

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

What a fantastic month on the car front! The region has attended many shows, all of which are written up in this magazine courtesy of our diligent raving reporter Mr Masterson. On the personal front I've got my freshly re-sprayed XJS back and been to Silverstone to see the Grand Prix.

Silverstone has notably improved since my last visit in 2002 with new facilities, a new track layout and of course a new road layout to help access! Coupled with the current crop of British F1 champions it all leads to exciting racing and a great atmosphere – 140,000 attendees on the Sunday alone! However, I missed the noise of the previous F1 cars whose engines & exhausts emitted tremendous notes from the V8 & V10's. The current crop of hybrid cars have 1.6ltr supercharged V6's that give a supercharger whine rather than a popping, throaty roar!

It was good to see the bloodhound car in the middle of the entertainment prior to its land speed record attempt in South Africa later this year. It's even more pertinent to us as it has a large Jaguar leaper on either side of the 135,000 bhp jet engine! Jaguar

are a sponsor and have been involved in testing the parachute braking system with a 5ltr V8 F-Type, as well as transportation in XF Sportbrakes. I've included the full story in the magazine as it shows what our great marque is capable of.



We look forward to Silverstone Classic which is always the best 3 days of motoring in the year with superb cars on display and being driven at the event as well as great socialising and ice-creams! We also have Sherbourne Castle and the South Gloucestershire show and we'll have write-ups next month on all three – Sherbourne Castle will also have the Bloodhound car present!

Happy Motoring folks!

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.





17 Berkely Castle
Classic Car Show



5 Regional News Report
By Colin Manconi



6 The Torbay Flyer
By Harry Kuehling



11 Castle Combe
Classic & Retro Action Day



21 The Bloodhound Project
And Jaguar



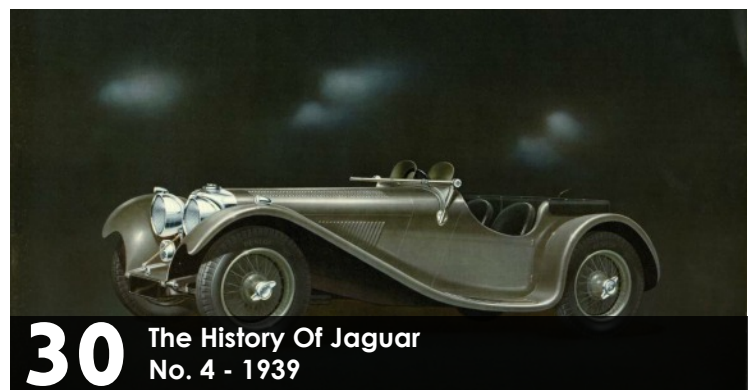
23 The New Usk Valley
Classic Car Club



24 Barry Festival Of Transport
& Classic Car Show



26 Jaguar F-Type
SVR Spied



30 The History Of Jaguar
No. 4 - 1939

Editorial	2
Events Calendar	32
Committee	33
Monthly Meeting Info	33



28 Humour &
Anecdotes

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

BARRY TRANSPORT FESTIVAL

This event was held on Sunday the 14th of June at Barry Island. The show is becoming more popular each year with a wide variety of classic cars attending. It is held on the old Butlins site on the headland at Barry Island. This has now been converted by the council into car parks which is used to show the commercial vehicles and the numerous different buses. The classic cars now park along the grass areas on the esplanade overlooking the beach. We have to arrive early to get a good position so we met at the Calcot Arms at 8.15. We normally have a good attendance for this show but unfortunately this year many of our members had family commitments etc so only Colin, Paul and myself, all in E-Types, arrived at the show.



We had a great position, right at the front of the esplanade, overlooking the beach and I must say that the three E-Types looked magnificent with our new gazebo behind them. Lots of people came over to ask questions and chat about different Jaguars they had owned, but the majority of them wanted to talk about the program on channel 4 about the "new Jaguar lightweight E-type". The response to the program seemed to be very positive with many people commenting on Lord March saying he would not let the E-Type race at Goodwood as it was a "replica". The feeling seemed to be that very few of the "original" cars racing at Goodwood had not been repaired or restored after crashing or damage during their racing lives and that probable few of them were as they came out of the factory. At least the new lightweights are being built at Browns Lane from the original blueprints by Jaguar employees using the last chassis



numbers. Does this classify as a replica? I would be interested in your comments!

The weather was good first thing in the morning and after a hearty breakfast cooked as usual by Paul we went for a walk to look at the various classic cars which were parked for the whole length of the esplanade with the overflow next to the beach. We then walked along the front through the shelters and up the coastal path to where the buses were parked. A great deal of money has been spent on the sea front at Barry and it is certainly worth a trip to visit it. Even though much has changed, the main parts like the sea wall, the shelters, are still the same as when as a 16 year old I used to meet between 30 to 40 other motorcyclists to race between Penarth sea front and Barry and play football in the shelters. A long time ago!

The weather cooled down in the afternoon but stayed dry and we left just after 4.00. For once the traffic was light getting off the Island and we all had a good run home.

See page 24 for a full report.

BERKELEY CASTLE SHOW

This show was held on Sunday the 21st of June. We usually attend this event but we are always limited in numbers because the organiser limit the age of the cars which can attend. So a lot of our members with newer cars are refused entry. Paul,



Colin and myself brought E-Types and Andy his freshly repainted XJS. We met as usual at the old Seven Bridge and had a pleasant drive to Berkeley Castle. This year the organisers were quite helpful, they haven't been on previous years, and our request to have our own area up along the fence was granted. We soon had our Gazebo up and Norman from the Bristol Region joined us in his



E-Type. Norman contributes some of the jokes which are used in our "Humour Page". Nigel and Alison joined us on the stand with their Doretta. Paul soon had the breakfast cooking and we then went to look over the hundreds of classic cars which had arrived and then to look around the numerous trade stands.

The weather stayed fine and after a good lunch of beef burgers we spent the afternoon walking around the huge variety of cars and looking for the elusive spare part in the auto jumble. We left just after 4.00 but had to use the M5/ M4 on the way home as the old Seven Bridge was closed westbound.

See page 17 for a full report.



CASTLE COMBE CLASSIC, KIT & RETRO ACTION DAY

The event was held on Saturday June the 20th and we met at the usual place, the lay by at the old Seven Bridge. Paul, Colin and myself in our E-Types Andy in his XJS, Keith and Susie in their XK140 and Dave and



Scott in their XK8's. We had a good run to Castle Combe in the fine weather. The main theme of the event this year was "The Kit Cars Restoration Show" so we were moved from our normal pitch in the centre on the grass to a new area further down which at first was on tarmac, we can't erect our gazebo on tarmac, but after a few phone conversations with the very helpful organisers we had a good area on grass.



Keith's wife Susie came along as our "official photographer" and she took some great photo's of the day. This is a good event to attend as there is so much going on. From the classic cars out on the circuit to over 75 classic cars clubs attending it has something for everyone. This year the "Area W Drift Team" gave us a marvellous display of power drifting through the corners. That if you could see them through the tyre smoke!

Unfortunately Dave managed to lock his car keys in his boot. An easy thing to do in an XK, I have done it myself. Despite borrowing wire a coat hanger and opening the door I could not overcome the alarm and open the boot. The RAC engineer could not either and in the end the RAC transported Dave and the car back home to Barry where Dave had spare keys.



A good eventful day and again with the old Seven Bridge closed West-bound we had to queue up at the tolls on the new bridge for quite a while before we could get home.

See page 11 for a full report.

OUR NEXT SHOWS ARE:

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 Super-cars. It is well worth attending.



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 26th. Dave and Ruth, Colin, Andy, Paul, Scott, Peter, Neville and myself are going for the three days. Tickets are still available and can be purchased for any day, but have to be purchased in advance from the Silverstone website.



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.

**I would like to thank Brian Pearson and Norman Alford for continuing to send me jokes to include in our "Humour Page". It helps me greatly and if any members would like to contribute please send them to my e-mail address:
colin.manconi@jecsouthwales.co.uk.**

Could I please ask any of our members who are going to attend any of these shows to contact me in advance if possible 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!

