

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

This month has been a busy month for both myself & the region with the Sully show and the first SWCCC event at Cardiff City's Stadium. There are write-ups of these events within the magazine.

I've been away this month so unfortunately missed some shows however, I did get my 'car fix' albeit with other marques – apologies to the purists amongst you! Whilst in Abu Dhabi I visited Ferrari World, home of the fastest roller coaster in the world and many Ferrari exhibits as well as theme park style rides. The highlight of the day was a ride in a 2008 Ferrari California (4.3Ltr V8) driven by a formula 3 racing driver, which I have to say was as exhilarating as my trip around Oulton park in an XKR-S. The whole attraction obviously cost a massive amount of money and attracts a huge number of visitors, taking their brand to another level – it's also extremely relevant as the Abu Dhabi Grand Prix track is next door! I have



included a picture of the view from our breakfast table at the hotel in the middle of the Abu Dhabi Grand Prix track..... please let me know if you've ever had a better view from a breakfast table!! And yes.....I did go around the track in a very quick little Radical SR3 race car with another racing driver - I'll never forget braking from 145mph into a hairpin bend in 80 yards, phenomenal!

Considering how Jaguar is trying to grow the brand worldwide & its tremendous racing history I wonder whether they will consider doing something similar on foreign shores to help drive sales? The number of Jags in the United Arab Emirates was very low, although I did see at least one of every model from 1996 onwards including an F-Type.



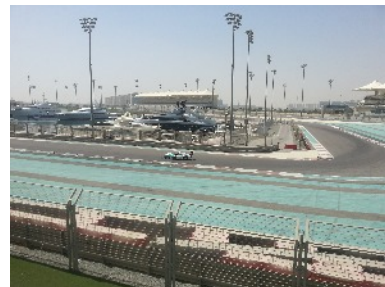
I'm looking forward to meeting up with the newly formed South Wales region of the Aston Martin Owners Club (AMOC) for an evening at the Cardiff Aston dealership followed by a drive and dinner. The AMOC region has just been started and they have contacted me as they're keen to join up for some events – watch this space folks!

Thanks to the region for my wedding anniversary card – very much appreciated!!

Andy Webber

and finally...

I'm hoping that if you don't manage to make it along to our club meetings at the BBC club, Llandaff that you're reading this and would like to know more – you'll be made to feel very welcome if you join us on the **third Wednesday** of every month. Further details of our meeting place are at the back of the magazine.





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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



30 The History Of Jaguar No. 3 - 1931



A CAREFULLY selected range of artistic colour schemes is available-finished in highly polished cellulose. Body and Wheels: Nile Blue, Apple Green, Carnation Red, Buff, Birch Grey or Primrose. Black Head, Trunk and Wings.

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REGIONAL NEWS

I am sure that all our members would like to wish Bob Lush a speedy recovery. Bob has had a slight stroke but has recovered well and hopes to be back driving next month. We wish him all the best.

SWCCC CLASSIC CAR SHOW

Most of our members are aware that this show has been held for numerous years at the Pencoed Agricultural College at Pencoed. It was always the second biggest classic car show in the area after Tredegar Park and has raised a considerable amount of money for various charities.

Unfortunately the bad weather of the last two years has meant that the show has lost a lot of money so this year it was decided to hold the show on tarmac at the Cardiff City Football Stadium car park. The reasoning was that even if the weather was bad the show could still be held. The show was a reasonable success with about 600 classic cars attending and a considerable amount of money was raised for charity. I am still of the opinion that a Classic Car Show is much better on grass.

See the full report on page 24.



had two rows of cars in all the other cars and the gazebo was on the end of the next row. I think it would make a better show if the Car Clubs could have a separate area perhaps at the end of the field.

See page 8 for a full report.

OUR NEXT SHOWS ARE:



CLASSIC & RETRO ACTION DAY AT CASTLE COMBE

We attend this event every year. This year it is on Saturday 20 June. I have applied for 10 places. Please let me have your names if you would like to come along?

We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.15am to leave at 8.30am



BERKELEY CASTLE SHOW

Held on 21st of June at Berkeley Castle, which is a great venue.

We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.15am to leave at 8.30am.

PONTARDDULAS CLASSIC MOTOR SHOW (FESTIVAL FIELDS)

This is on Sunday the 5th of July at Pembrey Country Park, Llanelli. The Meeting point is to be arranged.



SHERBORNE CASTLE CLASSIC CAR SHOW

This is on the 19th of July. Many of our members have attended this event over the last few years. It is a very popular show with over 1000 classic cars and a special display of Supercars. It is well worth attending.

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VALE OF GLAMORGAN SHOW AT SULLY

This was held on Bank Holiday Monday the 25th of May. We met as usual at the Sully Inn at 8.30. This is the third year of the show, which is run by the Rotary Club of Dinas Powis, and it gets better every year. It is a great venue with spectacular views over the channel. We had over 15 cars on our "stand" which included a couple of Keith's fabulous Mercedes as well as his Jaguars. Unfortunately the organisers would not allow us to erect our new gazebo with our cars. We





SILVERSTONE CLASSIC

Billed as the "Biggest Classic Motor Racing Festival in the World" with over 10,000 classic cars attending and 24 classic races over the weekend with 1500 classic cars racing.

This is three day event, Friday 24th, Saturday 25th and Sunday 27th.

Dave and Ruth, Colin, Andy, Paul, Scott, Peter and myself are going for the three days.

Tickets are still available and can be purchased for any day, but have to be purchases in advance from the Silverstone website.



SOUTH GLOUCESTER SHOW

This is being organised for the second year by Graham Searle. It is a two day event on the 1st and 2nd of August at the Windmill Fisheries Showground just passed Bristol. Some of us went up on the Sunday last year and had a really good time. I hope more members will attend this year to support Graham as the show is going from strength to strength. I have entry forms if you would like to come along.

THREE COCKS STEAM & VINTAGE RALLY

This is on Sunday the 9th of August and is organised by one of our old members Howard Harper. It is a great

show with a lovely run to the showground.

Please see me if you require an entry form.

THE BIG WELSH CLASSIC CAR SHOW FOR LEUKAEMIA RESEARCH

This is being held at Margam Park on the 20th of September. It is supposed to replace Tredegar Park. Tickets have to be ordered on line, type in "The Big Welsh Classic Car Show" and they have to be applied for before the end of June to get the reduced entry fee of £3.

Could I please ask any of our members who are going to attend any of these shows to contact me in advance on either 07977474637 or e-mail me on colin.manconi@jecsouthwales.co.uk.

