

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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FROM THE NEWS EDITOR

Hello!

A slightly quieter month in August, which wasn't helped by the disappointing weather! Despite this, I'm pleased that we had a good turnout for the first of what I hope will be an annual classic car show in Ponthir. Fifteen members including new members, Mike (White XF) & Dave (red XJR-S) attended on a rather dull, damp day. I'm hoping that we can grow this event as a club, bringing in more cars year on year and maybe even raising some money for our own region as well - a big thanks to all those that



attended including our friends from Bristol! (See picture below)

I'm looking forward to the new XF arriving soon with statistics showing best in class for a number of aspects but crucially including cost

of ownership, insurance & residual values. The XF has been a great success for Jaguar with thousands sold internationally, rising from 27,000 in 2009 to 47,000 in 2013 demonstrating the growing strength of the brand. Having recently bought a last of the line R-Sport 2.2 diesel, I've been very impressed by the performance with remarkable

torque throughout the 8-speed box leading to very little turbo lag particularly when in sport mode. Here's hoping that the new lighter model takes it to the next level as a German beating British car!



As a region we're looking into arranging a trip to Le Mans Classic next year and Colin will talk about this at the meeting including possible costs. If interested please see Colin or Scott immediately as we'll need to book this shortly and need an idea of numbers.

We're looking forward to the inaugural (in this era anyway!) Margam Park show as well as the JEC western day at Bodelwyddan Castle, and our BBQ with the Bristol region.

Andy Webber

and finally...

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



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THREE COCKS VINTAGE RALLY HAY-ON-WYE

On Sunday the 9th August we attended the Three Cocks Vintage Rally. The rally is held at Boatside Farm close to Hay-on-Wye. The Jaguar stand is organized by one of our old members Howard Harper. Howard lives near Hay-on-Wye and is now a member of the Three Counties region.

Paul in his E-Type and myself in my E-Type met at the supermarket car park at Abergavenny. Dave and Ruth, XK8, Colin, E-Type, John XK140, Bob E type and came up over the Brecon Beacons.

We arrived early to be met by Howard who showed us where to park. We soon had the "event shelter" erected and Paul put on the cooker to start making the bacon rolls.

We enjoy this show every year. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines.

This year the weather was good, last year the event was rained off. Lots of different Jaguars started arriving. It



was interesting to see an Austin Swallow, which we had seen in previous years in various stages of restoration, now finally finished. We had various E Types, Mk2s, XJs, XJ6s and more modern models.

We spent some time walking around the field looking at the various classic cars and fabulous steam engines, some of the big ones so heavy that they leave a deep impression on the grass as they pass. We then moved over to the auto jumble. The Three Cocks Society always manages to attract a large amount of auto jumble.

It was then time for lunch and Paul soon was handing out the beef burgers. The afternoon was spent looking at the cars we had missed in



the morning and having afternoon tea with a delicious slice of Ruth's homemade chocolate cake.

We packed up around 4.30 and had a lovely run home.

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

PONTHIR MUSIC FESTIVAL

This was held on the Sunday 24th of August. Andy Webber who is involved with the Music Festival asked if we could take some classic cars along to the event.

The weather forecast was not very good for the Sunday and sure enough the rain was quite heavy when we arrived at the field. I think the weather restricted the number of cars who attended and it was noticeable that most of our members arrived in their more modern cars, me included. The weather then started to dry up and it was nice to be able to welcome some of our friends from the Bristol Region who we had invited over. They always make us very welcome at their Bristol region barbeque so it was nice to reciprocate.



There was a very nice hog roast stand which also had a good selection of beef burgers and hot dogs, a bar and lots of different acts on the stage playing a wide variety of music.

We left at about 5.00 pm and as we did the heavens opened. A good event which I think we will support next year with hopefully better weather.

OUR NEXT SHOWS ARE:

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 have spoken to the organisers and it appears that we have our own JEC stand. You should have now received your tickets with your number. There still seems to be some confusion with the set up of the show but hopefully it will be all right on the day.

As soon as I get more information I will let you know. We may have to arrive all together, if so we will be meeting at the Sarn Services on the M4 at 7.30am.



JEC NATIONAL WESTERN DAY at BODELWYDDAN CASTLE

This is being held on Sunday the 27th of September.

