodded the second sack. The Welshman, hearing how the Englishman got off said... "Woof".

"Just dogs," he thought.

As he walked towards the last sack, the Irishman worked out what he was going to say. As soon as the farmer prodded his sack he said... "Potatoes!"

WHAT DOES IT MEAN?

Q: What does it mean when your boyfriend is in your bed gasping for breath and calling your name?

A: *You didn't hold the pillow down long enough*

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:

editor@jecsouthwales.co.uk



Photos by Getty Images / Duncan Hamilton Ltd.
Article From www.classicdriver.com

DUNCAN HAMILTON, GENTLEMAN DRIVER

The problem with writing about Duncan Hamilton is that no one can possibly do it as well as Hamilton himself did, in his hysterically funny 'autobiography', Touch Wood. The inverted commas are there because – while it's said that every word in the book is true – not all of it happened to Hamilton...

Plenty did, though. It's hard to pick just a few stories from the 160-odd pages of anecdotes that pack Touch Wood – not to mention the hilarious recollections of his contemporaries. Choosing almost at random, there was the time he was stopped for speeding in the Cromwell Road in London while on his way to take part in a television programme on road safety... or the erroneous newspaper reports that he had been killed in a road accident, resulting in his wife receiving letters of condolence – to which Hamilton replied with the words 'looking forward to seeing you soon'.

'Drunken Duncan' (as he was popularly but perhaps unfairly

known) never let a serious racing career get in the way of his off-track exploits, but this gentleman racer's skill at the wheel was indisputable. Indeed, the great Argentinean racing driver Froilan Gonzales claimed that, in the wet, Hamilton was the fastest driver in the world.

Lucky Escape

One of the greatest Jaguar works drivers of the 1950's, it's said that Hamilton's racing career came

about because he found post-War life rather dull – hardly surprising when you consider his close shaves with death throughout the war years. Hamilton joined the Fleet Air Arm, the branch of the Royal Navy responsible

“ One of the greatest Jaguar works drivers of the 1950's ”

for naval aircraft, and on several occasions was lucky to escape with his life.

His career in motorsport started with sprints and hillclimbs in a supercharged MG R-type – a car he





once transported to the Brighton Speed Trials in a lorry. Coming down the hill into Guildford, Hamilton 'saw the splendid honeycomb radiator of a Bugatti in the outside rear-view mirror', so he moved over and waved the priceless Bugatti past. But the car hung back. A bit further down the hill, the Bugatti accelerated and drew level with Hamilton, at which point he saw there was no one in it: "The awful truth dawned on me – it was my own car, gathering speed fast." He'd forgotten he was also towing his Bugatti 35B behind the lorry, and the story ends with a concrete lamppost snapped in two.

As well as the MG and that T35 Bugatti, Hamilton also competed in – among others – the famous ERA 'Remus', a Grand Prix Maserati and a Talbot-Lago. But in a career that encompassed five World Championship Grands Prix and 18 non-Championship Formula One

races, it was of course Le Mans in 1953 that saw his greatest victory, teamed with co-driver Tony Rolt.

Overcoming the odds... and a hangover?

Rolt's natural dignity is the perfect foil to Hamilton's delightful tales and, if Hamilton had an interesting wartime history, it was nothing to Tony Rolt's – one of the men who planned to escape from Colditz by building a glider in the attic of the castle. Rolt himself disliked personal publicity and, as his Daily Telegraph obituary stated, he avoided Colditz reunions, saying, "Escaping was not a game. Nor was it fun. It was a duty."

But at Le Mans in 1953, the pair shared a common disappointment. During pre-race practice their Jaguar C-type was disqualified on a technicality, so they headed to a bar to drown their sorrows. After a night of solid drinking, at 10am they saw a



Mark VII Jaguar pull up and out got Jaguar supremo William Lyons, with the news that they were 'back in the race' – which would be starting shortly. According to Hamilton, they overcame their hangovers by drinking brandy during the pit-stops (although Rolt strongly denied this).