It makes it much easier for me to know how much bacon, burgers and rolls to bring along to the events. As most of you are aware we have a very mean treasurer who hates wasting money!



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THE TORBAY FLYER

By Harry Kuehling



Greetings from the English Riviera

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

DRIVE IT DAY – SUNDAY 26 APRIL 2015 - UPDATE

As reported last month we met up with the Crash Box Club & the Riley Club on the Den on Teignmouth sea-front during our "Drive it Day" run. Since then I spotted a brief report in the local newspaper with a photo of our Daimler! Fame at last!? See attached. Unfortunately no mention of the Torbay Old Wheels Club.



KILLERTON HOUSE CLASSIC CAR SHOW – 17 MAY 2015

The only other time I went (with Peter Harris in my E Type) to a classic car show at Killerton House, just north of Exeter, was way back in 2002. The event has grown considerably and there was a very large selection of classic cars on display. I was particularly interested to see a Jaguar Mk 10 fitted with a V12 engine! Natasha & I went in her "classic" Mazda on this occasion. We took the opportunity to join the National Trust with plans to visit more NT properties during the coming year. The TOWC had a small display of seven cars. We also toured the house where there was a display of clothing fashions over the decades. The gardens were brilliant as so

many flowers & bushes were in full bloom. Well worth seeing at this time of year.

"BRIXFEST" HERITAGE VEHICLE RALLY – 27 MAY 2015

This was our second club outing in the Daimler "ALX442H". Brixfest is a series of events during the course of several days celebrating "Brixham Past & Present". These include the heritage sailing trawler race, live music, spectacular fireworks, tea dance, crabbing competition, vintage Yakovlev aerobatic planes etc. Sadly the cloud-base was too low & the aerobatic display did not take place.

The display of classic cars took place on the Wednesday evening between 6.00pm & 9.00pm. at the "Breakwater" car park. Apparently they had 40 spaces available in the car park and 55 classic cars booked in! They managed to



squeeze them all in utilising additional space on the slipway. A very pleasant if cool (we were warned to dress warmly) evening wandering around the cars & chatting to members. There were quite a few Jaguars present including a few Mk 2s (one a beautiful, recently restored, 3.8 MOD in gunmetal), E Type V12 roadster, XK150FHC, S Type & Mk 1. Natasha & I also walked along the length of the old harbour wall viewing some remains from the "D Day" embarkation piers. A great setting for the evening & an easy drive home.

MONTHLY CLUB NIGHT – THURSDAY 28 MAY 2015

As usual there was a very large turnout for the monthly meeting with at least 60 members & other halves present. On this occasion, after various announcements by Julian Smith the club chairman, two club members Dave & Kath Doyle put on a



great musical presentation featuring various well known songs. Natasha even dragged me out onto the floor to do the "Twist"! Quite a number of members danced during the evening & it was very funny to see Julian falling onto the floor whilst attempting the "Twist". A great fun evening. Dave & Kath do their performances as professional entertainers under a stage name of "After Dark".



JEC TAMAR REGION DAY at BUCKLAND ABBEY – SUNDAY 7 JUNE 2015

We made the decision to go to this event rather than the TOWC picnic at Roadford Reservoir. Buckland Abbey is a few miles north of Plymouth & about 40 miles from our home. We took the Daimler to its first JEC club outing and ours was the only Daimler V8 250 present. A pleasant event with approx. 100 cars in attendance. The weather was very bright & sunny. There was a very varied selection of Jaguar & Daimler cars as well as a Lotus 7, Jaguar SS100 replica & a Lea Francis. The Devon Classic Car Club also had a small display.

We also took the opportunity to tour Buckland Abbey & Gardens as we are now fully fledged members of the National Trust. The abbey (dating back to the 13th century) was once owned by Sir Francis Drake. He carried out much restoration work as well as various alterations. The abbey also contains an original Rembrandt painting, on public display, estimated to be worth £30M!



FUTURE EVENT – RIVIERA CLASSIC CAR SHOW – SUNDAY 26 JULY

This is the main annual event organised by the Torbay Old Wheel Club. See – www.towc1.talktalk.net This is set on Paignton Green on the Paignton sea front. Get your skates on if you wish to book your classic car in as spaces are limited.



...and finally:

A wife complains, "Our wall clock almost killed my mother today. It fell only seconds after she got up from the couch." The husband mumbles, "Damn clock always was slow."



All for now.





Article by Colin Masterson

VALE OF GLAMORGAN CLASSIC CAR SHOW AT SULLY

2015

Building on the success of previous events the third annual classic car show was held at the Sully Sports and Leisure Club with magnificent views over the Severn Estuary on Bank Holiday Monday, 25th May 2015.

Over 400 classic cars and motorcycles from all ages were on display with entrants from across Wales and the West Country. The Rotary Club of Dinas Powis organises this event to raise much-needed funds for both local and national charities. This year the main beneficiary was the Wales Air Ambulance. Once again we were lucky with the weather although the wind picked up and it got decidedly colder as the day wore on.

JEC members gathered at the Sully Inn so we could all park up together. There was a lingering smell of petrol as we gathered but despite everyone having a good sniff we were unable to identify the culprit, but read on.

Once we had our new

gazebo erected Paul set about cooking the usual bacon butties and the sun soon came out. These were followed at lunchtime by burgers provided by Colin and another of Ruth's wonderful chocolate cakes for tea. Altogether the inner man/woman was well catered for.

The JEC South Wales Region

was well represented with Jaguar E Types from Paul, John Paul, the two Colin's and Andrew, who also brought his S Type; XK140 from John & Janet; and Keith, Suzie and boys who brought a C Type, XK140 and two Mercedes, a 300SL roadster and 280SL; Scott, Mark and Dave & Ruth brought their XK8s; Howard his XJS Cabriolet and Neville his MkII. All in all a pretty good turn-out. There were several other Jaguars in the show including a very original 1937 SS 2 ½litre saloon. We invited the owner, Stephen Keogh, to join our region so hope to see him in the future.



And now for that petrol leak: It was Paul's E Type, which had just had a new petrol tank installed and fuel was leaking out around the screws holding down the top sealing plate. Colin Manconi came to the rescue with some plumber's ptf tape which solved the problem, even if it was only a temporary fix – nice job, Colin!

Finally, it was time to announce the results of the public's judging of the best car in the show and Andrew achieved a very creditable 3rd place for his Series III E Type following his 1st place with the same car last year – nice job, Andrew! Overall winner was a black over two-tone green 1936 Wolseley 10-40 which had been subject to a very comprehensive restoration.