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



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

COLLATON ST MARY SHOW – 25th JUNE

The classic car show at Collaton St Mary (just outside Paignton) was a fairly small gathering. We did not enter the Daimler as we did not have an entry pass. As it turned out we could have just driven in on the day! Probably about 100 cars on show with some very interesting exhibits. I chatted with the owner of a Frogeye Sprite (complete with frog models) but declined the offer to sit in it – a bit too small for me in my advancing years! The event coincided with a large flower show in the Church which Natasha enjoyed viewing. We finished off the afternoon with an excellent carvery lunch in the Parkers Inn just up the road.



SKITTLES MATCH WITH WEST-COUNTRY CLASSIC VEHICLE CLUB – 19th JUNE

This match was notified to the TOWC at very short notice as the original organiser had forgotten to issue the invitation to us! The match was held in Forde Hall, Newton Abbot. I couldn't entice Natasha to join in! I hadn't played skittles for many years and it took a while to get into the swing of the game. My scores improved on each roll from 4 to 6, 6, 7 & 8. Great fun and TOWC had the honour of the highest scorer (which included a strike on his 1st ball) – not me! There was also a raffle during the buffet interval – as usual I didn't win anything! The buffet was excellent though & I went up for a second helping (or was it a 3rd?).



BABBACOMBE DOWNS SHOW – 17th JUNE

This show took place on a Wednesday 17th June and is only a couple of miles away from our home. Natasha & I had a "Nordic Walking" lesson in the morning but were allowed to drive our Daimler into the show at approx. 11.30am. We had a super spot overlooking the sea towards the Exmouth Estuary with views of Teignmouth, Sidmouth and beyond (probably to Beer and Seaton on a clear day). The event was organised by the Rotary Club in aid of various charities. The classic car display was just one part of the larger event with all sorts of displays as well as stalls selling items and a few tombolas. Great weather & we enjoyed ourselves in the sun with also a short walk up the road into the St Marychurch shops. We parked next to a very nice Austin Healey 3000. It turned out that the owner (Peter – not a member of TOWC) lives just up the road from us! He actually restored the car in his single garage - brave man!



MORWELLHAM QUAY SHOW – 21st JUNE

Morwellham Quay is situated between Plymouth and Tavistock. It is also used in the BBC series "Edwardian Farm" usually screened on Sunday evenings. We joined up with members of the TOWC and had a varied display of club cars on our stand. We had a good position near the "Garlandstone" sailing ketch launched in 1909. Morwellham Quay has a number of interesting displays and buildings. In some respects a bit like a mini version of St Fagans. There are people dressed in period costumes giving talks and performances. This included glass blowing, blacksmith, ore mining (we didn't go down the mine), rope making, shop displays, workers cottages, pottery, huge water wheel, barrel making



etc. We were also able to try on Victorian clothing – very handsome! On one of the buildings there were markings of the levels of floods in 1900, 1950 and 1979. The 1979 flood was the highest of all reaching over the bedroom floors in some cottages. I remember Canton & Pontcanna in Cardiff suffering badly in that year.



MAYFIELD SCHOOL DISPLAY – 6th JULY

Mayfield School is situated in Torquay and caters for pupils with severe and profound learning difficulties between the ages of 2-19 years old (See - <http://mayfieldspecial.torbay.sch.uk/>). TOWC had a request from a member of staff as follows:

"I am a teacher at Mayfield School in Torquay where I teach a class of 9 teenagers with profound learning difficulties. We are just embarking on a topic based on 'Grease' and I would love to show them some cars of the era. Do you think any of your members would be free and



JAGUAR PARTS FOR MODERN & *Classic...*

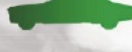
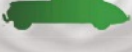
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willing to show us some of their vehicles? We have a large and easily-accessed car park and the date I'm after (although I'm pretty flexible) is Monday 6th July. What I'm hoping for is that my children can look at and hear your cars and the few that have good mobility might be able to sit in the cars too. The majority of my children are wheelchair users so don't have the flexibility of getting in the cars unfortunately but they would love the experience of seeing and hearing the cars. What do you think? Is that something that you might be able to do?"

We of course rallied round and on Monday 6th July we had seven cars on display for the children. Our cars were – Rover 2000, Ford V8 Pilot, MGB Roadster, Ford Capri Convertible, Ford Capri, Volvo P1800 (with "The Saint" motif on the bonnet) and our Daimler. The children had a great time with a number of them sitting in our cars. They particularly liked the "Dukes of Hazard" horn in the Capri! We were very pleased to bring a little pleasure into their lives. It was very sad to see all the disabled children & thankful that we were not similarly disabled.

MY DAIMLERS

On the Thursday prior to the Morwellham Quay event I did an oil and filter change on the Daimler (ALX442H) after first of all running the engine with a flushing fluid. The car had done about 300 miles since being put on the road and I thought it was a good idea to do the oil and filter change. I'm glad I did this change as the old oil was very black and filter very gungy. When I put the fresh oil in last year I noted there was a lot of water mixed in with the old oil. Presumably from lack of care when some work was done on the cylinder heads.

It was a bit of a shock to discover that virtually all of the sump drain threads had disintegrated in the alloy sump. After draining the oil, I carefully screwed the plug back in



just hand tight and kept checking for leaks whilst refilling the engine with fresh oil. I was very grateful to find a garage to recut over sized threads and fit a new drain plug on the Friday afternoon. I was on real tenter-hooks driving the four miles to the garage & kept an eye on the oil pressure gauge & checking for an oil slick behind the car! Thankfully I arrived safely at Whitehill Garage where they were very helpful and enthusiastic to sort the car out. This meant that Natasha & I could safely travel to the Morwellham Quay event the following Sunday. Phew!

My previous Daimler (JWN58E) should finally be collected by the new

owner, Sergio Pilotti, sometime week beginning 13th July. Hope he gets home to Brescia, Italy safely.

FUTURE EVENT – RIVIERA CLASSIC CAR SHOW – SUNDAY 26th JULY

Final reminder - this is the main annual event organised by the Torbay Old Wheels Club. See – www.towc1.talktalk.net This is set on Paignton Green on the Paignton sea front.

...and finally:

A doctor and his wife were having a big argument at breakfast. "You aren't so good in bed either!" he shouted and stormed off to work. By mid-morning, he decided he'd better make amends and called home. "What took you so long to answer?" "I was in bed" his wife said. "What were you doing in bed this late?" he asked. She replied, "Getting a second opinion."

All for now.



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CASTLE COMBE

Classic, Kit and Retro Action Day

It is described as Action Day but you can take as much or little of the action as you like.

There are various opportunities for classic cars to take to the track but most of us, even those who have done track days, were content to treat this as a car show with the bonus of spectating the action on the track, of which more later in this article.

READ ON ►



With an early start and gathering at the meeting point at the Wye Valley Link Road at Chepstow near the old M4 Severn River crossing, Paul and the two Colins had their E Types, Keith and Susie their XK140, Andy in his newly painted XJS and Dave and Scott in their XK8s motored to the circuit. Later Nigel and Alison arrived in their Swallow Doretti. The organisers gave us a new patch but it was very central and on grass so was perfect.

Having a few extra hands to erect the gazebo certainly helped, although there is no doubt it takes much longer and is more difficult than the old one, but the improved weather protection makes it worthwhile. The old one did not keep the rain out, merely converting rain into a fine spray as it passed through the cloth cover

We were parked up next to a Racing car simulator which not only had wrap around screens but a seat which moved with the action. Andy had a crack at it and managed to achieve a very creditable 1.59 seconds against there record 1.51 seconds on the Spa Francorchamps Circuit. Mind you, I was able to give Andy pointers as to how he should take Eau Rouge (flat!) as I have had



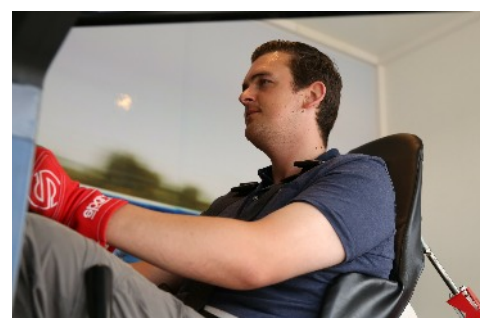
experience of driving the track in anger. I was also able to point out the excellent restaurant at the La Source corner, although this strangely did not improve his lap times.