Bodelwyddan Castle is one of the Warner Hotels. The JEC often use these hotels for their National days as they have good quality accommodation and some interesting musical entertainment in the evenings.

Many of our members are going up to this event and we will be staying on the Friday, Saturday and Sunday nights travelling back on Monday.





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.



NEC CLASSIC MOTOR SHOW

Held at the NEC on 13th - 15th of November.

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

SOUTH WALES REGIONAL CHRISTMAS DINNER

Our regional Christmas dinner is booked for December the 5th at St Mellons Golf Club.

We have held it at this venue for the last few years and have always enjoyed it.

I am now taking names and payment, so please see me at the meeting or give me a call.

South Wales Region Christmas Dinner

December 5th at St Mellons Golf Club.

To book your place please see Colin Manconi, give him a call or email.

Members NEW & OLD very welcome.



THE TORBAY FLYER

By Harry Kuehling



Greetings from the English Riviera

It's been another extremely busy month down here in Riviera country! So many local events to keep us entertained! The first two events are nothing to do with classic cars but are worthy of inclusion (I think so anyway!).

DAWLISH AIR SHOW – 22nd AUGUST

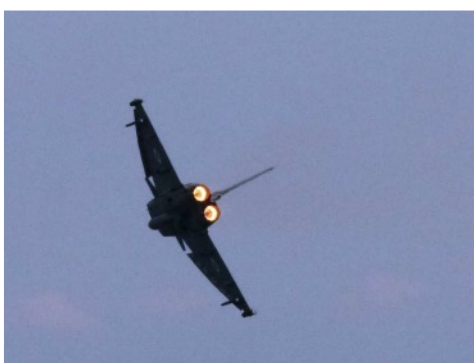
This is an annual air show over the sea just off Dawlish. Parking was going to be a problem in Dawlish but we spotted signs for "The best viewpoint" which was a banked farmer's field just short of Dawlish. We parked up in a sidestreet and Natasha & I walked to the viewpoint paying charges of just £1.50 each. It was a brilliant spot and we had a great sweeping view of Dawlish & on to Exmouth, Sidmouth etc. For parts of the display we were actually looking down on the aircraft! We had helicopter displays as well as aerobatic

displays by jet aircraft and a biplane. At one stage the biplane flew alongside one of the jets!

The highlight of the show was to see the last flying Avro Vulcan fighter/bomber (XH558). The Vulcan was in service with the RAF from 1956 to 1984. It will do a few more displays

this year before being "retired" from flying. The Vulcan's airframe has completed more flying hours than any other Vulcan and is being retired for safety reasons. You can read more information on this aircraft on - <http://www.vulcantothesky.org/>

The Red Arrows were also



due to appear late in the afternoon but, unfortunately, the weather closed in and their display was cancelled.

RED ARROWS DISPLAY IN TORBAY – 26th AUGUST

On this occasion I was luckier and saw the Red Arrows aerobatic display over Torbay on the Wednesday evening. There was no problem in restricting the display (following the tragic Shoreham disaster) as the display took place over the sea. Unfortunately for Natasha she had a hairdressers appointment! Nice timing!

The Red Arrows were due at 6.00pm and they appeared at precisely 6.00pm! A brilliant display with extremely precise manoeuvres. It was easy to see why they are regarded with such high esteem. It was amazing to see them split up and disappear in different directions only to find each other and form up very quickly for the next manoeuvre. Peter Harris's explanation is that they use long pieces of string to find out where their team members are! At one point their display was enhanced with a colourful rainbow!

TOWC CLUB NIGHT – THURSDAY 27th AUGUST

In previous years the August club night was reserved for the presentation of the cheque out of the club's proceeds from the annual show on Paignton Green. As this year's show had been cancelled due to the appalling weather we had a quiz night instead. We split into teams – basically those sitting at various tables in the room. We were given two sheets of paper with photos of car badges on one and photos of cars on the second. The objective was to identify the car make from the badges and the car make & models from the car photos. My own team managed a



reasonable 25 1/3 points out of a maximum of 33. (1/3rds of marks were awarded for some cars where there were three parts to the name & model). The top team got 30 points – swots!

