

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

Issue 251 | August 2015

www.jecsouthwales.co.uk



EDITORIAL

NEWS EDITOR

Andy Webber

email: andy.webber@jecsouthwales.co.uk

Telephone: 07771 852703

CONTRIBUTORS

Colin Masterson

Colin Manconi

Harry Kuehling

Andy Webber

Brian Pearson

Norman Alford

Contributions welcome.

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

editor@jecsouthwales.co.uk

Deadline for all articles, contributions and ad's for the next edition is **September 7th**.

ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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

PUBLISHING

Design & Print by

Trendy Design Co

Web: www.trendy-designs.co.uk

email: hello@trendy-designs.co.uk

Tel: 0845 366 58 48

Disclaimer:

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

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

©Jaguar Enthusiasts Club South Wales Region Magazine 2015, All Rights Reserved.

FROM THE NEWS EDITOR

Hello!

The summer rolls on and the car shows come thick and fast. We've attended Sherborne Castle, St Fagans, Silverstone Classic, and South Gloucestershire as well as the popular Hay-on-Wye show. Once again thanks to our roving, raving journalist Mr Masterson for his informative & witty write-ups.

Once again I really enjoyed Silverstone Classic - it really is my favourite event of the year now that Tredegar Park has finished. We always have a good following from the region at this event and this year had three 'Silverstone Classic' virgins with Scott, Paul & Peter attending for the first time. Big thanks to the JEC for their hospitality and support throughout the 3 days. The weather was beautiful for the South Gloucestershire show that Graham Searle plays such a big part in organising and there were over 300 cars in attendance as well as Camel racing! This show will grow year on year and we look forward to supporting it as a region.

It's great to see the Jaguar XE hit the roads; I've spotted quite a few already and although I've yet to speak to an owner to get first hand feedback its been well received by all the motoring press. The local dealer had bought the XE 3.0 litre super-charged version along to Sherborne Castle (see pic below), although a few members thought it was the existing XF as it looks very similar. I hope that this will grow the Jaguar brand even further alongside the new XF, launched later this year and unveiling of the first Jaguar SUV, the F-Pace.



As mentioned at our last meeting we have a new event to add to the list on Sunday 30th of August, which will play a huge part in supporting the existence of my own Football & Cricket club. Every year we have a music festival organised as a community event including a hog roast and fully stocked bar etc in order to raise money for the club. There's plenty of space and the cars will add another feature to this popular community event in Ponthir, just outside Caerleon. For a change there's no forms to fill in just let me know if you're interested! See the flyer inside for further details. We look forward to welcoming members of the Bristol region who are making the trip across.

We're hoping to welcome guests this month from the Aston Martin Owners Club who have recently started a region in South Wales. Please give a warm welcome to Phil, Lex and the other members.

Until next month...

Andy Webber

and finally...

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

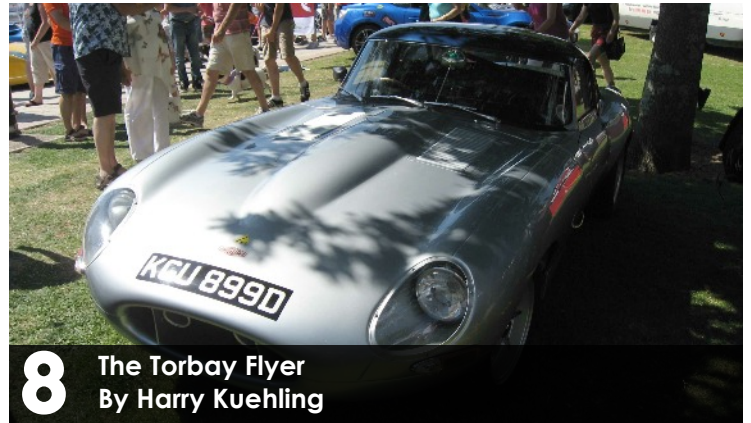




18 Silverstone Classic Rocking & Rolling 2015



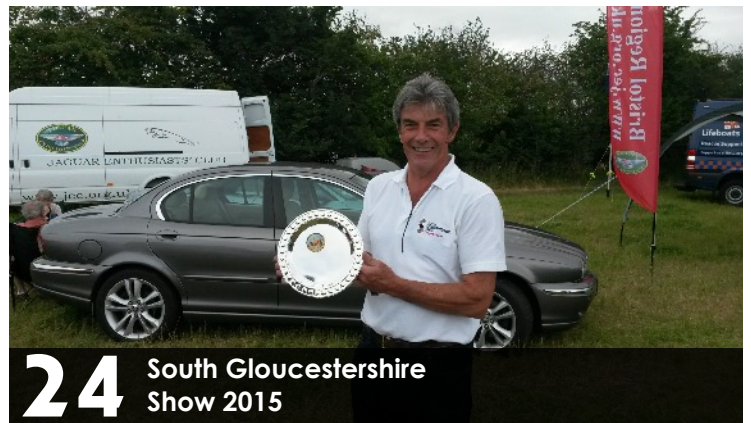
4 Regional News Report By Colin Manconi



8 The Torbay Flyer By Harry Kuehling



14 Classics At The Castle Sherborne Castle, Dorset



24 South Gloucestershire Show 2015



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

SHERBORNE CASTLE – CLASSICS AT THE CASTLE

This is the third year we have attended this show and it gets better and better. We met as usual at the old Seven Bridge, Andy and Heather, Colin, Paul and myself. Dave and Ruth met us there. We had a good run down on the M5 and then cut across country to Sherborne.

The venue could not be better as Sherborne Castle, built by Sir Walter Raleigh in 1594, sits beside a 50 acre lake and 30 acres of gardens designed by Capability Brown. It has been the home of the Digby family since 1617 and the organizers were able to stage this event by kind permission of the present head of the family – Mr John Wingfield- Digby. Across the lake stands the ruin of the Old Castle, built by the Normans in the 12th century and falling to Cromwell in 1646 during the Civil War, since when it has remained a noble ruin.

Over 1600 classic cars attended the show which included a Car Auction and a large auto jumble area.



Our Jaguar Stand was a combination of Bristol, Dorset and South Wales areas and was situated right in the middle of the Showground. We had a huge variety of cars on the stand ranging from early E types right up to a modern F Type R.

We set up our new event shelter and soon our resident chef Paul had the bacon rolls ready. The show is spread out over a large area and we spent some time in the auto jumble area and then walking around the various classic cars on display. Lunch time arrived and again Paul worked his magic and we were soon full up with burgers. Later on Ruth brought out her world renowned chocolate cake which



went down very well with a cup of coffee.

The featured marque this year was Lotus with some fabulous cars on the Lotus stand. Of particular interest was a Lotus Formula 1 car which is owned by a gentleman in Newport. I had a long chat with him and saw him again the following week at Silverstone where he was demonstrating the car in the most atrocious of conditions.

At the end of the show we were asked to take the XJ220 to the organiser's stand where we lined up with a Ferrari and a BMW to find that our Jaguar Stand had won third prize for best Club Stand. Good, but next year we want First Prize!

It was soon time to pack up and we had a clear run home with not much traffic on the M5. This is a great show and I would urge all members to come next year. It is being held on the 17th of July 2016.

A full report is on page 14.

SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World" with over 10000 classic cars attending and 24 classic races over the weekend. Andy in his XJS, Colin in his E-Type, Paul in his E Type, Peter in his XKRS, Scott in his XK8, Neville and his grandson in his MK2 and myself in the XJ220 all met at the Old Seven Bridge early Friday morning for the trip up to Silverstone. Dave and Ruth in their XK8 arranged to meet us there. Unfortunately the weather forecast was not good and it was raining quite heavily as we left. It stopped as we got onto the A34 and from then on we had a good run to Silverstone, stopping to fill up with petrol and sandwiches, as the food at Silverstone leaves a lot to be desired. We were welcomed on to the JEC stand, which was situated on top of the

banking just past copse corner, by James, Rob, Simon and Helen and Letitia who had set the stand up the previous day.

Unfortunately as we drove around to the banking Colin's E type decided to burst a clutch hydraulic pipe and despite managing to get some piping to join the pipe from one of the teams racing at the circuit, the master cylinder had also given up the ghost, so the car had to be recovered to a local specialist garage. Not a good way to start the weekend and then it started to rain again very heavily.

We spent some time walking around all the auto jumble stands and admiring some of the classic cars with our umbrellas up.



We normally leave the circuit at about 6.30pm to book in the Hotel, but by 3.45 the rain was so heavy that we decided to close the stand up early and head to the Hotel. I decided to leave the XJ220 on the stand for the night rather than take it to the hotel as the A43 becomes very congested and the car doesn't like being stuck in stop start traffic. Paul decided to leave his E Type as well.

We stayed in the Premier Inn in Harpole as per the previous year and as it had been refurbished we found it very good. The JEC organisers also stayed in the hotel, so for the evenings I had booked a local restaurant for the meals. It is sometimes nice to stay at Silverstone on the Friday and Saturday nights to listen to the music and watch the Group C racing in the dusk, but most of the restaurants are shut by the time we get back.