Every 15 minutes throughout the day there were different sessions for the various car classes. Some were all our sessions but there was a 30mph cruise and two 50mph and 70mph parade sessions for novices

The car displays were made up of Classic Cars, Kit Cars (the

theme of the day was Kit Cars) track day cars and more modern "run what you bring" types from some 75





owners' clubs. There was an excellent display of 5 Triple C challengers, like mine, which were good to see. As only 200 were made this was a creditable turn out.

One of the highlights on the track were the "Area W Drift Team" who managed to get their cars completely out of shape, drifting through the corners whilst smoking their tyres providing a spectacular display

Talking of ice creams, many thanks to Colin for treating us. I trust

that Andy is cognisant of his need to rectify the position with us all at Silverstone.

For something different I took a couple of laps round the track on the top deck of an open 1957 Bristol Bus. Not the sort of thing you can hang out on the door handles but it gave an interesting view of the track and a real feel of the difference felt from running on the downwind as against the up wind sections of the track.





We hope to have new member joining us at the next meeting as he made his presence and hopes to make the next meeting – that's the good news, the bad news is that he is another Colin so things might get confusing at our meetings.

Poor Dave managed to lock his keys in the boot of his car. Despite Colin's best efforts and the fact that

he got the XK8 door open with a bent wire coat hanger (key piece of any good toolkit), he only managed to set the alarm off and it was not possible to open the boot. Even a call to the Service Manager of Stratstones gave no clue as to how this could be resolved. Fortunately Dave had RAC get you home cover.

They turned up and spent a

long time trying to get the lock to open by access the wiring loom under the rear bumper and trying to energise the locking circuit without success. Dave seemed to be taking this very calmly and he was seen sitting on a chair eating an ice cream while watching the RAC man groveling under his car.

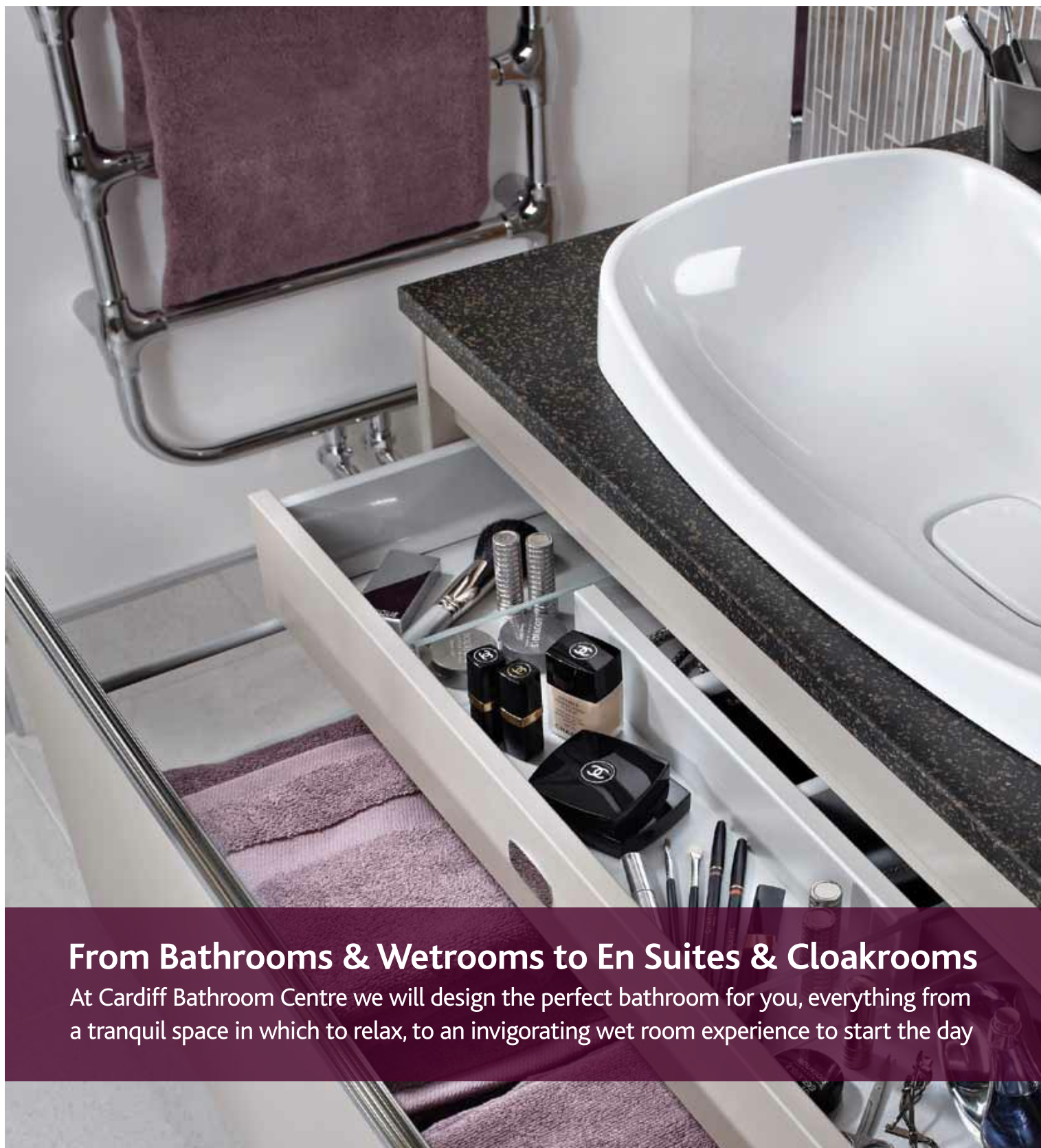
Sadly they were unable to





open the boot so we left Dave to await the arrival of and RAC flatbed to take him home to Barry and his spare keys. Easily done Dave, a warning to us all!





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Article by Colin Masterson

BERKELEY CASTLE CLASSIC CAR SHOW

Having met up at the old Severn Bridge crossing and arriving together, we learnt that we could have booked as a club and reserved a space but once we arrived the organisers were flexible enough to let us set up our gazebo on one side of the show field in a great position all parked along the boundary fence. If only all organisers behaved like this. After all we are providing the show for them free of charge and they shouldn't forget it!

This show just gets better with a great variety and number of cars and, being some way from our usual stamping ground, drew cars to the show that we don't usually see in South Wales. Instead of the usual tale of cooking burgers, erecting gazebos and teasing Andy about his continued failure to buy us all ice creams I think the cars should do the talking. Here are some of the cars:

First of all, the Jaguar marque was well represented – Aside from our four E Types and an XJS, there were a number of MkIIs, E Types, XJ6s and XJSs spread through the show. One stand-out car was an XK150 bought in 1960 for £1,337 plus £558 Purchase Tax (even more swingeing than our

20% VAT!). It was still owned by the original purchaser (55 years ago!) and it was the subject of an article by our own JJ. The car has been in continuous use by the owner who is now well into his eighties. It is completely original and has had no body work and, although showing some signs of tiredness, is still in remarkable condition. So impressed by it was Andy, our erstwhile editor, was seen to be kneeling in prayer beside this car to that great god "Jaguar".

Two cars that reminded me of our family cars when I was young were, firstly, a 1964 Morris Mini



Countryman in the same colour green as the one my Mum had. I remember borrowing it with my cousin for drive down to Italy culminating in a ferry over to the island of Elba: quite a long run for a little Mini. We had a mattress in the back with all our camping gear. The idea was to then hand it over to my parents so they would have transport for their holiday there and we would then drive it home again. I don't think my parents had a look in though, we were too busy chasing the local Italian girls. Well, with a mattress already in the back, come on!