Whatever the truth of it, the pair came through an eventful race (at one point a bird struck Hamilton in the face – at 130mph – and broke his nose) to take the chequered flag and win the world's greatest endurance race. Few lives can capture the true spirit of motor racing in the early 1950s better than Hamilton's combination of driving skill, roguish charm and derring-do.



World Renowned Jaguar Interiors

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

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

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

BAS Jaguar
British history in the making.

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

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



We know about Jaguars!



www.jacobsandharris.co.uk

FOR ALL YOUR FINANCIAL NEEDS

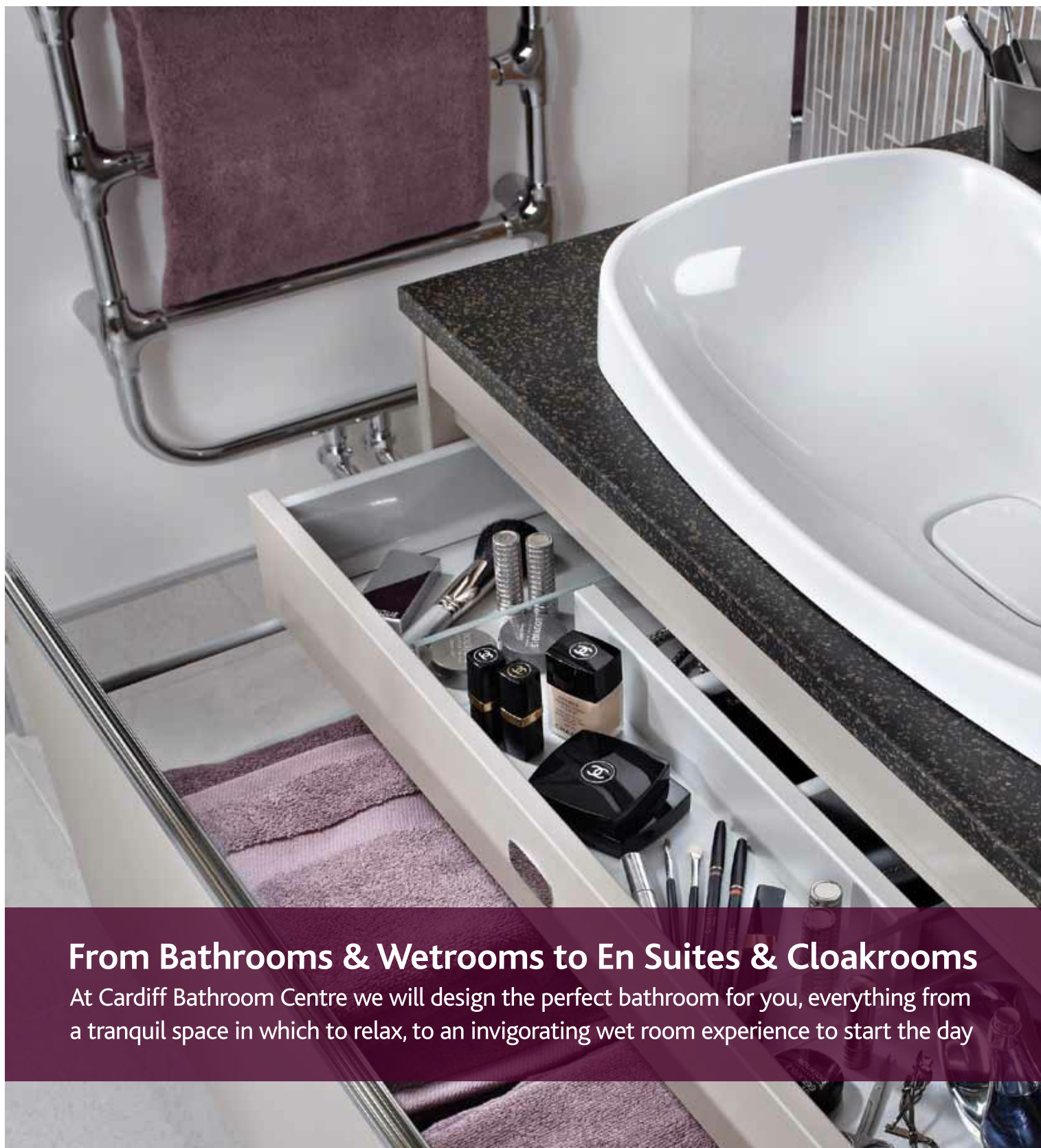
Pensions, Retirement Planning, Investments,
Inheritance Planning, Protection, Mortgages

Following the pension reforms announced in the budget, it is more important than ever to understand your retirement options.