On Friday evening we organised a couple of taxis to take us to the Cromwell Cottage, Kislinbury to have very pleasant meal with James, Rob, Letitia and Helen from the JEC.

We woke up on Saturday



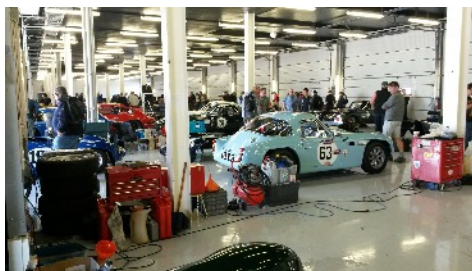
morning to a nice fine day. Unfortunately as we were having breakfast I received a phone call from James saying that the Copse Banking was flooded, it had rained all night, and that the Silverstone organisers had decided that we had to now park in a car park behind the stand on the old pit straight which well out of the way for anything. We rushed breakfast and upon arriving at Silverstone we were directed to the car park and helped park some very annoyed Jaguar owners.

We decided to walk over to the Copse Banking, Paul and I wanted to check if our cars were ok. Both the JEC and JDC were parked on the banking and upon arriving there we found that the JDC side was not flooded but most of our side was. The decision was then taken to leave the JEC gazebos where they were and also the charity car, as to take them down and move them was impractical. Some of the members who had walked around then went back and brought their cars over onto the dry parts of the stand.

The forecast for Sunday was more bad weather so we decided to take the Route master bus over to the new pit complex and make the most of the dry day. It is amazing to see the number of huge transporters lined up alongside each other. Just like you see on TV with F1. There is a tremendous amount of money in Classic Car Racing now. Neville loaned us his catalogue for entry into the auction and we all spent a considerable amount of time looking around the different cars. Some very nice cars with some very high prices.



We then decided to look around the 10,000 odd classic cars and watch the racing. The range of cars are amazing and being able to go anywhere including inside the pits, unlike F1, really makes it much



more interesting.

In the evening twelve of us again went to the Cromwell Cottage for a very nice meal.

Sunday arrived and for once the forecast was correct. It rained and rained and rained. Andy found some comfort in the Jet Petroleum Marquee in beating half a dozen 8 and 9 year olds on the Scalextric track. His winning" shouts of joy "could be heard over the sound of the motor racing and the youngsters crying. Quite embarrassing! As was his parading around the JEC gazebo with his winning medal on! Also Andy's attempts at putting on a free jet poncho were quite interesting. You must not put your head through the arm holes Andy. At least we had a good laugh during the rain.



By 1.30pm it was decided to make our way home and we had a relaxed run home in the rain. Despite the weather everyone seemed to have enjoyed themselves and we must just hope for better weather next year.

A full report on this event can be found on pages 18.

SOUTH GLOUCESTER SHOW

This was the second year of a new show organised by Graham Searle of the JEC. It is a two day show and I went up on the Saturday to give Graham a hand. The show was held at

the 170 acre site at the Windmill Fishery Showground, Westerleigh. The event is getting bigger every year with a new event this year, Camel Racing. The JEC sponsored a camel and on Saturday it won, all suspicions of a JEC "fix" were unfounded. (They could not prove it.) Rumours that it was Graham dressed up as an Arab camel jockey were not true, he had been in the bar with Norman and myself and would not have had time to change, or we think he wouldn't!



On Sunday we met at the old Seven Bridge. Paul, Andy and Heather, Dave and Ruth, Scott, Keith, Colin in his Bentley, the E Type was still being repaired and myself. The weather was fine and we had a good run to the showground. After parking up we all helped to direct the classic cars to the correct parking spots. Bristol Region had put up two event shelters and offered the use of one of them to us. It saved us carrying ours. Thank you Bristol Region. Paul soon had the bacon rolls ready and then it was time to walk around the show. It is a very good show with lots to do for the family. There were over 350 classic cars attending with a beer festival, shooting, fishing and golf competitions, a music festival, a large fairground and main arena with lots of different events during the day. After a couple of burgers for lunch, thanks



JAGUAR PARTS FOR MODERN & *Classic...*

EXPERIENCE & KNOWLEDGE

BRANCHES WORLDWIDE

IN-HOUSE MANUFACTURING

PARTS FINDER & EASY
ONLINE ORDERING

FREE CATALOGUE
DOWNLOADS:

	E-TYPE		XJ6/12
	MK2		XJS
	S-TYPE		XK
	X300		XK8
	X350		X-TYPE
	XJ40		EARLY SALOONS
	XJ8/ X308		



ULTIMATE

JAGUAR PARTS

SPECIALIST

www.sngbarratt.com



+44 (0) 1746 765432

+1 800 452 4787

+33 385 201420

+31 13 521 1552

+018 01 833 833

(GERMANY ONLY)



Paul, and a slice of Ruth's delicious chocolate cake in the afternoon we helped to take down the JEC gazebo and left at about 5.00pm. The event is being held again next year and I would recommend it to all our members.

A full report on this event is on pages 24.

OUR NEXT SHOWS ARE:

PONTHIR MUSIC FESTIVAL

This is a new event being organised by our very own Andy Webber.

It is an informal event. No forms, no fees just turn up on the day. There will be a Hog Roast available with music and other activities. Many of us intend going.

Please either ring Andy on 07771852703 or e mail him on webberjag77@gmail.com and let him know if you are coming.

It starts a 2.00 so all cars must be on site by 1.30 at the latest.

JEC BRISTOL REGION BBQ

We have been invited to this event on Sunday the 13th of September at Thornbury near Bristol.

We went to this barbeque last year and it was a very good event. The cost is approximately £6 and the Bristol Region has to know in advance how many of our members are going to attend so they can arrange the food.

Quite a few of our members intend going. If you would like to come along please let me know and I can then pass on our names to the Bristol Region.



MARGAM PARK CLASSIC CAR RALLY

This is being held on the 20th of September at Margam Park.

It is being held in place of the Tredegar Park Show by a new organisation. All proceeds will go to Leukaemia Research.

I still do not know how the show is going to be organised and if we will be able to have a Jaguar Stand. As soon as I get more information I will let you know.



THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

This is on Sunday the 11th of October at the Three Counties Showground at Malvern.

We normally attend this show every year. It has to be booked in advance and the cost is £4.00. If you intend to go please let me know and forward the £4.00 so I can apply for tickets.



JAGUAR INTERNATIONAL SPARES DAY STONELEIGH

This is on Sunday the 11th of October at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire.

It is probably the biggest Jaguar Spares event anywhere in the world. Unfortunately it clashes with the Three Counties Show at Malvern so you will have to decide which one to attend.



CASTLE COMBE CLASSIC ACTION DAY

This is being held on the 3rd of October 2015.

It is a great event with hundreds of classic cars racing and a special Jaguar Stand for all our members. This year the tickets must be ordered through the JEC not through Castle Combe.

If you order with Castle Combe you will be put in the general car park. The cost is £15 per adult, £10 for a senior.

I have forms to apply, otherwise contact Graham Searle at JEC on 01179698186. Please book as soon as possible.

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

THE TORBAY FLYER

By Harry Kuehling



Greetings from the English Riviera

It's been an extremely busy month down here in Riviera country! So many local events to keep us entertained!

POWDERHAM CASTLE CLASSIC CAR SHOW – 12th JULY

This is a large two day event. I went along, in the Daimler, with Chris Juniper on the Sunday.



TORRE ABBEY SHOW – 19th JULY

Quite a small show organised (for the classic cars) by the West Country Classic Vehicle Club.

The cars were arranged around Torre Abbey in Torquay while the main funfair etc. was further along on the field close to the seafront.



know about the show. We stopped to have a quick look & take some photos.

TOWC - RIVIERA CLASSIC CAR SHOW – 26th JULY

Should I rename this as the "Riviera Classic Water Sports Show"! There was a lot of planning and organising



Powderham Castle is a bit of a misnomer as there was no easy access from the show field to the Castle. The field is alongside the Exe estuary with a train line in between. The Torbay Express steam train went past as I left the field later on!

We parked up with the TOWC members with more than 20 club cars on display. Lots to do and see with quite a large auto jumble, many classic cars and clubs as well as displays by steam traction engines.

The TOWC has a tradition of sharing cakes in the afternoon (as well as the usual burgers) – very civilised!

On this occasion Natasha & I just went along to have a quick look and share a cream tea! Only one Jaguar Mk2 owned by TOWC member Barbara Eastley on display. Barbara hates to have her photo taken – difficult to avoid as her car is in superb condition & very photogenic!

BARTON HILL CAR SHOW – SATURDAY 25th JULY

Another very small local show held in church grounds in the Barton Hill area of Torquay. Natasha & I just happened to be passing by – we didn't

prior to the show. A group of about 12 of us met up on Paignton Green on Monday morning 20th July to mark out the field according to Rex Elston's master plan (similar to the plans used for the Tredegar House shows). There was another gathering on the Tuesday evening to do some more final checking. We then had a meeting in our usual venue, the Farmhouse Tavern, on the Thursday evening to sort out everyone's responsibilities, marshalls, issuing yellow dayglo jackets, copies of the plans, copies of marshall's guidance notes etc. Natasha & I were in charge of

marshalling the Torbay Mini Club & Tamar Valley MG Owners Club cars into their allotted spaces. I was also appointed as one of the official photographers. The evening ended with a pleasant buffet meal.