The other family car was a Wolsey 15/50, complete with its wood dash and leather upholstery – very posh! We took it on holiday to the Italian Riviera (Dad driving this time) driving through France, but the real treat was the leg from Lydd in Kent to Le Touquet in Normandy via a Silver City Bristol Freighter. This old twin-engined tail dragger aircraft had clamshell doors at the front which opened to reveal a cargo bay for up to three cars, the cockpit was above this arrangement and there was a passenger cabin underneath the tailplane. All very exciting and I remember my mother looking anxiously forward to the wings where you could see oil leaking out of a loose rivet hole. The engines were large radials which gave lots of noise and vibration and smoke, especially on starting, so it was like being in an old 2nd World War bomber on a mission over the Ruhr. great fun though, for a teenager.

I got chatting to the owner of a Jenson 541 who was parked next to another, a 1958 541R, the original



no1. This cars claim to fame was that it achieved a record trip "the fastest ever time recorded by a single vehicle between two capitals" from London to Paris in 2 hours 27 minutes and 17 seconds driven by a Mr. John Webb, using the same Silver City service we had used for our holiday.

Aston Martin Lagondas are pretty rare, as I believe many of them were exported to the Middle East, so it was interesting to see two on display. When they were being manufactured (1976 – 1990) their all digital instrument displays were state of the art. Unfortunately they were plagued by teething troubles and production was delayed for around a year while they were being sorted out. The Lagonda was the first production car in the world to use computer management and a digital instrument panel, although the computers in many of the original cars are failure-prone.

The development cost for the electronics alone on the Lagonda came to four times as much as the budget for the whole car. The Series 3 used cathode ray tubes for the instrumentation, which proved even less reliable than the original model's light-emitting diode. I would hate to think what the spares situation is for them, must be even more dire than Colin's 220 where the parts supply is totally monopolized by Don Law.

A lovely old boy in his eighties brought his Trojan two stroke two cylinder car two geared car. He had removed the front bench seat revealing the engine and gearbox in all its glory. The whole design was full of innovation. For example, instead of a starting handle there was a long lever, like a handbrake which you pulled with a pawl and ratchet mechanism, like a lawn mower, which started the car from a sitting





position inside the car. Trojan built cars from 1914 to 1965 and the later cars were even as cranky as the one at the show. An early Trojan had only 7 moving parts: Four pistons to V shaped linked connecting rods and a crankshaft. The Connecting rods actually flexed in use!

A 1939 Delage in a very elegant dark blue and black colour scheme typified that marques quality products manufactured before the war. It had advanced features like the Wilson pre-selector gearbox (who needs modern paddle gear changes on the steering wheel?). Once selected, the gear is engaged by depressing and releasing the clutch pedal.

I am always interested in American cars, particularly their contrast with British ones and there were fine examples of Packard, Hudson, Chrysler, Cadillac and even a very

rare Keiser Manhattan. I have only ever seen one of these before; it was owned by a lady at a car show in Florida and she was dressed in a 50's dress and had a table with cocktails complete with olives, very stylish! Kaiser was a very eccentric car maker who, among other things was a prime contractor for the construction of the Hoover Dam and various others, he built Liberty ships during the war and constructed roads in Cuba. When he was refused a supply of steel for his cars by Fords he just went out and built his own steel plant. When finally he had had enough of building cars he sold out to AMC.

Other highlights for me were a superb red Indian motor bike reminiscent of the one in the film "The World's fastest Indian", the story of the New Zealander Burt Munro who broke the land-speed record at Utah's Bonneville Salt Flat in 1967.

There was also a pretty 1930 Singer Junior saloon (once the third biggest car maker in the UK) and there was also the strange juxtaposition of a Lamborghini Countach parked next to a Vintage 1930's Bentley.

There was a reasonable collection of stalls. I picked up some interesting aviation books. Paul and Colin some tree cutters and Andy a flexible expanding hose – no, don't ask!

Well of course I could not close without confirming that we did have those ice creams although Colin ended up paying for them for the second show running, as Paul mentioned something about needing enough cash to pay for the Severn toll and, of course, Andy is still negotiating with Lloyds bank for a second mortgage to cover the cost of buying them when we meet at the Silverstone Classic.

Of course it all became just too much for one of our members who required a nap to recover from all of the excitement.



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The **BLOODHOUND** Project

On the 12th of June 2015, Jaguar and the world land speed record holder RAF Wing Commander Andy Green performed vital high-speed parachute tests as part of the Jaguar's on-going technical support for this unique engineering adventure: creating a car that can cover a mile in just 3.6 seconds.

The jet and rocket powered car, which aims to surpass the current record of 763.035mph before targeting 1000mph, has multiple braking systems including air-brakes ('doors' mounted on the side of the car which open to increase aerodynamic drag) and disc brakes (used when slowing down from 200mph). In addition, the driver has two back-up parachutes to ensure that the 135,000thp (thrust horse power) vehicle will slow down before the end of its 12-mile track in Hakskeen Pan, South Africa.

Stopping, quickly and controllably, is as important to setting a record as going fast. After the first run Andy must bring BLOODHOUND SSC to a halt exactly in front of Turnaround Team, who will be waiting to prepare the car for its return run in the opposite direction. This has to take place within one hour. In the 1997 record attempt, the Thrust SSC team missed a record by less than one minute because the turnaround

To test this system ahead of the car's first run, Jaguar, a technical partner to the project, fitted it to an F-TYPE R Coupé and ran it on a former military runway to over 180mph before firing the parachute.

Green, who was at the wheel for the test, said: "BLOODHOUND SSC is fitted with both airbrakes and parachutes to provide guaranteed stopping power under all conditions. Each of these systems is safety-critical and each needs to be tested to ensure it will work safely, every time it's needed.

"Being able to validate the parachute systems in a safe and controlled manner using a high performance Jaguar F-TYPE sports car gives great confidence to both me and BLOODHOUND's Engineering Team."

The test took place at the former RAF base in Bentwaters, Suffolk using an F-TYPE R Coupé with a modified rear window and structural supports through which BLOODHOUND's unique teardrop shaped parachute cans were mounted directly to the car's chassis.

Green released the parachute using a cockpit-mounted button, subjecting the F-TYPE to an instantaneous drag force equivalent to one tonne that dramatically slowed the car before Green brought it to a controlled stop.

The stability of the F-TYPE

Coupé and its dynamic ability - it will reach 60mph in just 3.9-seconds with a limited top speed of 186mph - enabled the successful completion of a vital test for the BLOODHOUND SSC team and SES, BLOODHOUND's parachute specialist, to validate the deployment sequence in a safe controlled manner without using the supersonic car itself.

The test, the second Jaguar has performed for the project following a communications test run with an All-Wheel Drive F-TYPE R Coupé in South Africa last year, also validated the design of the drogue chute, which is a small spring-loaded chute that deploys, inflates and pulls out the main chute.

Peter French, Chief Engineer for Powertrain systems, Jaguar Land Rover, said: "The 5.0-litre 550PS supercharged V8 engine featured in the Jaguar F-TYPE R Coupé will drive Bloodhound SSC's rocket oxidiser pump - a very exciting proposition for us here at Jaguar as we continue to support this world record attempt.

"The BLOODHOUND Project is bold, inspirational and an amazing showcase for cutting edge engineering. Andy did an excellent job behind the wheel of the F-TYPE today and we look forward to continuing to support him and the team on the ground when the BLOODHOUND SSC car rolls out for its first test."



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Article by Andy Webber

ANDY WEBBER & SCOTT MORGAN VISIT USK & ABERGAVENNY CLASSIC CAR CLUB

Our very own Nigel Wilcox has started a new classic car club based around Usk & Abergavenny.

The multi marque Usk Valley Classics club are holding monthly meetings at the Alice Springs Golf Club just outside Usk on the 2nd Wednesday of each month – deliberately not to clash with our JEC meetings! The

club is open to all classics whether 'humble or exotic' – Nigel's words!

I went along on the 8th July to have a look together with Scott and have attached some pictures of what was a very enthusiastic group with some outstanding cars – much much older than my 1994 XJS! All this in the tranquil & picturesque surroundings of the Usk valley!