Contact Peter to arrange a personal financial review at no cost to you.

Director Peter Harris BA DipPFS
t 07770 822115 e peter@jacobsandharris.co.uk

23, Orchard Castle, Thornhill, Cardiff, CF14 9BA. Authorised and Regulated by the Financial Conduct Authority



From Bathrooms & Wetrooms to En Suites & Cloakrooms

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

Browse through more than 100 beautiful bathroom & shower displays

bathroom CARDIFF
CENTRE



Simply add water...

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

Tel: 029 2034 0861

Web: www.cardiffbathroomcentre.co.uk

2014 EVENTS CALENDAR

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

DECEMBER 2014

6th South Wales region Christmas Dinner at St Mellons Golf Club

Also see the web site - www.classicshowsuk.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.

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

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



JAGUAR ENTHUSIASTS' CLUB

Gift Shop

**Shopping Basket**
0 item(s) - £0.00

[Bulletin Board](#) [Site Log in/out](#)
[as Guest](#) [Login](#)

  Be the first of your friends to like this.

Welcome to the Jaguar Enthusiasts' Club Store

For all your Jaguar products and gifts or hiring tools and spares



Featured

 Raffle Car Tickets £1.00 Add to Basket	 Jaguar Evolution T-Shirt £12.00 Add to Basket	 Jaguar Le Mans T-Shirt £20.00 Add to Basket	 XJS Coat £48.00 Add to Basket
 Club Storm Jacket	 Jaguar Golf Umbrella	 Club Full Zip Fleece	 Daimler Result

Shop Home

- Club Clothing & Accessories Range
- XK Special
- Gifts, Toys & Accessories
- Books
- Models
- Jewellery
- Jaguar Clothing
- Official Jaguar Products
- Prints & Artwork
- Car Covers and Accessories
- Car Care Products
- Club Gift Vouchers
- Raffle Car Tickets

SOUTH WALES REGION COMMITTEE

REGIONAL REPRESENTATIVE

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

SECRETARY

Mike Jones

email: mike.jones@jecsouthwales.co.uk

Tel: 01633 689005

TREASURER

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

CHAIRMAN

John James

email: john.james@jecsouthwales.co.uk

Tel: 01656 656424

PRESIDENT FOR LIFE

Harry Kuehling

email: harry.kuehling@jecsouthwales.co.uk

Mobile: 07931 538434

Tel: 02920 407863

COMMITTEE MEMBERS

Paul Cogdon

email: paul.cogdon@jecsouthwales.co.uk

Tel: 01600 860969

Andy Webber

email: andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

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

MONTHLY MEETING DATES 2014/15

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 19th November

Wednesday 17th December

2015

Wednesday 21st January

Wednesday 18th February

Wednesday 18th March

Wednesday 15th April

Wednesday 20th May

REGIONAL CHRISTMAS DINNER 2014

Saturday 6th December.

At St Mellons Golf Club.

Now taking names and payment, so please see Colin Manconi at the meeting or give him a call.

Members new and old all welcome.

MONTHLY MEETING

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

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

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

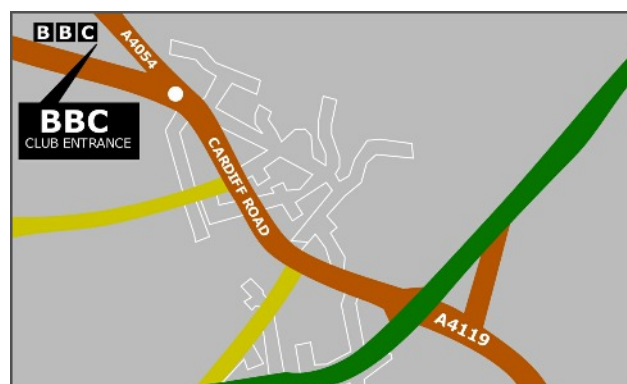
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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

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

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



Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

Unit 3 & 4 Wharfedale Road,
Pentwyn, Cardiff ,CF23 7HB.