It was a very early start on the Sunday morning. I arrived in the Daimler at 6.15am and met up with an army of TOWC members. At first we had very light rain while we set up barriers, posts, tapes, gazebos, club name/sign posts, speed limits signs etc. However the rain just got steadily worse and worse and the field was getting very water logged. We were also soaked to the skin. We were grateful for a breakfast bread roll with bacon, egg & burger. Unfortunately, the decision was forced upon us to cancel the event. The two possible entrances for cars were virtually swamps/lakes.

It didn't take long for us to pack up & leave the field. One member updated the TOWC website to confirm the cancellation. A few remained behind to advise brave entrants arriving in their classic cars that the show had been cancelled. I was very grateful to get home for a hot shower and change into warm dry clothing! Such a shame to cancel after all the planning & hard work. The first time in the club's 23 year history. Better luck next year.

TORBAY STEAM FAIR, BRIXHAM – 31st JULY

This is a large three day event based on fields near Brixham. There were sections for classic cars, steam traction engines (including ploughing, sawing & threshing/baling demonstrations), farm tractors and machinery, an autojumble/boot sale, crafts marquee and the largest fairground organ player all the way from Holland. The weather was very hot & sunny. Natasha & I enjoyed our walk around all the exhibits and particularly enjoyed listening to the Dutch



organ. A few TOWC members had cars on display including Val & Derek with their 1933 Austin. This was the first time we saw this car as it was off the road for some time having work done

on the back axle & propshaft. Peter, my neighbour up the road, was also there in his Austin Healey 3000. There was even an E Type in the same ownership for 27 years where the owner is



still planning to restore it! Must try to get an entry for the Daimler next year!

MOUNT EDGCUMBE CLASSIC CAR SHOW – 2nd AUGUST

Another large event this time based at Mount Edgcumbe just across the water from Plymouth. Natasha & I followed two different routes getting to and from the event in our “classic” Audi. To get to the event we crossed the Tamar Bridge and travelled the long way round via Saltash & Tideford before skirting Whitsand Bay. For our return journey we took advice from Julian (TOWC Chairman) to take a shortcut to the car ferry at Torpoint. Very much easier and it was like being on holiday getting on and off the ferry! Well worth it at only £1.50 for the fare.

Very long queues to get into the show. This time a smaller display by TOWC but many classic cars on display in the show. There was also a large area for classic Jaguars next to BMWs! Unfortunately the autojumble has virtually disappeared in recent years to be replaced by lots of displays by charities! Shame! The gardens were well worth viewing as well as the walk along the bank of the Tamar river. Very picturesque.



SUPER WEEKEND, TORQUAY HARBOUR – 8th AUGUST

This is another two day event based at Princess Gardens alongside

Torquay Marina catering for modern super cars including Ferraris, Lamborghinis, Aston Martins, Jaguars, Bentleys, Mercedes, BMWs, Porsches, Range Rover, Nissan GTR etc. Serious

big money cars to drool over! Brilliant setting with lots of yachts in the background. I even spotted a beautifully restored 1966 E Type roadster. This had been built up in the style of a



lightweight E Type and, unusually, had external bonnet locks – on a 1966 car!? There were a few of “our” classic cars mixed into the displays including a 1960s S Type and a Daimler Series 3 XJ6 with an unusual bonnet mascot.

There were also displays by UK Garrison, a Star Wars costuming group & they brought Darth Vader's Imperial Storm Troopers to town! The event is supported by Torbay Council and this year was raising funds for “Just a Drop”, a charity that works to reduce child mortality by delivering safe, clean water in some of the poorest and remotest regions in the world.

**LUPTON HOUSE 1940s
WEEKEND – 9th AUGUST**

We just happened to find out about this two day event by spotting a roadside banner advertising it on our way to a car boot sale in Paignton! Not really a classic car show but there were a few vintage cars on



show as well as many 1940s Jeeps and other trucks! Fascinating to walk around the individual displays as well as listen to the 1940s music (including

Vera Lynn!). They even had full scale models of the Hawker Hurricane & Supermarine Spitfire on display. For a fiver you could sit in the Spitfire! The





PDSC

PONTHIR DISTRICT SPORTS CLUB



PONTHIR AFC 4th ANNUAL MUSIC FESTIVAL



2pm to 11pm

All classic car makes/models/ages welcome!

No forms, No fees just turn up on the day!

**Just so we have an idea of numbers if interested please
ring/text/email:-**

Andy Webber

Tel :- 07771 852703

email :- webberjag77@gmail.com

**Ponithir District Sports Club · Oaklands · Ponithir · Newport,
NP18 1GA**

M4 Junc 24 (Coldra r'about by Celtic Manor):- From any direction take the exit marked 'Celtic Manor' with a brown sign. Carry on up the road for approx 0.6 mile passing both Celtic manor entrances take the right hand turn immediately before the 'Toby Cavery' Pub up a steep hill. Follow that road and you'll start to drop down the hill on the other side past the 'Kings Arms' pub and down into Caerleon. Take a right at the junction by the 'Ship Inn' pub and go over the bridge into Caerleon. Follow the road for approx 0.6miles and at the roundabout take the 1st exit left to Ponithir. Follow this road for approx (1.6miles) and take a left immediately after the 'The Star' pub. (Approx 10mins off the M4)

M4 Junc 25A (from east only):- take the 3rd exit & follow the road through St.Julians into Caerleon (1.4miles) passing the 'St.Julians' Pub. On the way into Caerleon you'll go over a bridge, follow the road for approx 0.6miles and at the roundabout take the 1st exit left to Ponithir. Follow this road for approx (1.6miles) and take a left immediately after the 'The Star' pub. (Between 5-10mins off the M4)

M4 Junc 26:- Continue up Malpas Road for approx 1.5mils following signs to Cwmbran and through 6 sets of lights. At the top of Malpas Road you reach a large roundabout (by Rougemont school), take the 3st exit signposted Pontypool/Police HQ. Take the 1st exit off the next roundabout & at the next roundabout take the 3rd exit both signposted Abergavenny. At next roundabout (by Police HQ) follows signs to Caerleon (3rd exit). Carry on for approx 1.7miles until you see the 'Star Pub' on the right, take the turning by the pub down into the sports fields which will be marked 'Music Festival'. (Approx 10 mins off the M4 & 5.5miles)

house itself left a little to be desired and is badly in need of restoration. An enjoyable outing and only about 10 miles from home.

MY DAIMLERS

My previous Daimler 2.5 V8 (JWN58E) was finally collected by the new owner, Sergio Pilotti, in mid July. Sergio stayed overnight in Torquay before we travelled to Colin Groom's premises at Ipplepen. I led Sergio (in his hired Skoda) in my Daimler V8 250 (ALX442H) to Colin Groom's. We had a good look at JWN before going for a short test drive with me driving. It was interesting comparing the two cars. JWN went very well with the replacement engine showing very good oil pressure. ALX only shows about 15 psi when hot! The biggest difference was in the brakes – far better on JWN – and they instilled a lot of confidence. I don't really understand this as the brakes on ALX have been completely rebuilt with new seals, pads, flexibles, servo & master cylinder. Possibly it's a matter of the pads bedding in. I drove just a few miles before turning back as I was mindful that I might not be covered by my insurance and JWN was not taxed! The only concern was that the engine temperature was a little high.

Sergio then had a few days holiday in Newquay before returning on Friday 17th July. I met up with him at Exeter Airport (where he dropped off his hired car) and took him to Ipplepen to collect JWN. By that time Steve & Tim at Colin Groom's had put the old damaged engine (minus sump) into the rear seating area behind the driver's seat, sump and various parts in the boot & spare auto box in the front passenger footwell! Phew! After a few last minute checks Sergio drove off on his long journey to Brescia, Italy with me leading his way through Newton Abbot.

His journey was not without incident. After about 60 miles a hose came off & he had to call out a garage to refix it & refill the water. He got to his overnight stop near Reading with some over heating problems & having to stop to let the car cool down. The following day he caught the cross channel ferry and made his way across France & Germany (avoiding the French tolls "payage"). He eventually left JWN in a classic



car garage in Nurnberg to have the over heating problems sorted. I have advised that they flush the water & cooling system as I did in the early 1990s when I first put the car on the road. I hope he eventually gets JWN home to Brescia safely.

DENT REMOVAL

A blonde left her car out in a hail-storm. When the storm was over she checked the car and found out it was covered with small dents. She went to the local garage and inquired how to fix the problem. The mechanic jokingly told her to blow on the tailpipe and the dents would be removed. So, she took the car home parked it and proceeded to blow on the pipe. Another blonde came by and inquired what she was doing. She told her she was blowing on the tailpipe to remove the dents. The other blonde responded, "That's not going to work unless you roll up the windows!"