MORVAL VINTAGE STEAM RALLY – 29th AUGUST

This event took place over three days of the August Bank Holiday

weekend. See - <http://www.morval-vintage-rally.co.uk/>

Natasha & I travelled (in our classic Audi!) to the rally near the small village of Nomansland just west of Plymouth. I suspect we went on a quieter day and the main event would have been on the Sunday & Monday. Nevertheless there were lots of displays spread out over a wide area on the field. Displays



included classic cars, tractors, steam engines, ferret racing (!), miniature railway, dog handling, birds of prey etc. etc. There were also many stalls, a large beer tent, crafts tents etc. Only one car (1930s Austin tourer) from TOWC on this occasion driven there by club chairman Julian Smith & his wife Sue together with their two dogs! I didn't see the JEC Tamar Region on this day.

STAVERTON ELIZABETHAN FAIR – 31st AUGUST

This event was only about 12 miles from home based near Totnes. This time we went in Natasha's classic Mazda 323F! We are still feeling our way around the local shows & will decide which ones to enter with the Daimler next year.

This was again quite a small event but very enjoyable for an afternoon outing. We very nearly didn't see it as we drove through Staverton without seeing any signs for it! We only had to drive another 150 yards to find it! An interesting grouping of classic cars including some rare examples e.g. Aston Martin DB5, Talbot London 105 and 1930s Jowett tourer. I did also spot a rare MOD Daimler V8 250 (same colour as our car) with the owner quietly sleeping alongside! Are all Daimler owners so sleepy!?

We enjoyed the music



provided by the South Devon Big Band with a group of dancers in front doing some sort of Charleston dance. There was also a separate jazz band in one of the marquees. Quite a lot of stalls selling all sorts of items as well as another area set up for ferret racing!



There were quite a few other classic car shows in the area with clashing dates. We couldn't get to them all! These included:

- Bridgewater Classic Car Show – 8/9th August;
- Cornish Steam & Country Fair, Truro – 14/16th August;
- Christow Show – 15th August;
- Plymouth Hoe Car Rally – 16th August;
- Classic Vehicle Gathering inc. Morris Minors, Exmouth – 16th August;
- Thornfalcon Classics Open Day Nr. Taunton – 23rd August;
- Honiton Hill Rally – 30/31st August;
- Seaton Seafront (Incl. JEC Devon Region) – 30th August;
- Carnival Fun Day @ Ottery St Mary – 30th August;
- Classic Motor Show at Ugbrooke House – 30th August;
- Plymtree Country Fair Nr. Cullompton – 31st August;
- Aveton Giffard – 31st August;
- Great Dorset Steam Fair – 2/6th September.

Phew! Too much!

MY DAIMLER – ALX442H

Not much to report this month. I have finally got round to sorting out the speedometer which only worked for 1/10th of a mile when I first got the car on the road. It turned out that the inner cable was too short at the speedometer end & presumably a bit had been snapped off. The missing bit wasn't inside the speedo. I should have noticed this when fitting the speedo in the first place. What a swine of a job! It took many hours to take out & refit the speedo head. There is so little space behind it & my hands were covered in bruises. I found I had another new cable just an inch or so shorter & fitted that. After hours struggling to refit the speedo head etc. I only had to connect up to the gearbox. Imagine my dismay to find that the screw coupling on the new cable was smaller. Aaargh!

Later in the evening, after cooling down, I came up with the idea of splitting the old coupling off the old cable, fit it onto the new cable & screw it onto the gearbox. It was this or take everything apart again – an option I did not relish! All went well until I offered the screw connector up to the new cable & found it went straight through. More head scratching! Luckily I found a nylon washer that could be persuaded onto the cable & was an exact fit inside the connector. I also fitted a metal washer behind it to exert pressure to hold the cable in place. Very "Heath Robinson" but I'm pleased to report it works perfectly. The speedo needle is also rock steady because the cable is new. Speedo needles wave all over the place when the cables are old and worn.

I've also sorted out all the interior lights which now work off all four doors and the dashboard switch. The wiring for the driver's door switch was trapped between the bottom door hinge and the "A" post!



I had to unbolt the hinge, release the wiring & refit correctly. Easier said than done!

