

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 247 | April 2015

www.jecsouthwales.co.uk



EDITORIAL

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Deadline for all articles, contributions and ad's for the next edition is **April 6th**.

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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:

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FROM THE NEWS EDITOR

Hello!

Finally we have the first show under our belts and enjoyed a beautiful sunny day at Coleford with a great run through the Forest of Dean en-route. Myself and Scott have done a write-up on the show later in this magazine. I hope that all our shows have the same weather; misty start aside!

Myself, and both Mr Manconi & Mr Masterson travelled to Stoneleigh for the annual March Jaguar Spares day. This was a great chance to catch up with fellow JEC members and Jag lovers from across the UK. Colin has done a write-up for us so you can see what took our interest on the day. I really enjoyed seeing friends from the JEC and discussing new purchases and bargains at the show – although I was unlucky not to find the part I needed (a nearside rear XJS outer lens cover)! It's also good to be able to help out on the JEC stand selling the raffle tickets for the new JEC raffle car.

I watched with considerable intrigue as the new XF was launched in London driving across the Thames on two carbon wires. Over the last couple of years, the F-Type and new XE have been launched at star studded events with significant PR and glitzy glamour but this has gone beyond that by actually setting a world record in the process! Alongside this they have announced a further £600m investment focused design, engineering & manufacturing for the new XE/XF/F-Pace and 'ingenium' diesel engines. Hats off to Jaguar, the year of the 'cat' has been kicked off with mighty roar..... rather than a mighty splash in the Thames!



I look forward to 'drive it day' organised by JJ; with the route still a secret and JEC members travelling from far and wide we can only hope for great weather and wonder where we'll end up!

We all wish John & Janet James a very happy 50th Wedding Anniversary!

Until May,

Andy Webber

A handwritten signature of Andy Webber in black ink.

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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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



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REGIONAL NEWS

At last the weather is improving and I have some events to report on!

INTERNATIONAL SPARES DAY AT STONELEIGH

This being one of the first events of the year Andy, and myself were asked to help out on the JEC stand selling raffle tickets for the new charity car, a lovely 2007 XK 4.2 in liquid silver metallic paint with a genuine 27,000 miles from new. Colin Masterson offered to help so we all travelled up together. Colin met me at home at 6.00 am to pick Andy from his house at 6.15 am to be at Stoneleigh for an 8.00 am start. Despite Andy's assurance that he would be waiting on the corner of his road at 6.15, a couple of phone calls were made before we left to his mobile phone to make sure he was up. Andy doesn't like early morning starts! Sure enough all we got was his answer phone message. Upon arriving at his house another phone call roused him and he was soon in the car and we were on our way. His excuse that we were a few minutes early was not accepted!



We arrived in plenty of time and soon had the raffle car on the stand and everything set up. For once it was not too cold during the day and the nice weather brought out the people hoping for a bargain. Paul had ordered a petrol tank for his Series 1 E-Type, so to save the postage cost, I popped over and picked it up. It was fully galvanised and should last the lifetime of the car.

As we had started so early we thought a nice bacon roll and cup of coffee was appropriate. At £5.00 each the bacon rolls were daylight robbery but when they have a captive market I expose they can charge what they like. It makes the bacon rolls at our events at a £1 much better value for money.

We were busy all day selling tickets for the raffle car but we had

plenty of time to have a look around the stalls as we had a lot of help on the stand.

The event starts to wind down by 3.30 pm and we packed everything away and were on our way home by 4.00pm.

A full report on this event is on page 8.

PRACTICAL CLASSICS RESTORATION SHOW

This was a two day show on Saturday the 28th and Sunday the 29th of March. I drove up early Saturday morning to help out on the JEC stand on both days. This is the second year



this has been run at this venue Unlike the NEC show in November there is more of an emphasis on showing cars which are in the process of being restored. The JEC had a stand at the restoration show with a variety of Jaguars in different states of repair.

A full report on this event is on page 10.

COLEFORD FESTIVAL OF TRANSPORT

We always attend this show every year with a club stand. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held on Easter Monday. This year Easter Monday was on the 6th of April.

We met as usual in the car park at Monmouth at 8.30 am. I was expecting a good turnout of cars as



17 Jaguars had entered. As it was we had 20 cars on our stand the most ever and what a fabulous range of models. From Grahams MK8, Keith's C- Type, Mike's Mk10, Paul, Colin, Bob, Norman and John in 3.8/4.2 E-Types, Andrew and myself in V12 E-Types, Neville in his MK2, Andy and Chris in their XJS's, Mike in his X300, Dave and Scott in their XK8's, Mark and Peter in their XKR's, and Mike in his XK150S. What a range of Jaguars.

The stand looked amazing. We always have different extremes of weather at Coleford, either it is warm and sunny, cloudy and wet or as two years ago extremely cold. This year the forecast was warm and sunny and but for some early morning mist that's how the day progressed.

As usual as soon as we parked up it was time for breakfast in "Kap-lans Café" for the usual "small" breakfast. In Andy's report on the show he does mention that "Rumours of extra chips being ordered by other members are unsubstantiated". Unfortunately Andy, pictures do not lie and the following picture shows the culprit, as the chips are in front of you.



We left at around 4.00pm and had a lovely drive home in the sun shine. A great day.

A full report on this event is on page 17.

DRIVE IT DAY

The South Wales Region will once again be holding a Drive it Day event on the 26th of April in conjunction with the Federation of British Historic Vehicle Clubs. Open to all regions of the JEC, just try and turn up in a Jaguar.

We will meet at The Coed-Y-Mwstwr Hotel at Coychurch, Nr Bridgend (just 3 miles from junction 35 off the M4 motorway) between 9am and 10am for coffee and will leave at 10am sharp. There will be a pleasant run planned, taking in some interesting roads as well as some



wonderful Welsh countryside. There will be opportunity for a comfort stop on-route and then an organised lunch stop.

There will be a choice of starters, main course and deserts, your choice to order on the day. The cost of one course is £7.95, two courses £10.95 and three courses £13.95. Cheques made payable to The Greyhound Inn.

This is being arranged as usual by John James. If you need any further information please call John on 01656656424 or e-mail him, johnjanet@uwclub.net

John needs confirmation of numbers immediately so please contact him as soon as possible.

SWCCC ANNUAL CLASSIC CAR SHOW

This event is held on the 17th May and it is in its new venue at the Cardiff City Football Ground. Its usual venue at the Pencoed College is not being used anymore as the organisers have, due to the bad weather over the last two years, lost money on the event and hope that as it is now on tarmac that the weather will not affect it. As soon as I have more information about club stands I will let you know.

VALE OF GLAMORGAN CAR SHOW

This is held on the 25th of May at the Sully Sports and Leisure Club. We have attended this event for the last two years it has been held and it has gone from strength to strength. It is a great venue with views over the sea and is a small but good show.

The problems some of us had last year bottoming out on the hump at the entrance have been noted and a new entrance on the side road will be used. This is the way some of us left last year.

We have lots of shows coming up in the next few months please see the events calendar for more information.

I would just like to add that if you use any of our advertisers, as I hope you do, please let them know that you have got their name from our magazine. It is really important that they know that they are receiving business from advertising in our magazine.

For a full list of events see page 36.



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.

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THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Some of you will know that I have moved from Cardiff to the English Riviera. You already receive monthly reports during the winter months from Colin Masterson based in Florida. I also plan to send periodic reports from the sunny English Riviera for the monthly magazine.

Here we go with this month's exciting episode of the Torbay Flyer!

VISIT TO MARK ASHLEY'S "COLLECTION"

Natasha & I went to Mark Ashley's farm just south of Brixham mainly to view two possible replacement engines for my old Daimler 2.5 V8 (JWN58E). We went there expecting to see a couple of old Daimlers etc. It was quite a shock to see such an extensive collection of classic cars in various outbuildings. Everywhere I looked there were more and more cars in varying states of disrepair and many others in running order. When we arrived, Mark was busy working on a big Healey fitted with a Jaguar XK150 engine! He then gave us a

guided tour. There were more big Healeys, three Aston Martins, a XK150DHC, several Jaguars Mk 1, 2, 10 & XJ6, several Daimler V8s, Triumph Stags, Spitfires & Heralds (including a rare Herald estate), MGBs, Austin A90, MG TA, Riley One Point Five and RME, Wolseleys, Morris 1000 pickup etc.

Some of the cars had interesting histories. The XK150DHC was a completely unrestored sound car in very original condition. A Mk 2 came from South Africa again in very sound condition. I liked a nice 3.4 MOD in opalescent dark green (but tan interior – not my favourite!). The Mk 10 was a very early 3.8 litre model. The big Healey with the XK150 engine was used for rally cross racing and had that engine installed many years previously. Mark appears to be very accomplished as a racer but I did not ask for any more information about his racing career.