All for now.





Article by Colin Masterson

CLASSICS — AT THE — CASTLE SHERBORNE CASTLE



Another report from your roving reporter although Our erstwhile editor called me a Raving reporter in last month's magazine, I assume this was a typo and he was not intending to indicate an element of madness on my part

Meeting at the old Severn Crossing Paul in his E Type, Andy and Heather in their XJS and I in the Challenger followed Colin's XJ220 in a Convoy

down to Sherborne with Dave and Ruth meeting us there with their XK8. We joined the Bristol Region together with members of the Dorset Region.

This is another of those shows where the cars are the stars and I am sure you would prefer me to prattle on about them rather than and endless moan about the dearth of ice creams in the South Wales region camp. The great selection of something like 1,200 classic cars from veterans to supercars, trade stands, autojumble and cars for sale in the auction was the reason it was worth the 200 mile round trip from South Wales.

Lotus were the featured marque this year and as well as a good representation of road going classics there were a number of interesting racers including a Mark 11, 30, a one-off Mark 51A a 58 the most modern being a Camel Lotus Judd 101/3 from 1989. However the one for me was the ex Jim Clark/Graham Hill Lotus 49 (and they don't get much better than that, believe me!). Of course it was powered by the classic 3 litre Ford Cosworth DFV engine which powered 12 F1 World Championships between 1968 and 1982. Cosworth was formed in 1958 by Frank Costin and Keith Duckworth (hence

Cosworth), two ex Lotus employees. As a matter of interest, Frank Costin designed the space frame chassis for my Challenger E Type replica, which might explain why it is so good round corners!

As usual there were quite a few cars from the 1920's and 1930's cars including some familiar makes like Humber and Jowett but also some really unusual ones like GWK and Donnet.

It is always interesting to see representatives of our automotive backwaters like the 1952 Austin A90





Atlantic which was designed to sell in the USA. It was Leonard Lord's, the then chairman of Austin's, idea following the Government edict of "Export or die" in the late 1940's and steel was allocated only to those who generated much needed dollar revenue, but the Americans didn't want it, it was far too expensive. Of the 8,000 built, half were exported. Rust was a problem, as with most cars of the period, and only around 60 survive in the UK with only half of those still roadworthy. Of course the XK120 was announced at

almost the same time, which cannot have helped its cause!

Pre Jaguar (1960 takeover) Daimler cars are interesting and there was a 1953 Dauphin with Hooper Empress Line coachwork, a one off car run by the general manager of the Daimler Motor Company. It was reminiscent of some of the more outrageously ostentatious coach-built Daimlers produced for Lord and Lady Docker. The story of the Dockers is a fascinating one and worthy of repetition.

Sir Bernard Docker was the

managing director of BSA from early in WWII, and married Norah Lady Collinson 1949. Nora was twice-widowed and wealthy in her own right. This was her third marriage. She had originally been a successful dance hall hostess. Lady Docker took an interest in her husband's companies and became a director of Hooper, the coachbuilders who built the car on display at Sherborne. Daughter of an unsuccessful Birmingham car salesman Lady Docker could see that the Daimler cars, no longer popular with the royal family, were in





danger of becoming an anachronism in the modern world. She took it upon herself to raise Daimler's profile, but in an extravagant fashion, by encouraging Sir Bernard to produce show cars. These cars became more extreme and included gold plate among other things.

At the same time Lady Docker earned a reputation for having rather poor social graces when under the influence, and she and Sir Bernard were investigated for failing to correctly declare the amount of money taken out of the country on one of their many visits to the Monte Carlo casino. Sir Bernard was instantly dumped "for absenteeism" by the Midland Bank board (Andy be warned!) without waiting for the court case. Norah drew further attention. She ran up large bills and presented them to Daimler as business expenses, but these were disallowed by the Tax Office. The publicity attached to this and other social episodes told on Sir Bernard's standing as some already thought the cars too opulent and vulgar for austere post-war Britain. To compound Sir Bernard's difficulty, the Royal Family shifted allegiance to Rolls-Royce. By



the end of 1960 all the State Daimlers had been sold and replaced by Rolls-Royces.

Another car popular at cars shows over the last three years or so is the Rover "150" which is made up from two Rover 75 front ends cut in half and stuck together. Both front ends seem identical down to steering wheels, instrument panels and even pedals. Of course one end has the engine under the bonnet, the other has the petrol tank and boot. The car is legal to drive on the roads and has such clever details as red LED bulbs in the headlights as brake lights, although you cannot see this till they are lit.

Fairly extreme was the Austin A35 dragster with a 7 litre Pontiac engine and a similarly powered Austin Seven. The A35 was one of the very first tubular framed dragsters built in the UK in 1973 and has posted a best elapsed 1/4 mile of 8.72 seconds with a terminal speed of 153mph. 0-60 is sub 1.5 seconds!

The 2015 Volkswagen XL1 is described as the world's most fuel-efficient production car, doing 313 miles per gallon. The car was developed over 12 years at a cost of



around £1 billion and 250 were made.

There were a number of Supercars in addition to Colin's XJ220. An unusual one was the one-off 2014 Bertone Aston Martin shooting brake, a practical super car if ever there was one.

One of the most amazing "home builds" was a FIAT – Isotta Fraschini. In 1905 the factory planned to build this car as a land speed record car using two 100hp Grand Prix engines but the project was abandoned when a similar Mercedes land speed record was outlawed as being a "special" and could not take the record. The car at the show was built over 8 years by the current owner using the original FIAT blue prints and an Italian airship V6 engine of 16 litres with a massive 820 lbs/ft of torque. It features some unusual features like chain drive. It has a 45 gallon fuel tank which has the steering column passing through it. It has cable operate brakes on the rear only and it has a gun-synchronising gear take-off to stop the propeller being shot off!

The organisers gave a prizes for the best judged stand and the JEC stand won a creditable 3rd prize

for not only the level of the display of cars but the welcoming atmosphere with club members taking time to talk to the public about their cars. We always pride ourselves on being a friendly club and it is nice to get recognition of this

The JEC stand was well placed in the middle of the show and we were surrounded by food vans selling from moderately healthy things to very unhealthy things, although once again Ruth came to the rescue with one of her magnificent cakes. We were certainly lucky with the weather as we have had a few bad weeks leading up to the show and the forecast a few days before was not good. In the end it was very pleasant and the threatening clouds passed us by.





Article by Colin Masterson

SILVERSTONE CLASSIC 2015

Not one of the best events I have been to, not I hasten to add, a fault of the organisers, but due to the Challenger breaking down and the appalling weather. As usual a number of us met at the old Severn River crossing early on the Friday morning and convoyed to Silverstone Following Colin's XJ220.

We headed for the JEC club stand overlooking Copse corner, the fast sweeping right hander which followed the old start/finish straight leading to that magical set of corners which leads onto the long, fast hanger straight, the piece of track where there was usually time to glance at your instruments to make sure all is well with the car. Within sight of our destination the hydraulics on my Challenger's clutch decided

to "let go" – pedal to the floor – nothing! With all of the traffic around there was no way I could drive the car without a clutch. Of course it didn't help that it had been raining all morning and would continue to rain heavily for the rest of the day.

Whilst the others went on to set up their cars on the stand I called up Green Flag recovery. Eventually the "man" arrived and set to work on the car. Quite soon he found the culprit, a burst pipe and we tried bandaging it with some US bonding tape I keep in the car (said to withstand 950lbs pressure) but this didn't work. He persevered with a go at splicing in another piece of pipe but this did not work as it transpired that the real culprits were the slave and master cylinders which had collapsed seals. He called up a tow truck. After another lengthy wait the truck arrived and we had to call

around various garages to see who could take the car. The best garage for dealing with old cars was getting ready to race at the track the next day so I had to make do with a local garage only 3 miles from the track.

They got to work on it as soon as we arrived but found the fault with the maser cylinder so I then had to ring around for parts. This proved to be a saga in itself as the usual suspects like Barratt, Martin Robey and David Manners did not come up with the goods. Barratt no longer stocked the master cylinders and they could only supply reconditioned slave cylinders on return of my old one, which would mean an immediate garage repair would be out of the question.





By this time the whole day had elapsed and the "boys" had decided that they had had enough of the rain and Andy kindly came over to the garage and he surfed the Internet on the garage computer while I made a number of calls to locate the parts. Eventually I tracked down the parts with SC Parts (01293 847200). They were very helpful as were Jaguar Spares International (01328 701521) as they called me back several times but I had already ordered from SC Parts. Definitely worth adding those numbers to your

parts suppliers lists. As the parts would not be delivered until the following Tuesday I had to resign myself to abandoning the Challenger where it rests as I write this. Hopefully I will be able to collect it next week.

Whilst the day was a bit of a write off for me the others managed to get to see quite a bit even though it was so wet. We went back to our hotel, the Premier Inn at Harpole and I certainly enjoyed a shower and gin and tonic before twelve of us, including the JEC staff, went out for an excellent evening meal at

Cromwell's Cottage, a pub type restaurant which serves excellent food and drink in great company, what more could you ask. I always think the socializing and banter is what makes these events so enjoyable.