...and finally:

GREAT IN THE WATER:

A man met a beautiful blonde lady and decided he wanted to marry her right away. She said, "But we don't know anything about each other." He said, "That's all right, we'll learn about each other as we go along." So she consented, they were married, and off they went on a honeymoon at a very nice resort. One morning they were lying by the pool, when he got up off of his towel, climbed up to the 10 meter board and did a two and a half tuck, followed by three rotations in the pike position, at which point he straightened out and cut the water like a knife. After a few more demonstrations, he came back and lay down on the towel. She said, "That was incredible!" He said, "I used to be an Olympic diving champion. You see, I told you we'd learn more about each other as we went along." So she got up, jumped in the pool and started doing lengths. After 75 lengths she climbed out of the pool, lay down on her towel, and was hardly out of breath. He said, "That was incredible! Were you an Olympic endurance swimmer?" "No," she said, "I was a prostitute in Memphis but I worked both sides of the Mississippi."

All for now.

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 NEW AVENGERS XJ FOUND IN A BARN

the 5.3-litre XJ12 seen with star Patrick Macnee at the wheel was bought by a collector after the series ended and later spent 20 years rotting in a lock-up

The iconic Jaguar car driven by dashing secret agent John Steed in the cult 1970s show *The New Avengers* has emerged for sale with a guide price of around £12,000 after it was discovered languishing in a barn.

The 1976 racing green Jaguar XJ12 was one of the stars of the show alongside Patrick Macnee who played Steed, Joanna Lumley as Purdey and Gareth Hunt as Gambit, a team of plucky crime-fighting Brits.

The beefed-up motor was among the best known cars on television in its time and was snapped up by a collector once the series ended in 1977.

However it disappeared from public view in the mid-1990s and was considered 'lost' until it emerged

recently having spent the last 20 years rotting in a lock-up.

The once-great car now looks like its seen one too many car chases - the bodywork is flaking, the seats are ripped, the dials are smashed and the huge 5.3-litre engine doesn't start.

But experts say it is still worth £12,000 because of its place in TV history.

The motor, which has been confirmed as the same one from *The New Avengers*, is being sold in need of restoration by H&H Classics in Warrington, Cheshire.

James McWilliam, from the auction house, said: "This iconic motor started off life as an experimental car for Jaguar, and was the eighth XJ-C 12 they made.

"It was decommissioned by Jaguar and sent to Broadspeed to be fitted with a special beefed-up body kit in preparation for its use in *The New Avengers*.

"The show was a real 70s hit and in its time this Jaguar was instantly recognisable as the car of John Steed, the suave secret agent who led *The New Avengers*.

"After the show came to an end in 1977 the car was sold off and passed through the hands of several collectors.

"About 20 years ago it went missing - no-one knew where it was. Unbeknownst to the majority of people it had been stored in a lock-up and left.

"During that time it looks like kids broke into it and smashed a few windows and dials.

"The car recently came out of storage and had now been listed for sale. There are a few body tags that confirm it's the one used in the show, and the heritage certificate from Jaguar backs that up.

Damian Jones, sales director at H&H, added: "Who of us who remember the series did not at one time or another fancy ourselves at the wheel of this car?

"Now there is a chance to make that fantasy a reality for a very nominal amount, and maybe the chance to find a modern-day Purdey in the passenger seat."

The *New Avengers* was



launched in 1976 as a sequel to 60s hit show The Avengers, which Macnee had starred in alongside Honor Blackman and Diana Rigg.

"It's in a slightly sorry state and would need a bit of love and attention to get it back to its former glory.

"But it's a really exciting find and it will really appeal to those who fondly remember The New Avengers."

Twenty six episodes were screened over two series. Although a third series was planned it was never made and the show ended in 1977.

Joanna Lumley is the only main actor surviving from the show - Gareth Hunt died from cancer aged 65 in 2007 and Patrick Macnee passed away in June this year aged 93.

The sale will take place on October 14 at the Imperial War Museum Duxford in Cambridge.



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F-PACE TO RAISE THE STANDARD FOR SUV DYNAMICS

On demand all-wheel drive, Integral Link and new Jaguar EPAS confirmed for the SUV.

Don't think it was exclusively the XE which received the full Jaguar pre launch PR hype. As the first SUV from Jaguar, the F-Pace was never going to be launched modestly. There isn't any word of a musical yet though.

Anyway, the latest from Jaguar on its "performance crossover" is about the dynamic technology, the equipment that promises to make it "the most rewarding driver's car of its kind". Right now the Macan probably claims that accolade and for Jaguar to match that will be a notable achievement.