I've included a few pictures

and I'll let you identify the cars – see me if you can't!

I know that myself and Colin are eager to attend the next gathering, so let us know if you'd like to come along and we'll go in convoy. No forms and no entry fees!!





Article by Colin Masterson

BARRY FESTIVAL OF TRANSPORT

Fast becoming one of the favourite car shows because of its excellent location, the Cardiff Transport Preservation Group, based in Barry, once again hosted a the annual show split between classic cars and buses, the latter being the main interest of the CTPG.

Arriving early at the Calcot Arms meeting place the Colins and Paul motored down through the town and onto Barry Island to park up together on the grassy slopes set back from the esplanade front at Barry. Not only is this a very picturesque spot, overlooking the beach and across the Severn estuary, but it is handy for the beachside facilities, including the numerous ice cream stalls (where are you Andy when we need you?) John and Janet arrived a bit later, parking elsewhere in the show.

With only the three of us present the first question to face us was to erect or not to erect – the gazebo I mean! Our new gazebo is excellent but takes twice as long to

put up although once in place provides a much better draft proof shelter. It has yet to be tested in the rain but has to be much better than the old one whose fabric had worn so thin that rain drops seemed to come through albeit in a fine spray. Anyway, up it went, mainly because Paul needed the shelter for cooking, one of the vital aspects of our shows.

In the event, we decided to

put it up and were grateful when it started to get windy and cooler in the afternoon as the sun disappeared behind a blanket of clouds.

After satisfying the inner man with a bacon buttie or two it was off to look at the buses in the car park on the old Butlins holiday camp site. Neville had brought his Lively old Bedford OB which had been excused wedding duty for the weekend but it seemed dwarfed by some of the surrounding double-deckers. To further walk off the effects of our butties we took a stroll around the classic cars. With around 200 cars attending there was something for



everyone although I could not find a more impressive display of cars than out three cars representing each of the three series of E types produced.

Lunch was based on some excellent beef burgers, brought by Colin, which he gets from his local butcher. By the way, one problem facing Colin at every show is to decided how many slices of bacon and how many beef burgers to bring. Can I make a plea for everyone attending shows to let Colin have a text message or email as, at the moment, he has to guess the numbers and often has to throw away food, at a cost to our limited club funds.

In the afternoon I took a trip on an old double decker. I can't remember the make but it was a "low bridge" bus with the dropped gangway on the upper deck to enable the roof to be lowered. The bus went on a round trip to the bus garage in Barry town where there was another large display of single and double decker buses and coaches from the 50's through to the present day. They included not only buses run on British routes but, for example, one which had been re-imported from Kowloon with all of the old Chinese signage. I am now a member



of the CTPG not so much because of my enthusiasm for buses (although you have to admire the resilience of those people maintaining but because I am now using there car storage facility in the Barry Docks, which I believe is referred to elsewhere in the magazine.

All too soon we had to pack up and go. It was an excellent show and our only regret was that it was a pity that we did not have more

members of the club to join us and enjoy it.





Article from www.pistonheads.com



F-TYPE SVR SPIED

Ever since the Jaguar F-Type was launched, and especially since the coupe's arrival, there's been a tonne of speculation about the prospect of a flagship beyond the V8. An R-S, a GT, something along those lines. Now it seems there could be something close to a production reality.

This prototype has been spied at the Nurburgring, where no doubt a seven-minute something lap will be announced at some point. But even for those who aren't too fussed about lap times - there must be plenty - the F-Type SVR package looks very enticing.

See this car's more prominent front bumper, the fixed rear wing and different wheels. It's a wholly more aggressive look, one that looks great from here even beneath the camo. Yellow calipers denote carbon brakes, something you would hope to be standard on this car.

JLR has previously stated that all SVRs will be 4WD as well.

Power? The standard V8 R is hardly short of performance with

550hp but a few more seems likely, just to force home the range-topping status. Will it top 600hp? Arguably of more relevance to the F-Type's dynamics though is weight, or rather a lack of it. The F-Type has always impressed dynamically but a suspicion has remained that it would be significantly improved by dropping a few kilos. Let's hope this is the car to get the F-Type under 1,500kg.

Given the manual gearbox is only available on the V6 F-Types it seems likely that the eight-speed auto will be offered. No bad thing, it's a very good gearbox. Worth remembering too that Jaguar's last track focused special was the XKR-S GT, a very expensive but extremely exciting car that promised a lot. Harris's review in fact concluded with "the GT is a great foretaste of what's to come from Jaguar... Imagine when they do that with the F-Type."

So yes, we're all very keen to see just what this F-Type becomes. With this year focused on the launch of the manual and all-wheel drive cars, it seems unlikely an SVR will be seen before 2016. One to steal the show at Geneva perhaps? We'll keep you posted.



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humour

Members jokes & anecdotes

UP IN COURT

A lady about 8 months pregnant got on a bus. She noticed the man opposite her was smiling at her. She immediately moved to another seat. This time the smile turned into a grin, so she moved again. He seemed more amused. When on the fourth move, the man burst out laughing, she complained to the driver and he had the man arrested.

The case came up in court. The Judge asked the man (about 20 years old) what he had to say for himself.

The man replied...

"Well your Honour, it was like this: When the lady got on the bus, I couldn't help but notice her condition. She sat under a sweets sign that said, "The Double Mint Twins are Coming" and I grinned.

Then she moved and sat under a sign that said "Logan's Liniment will reduce the swelling", and I had to smile.

Then she placed herself under a deodorant sign that said "William's Big Stick Did the Trick", and I could hardly contain myself.

BUT, your Honour, when she moved for the fourth time and sat under the sign that said "Goodyear Rubber could have prevented this Accident"...I just lost it.

"CASE DISMISSED!!"

£289,000 MORTGAGE

For his birthday, little Johnny asked for a 10-speed bicycle.

His father said, 'Son, we'd give you one, but the mortgage on this house is £289,000 and your mother just lost her job. There's no way we can afford it.'

The next day the father saw little Johnny heading out the front door with a suitcase. So he asked, 'Son, where are you going?'

Little Johnny told him, 'I was walking past your room last night and heard you telling mum you were

pulling out. Then I heard her tell you to wait because she was coming too. I'll be damned if I'm staying here by myself with a £289,000 mortgage and no f***ing bike.'

GOLF STREAKER

Three ladies are playing the 4th hole at a members-only golf club, when a naked man, wearing a balaclava over his head, leaps from the bushes and streaks across the green. The 3 ladies stare and are in shock at the size of his "manhood".

The first lady glances at his manhood and says, "Well he's certainly not my husband."

The second lady looks at his manhood and says, "And he's not mine."

The third lady takes a good look and says, "Why! He's not even a member of the club!"

TWO OLD MEN

Two elderly gentlemen from a retirement centre were sitting on a bench under a tree when one turns to the other and says: 'Slim, I'm 83 years old now and I'm just full of aches and pains.

I know you're about my age. How do you feel?'

Slim says, 'I feel just like a newborn baby.'

'Really!? Like a newborn baby!?'

'Yep. No hair, no teeth, and I think I just wet my pants.'

SENIORS MARRYING

A senior citizen said to his eighty-year old buddy: 'So I hear you're getting married?'

'Yep!'

'Do I know her?'

'Nope!'

'This woman, is she good looking?'

'Not really.'

'Is she a good cook?'

'Naw, she can't cook too well.'

'Does she have lots of money?'

'Nope! Poor as a church mouse.'

'Well, then, is she good in bed?'

'I don't know.'

'Why in the world do you want to marry her then?'

'Because she can still drive!'

PET SHOP VISIT

Two Irishmen walk into a pet shop in Dingle, they walk over to the bird section and Gerry says to Paddy, 'Dat's dem.'

The owner comes over and asks if he can help them.

'Yeah, we'll take four of dem dere little budgies in dat cage up dere,' says Gerry..

The owner puts the budgies in a cardboard box.

Paddy and Gerry pay for the birds, leave the shop and get into Gerry's truck to drive to the top of the Connor Pass..