Around 3am I woke up with the thought "what if the Challenger, based on a series II XJ6, didn't use Jaguar parts for the clutch hydraulic system? – maybe I had ordered the wrong ones – help!" Two days earlier I had picked up a new iPhone, which I wasn't that familiar with, but managed to get onto my Google Drive



GENUINE JAGUAR PARTS

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

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



Brakes

Your defence against accident and injury.



Steering and Suspension

Vital to your ride, handling, comfort and responsiveness.

Oil

The essential fluid for your Jaguar engine.

Filtration

The essential fluid for your Jaguar engine.



First Time fit

Original equipment parts to maintain original performance.

Warranty

Peace of mind for every part.

2 YEAR WARRANTY
on all parts supplied



PARTS 02920 549339

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

All prices include VAT

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

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

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

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

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

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

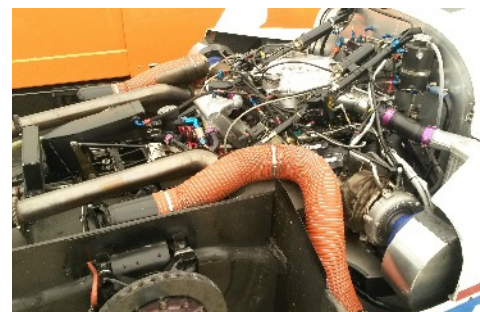
£199
FIXED PRICE
INTERIM SERVICE*
QUALIFYING MODELS



SERVICE 02920 546702

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

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



where I keep a copy of the build manual for the Challenger. Sure enough, the master cylinder is non-Jag, a ubiquitous MGB one. This required a phone call to change the order but hopefully I now have the right parts winging their way to the Silverstone Garage.

Saturday dawned with bright sunshine and after a hearty breakfast it was off to pick up my daughter, Hattie, who was coming up for the day through to Sunday morning. Again Andy came up trumps even though it meant not getting into the event until after the others (thanks again Andy!). As usual there is so much to do and see. This is billed as "The World's Biggest Classic Motor Racing Festival". The packed weekend event features more than 20 races covering the full glittering

spectrum of motor sport history, from 1920's Bentleys through to 50's sports cars, Formula 1 cars, Sports racers etcetc, live music concerts including Status Quo, over 10,000 classic cars on display, anniversary celebrations and parades, aerial displays, a giant 40m wheel and vintage fun fair, huge shopping village, interactive driving activities, dynamic demonstrations and a whole lot more.

Knowing that this was going to be the best of the three days for weather we made the most of it taking in both the International and National paddocks, where there were around 1,000 race participants, a look at the auction, the many trade stands and even some racing. The grand stands put there for the Grand Prix are all open to use so it is possible to see the track from plenty of

places. One Jaguar car of interest in the auction was a very tidy low mileage XJS.

Many of the owners/drivers are quite happy to swap a yarn or two with you while working on their cars in the pits. I started chatting with the owner of a little Austin Seven that I had seen on the track earlier. I was particularly curious about all of the names printed on the sides of the car. There were a number of racing drivers and also many ladies names. It transpires that I was talking to a horse doctor, Chris Pearson, who was fascinated with the stories of the sadly forgotten ladies of the Special Operations Executive who were sent to overseas by Winston Churchill to "set Europe ablaze". They were spies sent out to merge with the French and liaise with the Resistance. One of the





GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

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

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

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



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

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

Glamorgan Classic Cars formally known as Gimber Motors

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

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



www.jacobsandharris.co.uk

FOR ALL YOUR FINANCIAL NEEDS

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

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

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

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

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



names I recognised, Violette Szabo who was given a posthumous George Cross and was immortalised in the film "Carve her name with pride" starring Virginia McKenna. Nearly all of them were captured and murdered by the Gestapo, many by garrotting. Chris has written a book with some of the proceeds going to the race marshals fund to bring this piece of history to the notice of a younger generation who should be grateful for the sacrifice made by these ladies. It is somehow intertwined with the story of his car "Murtyl". Needless to say I bought a copy of the book and am looking forward to a good read.

It was beautifully sunny day so by afternoon it was quite pleasant to sit up on the banking at Copse corner and enjoy the races. Finally it

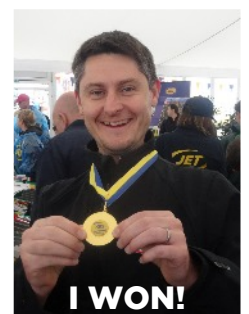
was time to pack it in for the day and set off to the Hotel to change followed by another meal at Cromwell's Cottage.

As expected it rained heavily on Sunday morning making any viewing of the racing or moving around a soggy business. The day was pretty much a washout but Andy was determined to go to the JET pavilion to do some Scalextric racing.

The fact that all of the other competitors were about 8 years old didn't put off our Andy. He was off to a cracking start and gave no quarter to the youngsters coming out top with a "YES!!!" and a leap in the air. Quite honestly it was a sickening site to see all of the disappointed kids as Andy was presented with his ribboned medal. With great foresight

JET handed out kagools to everyone and it was some compensation to see Andy getting into knots trying to put it on. Finally it was a round of crazy golf before lunch but I am far too modest to say who thrashed whom in my contest with Andy.

The weather got no better and with dark clouds all around we decided to make tracks soon after lunch as there was not much point staying on to endure the damp and cold. It meant that we were in no hurry to return and could take it easy through the spray on the roads. I hope that the club members who had not been before enjoyed the trip despite the poor weather. When the sun is out it doesn't get much better than the Silverstone Classic and there is always next year to look forward to.





THE 2015 SOUTH GLOUCESTER SHOW

At last! A sunny day. In fact it ended up being almost too hot, a contrast to most of this summer which has been pretty miserable, weather wise.

Once again a number of us met at the old Severn Bridge Crossing and convoyed to the Show, which was only 20 minutes over the bridge, in Gloucestershire. With my Challenger still in dock I had to drive my 'non-Jaguar' (note: for a true JEC aficionado there are only Jaguars and non-Jaguars).

In addition to the car show, the main events include shooting, fishing and golf competitions, a music festival showcasing local bands and solo artists and a main arena with various events during the day like a Falconry Display, Camel Racing, a dance school, a fire stunt spectacular and the Chipping Sodbury RFC -

tug of war. As well as this there were numerous trade stands offering a wide variety of goods and services from garden plant and furniture to keep fit and animal welfare. There were also refreshment stands including two of our favourites: the beer tent and the real dairy icecreams, more of which later. By the way, as an aside, did you know that Walls ice cream used to be made from modified starch, a by product of the wall paper paste industry - make you think doesn't it!

The cars show was organised by our very own Graham Searle with over 250 cars including pre-war and post-war classic cars, plus later sports and grand touring cars and other cars of special interest, including kit cars, specials, replicas, American cars, custom and modified car and pre - and post-war classic motorcycles.

The Jaguar stand was an amalgam of the Bristol and South Wales regions. Before settling down to enjoy the show we helped out with organizing the classic parking. The XK Convertible raffle car was in attendance so we were able to help in the selling of raffle tickets in aid of the RNLI.

Soon it was time to settle down to a bacon butty and coffee before heading off for a stroll around the main exhibits and a first look around the classic cars. It wasn't long before Graham, who had been at the showground a lot earlier than us,





decided that the sun was over the yard arm (which I am reliably informed by my Naval friends is around 11am in the Northern Hemisphere) and it was time to head off to the beer tent to enjoy a pint of "Gem" to the strains (I think that is the word) of the band who were manfully trying not to ruin the standard classics that they were playing on the main stage.

However, I hear you cry, what about the cars? Well, I didn't count our combined force of Jaguars but there must have been at least 20 if not more. From Grahams smart 1958

3.4 MK VIII to Mk IIs and E Types of the sixties through exotics of the 90's like Colin's XJ220 to moderns.

Elsewhere there was a great variety of cars.

There was a little Wolseley Hornet convertible, a derivative of the mini with an extended bonnet and boot, containing a young family with their picnic – just what the car could have been made for.

An Austin A35 extensively modified to include a BMW Mini supercharger, a five speed Sierra gear-box and multi link suspension. It

would certainly go faster than you would ever want it to.