The show was a great success and at a good venue but hopefully next year we can get the organisers to be a bit more "gazebo friendly" and also to allocate each of the car clubs a dedicated spot, which would make for a better display.





Article by Jaguar

EXTRAORDINARY JAGUAR CARS AT COVENTRY MOTOFEST



An incredible fleet of Jaguar sports and race cars worth in excess of £40m were responsible for extraordinary scenes on the streets of Coventry, with heritage racers led by the 1988 Le Mans 24 Hour-winning Jaguar XJR-9LM opening the show at MotoFest 2015.

The exciting procession of Jaguar cars driven on the Coventry Ring Road were joined by a unique new Jaguar sports car, as the Jaguar F-TYPE R Bloodhound SSC RRV made its world dynamic debut in Jaguar's home City.

This year's event saw the Coventry ring road closed to public use in order to host a number of live motorsport activities and Jaguar took advantage of the occasion to show off a cavalcade of some of the most iconic race and road cars from its 80 year history.

be driving the car I won the Le Mans 24 Hours in 27 years ago. It seems just like yesterday actually, but every time you get back in the old girl it's just a wonderful feeling. What an amazing racing car."





Bringing up the rear was a 1938 SS100 flanked by the new Bloodhound F-TYPE. The SS100 was the first car to bear the Jaguar name and was launched in 1935 - 80 years ago this year.

They were joined by the 1984 TWR XJ-S, 1976 Broadspeed XJC Coupé, 1974 Group 44 E-type, 1966 XJ13, 1956 D-type, 1953 C-type and an XK140

The Jaguar F-TYPE R Bloodhound SSC RRV was created by Jaguar Land Rover Special Operations and was driven at Coventry MotoFest by Bloodhound SSC Chief Engineer Mark Chapman. Jaguar is a Technical Partner of the Bloodhound project and is supplying engines,

engineering expertise and support vehicles for the world land speed record attempt.

Mark Chapman said: "It was hugely exciting to be part of the launch of the Bloodhound F-TYPE, which will be the support vehicle for our team when we go to the desert in 2016. The F-TYPE looks and sounds phenomenal, but crucially, the engine in this car is the one we use to pump the fuel for our Bloodhound SSC rocket that will go to 1,000mph."

Several of Jaguar's MotoFest star cars will also line up together at the Goodwood Festival of Speed (26-28 June), including the new Jaguar F-TYPE R Bloodhound SSC RRV.





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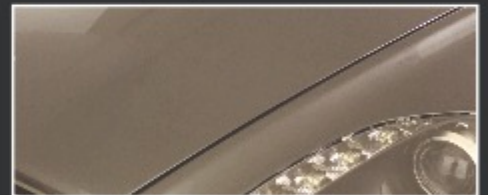
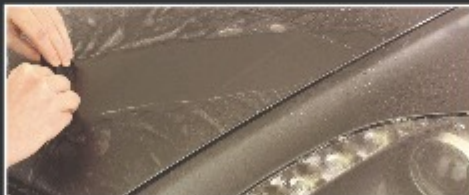
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THE 10 GREATEST JAGUAR RACING CARS EVER BUILT

Colin Masterson takes a look at over 50 years of Jaguar Racing history and the cars that define the marque.

Eleven years ago Jaguar retired from Formula 1, leaving worldwide motor-sport indefinitely.

Their 50-year legacy of racing remains, populated by some of the best racing machines each era of competition had to offer. Of course Jaguar are most famous for their sport scars – the XJR-9 and D-Type in particular hold special places within the hearts of motorsport fans worldwide. However the reach of the Jaguar marque has, at times, extended beyond Le Mans and Daytona, interacting with Formula 1, touring cars and more.



C-TYPE

The Jaguar C-Type won the 24 hours of Le Mans at its first attempt in 1951, and was redeveloped following later reliability issues to take first place in 1953 as well. Driven by Sir Stirling Moss in period and worth millions today, the C-Type is without doubt one of the great Jaguar race cars.



Three consecutive Le Mans 24 hour wins between 1955 and 1957 – one for the factory squad and two for the privateer EcurieEcosse team – make the Jaguar D-Type one of the most significant racing cars ever built. The straight-six Jags, with distinctive fintail aerodynamics, still appear in historic racing and change hands for millions of pounds!

D-TYPE



The Jaguar MK2 was a very popular and successful racing saloon all around the world in the late 1950s and early '60s. The car pictured above – in a lurid oversteer slide – carried Bob Jane to consecutive Australian Touring Car Championship titles in 1962 and '63, first with a 3.8-litre lump and then a larger 4.1-litre unit.

MKII



E-TYPE LIGHTWEIGHT

The road-going Jaguar E-Type is one of the most universally loved sports cars has ever built – one once described by Enzo Ferrari no less as the most beautiful ever. Its elegant, slippery shape has aged gracefully, with the race-prepped E-Type Lightweight, of which just a dozen complete examples were built, being a favourite among historic race fans.



XJS

Tom Walkinshaw's XJ-S Jaguars, entered under the Jaguar Racing Australia banner, starred in the 1985 James Hardie 1000, a race now now better known as the Bathurst 1000. Lead drivers John Goss and Armin Hahne took first place on Walkinshaw's behalf, but the boss himself wasn't far behind himself – finishing third with Win Percy.



XJR-9LM

The Jaguar XJR-9LM brought the British marque back to the winner's circle at Le Mans after a 31-year drought. The Tom Walkinshaw Racing-built machine, powered by the thunderous 7-litre V12, ended a seven year rout by Porsche when Johnny Dumfries, Jan Lammers and Andy Wallace triumphed on June 12, 1988 in front of a huge crowd.



XJR-12



The XJR-12 earned its place on the list by winning the 1990 24 Hours of Le Mans – its seventh and final victory at La Sarthe. The TWR-built Group C monster packed a 7-litre V12 punch and carried Briton Martin Brundle and team-mates Price Cobb and John Nielsen to a famous win over the sister car of Franz Konrad, Jan Lammers and Andy Wallace.



XJR-14

The XJR14, delivered Jaguar the drivers and manufacturers' titles in the 1992 Sportscar World Championship. The car itself was a game changer. "It was, if you like, the first modern sportscar," says long-time Jaguar driver Martin Brundle. "It was the first prototype I ever drove that, when you turned the steering wheel, the car was willing to go with you."



XJ220C

Former Jaguar World Sportscar Championship-winning squad Tom Walkinshaw Racing were commissioned to turn the XJ220 road car – in the early 1990s one of the fastest production cars on sale – into a Le Mans winner. The car won its class in the French endurance classic in 1993, only to be thrown out on a technicality. No matter, it was still cool.