TOWC TREASURE HUNT

Natasha & I took part in this Treasure Hunt in her "classic" Mazda 323F. We met up with members at Sainsburys in Newton Abbot. The weather was

good for this run and we had a varied collection of classic cars taking part including – 1930s Morris, Humber Imperial, VW Beetle convertible, Minis, VW Golf convertible, Triumphs Stag & 2.5 PI, Rover 110, Vauxhall Victor estate & Rover 2000.



This was the first time Natasha had ever done a Treasure Hunt & she was a little apprehensive. The first part of the route took us around the outskirts of Newton Abbot before heading south via Ipplepen and Staverton (which is on the route for the River Dart steam trains). We did not do very well on this stage and missed quite a few answers. We then had a break at the Dean Court Farm Shop for coffees etc. – with more questions to answer whilst at our break. This included trying to identify the contents of 6 socks by feel only!



The final part of the Treasure Hunt took us generally back in the direction we had come along some more very pretty country roads. This time we did much better with the clues (although we guessed at two answers – correctly as it turned out!). We finally ended up in the excellent Wellington pub/restaurant in Ipplepen for a carvery lunch. Later the organisers names for the next Treasure Hunt were drawn out of a hat. Only the names of those who took part in the Treasure Hunt went into the hat although we were excused as we are still new to the area – phew!



MONTHLY CLUB NIGHT

Once again there was a very large turnout for the monthly meeting with at least 60 members & other halves present. On this occasion we had a group of handbell ringers (Estuary Bells) from Teignmouth give us a performance. This was a new experience for me and was quite interesting. At one stage they encouraged volunteers from our members to take part in a simple tune!

After the bell ringers had departed and a short break for the raffle prizes draw to be made the serious business was conducted. In particular we voted on the venue for



next year's annual dinner. After the poor service in the Grand Hotel (which had zero votes!) the chosen venue was the Redcliffe Hotel in Paignton. This is where Natasha & I have been going for half yearly breaks for many years when we were ballroom dancing. Final arrangements for "Drive it Day" were also made as well as various decisions on the running of the annual show on Paignton Green on 26th July.

UPDATE ON MY DAIMLERS

Following the discovery of the damage to the engine on my old Daimler 2.5 V8 (JWN58E) it was decided to replace it with a decent second hand engine. We had found three possible running engines – one in Sheffield (about 270 miles away) and two in Brixham (about 10 miles away). The car's owner (Sergio Pilotti) decided on the engine in Sheffield – which is the one I would have also chosen.

I made arrangements to collect the engine on Wednesday 24th April. A VW Transporter van was hired from "Thrifty Van Hire" based near Torquay Station. Natasha came with



me and we booked a hotel "The Innkeepers Inn" (a Toby Carvery) at Quinton, Birmingham for the Tuesday night – I collected the van at 5.00pm on the Tuesday. The hotel was excellent with a huge room. Well recommended at only £47 including continental style breakfasts. I'm glad we broke the journey as it turned out we did 545 miles in total & just got back to Colin Groom's garage at Ipplepen in time before they closed for the Wednesday. John Jenkinson who sold the engine had a very nice late model Daimler V8 250 in BRG as well as a Derby Bentley! His friend, Steve, came round with an engine crane to lift the engine & gearbox into the van.

On our way home (near Matlock) we collected four items of nice quality Nathan furniture I had won on eBay for £20! Ideal for my "office" in our new house. Am I the last person in the UK who likes "brown" furniture!? I'm not keen on "shabby chic"!

...and finally:

"The new definition of liquidity: Liquidity is when you look at your retirement funds and wet your pants."

All for now.





Article by Colin Masterson

INTERNATIONAL SPARES DAY STONELEIGH

One of the first events of the year, the International Jaguar Spares Day, was held near the end of March at the National Agricultural Centre at Stoneleigh in Warwickshire. The two Colins and Andy got up at crack of dawn and arrived before 8am waiting for the doors to be opened.

With over 200 stalls all indoors selling Jaguar Spares and Parts it is described by the organiser as "Probably the biggest Jaguar Spares event anywhere in the world" or as the JEC website says "This is your one stop to finding that elusive part". There was the usual assortment of traders, a combination of specialists in new Jaguar parts, breakers of Jaguar cars, those who provide refurbishment services and more general parts and tool suppliers. Over the years the level of trade has been reducing as more and more deals are done via the internet or by

phone and so one of the main attractions of attending is the social side, as it is a good place to meet old friends.

Once the JEC stand was set up it was off to get bacon baps and a coffee, albeit at exorbitant cost. The morning was quite cold (it always is at Stoneleigh!) but once the sun came out we could feel our extremities once more.

The new raffle car was revealed: it is a silver 2007 XK Convertible. Last year the XK Coupe (no, Andy not the thing for keeping chickens in, koopay please!) made £20,000 but, as they are aiming to add this year's proceeds to buy a lifeboat for the RNLI at a cost of £44,000, they will have a real challenge to meet their target; let's hope they make it. We all took turns on the stand during the day to sell tickets.

As the JEC stand was near the entrance we could see a succession of hopeful people coming in to find that elusive part and then see

them leaving with an assortment of bundles under their arms. You couldn't help wondering what it is they had bought and, more to the point did they really need what they had bought. I have been guilty of picking up things from time to time at the spares day only to wonder months later why?



As usual Paul Skilliter's stand was selling books some written by him, including *Norman Dewis of Jaguar*. Once again Norman, who will be 93 in August and is still incredibly sprightly for his age, was signing his book. As you can probably tell I am a fan of his and I was delighted when last year he was given an OBE in long outstanding recognition of his services to the British Motor industry. Whilst visiting that stand I found that the Mike Hawthorn book "Golden Boy", part authored by Paul and on sale for £129, is now in a much more affordable paperback so I snatched up a copy and got Norman to sign it.

It should make a good read.

There were a number of cars for sale, including an assortment of more modern saloons and some older cars. The more modern saloons represent incredible value for money as illustrated by a 1993 Jaguar 4.0 Sport with full MOT and service history and 96k miles with an asking price of £1,995 with both inside and out being in excellent condition; it would make an affordable luxury daily driver. There were also XJSs and E Types and a couple of very tidy MkIIIs which were priced in the low '20s.





Article by Colin Manconi

PRACTICAL CLASSICS RESTORATION & CLASSIC CAR SHOW

In the first year, the Practical Classics Restoration show was a huge success, with thousands of classic car enthusiasts flocking to see these beautiful cars restored to their former glory.

The Audience poured through the halls to get through to the autojumble stands and to even buy their next restoration project. With such a warm welcome reception into the classics world, the 2015 show was bigger and better with a live stage, cars and spares for sale.

This was held at NEC in Birmingham on the 28 and 29th of March. The show was held for the first time last year and the JEC were in attendance with a small stand. This year a slightly larger stand was being used. On the stand were two cars in need of restoration, one a Mk2 another a XJS cabriolet, one fully restored car, a Daimler Sovereign and the XK8 charity car.

I travelled up early Saturday morning to help man the stand on the Saturday and Sunday. I arrived just in time to meet the events team

for breakfast in the Hotel. We walked across to Hall 5 of the NEC where the JEC stand was situated. James, Rob and Letitia had set up the stand on Friday so all we had to do was put out the merchandise and charity car tickets and we were ready to welcome the public.

We had to pass through the Silverstone Action stand on our way

in and stopped to see what Jaguars were to be auctioned. A very nice 1976 Daimler Sovereign 4.2 Coupe with a reserve of £14000-£16000, it later sold for £17438. A 1971 Series 3 E-Type Coupe estimated at £34000-£38000 sold for £34875. A 1961 MK2 3.8 Saloon in need of restoration sold for £5625. A very nice low mileage, with full service history, 1991 XJS V12 Convertible estimated at £18000 £22000 did not sell.

At lunch time I went up to the next hall where the Heritage Insurance Barn Find display had the biggest collection of unrestored vehicles in the UK. Two E-types were in the display.



Howard Turner's 1970 Jaguar E-Type

This fixed head series 2 coupe was bought in barn find condition seven years ago and, apart from some mechanical upgrades to get it in working order, the exterior and interior of the car remains the same. Owner and collector Howard Turner explains: "I thought about completely restoring the Jaguar but given the cost to get it back to pristine condition, I didn't want to be too scared to use it. Cars are meant to be on the road. So I decided to leave it as it was and enjoy it." Howard has always been a motoring enthusiast and even designed a car himself – the Leviathan, with a Jaguar engine and home-made lightweight chassis. Howard has no plans to part with the E-Type. "The only way I would sell it would be if I knew the next owner was going to preserve it too



an engine rebuild and a re-spray in the USA. Now it needs another restoration.

Peter Dumelow's 1966 Series 1 E Type

"I've owned my E-Type twice," smiles Peter Dumelow. "I bought the car in 2012 with the intention of restoring it. Shortly afterwards I was persuaded by a friend to sell it to him. However, he realised he would not be able to restore it so I bought it back off him 18 months later." It's a left hand drive 1966 Series 1 Coupe, imported into the UK from the USA in 2005.