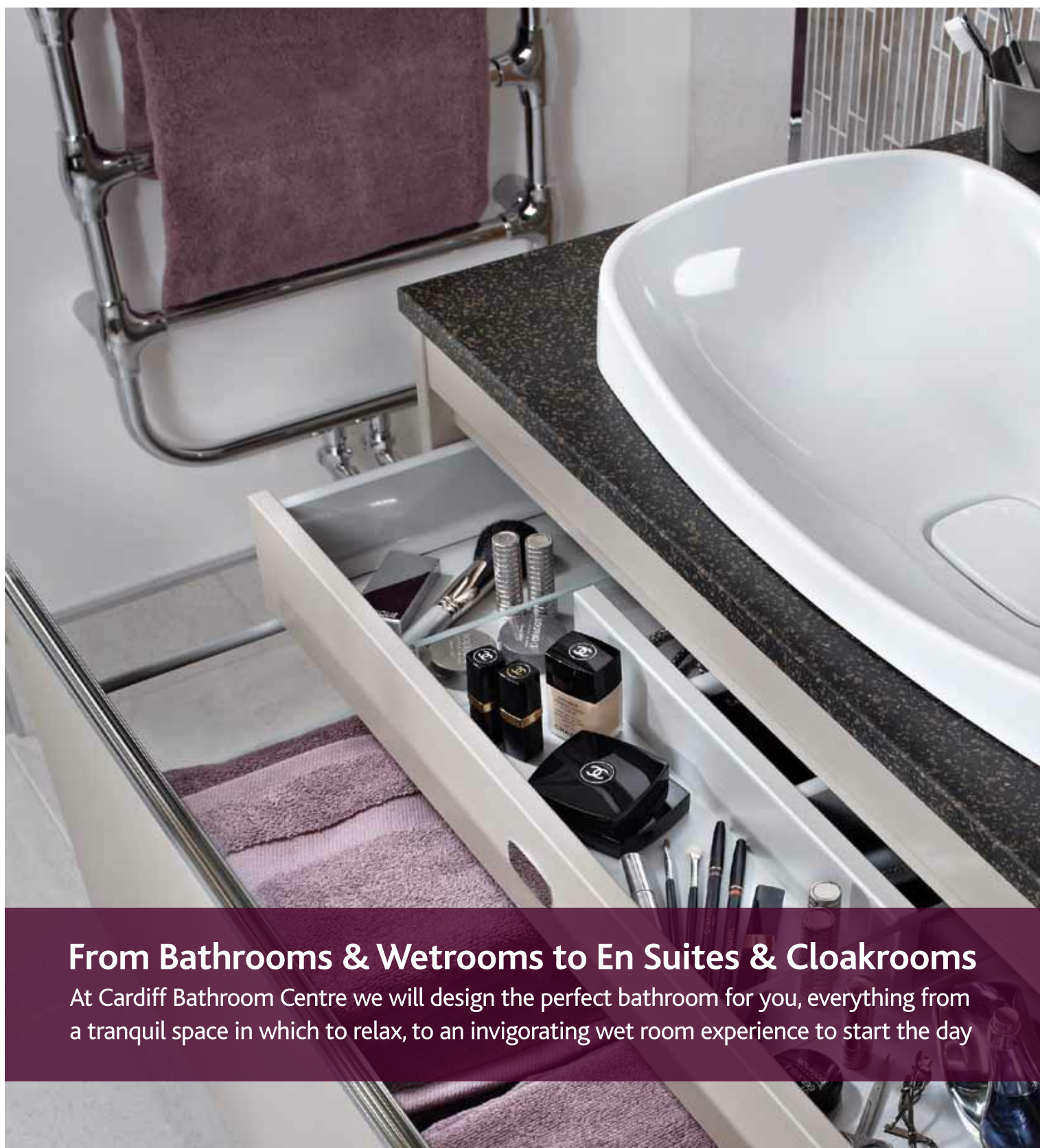
And also a Burton "Classic", which is based on a 2CV Chassis complete with flat twin 600cc air cooled engine, but with a pretty convertible glass fibre body. Next to it was the very advanced, for its time Citroen DS23 Pallas with air suspension.

A bit different was the bright orange Studebaker Commodore Coupe which had 1980's Corvette running gear and massive rear wheels. Hooked onto the right hand



ED: The camels the one in the background!





From Bathrooms & Wetrooms to En Suites & Cloakrooms

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

Browse through more than 100 beautiful bathroom & shower displays

bathroom CARDIFF
CENTRE



Simply add water...

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

Tel: 029 2034 0861

Web: www.cardiffbathroomcentre.co.uk



(passenger door) was an early type of air conditioning unit. It consisted of a drum covered with felt immersed in a cylinder which is half filled with water. The drum revolves with a small motor and air is forced through the drum and the evaporating water cools the air – neat idea although I am not sure how well it would do in the humidity of Florida!

There were lots of other interesting vehicles like the Coffee and Cream Vauxhall Cresta with lots of applied "bling", the Little grey

Massey Ferguson tractor, the early split-screen VW campervan, the Borgward Isabella coupe, the drophead Armstrong Siddeley, the Rolls Royce Corniche, and the 1954 Jenson 541.

Of course the story would not be complete without saying how much we enjoyed the cracking dairy ice creams paid for by Andy but funded by Scott and Mike – now isn't that typical of a banker! Finally it was time to help the JEC pack up and head for home after an enjoyable but tiring day.



humour

Members jokes & anecdotes

EU FUNDING

Some years ago a small rural town in Spain twinned with a similar town in Greece. The mayor of the Greek town visited the Spanish town. When he saw the palatial mansion belonging to the Spanish mayor, he wondered aloud how on earth he could afford such a house.

The Spaniard replied, 'You see that bridge over there? The EU gave us a grant to construct a two-lane bridge but by building a single lane bridge with traffic lights at either end, I could build this place.'

The following year the Spaniard visited the Greek town. He was simply amazed at the Greek mayor's house: gold taps, marble floors, diamond doorknobs, it was marvellous.

When he asked how he'd raised the money to build this incredible house, the Greek mayor said,

'You see that bridge over there?'

The Spaniard replied: 'No.'

PENIS TAX

The Prime Minister announced today that the GST would definitely apply to the penis because it provides a service.

The way the tax will apply was difficult to decide.

This was due to the fact 40percent of the time it is hanging around unemployed, 30percent of the time it is hard up, 20percent of the time it is pissed off and 10percent of the time it is in a hole.

On top of that it has two dependants and they are both nuts.

Effective from July, 2015, a penis will be taxed according to size –

10-12" Luxury Tax,

8-10" Pole Tax,

5-8" Privilege Tax,

4-5" Nuisance Tax.

Males exceeding 12" must file under capital gains.

Anyone under 4" is eligible for a refund (Please do not ask for an extension).

The Taxpayers Association is still awaiting clarification on a number of questions raised on this new tax, including:

Are there penalties for an early withdrawal?

What if one's penis is self employed?

Do multiple partners count as a corporation?

Are condoms deductible as work clothes?

POOR OLD FELLOW

A guy sits down at the bar and orders drink after drink.

"Is everything okay, pal?" the bartender asks.

"My wife and I got into a fight and she said she isn't talking to me for a month!"

Trying to put a positive spin on things, the bartender says, "Well, maybe that's kind of a good thing. You know, ...a little peace and quiet?"

"Yeah, but today is the last day!"

CITY GIRL FARMING

Carol, a blonde city girl, marries a Cornish dairy farmer.

One morning, on his way out to check on the cows, farmer John says to Carol,

'The insemination man is coming over to impregnate one of our cows today. I drove a nail into the rail above the cow's stall in the barn. You show him where the cow is when he gets here, OK?'

So then the farmer leaves for the fields.

After a while, the insemination man arrives and knocks on the front door.

Carol takes him down to the barn. They walk along the row of cows and when she sees the nail, she tells him, 'This is the one...right here.'

Terribly impressed by what he seemed to think just might be another ditzy blonde, the man asks,

'Tell me lady, how did you

know this is the cow to be bred?'

'That's simple; by the nail over its stall', Carol explains very confidently.

Then the man asks, 'What's the nail for?'

She turns and starts to walk away and with complete confidence, says over her shoulder,

'I assume it's to hang your trousers on.'



IRISH BAPTISM

An Irishman is stumbling through the woods, totally drunk, when he comes upon a preacher baptizing people in the river. He proceeds into the water, subsequently bumping into the preacher. The preacher turns around and is almost overcome by the smell of alcohol, whereupon, he asks the drunk "Are you ready to find Jesus?" The drunk shouts "Yes, I am."

So the preacher grabs him and dunks him in the water. He pulls him back and asks "Brother, have you found Jesus?" The drunk replies "No, I haven't found Jesus!"

The preacher, shocked at the answer, dunks him again but for a little longer. He again pulls him out of the water and asks "Have you found Jesus, brother?" The drunk answers "No, I haven't found Jesus!"

By this time, the preacher is at his wits end and dunks the drunk again -- but this time holds him down for about 30 seconds, and when he begins kicking his arms and legs about, he pulls him up. The preacher again asks the drunk "For the love of God, have you found Jesus?"

The drunk staggers upright, wipes his eyes, coughs up a bit of water, catches his breath, and says to the preacher "Are you sure this is where he fell in?"

CRICKET OLD CHAP

Now the Ashes are under way, we thought we had better include a Cricket Story....

On a train from London to Manchester to watch the cricket, an

Australian was berating the Englishman sitting across from him in the compartment.

"You English are too stuffy. You set yourselves apart too much. You think your stiff upper lip makes you above the rest of us. Look at me - I'm ME! I have Italian blood, Greek blood, a little Irish blood and some Aborigine blood. What do you say to that?"

The Englishman replied, "Awfully sporting of your mother, old chap!"