The car didn't end up on the podium as often as Jaguar might have liked, yet the fact that Jaguar even built and raced fantastic-looking Formula 1 machines from 2000 to 2004 made the headlines. The team went on to become the dominant force of grand prix racing in the shape of Red Bull Racing.

R1 - R5



PH DRIVES THE JAGUAR HERITAGE CHALLENGE

There's a reasonable argument that Jaguar has had its money's worth from past racing glories and really ought to invest in forging some new ones. F-Type in the N24? Yes please!

The power of those 50s and 60s glory days still resonates though, something brought home when I ring my dad to tell him I'm driving an XK120 in the pre-'66 Jaguar Heritage Challenge. He's not quite the car nut I am and usually maintains polite parental interest. But the "Oof, you lucky bugg..." is from the heart. Jag is never going to struggle with my dad's generation though. But can the Heritage Challenge help enthuse mine?

Reading up on XK120s I note the original road car's 160hp and c. 130mph top speed. A trio of utterly gorgeous XK120s - two roadsters and a coupe - greets me at Silverstone and I peer at the polished cam cover

of the straight-six under the bonnet of 'mine' and ask Tester Racing's Iain Purves how much it's pushing out. "Oh, about 300hp," he says cheerfully. Weight? "1,000 kilos or so." Right.

Cat-like reflexes

Dunlop disc brakes behind the wire

wheels reassures; these weren't officially available until the later XK150 but Tester has fitted them, later rack and pinion steering gear and a synchro'd four-speed box too. The live axle has a Watt's linkage to tame tramp and the aluminium body saves significant weight. Clearly it's



not a standard XK120 as they left the factory in the 50s. But the modifications are period sympathetic and much as any aspiring club racer might have added to his '120 to keep pace with the newer cars as they appeared. Tester's cars are based on originals but, in the modern terminology, "reimagined for the 21st century" and available as a turn-key car for anything from £150K upwards. Not cheap but, in the spirit of the original, a very appealing vehicle capable of a tour of country lanes with a picnic hamper and tartan rug in the boot. But also fitment of aero screens and a bit of club level motorsport too.

Which is exactly what the Heritage Challenge is all about. Up at the sharp end the E-Types and C-Types indulge in the seriously racy stuff; I'm hoping the XKs and Mkls and Mklls cut a more gentlemanly dash. My car is a fresh rebuild, so fresh in fact it's only had a brief shakedown in practice. Pro driver Calum Lockie, who'll be in the coupe, offers some feedback. He warns rapid weight shifts - like Maggots/Becketts - can still unsettle the rear and that the brake pedal has a lot of travel but overall the car is fast and fun.

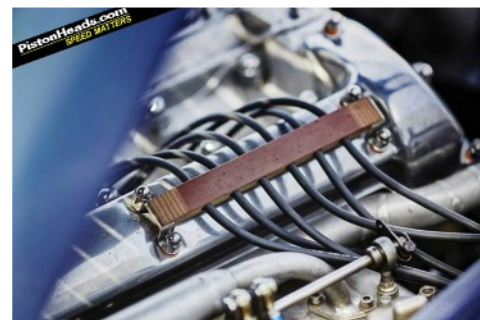
Looking back at the XK's competition history it's got some proper provenance in circuit racing and rallying. Stirling Moss enjoyed a breakthrough victory in an XK120 in the 1950 RAC Tourist Trophy at Dundrod, having been loaned the car by Daily Herald motoring correspondent Tommy Wisdom when Jaguar turned him down for lack of experience. The victory helped convince them he was worthy of a factory drive; Moss and the C-Type forged a winning relationship.



Lofty ambitions

Am I expecting similar recognition and a seat in that hoped for F-Type GT3 car if it ever happens? Hardly. I'll have to qualify first. Literally my first drive in the car is the short hop from paddock to assembly area. Where I discover the clutch is bitey and the brakes ... long. The engine is beautiful though. The triple Webers sniff and chunter at low revs but it picks up instantly and feels massively strong with a fearsome bark through the side-exit exhaust. Lovely!

My first few laps are a case of getting a feel for the car. The XK picks up speed just fine. Slowing it down is more of a challenge and there are a few ohmygawd approaches to fast corners and missed apices. For all its feline looks the XK isn't an especially delicate car to drive, feeling surprisingly big, solid



and physically demanding. And I still can't decide whether it's better with my elbow in or outside of the cockpit. Perhaps I should have more faith in the tyres too because the front end does follow the wheel's bidding and will turn over-optimistic entry speed into a four-wheel drift. I'm happier just pegging it back a little though, finally getting the apex at Copse, powering through and ... twang. Oh. No power. I trundle to an undignified halt and get towed back to the service area.

It's nothing more than a snapped throttle cable though, I've qualified and the team have time to fix it and re-bleed the brakes in an effort to give the pedal a bit more bite. I ponder the times and get some pre-race tips from Calum, mindful Jim Tester in the other roadster has put in a 2min 36.1sec to put him in the thick of the E-Types. In five laps the best I can manage is a 2min 50sec but there are at least four XKs behind me. So not last.

Old school

I ask Jim why he enjoys racing historics over the Radicals and others he's also competed. He likes the way the cars drive, the sliding about and more involving nature of the racing, not to mention the challenge of mastering old technology. And just look at the things!

It's time to suit up. Somewhat bizarrely I find myself in the assembly area behind Andy Wallace in a Mkl saloon. Door propped open the contrast between modern race clobber and a walnut-capped, leather lined



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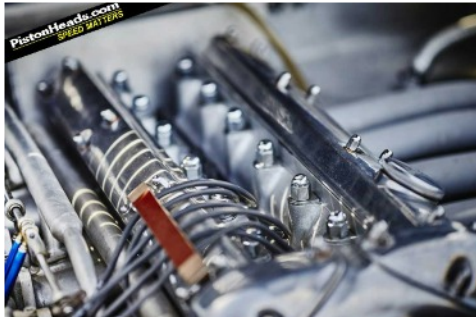
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interior seems almost comedic. And very Jaguar.

By the time the rolling start comes my heart is in my mouth but as I cross the line the motor is right in its sweet spot in third gear, the XK hoovering up the cars around like they're standing still. I make up significant ground round the outside of Copse, dice with a MkII and then concentrate on not losing the places I've just gained through Becketts. There's some to and fro but by the time things open up on the Hanger Straight the '120 is flying and clearly has the legs on most of the cars around me. Can I get it slowed down enough for Stowe though? Juuuuusst!