At the Connor Pass, Gerry looks down at the 1000 foot drop and says, 'Dis looks like a grand place..'

He takes two birds out of the box, puts one on each shoulder and jumps off the cliff.

Paddy watches as the budgies fly off and Gerry falls all the way to the bottom, killing himself stone dead.

Looking down at the remains of his best pal, Paddy shakes his head and says, 'Feck dat. Dis budgie jumping is too feck'n dangerous for me!'

IN THE ARMY NOW

Two good old boys, Mick and Paddy, have been promoted from privates to Lance Corporals.

Not long afterward, they're out for a walk and Mick says, 'Hey, Paddy, there's the NCO Club; let's you and me step in.'

"But we're only privates," protests Paddy.

"We're Lance Corporals now," says Mick, pointing to his stripe and pulling him inside. "Now, Paddy, I'm a-gonna sit down and have me a drink."

"But we're privates," says Paddy.

"You blind, boy?" asks Mick, pointing again at his stripe. "We're Lance Corporals now!"

So they have their drink, and pretty soon one of the Army lasses comes up to Mick.

"You're cute," she says, "and

I'd like to date you, but I've got a bad case of gonorrhoea."

Mick pulls his friend to the side and whispers, "Paddy, go look in the dictionary and see what Gonorrhoea means. If it's okay, give me the okay sign."

So Paddy goes to look it up, comes back, and gives Mick the big thumbs up.

Three weeks later Mick is laid up in the infirmary with a terrible case of gonorrhoea. Mick says to Paddy, "Why the hell did you give me the thumbs up?"

"Well Mick, in the dictionary, it says gonorrhoea affects only the privates and we're Lance Corporals now."

SCOTTISH LOVE STORY

An elderly Scotsman lay dying in his bed. While suffering the agonies of impending death, he suddenly smelled the aroma of his favourite pan fried drop scones wafting up the stairs.

He gathered his remaining strength and lifted himself from the bed. Leaning on the wall, he slowly made his way out of the bedroom and with even greater effort, gripping the railing with both hands, he crawled downstairs.

With laboured breath, he leaned against the door-frame, gazing into the kitchen. Were it not for death's agony, he would have thought himself already in heaven, for there, spread out upon the kitchen table were literally hundreds of his favourite scones.

Was it heaven? Or was it one final act of love from his devoted Scottish wife of sixty years, seeing to it that he left this world a happy man?

Mustering one great final effort, he threw himself towards the table, landing on his knees in rumpled posture.

His aged and withered hand trembled towards a scone at the edge of the table, when it was suddenly smacked by his wife with a wooden spoon

"F**k off. They're for the funeral", she said.

PLANE MAINTENANCE

After every flight, QANTAS pilots fill out a form, known as a 'gripe sheet' to tell mechanics about problems with the aircraft. The mechanics fix

the problem, and then document their repairs on the form.

Here are some actual maintenance problems submitted by the pilots (marked with a 'P') and the solutions recorded (marked by an 'S') by maintenance engineers, who by the way have a sense of humour:

P: Left inside main tyre almost needs replacement.

S: *Left inside main tyre almost replaced.*

P: Test flight OK, auto-land very rough.

S: *Auto-land not installed on this aircraft.*

P: Something loose in cockpit.

S: *Something tightened in cockpit.*

P: Dead bugs on windshield.

S: *Live bugs on back order.*

P: Auto pilot in altitude-hold mode produces a 200 feet per minute descent.

S: *Can't reproduce problem on the ground.*

P: Evidence of leak on right main landing gear.

S: *Evidence removed.*

P: DME volume unbelievably loud.

S: *DME volume set to more believable level.*

P: Friction locks cause throttle levers to stick.

S: *That's what friction locks are for.*

P: IFF inoperative in OFF mode.

S: *IFF always inoperative in OFF mode.*

P: Suspect crack in windshield.

S: *Suspect you're right.*

P: Number 3 engine missing.

S: *Engine found on right wing after brief search.*

P: Aircraft handles funny.

S: *Aircraft warned to straighten up, fly right and be serious.*

P: Target radar hums.

S: *Reprogrammed target radar with lyrics.*

P: Mouse in cockpit.

S: *Cat installed in cockpit.*

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: *Took hammer away from midget.*

9 MONTHS LATER

John decided to go skiing with his buddy, Keith. So they loaded up John's minivan and headed north.

After driving for a few hours, they got caught in a terrible blizzard. So they pulled into a nearby farm and asked the attractive lady who answered the door if they could

spend the night.

'I realize it's terrible weather out there and I have this huge house all to myself, but I'm recently widowed,' she explained. 'I'm afraid the neighbours will talk if I let you stay in my house.'

'Don't worry,' John said. 'We'll be happy to sleep in the barn. And if the weather breaks, we'll be gone at first light.' The lady agreed, and the two men found their way to the barn and settled in for the night.

Come morning, the weather had cleared, and they got on their way. They enjoyed a great weekend of skiing.

But about nine months later, John got an unexpected letter from an attorney. It took him a few minutes to figure it out, but he finally determined that it was from the attorney of that attractive widow he had met on the ski weekend.

He dropped in on his friend Keith and asked, 'Keith, do you remember that good-looking widow from the farm we stayed at on our ski holiday up north about 9 months ago?'

'Yes, I do.' Said Keith.

'Did you, ER, happen to get up in the middle of the night, go up to the house and pay her a visit?'

'Well, um, yes!,' Keith said, a little embarrassed about being found out, 'I have to admit that I did.'

'And did you happen to give her my name instead of telling her your name?'

Keith's face turned beet red and he said, 'Yeah, look, I'm sorry, buddy. I'm afraid I did.' 'Why do you ask?'

'She just died and left me everything.'

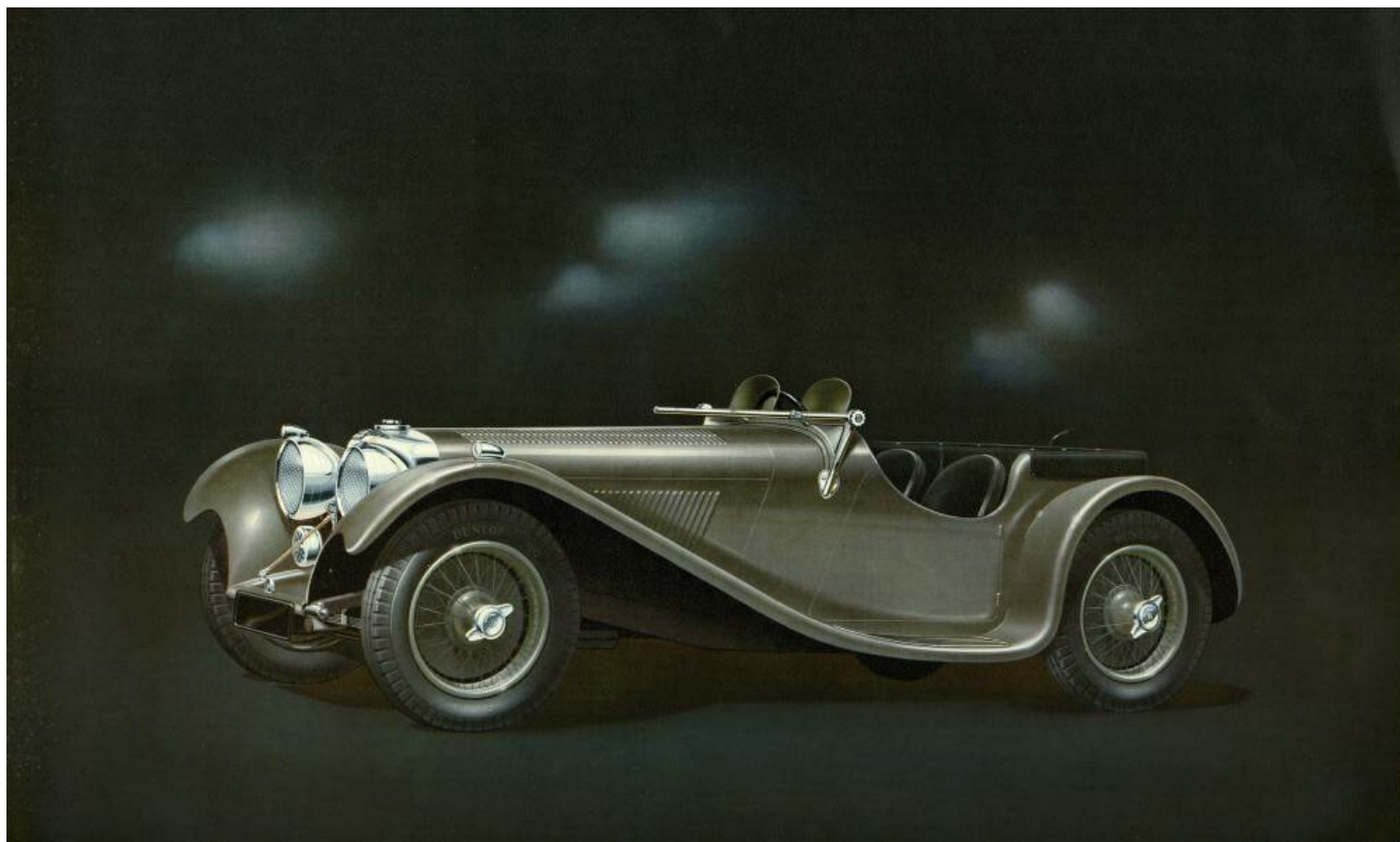
(And you thought the ending would be different, didn't you?)