HOW TO WASH THE CAT

1. Put both lids of the toilet up and add 1/8 cup of pet shampoo to the water in the bowl.

2. Pick up the cat and soothe him while you carry him towards the bathroom.

3. In one smooth movement put the cat in the toilet and close the lid. You may need to stand on the lid.

4. At this point the cat will self agitate and make ample suds. Never mind the noises that come from the toilet, the cat is actually enjoying this!

5. Flush the toilet three or four times. This provides a 'Power-Wash' and 'Rinse'.

6. Have someone open the front door of your home. Be sure that there are no people between the bathroom and the front door.

7. Stand well back, behind the toilet as far as you can, and quickly lift the lid.

8. The cat will rocket out of the toilet, streak through the bathroom, and run outside where he will dry himself off.

9. Both the toilet and the cat will be sparkling clean.

Yours Sincerely,
The Dog



ONE LINERS

As of this week, all new Euros are to be printed on Greece-proof paper.

Syria has appealed for international assistance today, after a boatload of 500 Greeks arrived seeking a better life.

What are the first three letters of the Greek alphabet?.... I.O.U.

I'm investing in a new currency...the George Foreman Euro. Same as the other Euro, but no Greece.

Alex Tsipras has said that Greece will "bounce back". Just like its cheques.

My son wanted to know what it was like to live in Greece, so I took his pocket money off him.

POLICE OFFICERS

How do you tell the difference between an British Police Officer, a Canadian Police Officer, an American Police Officer and a Scottish police officer?

The answer is found below. I just know this question has been on your mind for years!

QUESTION: You're a policeman, on duty by yourself. You are walking on a deserted street late at night. Suddenly, an armed man with a huge knife comes around the corner, locks eyes with you and screaming something that sounds like obscenities, raises the knife and lunges at you.

You are carrying your truncheon and are an expert in using it. However, you have only a split second to react before he reaches you. What do you do? ANSWERS:

British Police Officer:

Firstly, the Officer must consider the man's human rights.

1) Does the man look poor and/or oppressed?

2) Is he newly arrived in this country and does not yet understand the law?

3) Is this really a knife or a ceremonial dagger?

4) Have I ever done anything to him that would inspire him to attack?

5) Am I dressed provocatively?

6) Could I run away?

7) Could I possibly swing my truncheon and knock the knife out of his hand?

8) Should I try and negotiate with him to discuss his wrong-doings?

9) Why am I carrying a truncheon anyway and what kind of message does this send to society?

10) Does he definitely want to kill me or would he be content just to wound me?

11) If I were to grab his knees and hold on, would he still want to stab and kill me?

12) If I raise my truncheon and he turns and runs away, do I get blamed if he falls over, knocks his head and kills himself?

13) If I hurt him and lose the subsequent court case, does he have the opportunity to sue me, cost me my job, my credibility and the loss of my family home?

Canadian Police Officer:

BANG !

American Police Officer:

BANG ! BANG ! BANG ! BANG ! BANG !
BANG ! BANG ! BANG ! BANG !
BANG ! BANG ! BANG !
'Click'...Reload...

BANG ! BANG ! BANG ! BANG ! BANG !
BANG ! BANG ! BANG ! BANG !
BANG ! BANG ! BANG !

Glasgow Police Officer:

"Haw, Jimmie....! Drop the wee knife right this minute noo, unless ye want it stuck up yer arse!"

BUDGET PARKING SENSORS

As soon as you reverse and hit something, it squeals!

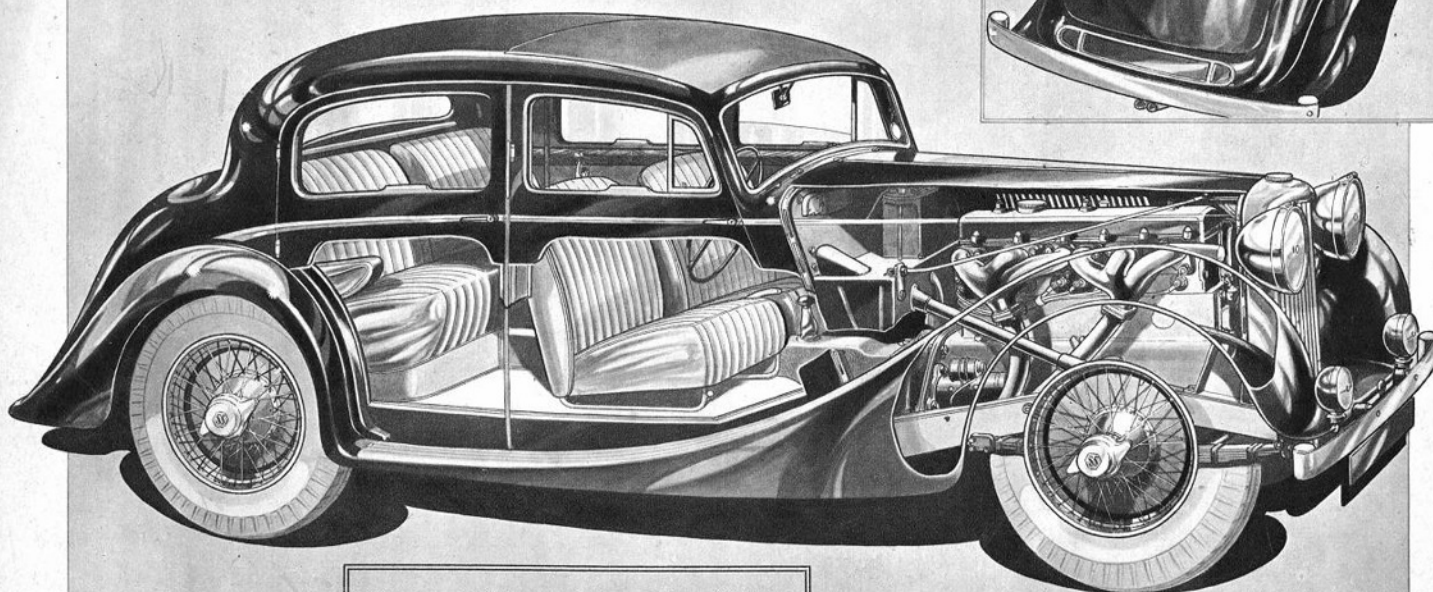


WE NEED YOUR JOKES!

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

THE LATEST SS JAGUAR

New Model with a 3½-litre six-cylinder Engine of Great Technical Interest.



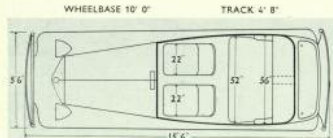
The power unit of this new car develops a maximum of 125 b.h.p. and provides high top-gear acceleration over a wide speed range. The total weight of the car is moderate, it has a frame of great stiffness, a low centre of gravity, increased body space and the good looks for which all SS models have been noted. Full description in this issue.

September 21, 1931

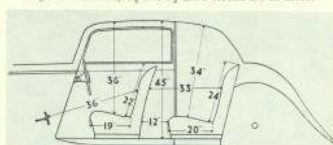
Level 1



Illustration shows the half open position with top rolled back and windows lowered.



The overall length of the 1½ Litre model is 14' 5" and the overall width 5' 5½", with wheelbase 9' 4½" and track 4' 7". Overall length and width of 2½ and 3½ Litre models are as above.



Interior body dimensions are the same on all three chassis.

(On 3½, 2½ and 1½ Litre Chassis)

Specification below is for 2½ Litre Model. For 3½ or 1½ Litre chassis specifications, see pages 2 or 10

ENGINE. Six-cylinder engine, 73 mm. bore x 106 mm. stroke, 2663.7 c.c. (Treasury rating, 19.84 h.p.), cast £15. Overhead valves push rod operated, counter-weighted crankshaft carried in seven bearings, aluminium pistons, chrome iron cylinder block, light alloy connecting rods, machined combustion chamber and ports, detachable head, cooling by pump circulation with by-pass thermostat control, submerged oil pump, forced lubrication through central, complete circulation oil filter, special Lucas coil and distributor ignition, twin S.U. carburettors with thermo-electric starting carburettor.

FRAME. Underslung frame of immense strength. Box sectioned throughout. 6" deep side members

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Hardy Spicer all-metal propeller shaft in needle roller bearings, single plate light action clutch. Gear ratios: 1st, 16.20; 2nd, 9.5; 3rd, 6.16; Top, 4.5.

SUSPENSION. Long, flat, low periodicity road springs with lead coated leaves, controlled by special Luvax bus type shock absorbers.

BRAKES. 14" x 11" Girling brakes rod operated through balanced linkage, Ferodo B.Z. linings, hand-brake operated on all four wheels, deeply ribbed Millenite brake drums.

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

Prices = 1½ Litre £318, 2

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout. 12-volt set with ventilated dynamo. P.100 headlamps. Two fog and pass lights. Built-in wing lamps. Stop and reverse lights. Two interior lights. Twin blended note horns. Twin blade independently operated screen wipers. Clear lighter.

INSTRUMENTS. 5" 100 m.p.h. speedometer, 5" revolution counter, ammeter, oil pressure gauge, clock, water temperature gauge, self-cancelling trafficators with warning light. Petrol gauge.