The bark of rung-out XK sixes surrounds me, E-Types slew around trailing smoke up ahead, MkIIs barge their way around - all that's missing is a sepia tinge to my glasses to complete the illusion. The engine is

fabulous too, its best coming between 4,000rpm and the 5,500 limit I've been given. It's got a savage tone to it and a razor sharp throttle, meaning shifts need to be made quickly and cleanly to avoid the revs dropping. With the long brake pedal heel'n'toe downshifts require some proper contortions though, the lock-up when I miss one showing why it's necessary.

No time to dwell on it though, I've got ground to hold and - oh christ - corners to try and brake for. I manage to keep my nose clean and as the pack begins to spread out I can breathe again. Calum powers past and then I'm locked into a battle with - really - Andy Wallace and a wildly driven E-Type.

I find myself slinging it up the inside of Wallace on the approach to Brooklands, which is utterly bizarre. To those watching it probably looks

like a heroic move under brakes, the truth being I don't have any. Somehow I hold it, placing me on the outside of the E-Type for Luffield but carrying more speed and in with a chance of making it stick. He sees it coming and firmly but fairly closes the door.

Think of it

So much for pottering around at the back - I've somehow got into a scrap with a Le Mans winner and an E-Type! Eventually I get round both and a gap appears. And is then lost as I make a silly mistake exiting The Loop. I give myself a talking to, set about making the time up again and then, hang on, what's that smell? A belated look at the temperature gauge reveals that it's off the scale. Uh-oh. It's about time for my compulsory 60-second stop anyway but as I arrive in clouds of steam the guys take one look at the gauges and it's game over.

As the XK gently boils in the pitlane I dejectedly join the Tester team on the pitwall. It's heartbreaking to watch the race you were involved in play out from the sidelines. It's doubly gutting when Jim and Calum come in fifth and eighth respectively, right in amongst the E-Types. I'm not kidding myself - they were at least 10 seconds a lap quicker than me - but I'd have been among the rest of the XKs.

The Heritage Challenge is certainly powerful demonstration of the emotional appeal of racing old Jags, the big grids and friendly atmosphere adding to the evocative feel. As modern racing cars become ever more complex and expensive there's an endearing honesty and charisma to these things, not to mention a sense of romance. The bloodline to the chaps who raced them of a Sunday afternoon around the perimeter tracks of wartime airfields like Silverstone is a direct one to the golden age of Britain's post-war motorsport boom too.

Sure, nostalgia is an easy sell. But one Jaguar can still trade on better than most.



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Article by Colin Manconi

SOUTH WALES CLASSIC CAR SHOW

The show was held for the first time at Cardiff City Football Stadium in their car park. The event has previously been held for many years at Pen-coed Agricultural College at Pen-coed. The event is run entirely to raise money for charity and has raised a considerable amount of money for numerous charities over the years.

Unfortunately we have had extremely bad weather for the two previous shows, which have lost a lot of money, so the decision was taken to hold the show on tarmac so it would not be affected by the weather. I am not sure this was the right decision as I think a classic car show should be held on grass not tarmac. It is very difficult for the car clubs to erect their stands and gazebos on tarmac!

I had been told that there was a small amount of grass around the edge of the car park and it would be a case of having to be there early to put up our gazebo.

Paul and I arrived at 7.00 am

and picked a piece of grass which was just wide enough for the Gazebo. This was the first time our new gazebo had been erected and as there were only two of us a lot of "head scratching" went on before we managed to erect it. It is quite different to our old one.

The organisers asked how much room we needed and I requested about 20 spaces, we

normally get between 15 to 20 cars on our stand.

Dave and Ruth arrived in their XK8 and then no one else! Eventually Terry arrived in his E-Type and one new member in his XK8 and that was it. Quite disappointing as I had brought a lot of burgers, bacon and buns. We managed to fill some of the spaces with some other Jaguars who were members of the Glamorgan Classic Car Club but could not get on their stand and the Mercedes club filled the rest. John and Janet arrived in their XK140 and as John was judging parked on the SWCCC stand.





Paul, our chef, soon had the bacon rolls cooked and as there were so few of us we had a couple each. We then walked around, first of all to the auto jumble and then around the cars. There were some lovely cars there. Soon it was time for lunch and Paul soon had the burgers cooked and again rather than waste them we were forced to eat a few of them. A cup of coffee and then it

was time to sample some of Ruth's delicious chocolate cake.

The show itself was a reasonable success. Around 600 cars attended and a considerable sum was raised for charity. The weather was good, but if the show is held there next year the larger of the two car parks should be used as a lot of car clubs were complaining that they could not park together as there was

not enough room. The auto jumble was a bit disappointing as there were nowhere near as many stands as used to come to Pencoed and they were tucked around the side of the stadium where I am sure some people did not see them.

We enjoyed the show, I think that if the weather is good it makes a big difference, but I still think that a classic car show should be on grass!



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humour

Members jokes & anecdotes

DUCK HUNTING

Curly went hunting one day up in the Northern Territory and bagged three ducks. He put them in the back of his ute and was about to drive home when he was confronted by a surly Territory game warden who didn't like smart alecs.

The warden ordered Curly to show his hunting licence, so Curly pulled out a valid Northern Territory licence.

The game warden looked at the licence, then reached over and picked up one of the ducks, sniffed its bum and said, "This duck ain't from The Territory. This is a Queensland duck. You got a Queensland huntin' licence?"

Curly reached into his wallet and produced a Queensland licence.

The game warden looked at it, then reached over and grabbed the second duck, sniffed its bum, and said "This ain't a Queensland duck. This duck's from West Australia. You got a West Australian huntin' licence?"

Curly reached into his wallet and produced a West Australian hunting licence.

The warden then reached over and picked up the third duck, sniffed its bum, and said, "This ain't a Western Australian duck. This duck's from South Australia. You got a South Australian Huntin' licence?"

Again Curly reached into his wallet and brought out a South Australian licence.

The game warden was extremely frustrated at this point, and he yelled at Curly "just where the hell are you from?"

Curly smiled, turned around, bent over, dropped his pants, and said, "You tell me. You're the expert!"

YOU LOOK TIRED

One of the guys says to his buddy:
"Man you look tired."
His buddy says: "Man I'm exhausted."

My girlfriend and I have sex all the time. She's after me 3 and 4 times a day, I just don't know what to do."

A fellow about my age (60+), sitting a couple of stools down, Also overheard the conversation.

He looked over at the two young men and with the wisdom of years says: "Marry her. That'll put a stop to that shit."

HEALTH CARE

The Royal College of Nursing has weighed in on Prime Minister David Cameron's health care proposals for the NHS.