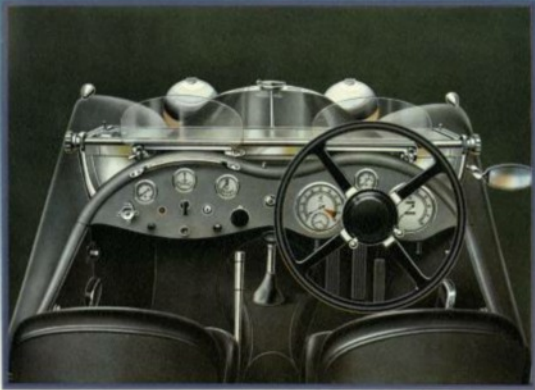


WE NEED YOUR JOKES!

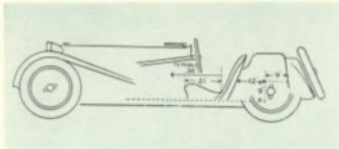
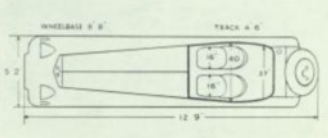
Please email all your jokes and funnies to:

editor@jecsouthwales.co.uk





This view of the interior of the "100" model, taken from driver's eye level, indicates the exceptionally good forward visibility afforded.

THE JAGUAR "100" MODEL

(On 3½ Litre and 2½ Litre Chassis)

3½ LITRE SPECIFICATION

ENGINE. Six-cylinder engine, 82 m.m. bore x 110 m.m. stroke. 3485.5 c.c. (Treasury rating 25.51 h.p.). Tax £18-15-0. Overhead large diameter valves, push rod operated, 21" diameter counter-weighted crankshaft in seven large precision made steel backed bearings. Connecting rods of special alloy steel. Chrome iron cylinder block, detachable head, 7.2 to 1 compression ratio, cooling by pump circulation with by-pass thermostat control, submerged oil pump, forced lubrication throughout, complete circulation Tecalemit oil filter, special Lucas coil and distributor ignition, twin S.U. carburetors with electrically controlled choke. Dual exhaust system.

TRANSMISSION. 4-speed gearbox with synchro-mesh on 2nd, 3rd and top. Gears are specially cut overlapping double helical type, extra large diameter synchro-mesh cones. Hardy Spicer all-metal propeller shaft in needle roller bearings, single plate 10" diameter clutch. Gear ratios: 1st, 12.04; 2nd, 7.56; 3rd, 4.58; top, 3.8.

SUSPENSION. Lead coated road springs in special sliding trunnion bearings. Luvax C.M.P. and Hartford friction type shock absorbers on front, Luvax C.M.P. on rear.

BRAKES. Circling brakes rod operated. 13" x 14" effective surface. Large diameter deeply ribbed Millenite drums. Ferodo B.Z. linings. Hand and foot operate on all four wheels.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds. Blumel adjustable steering wheel.

FUEL SUPPLY. By two electric pumps from 14 gallon rear tank with reserve tap.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas de Luxe 12 volt set with ventilated dynamo. Large diameter headlamps with stoneguards. Stop and reverse light. Twin blended note horns. 100 m.p.h. speedometer, revolution counter, petrol gauge, oil pressure gauge, water temperature thermometer, ammeter, clock, twin bladed screen wipers.

BODY AND EQUIPMENT. Light, rigid Le Mans type 2-seater body with accommodation for luggage. Spare wheel and tyre. Full all-weather equipment. Folding screen. Two aero screens. Radiator stoneguard. Tonneau cover and hood envelope.

WHEELS AND TYRES. Dunlop centre-lock spined hub racing type wheels. 18" diameter rims fitted with Dunlop 5.50 x 16 "Fort" tyres.

DIMENSIONS. Wheelbase 8' 8", Track 4' 6". Overall length 12' 9". Overall width 5' 2".

Price = £445

2½ LITRE SPECIFICATION

ENGINE. Six-cylinder engine, 73 m.m. bore x 106 m.m. stroke. 2663.7 c.c. (Treasury rating 19.84 h.p.). Tax £15. Overhead valves push rod operated, large diameter 7 bearing counter-weighted crankshaft, aluminium pistons, chrome iron cylinder block, light alloy connecting rods, steel backed bearings, machined combustion chamber, detachable head, cooling by pump circulation with by-pass thermostat control, submerged oil pump, forced lubrication throughout, complete circulation Tecalemit oil filter, special Lucas coil and distributor ignition, twin S.U. carburetors with electrically controlled choke. Dual exhaust system.

TRANSMISSION. Four-speed gearbox with synchro-mesh on 2nd, 3rd and top. Hardy Spicer all metal propeller shaft. Single dry plate clutch. Gear ratios: 1st, 14.40; 2nd, 8.45; 3rd, 5.48; top, 4.00.

SUSPENSION. Lead coated road springs in special sliding trunnion bearings. Luvax C.M.P. and Hartford friction type shock absorbers on front, Luvax C.M.P. on rear.

BRAKES. Circling brakes, rod operated. 13" x 14" effective surface. Large diameter deeply ribbed Millenite drums. Ferodo B.Z. linings. Hand and foot operate on all four wheels.

STEERING. Burman Douglas worm and nut. Light yet positive at all speeds. Blumel adjustable steering wheel.

FUEL SUPPLY. By two electric pumps from 14-gallon rear tank with reserve tap.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas de Luxe 12-volt set with ventilated dynamo. Large diameter headlamps with stoneguards. Stop and reverse light. Twin blended note horns. 100 m.p.h. speedometer, revolution counter, petrol gauge, oil pressure gauge, water temperature thermometer, ammeter, clock, twin bladed screen wipers.

BODY AND EQUIPMENT. Light, rigid Le Mans type 2-seater body with accommodation for luggage. Spare wheel and tyre. Full all-weather equipment. Folding screen. Two aero screens. Radiator stoneguard. Tonneau cover and hood envelope.