UPHOLSTERY AND CARPETING. Upholstered throughout in finest quality Vaumol hide and Dunlopillo. Floor thickly carpeted over felt underlay.

WHEELS AND TYRES. Dunlop centre-lock splined hub racing type wheels. 18" diameter rims fitted with 5.50 x 18 Dunlop "90" tyres.

SEATING. All seats upholstered in Vaumol hide and Dunlopillo. Front seats adjustable on Leveroli slide rails. Heavily padded folding centre arm-rests in rear compartment, also side arm-rests

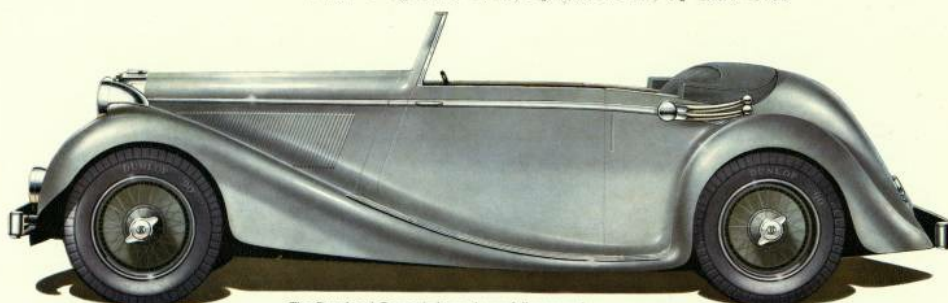
SPARE WHEEL AND TOOLS. Tools are housed individually in specially shaped sound proof container in rear locker lid. Spare

LUGGAGE ACCOMMODATION. Ample accommodation for luggage is provided in the large rear locker, the lid of which

EASY JACKING. Any wheel may be raised clear of the ground with the minimum of effort in 15 seconds by means of special

$$[\text{itre } f_{415-31}] [\text{itre } f_{465}]$$

Prices = 1½ Litre £318, 2½ Litre £415, 3½ Litre £465



The Drophead Coupe is here shown fully opened.

World Renowned Jaguar Interiors

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

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

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

BAS Jaguar
British history in the making.

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

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



We know about Jaguars!



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



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

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



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.

AUGUST 2015

Sun 30th Ponthir District Sports Club Show

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

Sun 11th Jaguar International Spares Day
At Stoneleigh Park

NOVEMBER 2015

13-15th Classic Motor Show NEC

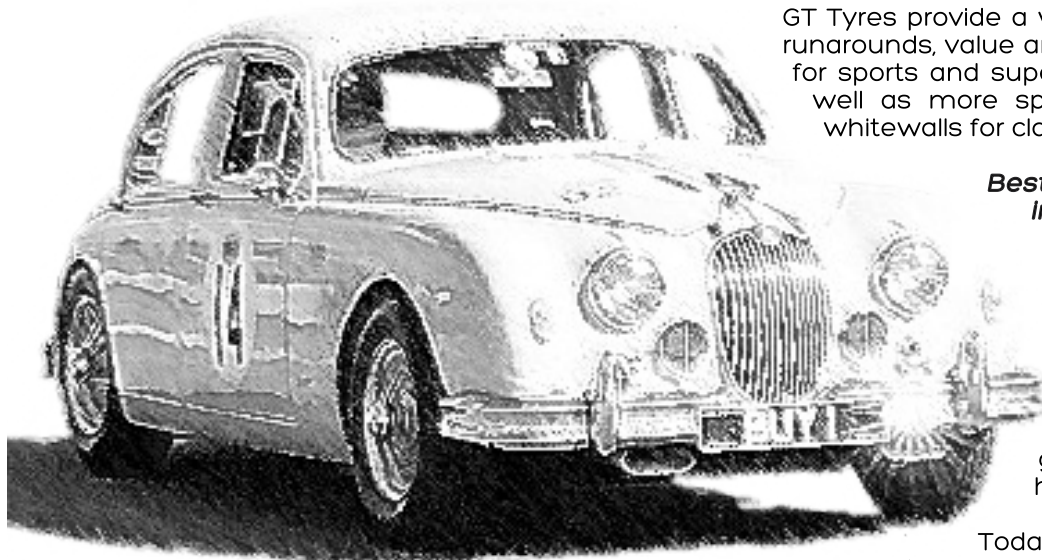
DECEMBER 2015

TBA Regional Christmas Dinner



ADVERTISE HERE
FROM AS LITTLE AS **£3**
PER MONTH

**FOR MORE INFORMATION
AND AN ADVERTISING PACK**
CALL COLIN ON: 07977 474637
EMAIL: advertising@jecsouthwales.co.uk
OR GO ONLINE: www.jecsouthwales.co.uk/advertising



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

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

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

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

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



Call us now on:
01495 272770
Mobile: **07977 797750**
www.gttyrecentre.co.uk

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

RACING TYRE EXPERTS

COMPETITIVE PRICING

WIRE WHEEL TYRE FITTING
& BALANCING AVAILABLE

A family run business for over 50 years!

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

SOUTH WALES REGION COMMITTEE

REGIONAL REPRESENTATIVE

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

SECRETARY

Mike Jones

email: mike.jones@jecsouthwales.co.uk

Tel:

TREASURER

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

PRESIDENT FOR LIFE

Harry Kuehling

email: harry.kuehling@jecsouthwales.co.uk

Telephone: 07931 538434

COMMITTEE MEMBERS

Paul Cogdon

email: paul.cogdon@jecsouthwales.co.uk

Tel: 01600 860969

Andy Webber

email: andy.webber@jecsouthwales.co.uk

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 16th September

Wednesday 21st October

Wednesday 18th November

Wednesday 16th December

Wednesday 20th January

Wednesday 17th February



MONTHLY MEETING

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

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

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

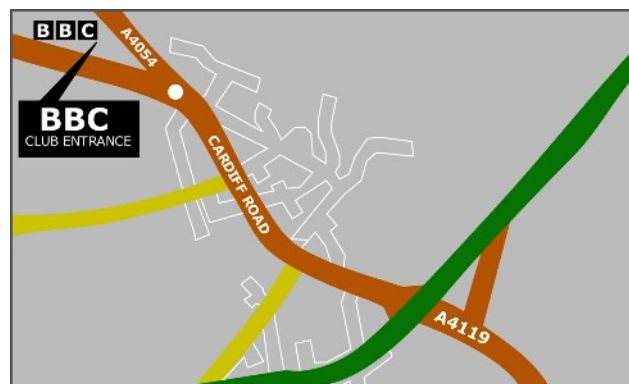
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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

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

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



Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

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

SALES

SERVICING

MOT TESTING

MECHANICAL WORKS

ENGINE & GEARBOX REBUILDS

AIR CONDITIONING

ELECTRICAL

DIAGNOSTICS

PARTS

FULL & PART RESTORATIONS

BODYWORK & PAINT REPAIR

ACCIDENT REPAIR

RE-TRIMMING

PROFESSIONAL VALETING

INSURANCE

FREE COURTESY CARS AVAILABLE (SUBJECT TO AVAILABILITY AND REQUEST)

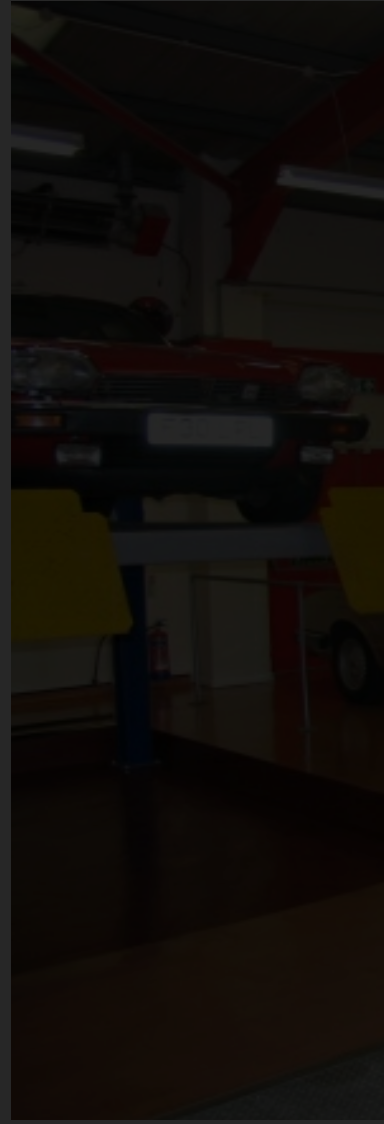


a local specialist for all your classic & modern jaguar needs...



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

comprehensive range of services...



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

not just jaguars...

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

time served craftsmen...

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

welcoming environment...



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

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

ALLIANCE CARS CARDIFF

Perfect Day

WEDDING CARS

"A Perfect Car or Coach for your Perfect Day"

www.perfectdaycars.co.uk



"Two Jags are better than one"



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

Vehicle viewing's by appointment only.

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

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

Neville: 07787 158630 • Stella: 07818 406534

Business owned by local JEC Members