The bodywork is excellent, with only the sills needing work." "I'm astonished – E Types are notorious for bodywork, this one clearly spent a lot of time in dry states. From 1982 to 2005 it was owned by a naval captain at Monterey Naval College in California, though the history suggests it's spent time in several states. When imported to the UK, it spent seven years in a garden in Wiltshire before Peter bought it for the first time. "The car is completely original but it had



The Autojumble was the place to go on the hunt for that elusive part, spare, tool, or manual to help you get your project back on track. You can also find some hidden treasures such as rare accessories, books, pictures, paintings, brochures, and badges – the list goes on!

Over 500 classic cars, some needing restoration some fully restored were exhibited at the show.

Our stand was very busy on both days. We sold lots of tickets for the raffle car, signed up a large number of new members and sold a



considerable amount of merchandise from the shop.

The Practical Classics Live Stage had Mike Brewer and Edd China from "Wheeler Dealers" Fuzz Townsend from "Car SOS" and Ant Anstead from "for the Love of Cars".

Over 500 classic cars, some needing restoration some fully restored were exhibited at the show.

Our stand was very busy on both days. We sold lots of tickets for the raffle car, signed up a large number of new members and sold a considerable amount of merchandise from the shop.

Alongside us was a large very impressive Jaguar Heritage Stand with some beautiful cars from the James Hull collection which of course has been purchased by Jaguar Land Rover. It appears that Heritage have been given large budget and have some very good ideas for the future.

A very successful show with more classic cars and more paying

public. It should go from strength to strength.

The show closed at 5.00pm and we packed up the stand loaded the van and left around 6.30 arriving home after 8.00.





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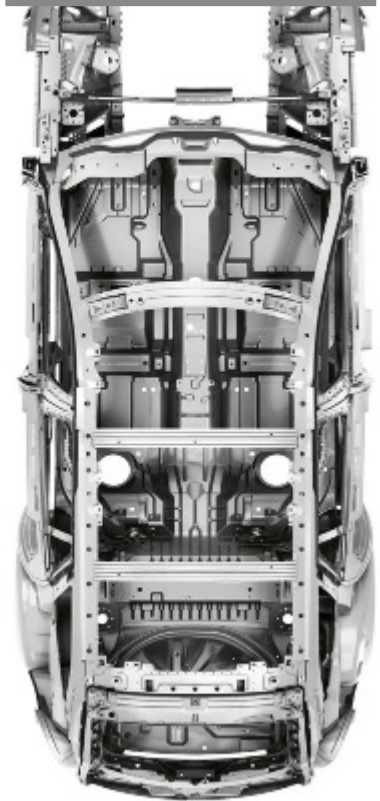
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Article by Mark Williams



XK8

THE STORY CONTINUES

Following the initial story of the purchase of my XK8 and the few teething issues, the story of my ownership continues with some required body repairs.

After reading Scott Morgan's article on paint woes and M.O.T. advisories two years in a row with regards to corrosion on the drivers side close to the seat belt anchorage point, I decided to do something! I investigated further and found both rear sides needed attention around the arches, as well as the drivers side sill and

Living on the east side of Newport I searched for a local body shop, after a few quotes I chose Alan Dixon body repairs in Ponthir, situated at the rear of Ponthir farm shop.

Alan looked over the car and gave me an honest report on work needed to be carried out, explaining in detail what he would do.

With a fair quote & free courtesy car available if required, arrangements were made for the work to be done. The car was taken in after work on a Wednesday and collected on Saturday afternoon, (Alan is open all day Saturdays)

I was very pleased with the work and paid the agreed price, no extra costs although Alan had difficulties removing one wheel which he cleaned and treated before re-fitting. With the body work complete the car was ready for this years M.O.T. carried out by Cyril Rogers M.O.T. Station recommended by Colin Manconi. The car duly passed and is now ready for this years summers driving.



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Article by Andy Webber & Scot Morgan

COLEFORD CARNIVAL OF TRANSPORT

Arriving at Monmouth I was amazed at the great turnout with a significant number of Jags waiting to make the trip to Coleford.

Keith & Andrew joined us just after 8.30 and off we went up through the Forest of Dean in a convoy of around 15 Jaguars through some very misty areas but down into a very sunny Coleford. I'd kept the top up on my XJS and took some stick in Coleford from the hardy bunch who had their lids off by choice and those that didn't have a choice..... Keith in his C-Type and Nigel in his new XK140 fresh from the USA!

Coleford had a few cars in situ already but our large number of Jags filled up a huge area of the car park – in total I think we had 20 jags but it may have been more! The Bristol region were already parked up with Graham Searle, and so Colin Manconi parked us up around them.

Then it was off to 'Kaplan's' for the famous 'Full House Breakfast' with chips! Luckily we got a table in time for Colin Manconi to order 6 pieces of fried bread with his breakfast – needless to say that he ate

them all! Rumours of extra chips being ordered by other members of the party are unsubstantiated!



With a hearty breakfast eaten we were off to have a walk around the town and see some of the cars on display. Something of interest could be found by everyone this year at Coleford. There was a mix of cars, from old Rileys, to the blingy Plymouth Prowler, through to mammoth Cadillac's. A beautiful Rolls Royce

was parked alongside thunderous Cobras and well used Off-Roaders showing the diverse nature of the show. There were some ex- police cars and even an old Mk1 Transit modified to look like a character from Walt Disney's Cars! There was a collection of "fast fords" including Cosworth's, RS's and ST's where it's always amazing to inspect the attention to detail in their immaculate engine bays with a mixture of highly polished chrome, colour coded pipes and leads. (Although much more is needed to impress us Jaguar drivers!)





Other Jaguars could be found dotted all around the show including a very nice TWR XJS that looked to be very clean and original with a mere 64k miles.

There was also a 1973 Series 1 Daimler Sovereign that was for sale (Mr Webber was looking tempted once again!) The colossal orange Kenworth attended again this year and with its 12.5 litre engine which really begs the question as to how much it would have cost in fuel to have brought it along to the show not mention the task of navigating through the streets of Coleford! There were also a few tractors, commercial vehicles and a couple of stationary engines.....phut phut phut bang!!



Following a few cuppas and some more wandering we retired to the Jag area to sit in the sun, enjoy the warmth and speak to fellow car enthusiasts. One enthusiast who owns a Lotus Elise was trying to convince us it's not too difficult to get in and out of it! If you've not tried it, give it a go.....it is!! The area next to us was occupied by many Lotus Elise's, Elan's, and even the newer Evora, alongside some Ferrari's. There was also an impressive collection of huge vintage American cars including a '39 Plymouth, '37 Cadillac convertible and a Hudson Hornet where the Grille stood so tall it looked as though it could be nearly 5ft in height. These were accompanied by a slightly more modern Mustang and an Impala. The background noise of the model steam locomotives being operated provided a great backdrop to what was a very busy car show.

Following a rest we headed back into town and Scott suggested an ice cream – a fantastic idea and time to text Colin Manconi to inform him of the chance of a free ice-cream. Sadly for Colin he's on a Mickey Mouse telephone network called FF or EE or something and didn't get my text so therefore didn't get an ice-cream. Scott woofed his down managing to get raspberry sauce over himself!

After watching many of the cars starting to leave and see some extremely low lotus's and Ferrari's very carefully negotiating the speed bumps on the way out, it was time to go. Just after 4pm, we decided to make a move and so made our way back through the Forest and down into Monmouth – this time with my roof down and enjoying the sun to the max! Unfortunately this has led to a slight case of panda eyes and a red face!





THERE'S A LION BEHIND EVERY JAGUAR

THE STORY OF SIR WILLIAM LYONS

Sir William Lyons was the man who, for 50 years was Jaguar and is most responsible for the cars we all admire today.

New Jaguar buyers today are probably not aware of the influence this one man had in shaping the sexy feline. After all, you won't see the name Lyons on the boot lid like you might see a Porsche or a Ferrari. That wasn't his style. His style was understated elegance with pace, space and grace to match. Lyons somehow always managed to offer an outstanding product for the money. And still his legacy remains, his mark indelibly etched in every Jaguar ever produced, even now, 23 years after his retirement and ten years after his death, his influence is still seen. Even the newest XJ6 carries modifications suggested by Sir William. For without William Lyons, there most certainly would not have been a Jaguar automobile as we know it and the automotive world would have been deprived of one of the greatest motorcars ever conceived and produced.

It all began 90 years ago when on September 4, 1901 William Lyons was born in Blackpool, England. He was the son of a music store shopkeeper. In his early days, he developed a keen interest in motorcycles and owned a "oil-bath" Sunbeam when he was eighteen. But he dreamed of Harley Davidsons and Brough Superiors (the "Rolls-Royce" of British motorcycles).

It was almost by coincidence that the young Bill Lyons should happen to reside across the street from his future business partner, William Walmsley.