The Allergists voted to scratch it, but the Dermatologists advised not to make any rash moves.

The Gastroenterologists had a sort of a gut feeling about it, but the Neurologists thought the Administration had a lot of nerve.

The Obstetricians felt they were all labouring under a misconception.

Ophthalmologists considered the idea short-sighted.

Pathologists yelled, "Over my dead body!" while the

Paediatricians said, "Oh, Grow up!"

The Psychiatrists thought the whole idea was madness, while the

Radiologists could see right through it.

The Surgeons were fed up with the cuts and decided to wash their hands of the whole thing.

The ENT specialists didn't swallow it, and just wouldn't hear of it.

The Pharmacists thought it was a bitter pill to swallow, and the

Plastic Surgeons said, "This puts a whole new face on the matter"

The Podiatrists thought it was a step forward, but the Urologists were pissed off at the whole idea.

The Anaesthetists thought the whole idea was a gas, but the Cardiologists didn't have the heart to say no.

In the end, the Proctologists won out, leaving the entire decision up to the arseholes in Whitehall!

AD IN LOCAL PAPER

HUSBAND WANTED: MUST BE IN MY AGE GROUP (90's), MUST NOT BEAT ME, MUST NOT RUN AROUND ON ME MUST STILL BE GOOD IN BED!!!!!! ALL APPLICANTS PLEASE APPLY IN PERSON.

On the second day, she heard the doorbell. Much to her dismay, she opened the door to see a Grey-haired gentleman sitting in a wheelchair. He had no arms or legs.

The old woman said, 'You're not really asking me to consider you are you? Just look at you... you have no legs!

The old man smiled, 'Therefore, I cannot run around on you!'

She snorted. 'You don't have any arms either!'

Again, the old man smiled, 'Therefore, I can never beat you!'

She raised an eyebrow and asked intently, 'Are you still good in bed???'

The old man leaned back, beamed a big smile and said, 'Rang the doorbell didn't I?'

CASUALTY

Last night my wife sent me a text, saying she was in casualty.

When I got home I watched all 50 minutes of it.....never saw her once.

She still hasn't come home yet. I'm starving!

MARKET RESEARCH

A man doing market research knocked on a door and was greeted by a young woman with three small children running around at her feet.

He says, 'I'm doing some research for Vaseline. Have you ever used the product?'

She says, 'Yes. My husband and I use it all the time.'

'And if you don't mind me asking, what do you use it for?'

'We use it for sex.'

The researcher was a little taken back.

'Usually people lie to me and say that they use it on a child's bicycle chain or to help with a gate hinge. But, in fact, I know that most people do use it for sex.'

I admire you for your honesty. Since you've been frank so far, can you tell me exactly how you use it for sex?'

The woman says, 'I don't mind telling you at all...my husband and I put it on the door knob

so the kids can't open the door.

ONE LINERS

Last night I reached for my liquid Viagra and accidentally swigged from a bottle of Tippex. I woke this morning with a huge correction.

The wife suggested I get myself one of those penis enlargers..... so I did.... she's 21 and her name's Lucy.

My budgie broke his leg today so I made him a little splint out of a couple of Swan Vesta's his little face lit up when he tried to walk.. Unfortunately, I'd forgotten to remove the sandpaper from the bottom of his cage.

I got sacked last night from the Salvation Army soup kitchen, ungrateful bleeders. All I said was, 'hurry up for goodness sake, some of us have got homes to go to!'

Women should be like Golf caddies, either holding your balls or getting your bloody tee ready!

Last night I was sitting on the sofa watching TV when I heard my wife's voice from the kitchen, 'what would you like for dinner my love, chicken, beef or lamb?'

I said, 'Thank you, I'll have chicken please'.

*She replied, 'You're having soup, you fat lazy b****d, I was talking to the cat!'*

Just had my water bill of £175 drop on my mat. That's a lot. Oxfam can supply a whole African village for just £2 a month: time to change supplier I think.

Two women called at my door and asked what bread I ate, when I said white they gave me a lecture on the benefits of brown bread for 30 minutes.

I think they were those Hovis Witnesses.

ITS A BOY" I shouted "A BOY, I DON'T BELIEVE IT, ITS A BOY"

And with tears streaming down my face I swore I'd never visit another Thai Brothel!!!

Seven wheelchair athletes have been banned from the Paralympics after they tested positive for WD40.

A mummy covered in chocolate and nuts has been discovered in Egypt. Archaeologists believe it may be Pharaoh Roche.

Just A Reminder to those who stole Electrical Goods in Last Year's Riots.... Your One Year Manufacturer's Warranty Runs Out Soon.

Did you hear about the fat, alcoholic transvestite - All he wanted to do was eat, drink and be Mary.

Two Indian junkies accidentally snorted curry powder instead of cocaine. Both in hospital...one's in a korma.. The other's got a dodgy tikka!

In the first few days of the Olympics the Romanians took gold, silver, bronze, copper & lead.

Sailing results are in, GB took gold, USA took silver and Somalia took a Middle aged couple from Weymouth.

Japanese scientists have created a camera with a shutter speed so fast, they can now photograph a woman with her mouth shut.

A boy asks his granny, 'Have you seen my pills, they were labelled LSD?'

Granny replies, blow the pills, have you seen the dragons in the kitchen?!

Wife gets naked and asks hubby, 'What turns you on more, my pretty face or my sexy body?'

Hubby looks her up and down and replies, 'Your sense of humour!'

My mate just hired an Eastern European cleaner, took her 15 hours to Hoover the house. Turns out she was a Slovak.

I've been charged with murder for killing a man with sandpaper. To be honest I only intended to rough him up a bit.

I want to die peacefully in my sleep, like my grandfather.. Not screaming and yelling like the passengers in his car.

I think my neighbour is stalking me as she's been googling my name on her computer. I saw it through my telescope last night.

STAMMER GROUP

A very pretty young speech therapist was getting absolutely nowhere with her Stammer's Action Group.

She had tried every technique in the book, but still they stammered and stuttered.

Finally, totally exasperated, she said: "If any of you can tell me where you were born, without stuttering, I will have wild and passionate sex with you until your muscles ache and your eyeswater."

The Englishman immediately piped up: "Bb-b-b-b-b-b-irmingham", he said.

"That's no use, Trevor" said the speech therapist, "Who's next?"

The Scotsman raised his hand and blurted out: "G-g-g-g-g-gl-las-gow".

"That's no better either, Hamish.

Now, how about you, Paddy?"