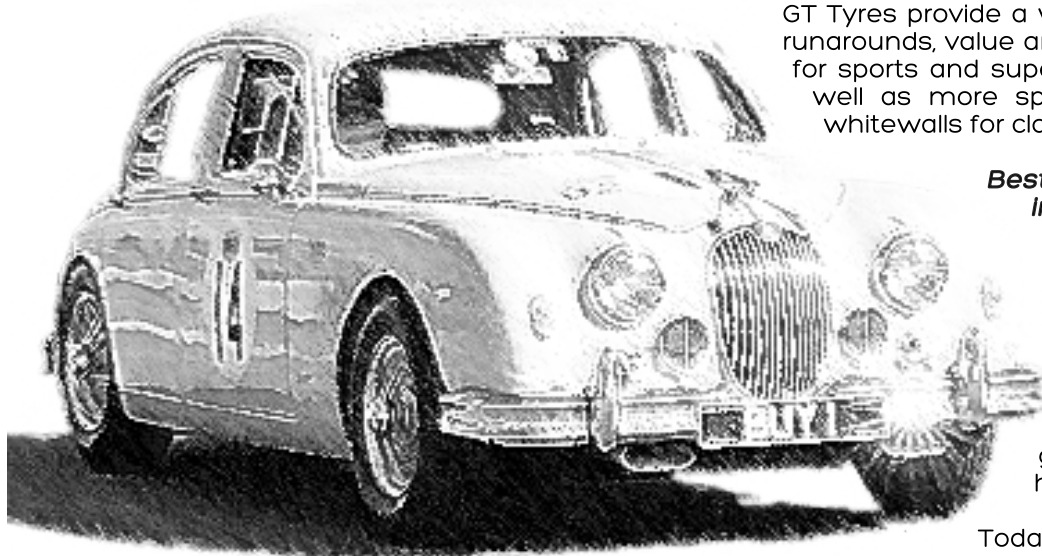
WHEELS AND TYRES. Dunlop centre-lock spined hub racing type wheels. 18" diameter rims fitted with Dunlop 5.50 x 16 "Fort" tyres.

DIMENSIONS. Wheelbase 8' 8", track 4' 6". Overall length 12' 9". Overall width 5' 2".

Price = £395

Supplied by Colin Masterson

30 JEC South Wales July 2015



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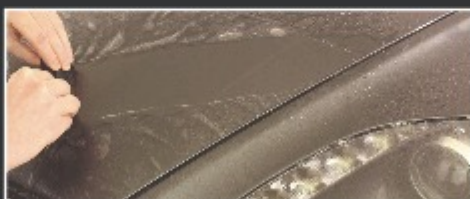
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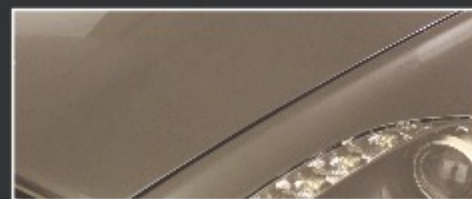
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2015 EVENTS CALENDAR

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.

JULY 2015

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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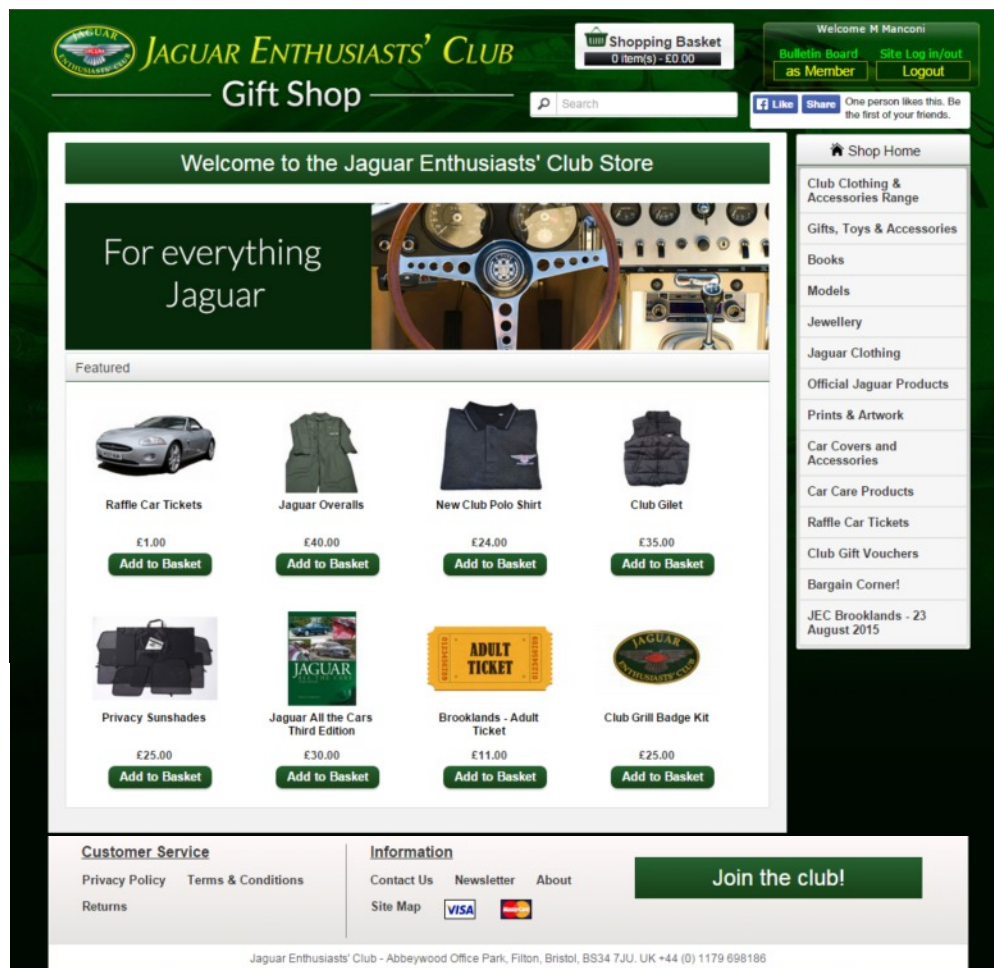
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Andy Webber

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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/ 2016

Wednesday 19th August
Wednesday 16th September
Wednesday 15th October
Wednesday 20th November
Wednesday 17th December
Wednesday 20th January



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

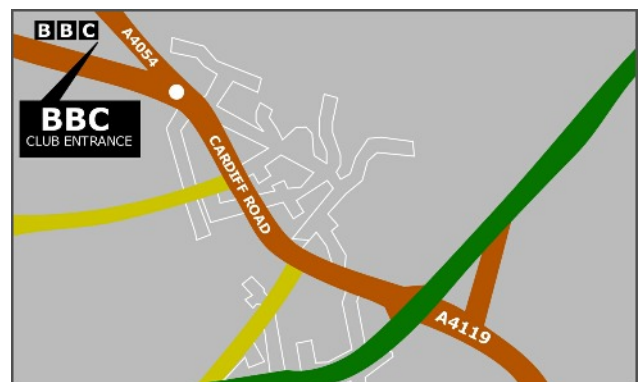
HOW TO FIND OUR MEETINGS:

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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Fax: 02920 541313

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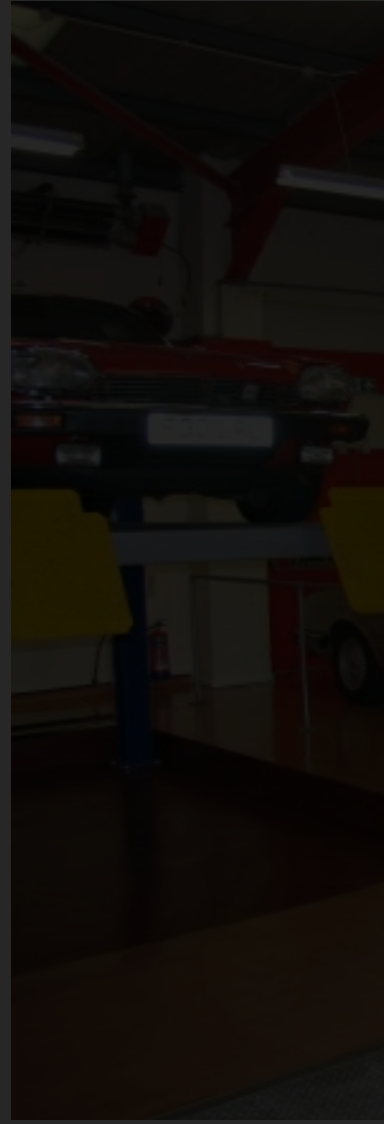


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