Bill Lyons was fascinated with Walmsley's very stylish "octagonal" shaped sidecar called the Swallow and so bought one for himself to match up to the Norton motorcycle he was now riding. Convinced that others would like this stylish version of the otherwise "ordinary" sidecar, he decided to go into business with Walmsley, who was 10 years his senior. It was at this point that the young Mr. Lyons displayed the first of his three greatest talents. For Bill Lyons exhibited a phenomenal business sense, or certainly so it seemed for a lad of 20 without formal training. He convinced Walmsley that he could increase production and profits with a few of his ideas. One of which was



to secure a larger workspace, as Walmsley's garage was far too small for the big dreams of production Bill Lyons envisioned.

In 1922, they officially formed a partnership and with some financial support from their parents, became the Swallow Sidecar Company. The first of a long list of Lyons' successes, the Swallow Sidecar became very popular and looked especially classy when hooked up with the Brough Superiors Motorcycle.

In the mid-20's the business flourished and they expanded to include coachbuilding. Based on the Austin engine and chassis, the boys of Blackpool designed and built a stylish little two-seater. At a time when most auto builders were offering basic, no frills black cars, the sight of a stylish 2 color toned Swallow must have been a very refreshing sight indeed and so it became very popular with the public and a saloon was added as well. So popular were the cars becoming, that they decided to move operations to the Midlands area of England in 1928. They took up residence in the Foleshill Factory in Coventry with its nearby skilled labour supply and industrial resources. Lyons was forever devising new methods of improving production and during this time production went from 12 cars a week to 50.

They also re-bodied the Standard Nine and anything else they could get their hands on. In comparison photos it becomes evident that the sense of styling expressed by Lyons was clearly ahead of its time. The Swallow bodied versions looking so much sharper with the lower profile that Lyons designed. Several of his design themes, characteristics that distinguish all Jaguars up to the present, are already being clearly established at this stage in his career.

But William Lyons' car building career really started with the introduction of his and Walmsley's first true cars, the S.S. 1 and II in 1931. Working with other manufacturer's engine and chassis had placed severe styling restrictions on the free-thinking Lyons. So the next logical step was to design their own chassis and adapt a proven powerplant. With a keen business sense, Lyons did a wise thing by obtaining chassis built to his specification by Rubery Owen works and



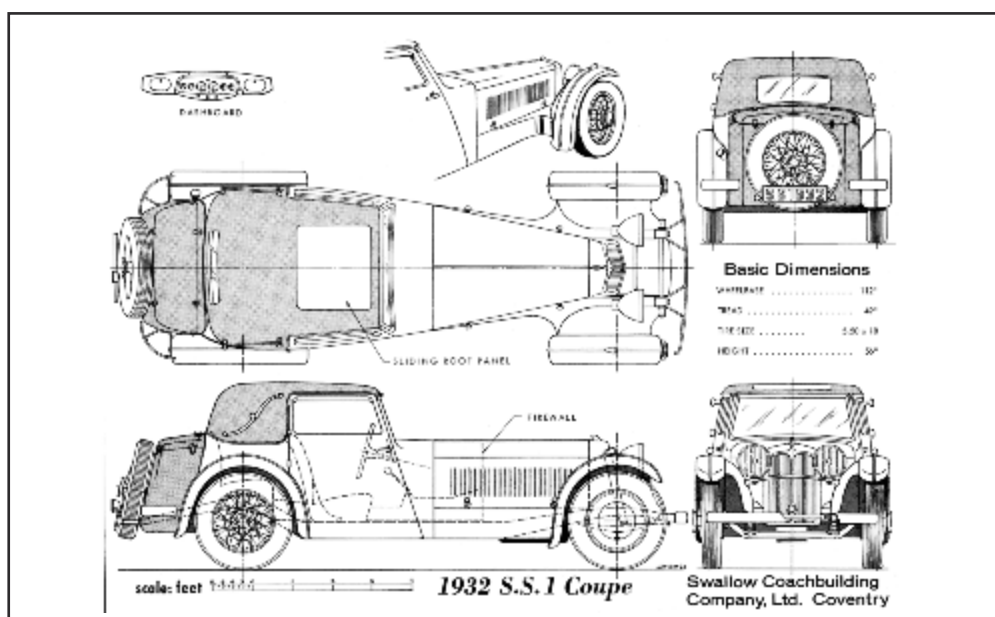
matching it to the reliable Standard 16 engine. And so it was, without the huge financial burden of engine and chassis manufacturing, they were able to concentrate on coachwork, which was still their speciality.

A funny story often recited about this early S.S. 1 design has Lyons specifying a roofline so low that it probably would never have been driven by drivers of normal height. Just before the car went into production, Lyons went to the hospital and when he got out discovered that the roofline had been raised a few inches. A change probably made by Walmsley, since he was the only one who would dare make such a decision without Lyons' OK. Lyons' comments upon seeing the production vehicle was that the passenger compartment "looked rather like a conning tower".

Introduced in a year when the rest of the motoring world was

lacking inspiration and originality, the motoring press of the time was very taken with the car and design and offered these comments; "... the S.S. 1 is a new type of automobile in the sense that it is a car built for the connoisseur but is relatively low priced. All the attributes of sports models are incorporated in a refined manner, and this, coupled with a striking appearance, is bound to attract enthusiastic motorists of modest means"- The Motor. This assessment of the first true Lyons car in 1932 was clearly the direction all future S.S.'s and Jaguars would take and would later be coined in promotion materials as the best of all worlds, offering grace, space and pace at a reasonable price.

There has been much discussion over the origin of name of the cars. It's no secret that Lyons liked the S.S. designation used by the Brough Superior motorcycles he so admired.



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William Lyons himself laid speculation to rest when he said, "There was much speculation as to whether S.S. stood for Standard Swallow or Swallow Special - it was never resolved".

Enjoying the success of the S.S. 1 and 2's, it would have been very easy to sit back and watch the money roll in, which is precisely what Walmsley was content to do. Lyons on the other hand, was far more ambitious and visionary. He wanted his cars to have even better performance than the Standard 16 was able to deliver. So he set about to develop an engine that would be worthy of the new line of cars he was about to introduce, the S.S. Jaguars.

The mid-thirties were a crucial turning point for the fledgling company. Walmsley, always more interested in "tinkering" and model railroading, left the company and S.S. Cars went public. More importantly, Lyons, now Chairman (and emperor) displayed his second greatest talent. As a good businessman, he knew the importance of hiring the best people possible to do jobs which he knew he could not do. A businessman he was, a stylist he was, but an engineer, he was not. So he did the next best thing, hire the best engineers he could find. And for this he had a good knack. Reading like the "Who's Who" of Jaguar, Lyons surrounded himself with very talented and motivated experts.

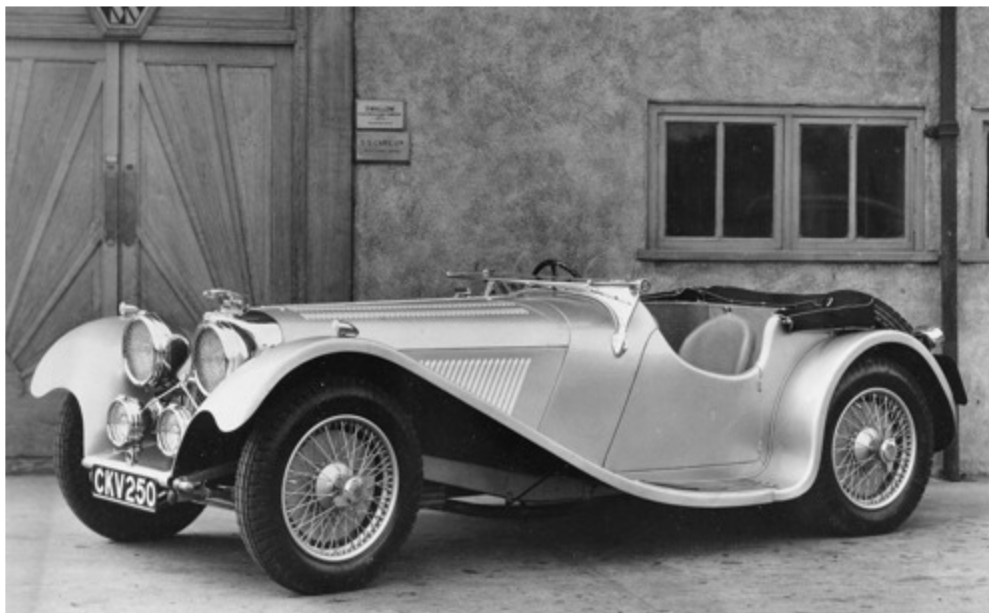
He had already hired the brilliant coachmaker, Cyril Holland in the early days to oversee the coachbuilding operation, but now he brought in William Heynes to head his now legitimate engineering department. Lyons was impressed with what Harry Weslake was saying could be done to improve engine performance if you put the valves in the overhead position rather than the side. So he hired him to design and build the first true Jaguar engine so that his new line of cars could have performance to match their good looks. This proved to be a stroke of genius as horsepower using the new engine rose from a modest 70 bhp with the side valves to 103.3 bhp with the new overhead cylinder head! Lyons even managed to have the heads built by Standard to his specifications, thereby saving his company the enormous capital outlay necessary for engine production.