SALES

SERVICING

MOT TESTING

MECHANICAL WORKS

ENGINE & GEARBOX REBUILDS

AIR CONDITIONING

ELECTRICAL

DIAGNOSTICS

PARTS

FULL & PART RESTORATIONS

BODYWORK & PAINT REPAIR

ACCIDENT REPAIR

RE-TRIMMING

PROFESSIONAL VALETING

INSURANCE

FREE COURTESY CARS AVAILABLE (SUBJECT TO AVAILABILITY AND REQUEST)

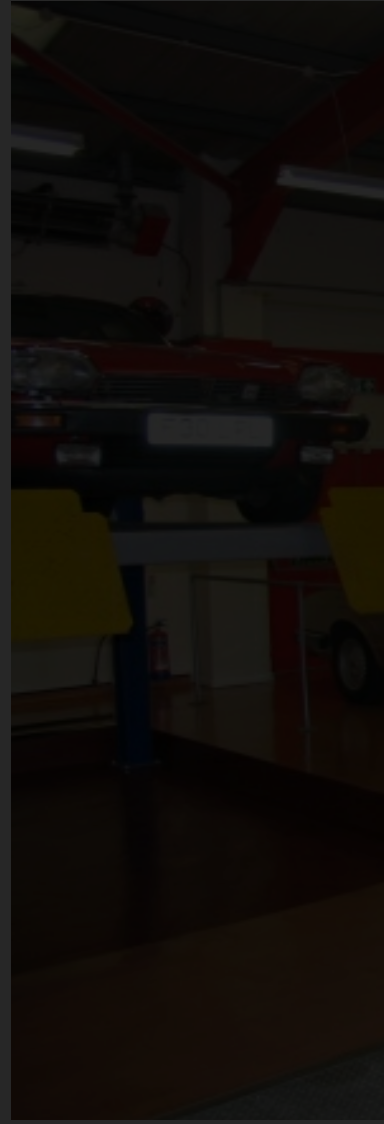


a local specialist for all your classic & modern jaguar needs...



Established in the late 1990s, Cardiff Jag & Performance Ltd is set in a prime location on the outskirts of Cardiff with easy access to junction 30 of the M4 motorway.

comprehensive range of services...



As one of the leading UK's Jaguar Specialist our policy of continual growth and improvement ensures our impressive understanding and knowledge of the Jaguar marque. Operating from a state of the art premises we offer our customers old and new a comprehensive range of services ranging from bodywork repairs (small and large), servicing, maintenance, repairs, MOT facility and sales of Pre Owned performance vehicles.

not just jaguars...

We specialise in mainly Jaguar and Mercedes vehicles but offer the same extensive range of services for other performance vehicle marques.

time served craftsmen...

Our staff are fully trained and offer over 50 years experience and we are confident that we are able to meet all customer expectations. Our stores are fully stocked with genuine spares and all work is guaranteed, vehicle warranties are not affected by the services we provide.

welcoming environment...



Our courteous staff will make you feel at home in our comfortable reception area and will be happy to offer you refreshments while your vehicle is with us and your vehicle will receive a complimentary wash and vacuum. Full Valet service available subject to time and availability.

So next time your pride and joy needs some TLC, give us a call or pop in for a chat, we would love to add you to our growing list of satisfied customers. *We look forward to seeing you soon.*

ALLIANCE CARS CARDIFF

Perfect Day

WEDDING CARS

"A Perfect Car for your Perfect Day"

www.perfectdaycars.co.uk



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

Vehicle viewing's by appointment only.

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

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

Neville: 07787 158630 • Stella: 07818 406534

Business owned by local JEC Members