The Irishman took a deep breath, counted to 5, clenched both fists at his sides and eventually blurted out: "... "London".

"Absolutely Brilliant, Paddy!" said the speech therapist and immediately set about living up to her promise.

After 15 minutes of exceptionally hot and steamy sex, the couple paused for breath and Paddy said: "... "d-d-d-d-d-d-d-d-d-d-erry".



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Overall length of car	-	-	-	-	14' 6"
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" doors "	-	-	-	-	34½"
Centre of back rest to pedals (adjustable)	-	-	-	-	48" max., 40" min.
Height of back rest	-	-	-	-	26"
Depth of body inside	-	-	-	-	41"

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S.S.I. side view

SPECIFICATION

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PRICE, complete to specification - £310
Ex Works



S.S.I. front view



S.S.I. three-quarter view

SPECIFICATION

COACHWORK. Coachbuilt, with leather grained hood and large travelling trunk, the body represents the finest example of craftsmanship.

THE DOORS. Flush fitting, and exceptionally wide, ensuring ease of access, are fitted on two chromium plated heavy barrel joint hinges. The inner are of 5/16 inch laser striking plate type with private lock incorporated in the outside handle; the outside lock is fitted with external safety catch.

TRUNK. Leather grained with futuristic, decorative chromium plated hinged security catches and key lock. Provides spacious accommodation for travelling cases.

SLIDING ROOF. Entirely new design. Perfectly flush fitting and invisible in the closed position. Large opening, quickly operated.

WINDOW LIGHTS. Protective winding windows.

WINDSCREEN. 12 in. Profichrome single panel, opening to any desired position, closing on to rubber insert fitted with dual blade electric wiper.

BONNET. Stainless steel hinge and heavily louvered side panels with quick action security fastenings.

WINGS. Deeply dished 9 in. section, with swaged centres. Deep side valances ensuring adequate protection.

UPHOLSTERY. Finest quality "faux" furniture cloth, heavily padded in artistic design, and plushly carpeted floor in colours to harmonise with the exterior finish.

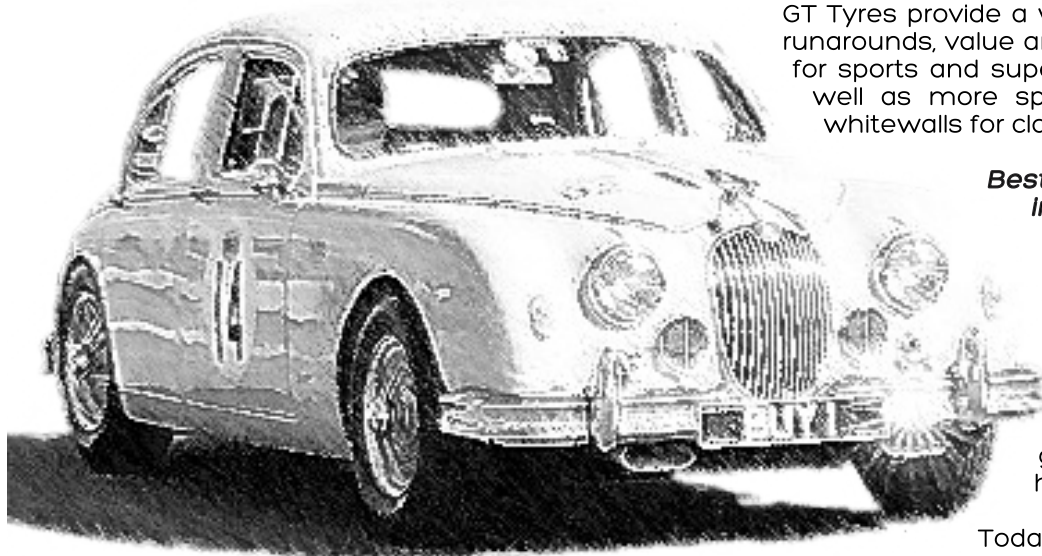
CABINET WORK. The instrument panel, door cappings, and fitts are finished with chrome panels of highly polished "Solid Black" Pyralene, in colours to tone with the upholstery, the moulded edges being polished black in relief.

INSTRUMENTS. The illuminated panel is mounted with electric clock, trip speedometer, ammeter, oil pressure gauge, electric petrol gauge.

SEATS. The front seat with deeply sprung 9 in. cushion and back squab—the latter adjustable—provides maximum comfort for two, or occasionally three adult passengers. The rear seats are designed for juvenile passengers, although suitable for the occasional use of an adult.

HEAD ROOM. Ample head room for the tallest passenger is a feature made possible by the special dropped chassis frame.

ACCESSORIES. The complete suite of interior fittings of polished chromium and matt finish, incorporating interior mirror, roof lamp and switch, rear blind with driver's hand control, ash tray, companion set, and ladies' vanity set—the latter mounted with mirror and hairdressing compact.



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CTPG VEHICLE STORAGE BARRY

The Bus Depot Barry (aka "The Cardiff Transport Preservation Group") is offering storage for cars at their old bus storage garage inside Barry Docks. The cost is £35 per month, which must be the cheapest commercial storage around, as this is just a way of raising additional income for the Museum rather than being run on a commercial profit making basis.

The storage is located within the docks area reached through the permanently manned gate of the docks and the storage is surrounded by fencing with a locked gate the store itself has locked doors so there three layers of controlled access making this fairly secure. The building is large and old and there are a few leaks to the roof but storage would be in a dry part of the garage. Whilst generally dry and clean, it would be advisable to use a car cover when in storage. Access is limited to when members are there but that is usually someone there several days in the week and at weekends. Cars can be worked on but only when other members are present. Electric power is available.

For more information call Mike Taylor (chairman of CTPG) on 07733 302242 or email him at mikestrad73@btinternet.com

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.