It was here that Lyons exhibited yet another of his talents as he had a flair for showmanship and promotion.



He astonished a dealer's convention with the unveiling of his new "Jaguar" line. As impressed as they were with the car's fine looks, appointments and performance, they were quite surprised to learn that the cars would sell for about half of what they collectively estimated they would cost.

Having achieved success with their first 4-door saloon, Lyons now directed his attention to developing a true sports car. The result was the very stylish SS 100. Philip Porter put it this way, "The SS 100 was the company's first genuine sports car and to many people it remains the epitome of the stylish pre-war sports car, Lyons at his flamboyant best. The beautiful, flowing feline shape suggested speed and when the new 3.5 litre engine was added to the range, a car of vivid performance was the result". And once again, the new sports car proved an excellent value for the money.



Lyons had been correct in anticipating the kind of car the public wanted and so demand was high. It became necessary to change from wooden frame construction to pressed steel in the saloons in order to meet this demand. Finding a good, reliable supplier of pressed steel was difficult and ruined many a good auto maker trying to make this transition during the depression. Jaguar was fortunate and able to survive this period of the late '30's.

During the war years, 1939-45, Lyons and company helped out with the war production effort. Key aircraft components were manufactured at the Coventry factory and became airborne parts on Lancasters, Stirlings, Mosquitos and Spitfires. They also manufactured everything from sidecars to a lightweight "jeep" type vehicle. All during the war, Lyons made sure his best engineers

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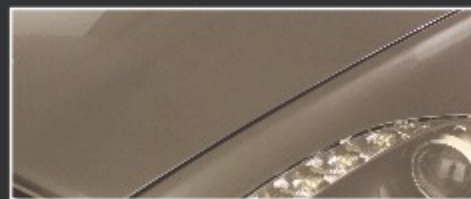
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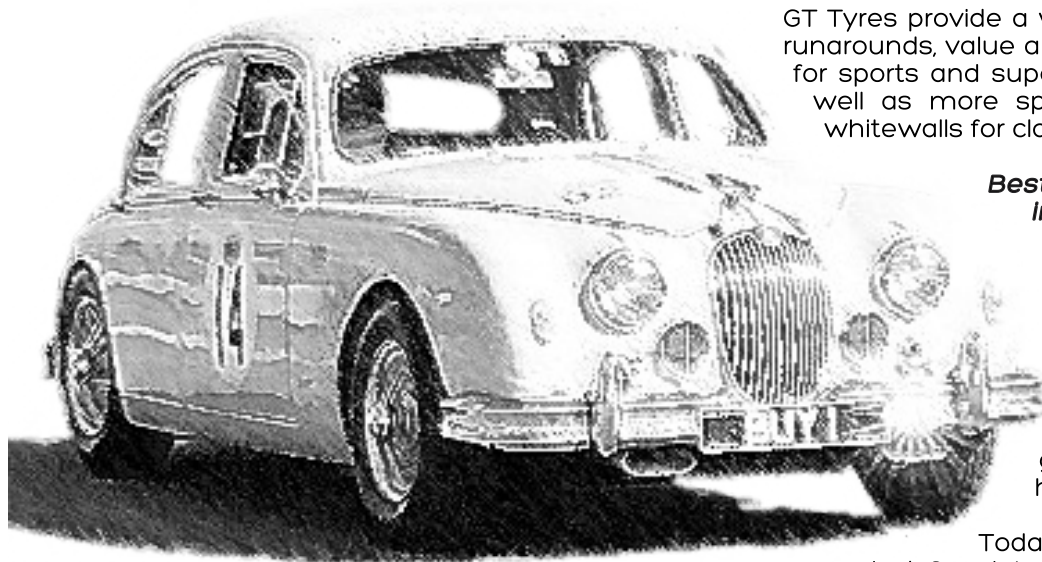
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were always on "fire watch" duty together so Jaguars of the future could start to take shape. Production techniques were refined and advanced engineering ideas were tried including independent front suspension and talk of a new, more powerful engine.

Immediately following the war, Lyons resumed production of the saloon & drophead coupes. Officially listed as the 1 1/2, 2 1/2 and 3 1/2 litre saloons and drophead coupes, they would later be referred to as "Mark IV's". Unfortunately, SS100 production did not resume and it would be another four years before the introduction of the next sports car. The war necessitated another change. From now on, the name of the company would be Jaguar Cars, Ltd. since the SS initials now had a very unpleasant connotation.

During this time, British manufacturers were encouraged to export goods overseas and as a result, Jaguar discovered a very willing market in North America and began establishing a network of dealerships. Although the American market was to play a significant role for Jaguar in the years ahead, it was known to give Lyons fits at times. Several years later, Lyons gave the following instructions to the new Export Manager, John Morgan "I'm not going to accept crazy marketing plans for America because I don't believe in it. It's a volatile market".

One of Lyons' all consuming passions had been to produce a luxury saloon capable of 100 mph. The Mark IV with its 3.5 litre pushrod engine fell short of fulfilling that dream and so plans were underway to develop an engine capable of attaining his goal. The new Mark V, introduced in 1948 used the same engine as the "IV", but came with a restyled body on a new chassis with independent front suspension. But still the 100 mph barrier was just beyond reach.

Having achieved success with the new Mark V chassis, Bill Heynes now turned his attention to developing a new engine capable of 160 bhp. The team Bill Heynes assembled to develop this engine included Harry Weslake and Claude Bailey. Not coincidentally, this was the same group that spent many a fire watch together during the war.

Incorporating a hemispherical head and twin overhead camshafts,



the XK engine first appeared in 1948, but not in the new Mark V as many anticipated. Instead Lyons decided to display the new engine in a car specially built for the 1948 Motor Show. The XK 120 was hurriedly conceived as a show case for the new engine and it was only planned to produce 200 of these special cars. The idea was to test the new engine in the XK120s to prove the engine's durability in preparation for the Mark VII.

The new two-seater sports car with the XK engine was capable of 120 mph (hence the 120 designation). It proved such an overwhelming success that plans were made to expand the production beyond the original 200 that were envisioned. This car of course went on to become one of the all-time true classics and heralded the return of Jaguar to sports car production.

A "Mark VI" never came about because Bentley was already using that designation and so Jaguar jumped right to the Mark VII which was introduced in 1950. This was the first saloon to receive the new XK engine and finally Lyons dream of a 100 mph saloon was realized.

The early '50's are significant

because it saw Jaguar officially enter racing. Previous to this, individuals had campaigned various Jaguars on their own but in 1950 Lyons was convinced that his new cars wouldn't in his words, "embarrass themselves", and so agreed to campaigning his new sports car on the racing circuit with company support. He was very aware of the potential prestige enhancement (and increased sales) that could result from successful achievements on the race course, especially Le Mans.

Back then racing was viewed as cheap advertising and Lyons felt confident he had the products to compete. Although the new XK 120 was a very capable sports car, Lyons realized it would require modification to compete on the world circuit.

In very short time Malcolm Sayer, with a background in aircraft design, re-designs the XK 120 body shell to make it more aerodynamic. Heynes redesigned a lighter racing suspension and the new racer was given the code name "C-type" for competition. The design was not only more efficient, but it also looked very impressive as well. Such was the design talent of Malcolm Sayer, another Lyons hire. Like very few others, Sayer was uniquely able to artistically incorporate beautiful styling in a car along with the elements of aerodynamic design. His greatest achievements were yet to come in the form of the "D and E- types". Malcolm Sayer would soon be known as the "other" Jaguar stylist, second only to Lyons himself in creating the Jaguar look.

TO BE CONTINUED...

Read part two in next months mag.



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humour

Members jokes & anecdotes

LIE DETECTOR ROBOT

A man buys a lie detector robot that slaps people when they lie .

He decides to test it out at dinner one night.

The father asks his son what he did that afternoon.

The son says, "I did some school work." The robot slaps the son, The son says, "Ok, Ok. I was at a friend's house watching films"

Dad asks, "What film did you watch?"

Son says, "Toy Story." The robot slaps the son. Son says, "Ok, Ok, we were watching porn."

Dad says, "What? At your age I didn't even know what porn was.

The robot slaps the father. Mum laughs and says, "Well, he certainly is your son." The robot slaps the mother.

The Robot is for sale.

SILENCE IN COURT

The judge says to a double-homicide defendant, "You're charged with beating your wife to death with a hammer."

A voice at the back of the courtroom yells out, "You bastard!"

The judge says, "You're also charged with beating your mother-in-law to death with a hammer."

The voice in the back of the courtroom yells out, "You rotten bastard!"

The judge stops and says to Paddy in the back of the courtroom: "Sir, I can understand your anger and frustration at these crimes, but no more outbursts from you, or I'll charge you with contempt. Is that understood?"

Paddy stands up and says, "I'm sorry, Your Honour, but for fifteen years I lived next door to that arsehole and every time I asked to borrow a hammer, he said he didn't have one."

MOVING TO AUSTRALIA

After living in Shanghai for 50 years a Chinese man decides to move to

Australia. He buys a small piece of land near Mt Isa.

A few days after moving in, the friendly Aussie neighbour decides to go across and welcome the new guy to the region.

He goes next door but on his way up the drive-way he sees the Chinese man running around his front yard chasing about 10 hens.

Not wanting to interrupt any Chinese custom, he decides to put the welcome on hold for the day.

The next day, he decides to try again, but just as he is about to knock on the front door, he looks through the window and sees the Chinese man urinate into a glass and then drink it.

Not wanting to interrupt another Chinese custom, he decides to put the welcome on hold for yet another day.

A day later he decides to give it one last go, but on his way next door, he sees the Chinese man leading a bull down the drive-way, pause, and then put an ear next to the bull's bum.

The Aussie bloke can't handle this, so he goes up to the Chinese man and says, 'Jeez Mate, what the hell is it with your Chinese customs ? I come over to welcome you to the neighbourhood, and see you running around the yard after hens. The next day you are pissing in a glass and drinking it, and then today you have your head so close to that bull's arse, it could just about shit on you.'

The Chinese man is very taken back and says, ' Sorry sir, you no understand.. These no Chinese customs I doing, these Australian Customs.'

'What do you mean mate' says the Aussie, 'Those aren't Australian customs.....'

'Yes they are', replied the Chinese man, 'travel agent man say to become true blue Australian, I must learn chase chicks, drink piss, and listen to bull shit.'

I CAN'T LOOK THAT OLD

Have you ever been guilty of looking at someone and thinking, surely I can't

look that old? Well you'll love this one!

My name is Alice Smith and I was sitting in the waiting room for my first appointment with my new dentist when I noticed his dental diploma which bore his full name. Suddenly I remembered a tall, handsome, dark haired boy with the same name had been in my secondary school class some 30 odd years ago - could he be the same boy that I had a crush on back then?

Upon seeing him however I quickly discarded and such thought. This balding grey haired man with the deeply lined face was far too old to have been my classmate.

After he had examined my teeth I asked him if he had attended Morgan Park Secondary School;

Yes I did, I'm a Morganner! he beamed with pride.

When did you leave for college? I Asked.

He answered, in 1965, why do you ask?

You were in my class! I exclaimed.

He looked at me closely, then the ugly, bald, wrinkled, fat arsed grey haired, decrepit git asked...

Which subject did you teach!

SENIORS & TECHNOLOGY

I was in a coffee shop recently when my stomach started rumbling and I realised I desperately needed to break wind.

The cafe was packed but the music was really loud so, to get relief and reduce embarrassment, I timed them to the beat of the music.

After a couple of songs I started to feel much better. I finished my coffee and noticed that everyone was staring at me. Then I remembered I was listening to my iPod.

This is what happens when senior citizens use technology!

SENIORS & TECHNOLOGY

Ever wondered where the term 'Dick head' came from? Now you know!



TEACHER ARRESTED

Teacher Arrested At London Heathrow Airport - held in isolation.

A secondary school teacher was arrested today at London's Heathrow International airport as he attempted to board an international flight while in possession of a ruler, a protractor, a pair of compasses, a slide-rule and a calculator.

At a press conference, a UK Border Control spokesman said he believes the man is a member of the notorious extremist Al-Gebra movement. He did not identify the man, who has been charged by the Police with carrying weapons of maths instruction.

'Al-Gebra is a problem for us', the Spokesman said. 'They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.' They use secret code names like "X" and "Y" and refer to themselves as "unknowns;" but we have determined that they belong to a common denominator of the axis of medieval with coordinates in every country. As the Greek philosopher Isosceles used to say, "There are three sides to every triangle."

When asked to comment on the arrest, opposition Leader Ed Milliband said, "If God had wanted us to have better weapons of maths instruction, He would have given us more fingers and toes."

Fellow Labour colleagues told reporters they could not recall a more intelligent or profound statement by the Opposition Leader.

BILLERICAY NEWS

The Pastor entered his donkey in a race and it won. So pleased was he, that he entered it for the following weeks race --- it won again. The local paper read: -

PASTOR'S ASS OUT FRONT.

Upset with this kind of publicity the Bishop ordered the Pastor not to enter the donkey in another race.

The next day the local paper headline read:

BISHOP SCRATCHES PASTOR'S ASS.

This was too much for the Bishop so he ordered the Pastor to get rid of the donkey.

The Pastor decided to give it to a Nun in a nearby convent. The local paper, hearing of the news, posted the following headline the next day:

NUN HAS BEST ASS IN TOWN.

The Bishop fainted but upon recovery instructed the Nun that she would have to get rid of the donkey - she sold it to a local farm for \$10. The next day the paper read:

NUN SELLS ASS FOR \$10

In an effort to recover the situation the Bishop ordered the Nun to buy back the donkey and to let it loose on common land where it could run fend for itself. The next day the headlines read:

NUN ANNOUNCES HER ASS IS WILD AND FREE.

The Bishop was buried the following next day.

The moral of the story is, being concerned about public opinion can bring you much grief and misery and even shorten your life. So be yourself and enjoy life. Stop worrying about everyone else's ass and just cover your own - You'll be a lot happier and live longer!

AMERICAN TOURISTS

I found myself in a pub in Cork. A group of American tourists came in. One of the Americans said, in a loud voice, "I hear you Irish think you are great drinkers. I bet 5,000 euros that no-one here can drink 30 pints of Guinness in 30 minutes."

The bar was silent, the American noticed one Irishman leaving, no-one took up the bet.

40 minutes later the Irishman who left returned and said "Hey Yank, is your wee bet still on?"

"Sure" said the American, "30 pints in 30 minutes for a bet of 5,000 euros."

"Grand," replied the Irishman, "so pour the pints and start the clock."

It was very close but the last drop was consumed with 2 seconds to spare.

"OK Yank, pay up." said the Irishman..

"I'm happy to pay, here's your money" said the American. "But tell me, when I first offered the wager I

saw you leave. Where did you go?"

The Irishman replied, "Well sir, 5,000 euros is a lot of money to a man like me, so I went to the pub across the road to see if I could do it."

SNORING CAMPER

The guys were all at a deer camp. No one wanted to room with Bob, because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time, so they voted to take turns.

The first night Kev slept with Bob and comes to breakfast the next morning with his hair a mess and his eyes all bloodshot. They said, 'Man, what happened to you?'

He said, 'Bob snored so loudly, I just sat up and watched him all night.'

The next night it was Jim's turn. In the morning, same thing - hair all standing up, eyes all bloodshot. They said, 'Man, what happened to you? You look awful!'

He said, 'Man, that Bob shakes the roof with his snoring. I watched him all night.'

The third night was Pete's turn. Pete was a big burly ex-Navy man; a man's man. The next morning he came to breakfast bright eyed and bushy tailed. 'Good morning,' he said.

They couldn't believe it! They said, 'Man, what happened?'

He said, 'Well, we got ready for bed. I went and tucked Bob into bed, patted him on the butt, and kissed him good night. Bob sat up and watched me all night.'

UNFAIR WORLD

When a man talks dirty to a woman It's considered sexual harassment. When a woman talks dirty to a man Its £2.50/min (charges may vary).

PADDY'S GOLD FISH

Paddy goes to the vet with his goldfish. "I think it's got epilepsy" he tells the vet. Vet takes a look and says "It seems calm enough to me".

Paddy says, "I haven't taken it out of the bowl yet".