JUNE 2015

Sat 20th	Castle Combe Classic & Retro Action Day
Sun 21st	Berkeley Castle
25 -28th	Goodwood Festival of Speed

JULY 2015

Sun 5th	Pontarddulas Classic Motor Club Show
10-12th	Vintage Festival At Pembrey County Park
Sun 19th	Sherborne Castle Classic Car Show and Rally
24 - 26th	Silverstone Classic

AUGUST 2015

1-2nd	South Gloucester Show
Sun 9th	Three Cocks Steam & Vintage Rally

SEPTEMBER 2015

5 - 6th	Beaulieu International Autojumble
11 - 13th	Goodwood Revival
Sunday 20th	Margam Park Show

OCTOBER 2015

Sat 3rd	Castle Combe Classic Action Day
Sun 11th	Malvern Classic Car Show

DECEMBER 2015

TBA	Regional Christmas Dinner
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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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SOUTH WALES REGION COMMITTEE

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Telephone: 07771 852703

Colin Masterson

email: colin.masterson@jecsouthwales.co.uk

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 15th July

Wednesday 19th August

Wednesday 16th September

Wednesday 15th October

Wednesday 20th November

Wednesday 17th December



MONTHLY MEETING

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

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

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

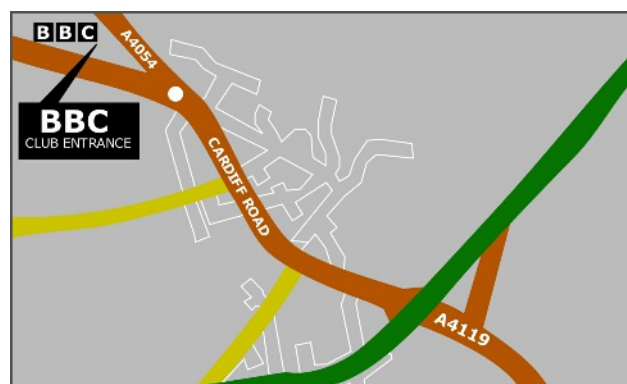
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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

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

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



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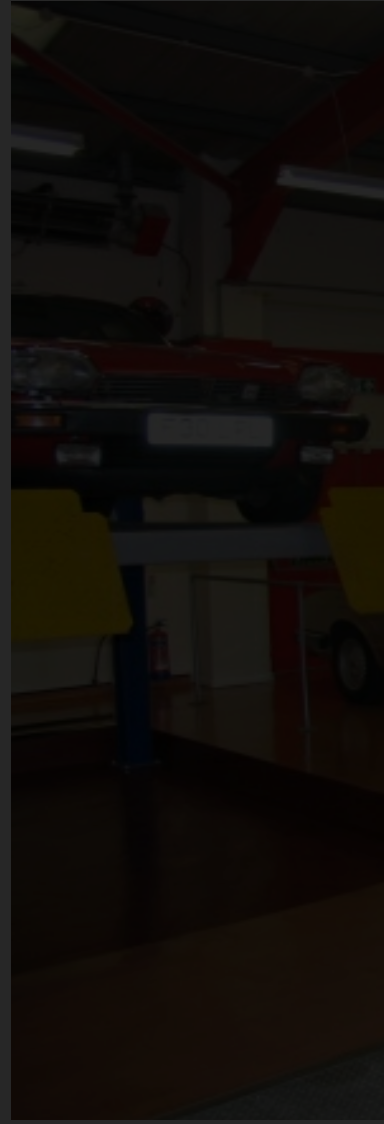


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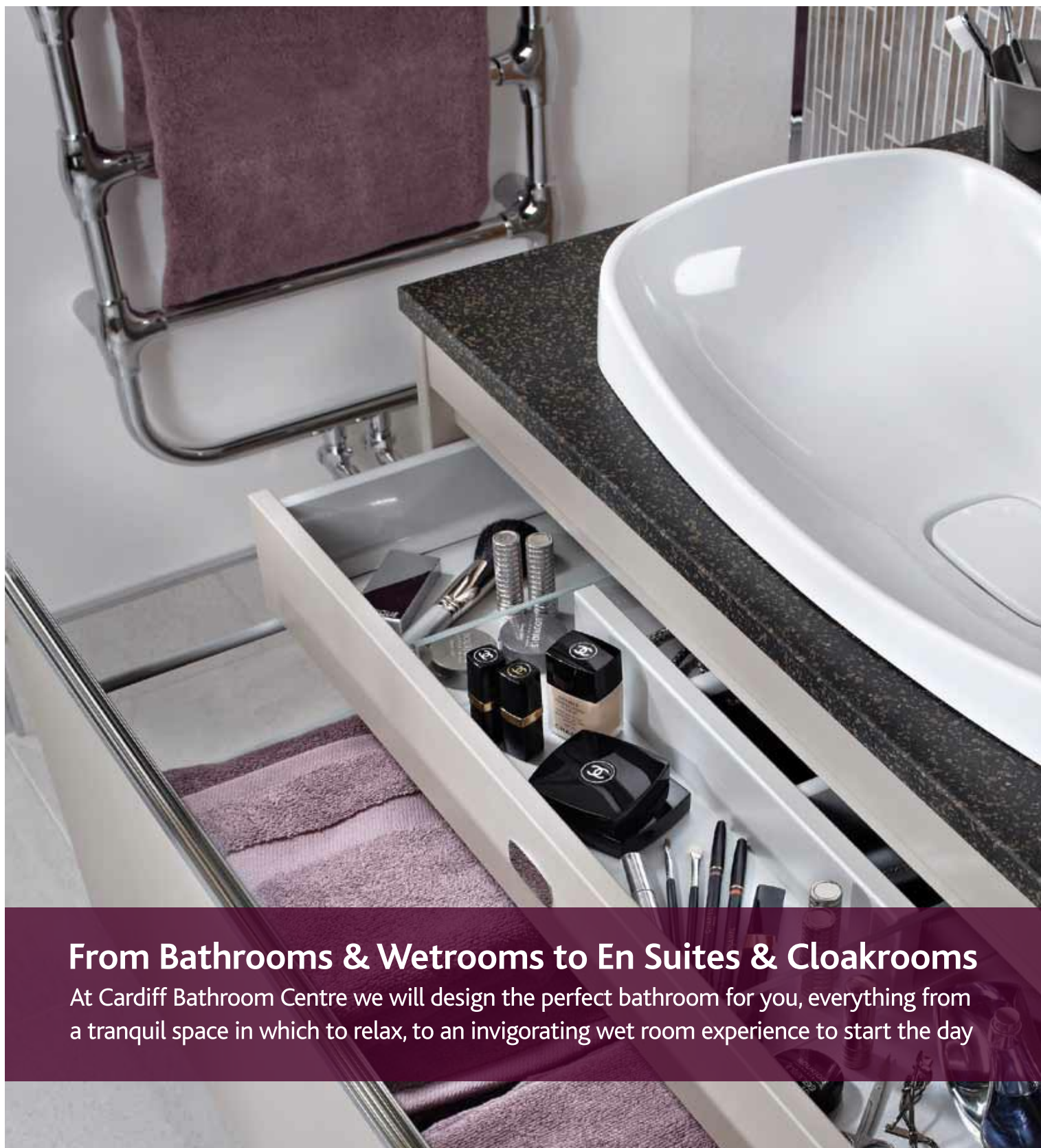
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