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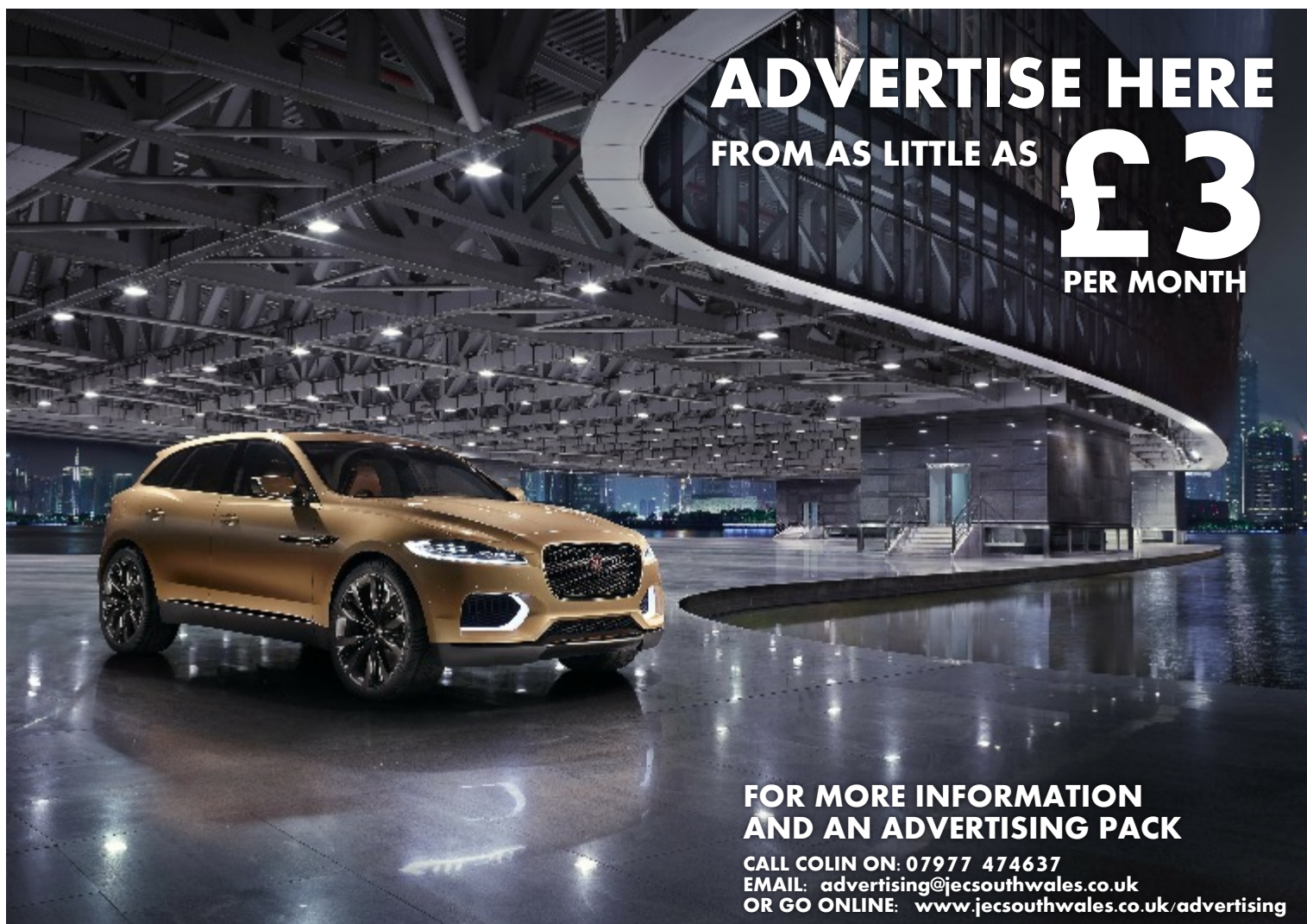


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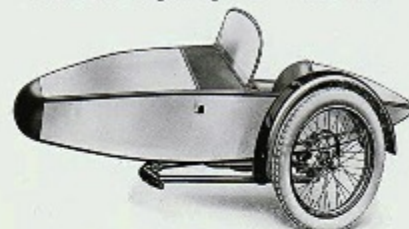
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Standard Super Sports. Model 4a.



The extreme popularity of the Super Sports De-Luxe has created a demand for this model amongst those who do not wish to entail the extra cost of the equipment refinements, standard on the Model De-Luxe.

The Standard Super Sports, introduced to meet this demand, retains the high standard of quality and grace of outline for which the De-Luxe is world famed.

With the exception of equipment, this model is identical with the De-Luxe in every respect.

SPECIFICATION

Includes Special Lightweight Chassis for machines up to and including 4 h.p.

Special Hinged Collapsible Windscreen incorporated in the Storm Apron.

Dunlop Cord Tyre of any size (excepting Balloon).

Carriage Paid and Cante Free £19 19s.

EXTRAS

Triplex Screen	-	-	-	25/-
Disc	-	-	-	25/-
Lamp, Acetylene	-	-	-	9/6
Lamp, Electric	-	-	-	12/6
Step	-	-	-	12/6
Extra for Twin Axle Chassis	-	-	-	45/-

Super Sports De-Luxe. Model 4.

For Machines 2½-4 h.p.
For 5 h.p. and upwards as No. 1 Chassis.

SPECIFICATION:

The reputation of this Model carries a lengthy descriptive unnecessary, its extreme popularity is convincing of the quality and elegant design of this sidecar.

It is always the choice of the discriminating purchaser who realises that absolute reliability and the smart appearance of his outfit means more to him than the saving of a little initial outlay, a sum which could well be expended upon more on an inferior article.

To those who require a sidecar for both competitive racing and touring, this sidecar has, undoubtedly, made a strong appeal. The graceful line of its body considerably enhances the appearance of any machine, and the equally adorned the passenger gives the impression of luxury rather than speed.

THE ROOF, constructed of light polished aluminium, with polished and fixed mouldings to suit mechanisms, or as an alternative, polished mouldings with painted work, is perfectly streamlined, and offers maximum wind resistance. Perfect rigidity and strength is ensured by the scientific construction of the frame, which is of specially selected A.S. throughout.

THE UPHOLSTERY offers luxurious comfort; the machine and harness are pneumatic, and of patent design which ensures longevity and depth of accommodation. The harness is trimmed in first quality leather cloth, heavily padded, is robust to match the machine.

THE LOCKER is very spacious, and, undoubtedly, a considerable asset for touring purposes.

CHASSIS, Lightweight No. 2 for machines up to and including 4 h.p. Or No. 1 chassis for machines over 4 h.p. Specification on page 10.

DIMENSIONS, Length of body, 35 ins. Height of back, 16 ins. Inside width, 19 ins.

WINDSCREEN, Of "Triplex" unbreakable glass, which ensures the passenger's safety against flying stones, etc. It affords ample protection against strong head winds, and may be adjusted to any angle required. (See side-view specification, on page 8).

COVERALL APFONS, Of first-grade heat-treated in sections to match upholstery.

LAMP, Acetylene or electric, fitted with powerful rounded lens, riding at the rear, exceptionally neat design, conforming with the general line of the body.

WHEEL, Of any size may be supplied, with valveless rim built up with heavy gauge spokes to a large hub.

THE SUSPENSION of the body has been scientifically studied and gives maximum comfort, and is such that all road shocks and side swings are entirely absorbed.

FITTINGS, These may be supplied for any make of Motor Cycle. They are quickly detachable, a few minutes sufficing to remove the sidecar from the machine. See page 10.

DISC, A complete spinning, of highly polished aluminium, is quickly detachable, thus depending with the irregularity of road surface for lubrication purposes.

TYRE, Dunlop Cord, of any size, is supplied to suit requirements. (Balloon type or small extra cost to order).

STEP, Aluminium cast out of the solid and supported by means of a special arm from the rear axle member of the chassis.

Price complete as per specification, weight approximately 80 lbs. ... £22 20s. 0d.

Fitted with No. 1 chassis for machines over and upwards of 4 h.p. weight approximately 100 lbs. ... £25 0s. 0d.

COUPE BODY for two Model supplied at an extra charge of ... £3 0s. 0d.

Carriage Paid and Cante Free in Great Britain.



Chassis, Model No. 1



Chassis, Model No. 2



THE PROUD HISTORY OF JAGUAR IN COVENTRY - A PICTURE SPECIAL

Jaguar Land Rover is a company that brings together two much-loved, highly prestigious British car brands.

After Tata Motors acquired Jaguar and Land Rover from Ford in 2008, it merged the two marques into a single company and its success has flourished, with memorable vehicles and innovative technologies that add to a long-lasting legacy.

The origins of Jaguar can be traced back to a company that began by making motorcycle sidecars in 1922.

The Swallow Sidecar Company later started building automobiles and moved to Holbrook Lane, Coventry, in 1928 switching its name to Jaguar after the Second World War. It produced premium saloons and sports cars, including the legendary XK120.

Around this time, Rover started to develop a new all-terrain vehicle, inspired by the American Jeep.

Lightweight and rustproof, the first Land Rover was clad in aluminium alloy, due to the post-war steel shortage, and cost £450. It

introduced 4x4 capabilities to road cars and was soon adopted by the military as well.

In 1950, Jaguar agreed to lease from the Ministry of Supply the Daimler Shadow 2 factory in Browns Lane, Allesley, Coventry. This iconic factory was closed in 2005.

Over the years, the car makers have built up a global reputation

individually and in 2008, the two were bought by Tata Motors, India's largest automobile manufacturer, and officially joined together as one company in 2013.

Sales and profits have risen year on year, with more exciting chapters in the histories of these two brands still to be written.





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Article from Coventry News
Written by Ben Eccleston

MORE THAN 2000 CLASSICS WANTED FOR NEW WORLD RECORD ATTEMPT

Thousands of classic cars will parade through Coventry in an ambitious bid to set two new world records at the same time.

Coventry Transport Museum has teamed up with classic car insurance brokers Footman James and the Ricoh Arena to bring over 2,000 vehicles to the city for the massive parade this summer.

Organisers are hoping to see about 1,000 Jaguars among the hordes of classic motors as they simultaneously attempt to break the Guinness World Records for the Largest Parade of Classic Cars and the Largest Parade of Jaguar cars.

The current record for the Largest Parade of Classic Cars was set in Mexico City in 2014 and stands at 1,674 vehicles, while the Largest Parade of Jaguar Cars is currently held by organisers of the Silverstone Classic, who organised a parade of

767 Jaguar E-types in 2011.

The record attempts are planned for Sunday, June 14 - the week before the museum's official relaunch following a £9million refurbishment - and organisers are encouraging classic car owners to get involved by registering to bring their vehicles to the streets of Coventry on the day.

Gary Hall, chief executive of Culture Coventry, the trust that runs Coventry Transport Museum, said: "We are thrilled to be teaming up with Footman James and the Ricoh Arena to bring these two world records home to Coventry, the spiritual home of the British motor industry.

"There couldn't be a more fitting way to celebrate the relaunch of Coventry Transport Museum than to bring classic cars from all over the country to the city which designed, built and inspired so many gorgeous and pioneering machines.

"We expect demand to take part in this event to be high, so we are asking people to register their interest as soon as possible."



The route of the parade, which must measure at least two miles in order to meet Guinness World Record rules, will start at the Ricoh Arena and will include part of the city's famous ring road.

To qualify for the parade, each car must be at least 30 years old and have its original registration documents on the day of the event.

David Bond, director at Footman James, said: "This is a once-in-a-lifetime opportunity for classic enthusiasts to take part in a truly memorable event and we are really excited to be partnering with Coventry Transport Museum as part of their celebrations.

"It'll be great for people to see so many classics in one place, out on the British roads being used and enjoyed as intended - and in the process if we can beat the world records then it will be an added bonus."

Classic car owners who would like to take part are asked to register their interest by April 30 at www.footmanjames.co.uk.

2015 EVENTS CALENDAR

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

APRIL 2015

Sun 26th Annual Drive it Day

MAY 2015

2-4th Donington Historic Festival

Sun 3rd Monmouth Steam & Vintage Show

Sun 17th SWCCC Annual Classic Car Show

16 - 17th Beaulieu Spring Autojumble
National Motor Museum, Beaulieu.

Mon 25th Vale of Glamorgan Classic Car Show

JUNE 2015

3-4th Le Mans 24 hr

Sun 14th Barry Festival of Transport

TBA Berkely Castle Car Show

13-14th Bristol Classic Car Show

Sat 20th Castle Combe Classic & Retro Action Day

Sun 21st Berkeley Castle

25 -28th Goodwood Festival of Speed

JULY 2015

TBA

10-12th

Sun 19th

24 - 26th

AUGUST 2015

1-2nd

Sun 9th

SEPTEMBER 2015

5 - 6th

11 - 13th

Sunday 20th

OCTOBER 2015

Sat 3rd

Sun 11th

DECEMBER 2015

TBA

Pontardulas Classic Motor Club Show

Vintage Festival At Pembrey County Park

Sherborne Castle Classic Car Show and Rally

Silverstone Classic

South Gloucester Show

Three Cocks Steam & Vintage Rally

Beaulieu International Autojumble

Goodwood Revival

Margam Park Show

Castle Combe Classic Action Day

Malvern Classic Car Show

Regional Christmas Dinner

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.

See also the web site - www.classicshowsuk.co.uk

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

MONTHLY MEETING DATES 2015

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.**

2015

Wednesday 20th May

Wednesday 17th June

Wednesday 15th July

Wednesday 19th August

Wednesday 16th September

Wednesday 15th October



MONTHLY MEETING

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

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

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

HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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

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

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





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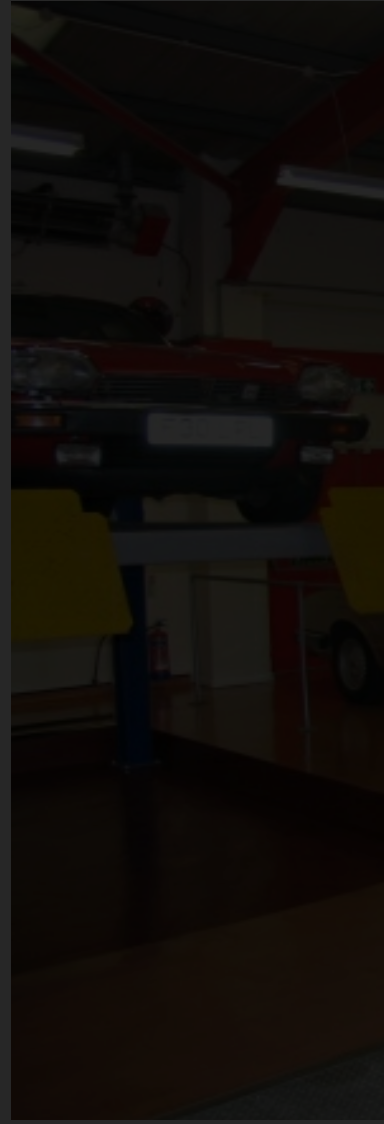


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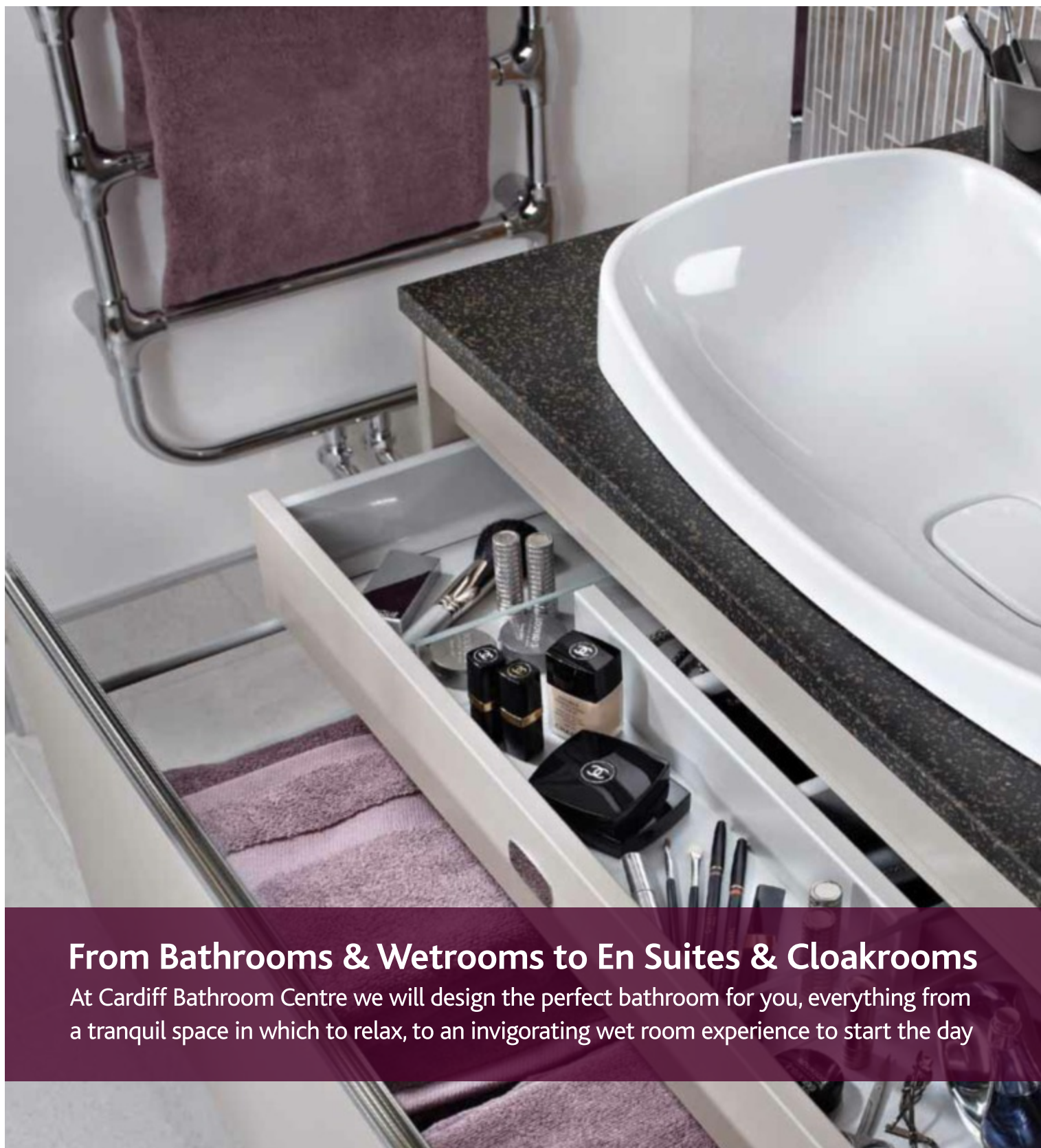
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