To that end, the F-Pace employs the new Integral Link rear suspension seen on the XE and XF, torque vectoring as used in the F-Type and the electric power steering that's being rolled out across the range. The all-wheel drive system is torque on demand, implying a similar system to that used in the F-Type AWD.

Like all Jaguars, the dynamics of the F-Pace will be signed off by Mike

Cross and his 'Vehicle Integrity' team. He says: "We've tested ride and handling... in all environments and in all conditions, and the result is that the new F-Pace is as engaging and rewarding to drive as it is going to be enjoyable to own." We'll hold you to that Mike!

There's not long to find out

either, with the production F-Pace being shown at Frankfurt in a couple of weeks and sales beginning in 2016. With new competition from Mercedes plus the familiar rivals from Porsche, BMW and Audi, the F-Pace won't have it easy. PH verdict as soon as we've driven a car!



THE ALL NEW JAGUAR XF DRIVEN

AND, YES IT'S MORE
THAN JUST A BIG XE

What with the hype surrounding the XE and the forthcoming F-Pace SUV, it would be easy for the other important Jaguar launch this year to go unnoticed. But it would be a crime to ignore the all-new XF.

It was the big saloon, of course, that helped Jaguar move on from its old-world image and styling. The XF proved, after the unsuccessful X-Type, that Britain was capable of making a great-driving, charismatic alternative to the Germans.

Okay, it might not have been perfect; but the XF, especially the sublime XFR-S, made the world a happier, smokier, place to be.

Big Lightweight

The big news with the all-new version is how little you get for your money - Jaguar has shrunk the XF so that it's 7mm shorter and 5mm lower than before. And thanks to Jaguar's investment in an aluminium-rich platform, the new saloon is up to 190kg lighter than the car it replaces.

Now anyone with a PH mind-set will have read that last paragraph and be slaving to skip to the bit about how much faster and better handling it must be - especially the supercharged V8 version that powers the XFR-S.

So go ahead, skip the part about there being more cabin space and better headroom than before. Ignore the fact that the XF looks like a better proportioned XE. And pass over the more appealing cabin that still just lacks the quality of an Audi. Let's talk performance, shall we?

Except there's some bad news: there's no V8 XF yet, and there won't be one until Jaguar's special ops pulls its finger out. With rumours that the next-generation BMW M5 and Mercedes E63 AMG will pack an outrageous 600hp, the new, lighter XF SVR will most likely have to squeeze a lot more from the 5.0-litre

V8 that made 550hp in the XFR-S and continues in the Range Rover Sport SVR.

Numbers Games

For now, there's just the option of the 380hp 3.0-litre supercharged V6 for those in desperate need of a fast XF. Accompanying it is a less interesting 300hp 3.0-litre V6 diesel, along with the regular 'Ingenium' 163- and 180hp four-cylinder diesels. Predictably, and depressingly, 95 per cent of all XF buyers will opt for the diesels. All come with rear-wheel drive but in other colder markets all-wheel drive is an option.

With specific instructions to 'focus on the fast ones', the noisy 2.0-litre diesel is largely ignored, which has an unpleasant habit of thumping its way through its eight-speed auto. At the same northern Spanish Navarra circuit as the XE launch, there's time to learn how much time, love and knowledge has been lavished on the XF's chassis. With a pleasing 50:50 weight distribution the lightweight underpinnings are the star of the show, but if there was a Best Supporting Role it would go to the XF's new integral link rear suspension.

Bigger, heavier and costlier than the normal multi-link, the new suspension is worth the compromise. It's key to unlocking the handling prowess of the big Jag because it does something cheaper suspension layouts cannot: separate the lateral from vertical loads. This means softer bushes can be used, which is good news for ride comfort. More importantly, the integral link allows a stiffer front double wishbone suspension set up that improves steering feel. On other cars a stiffer front end with rear double wishbone rear suspension makes it feel inert and, worse, understeery.

Softer bushes at the rear also allow a degree of passive rear steer, again reducing understeer. The XF also has ZF's latest electric power steering rack and software.



Softly Does It

Article by Piston Heads

So, with barely a glance at which way the race track goes, I leap into a supercharged 3.0-litre and hit the Navarra circuit. A lack of knowledge makes my driving very poor, much to the amusement of my human ballast and circuit instructor George, who laughs as I demonstrate that any big heavy car, even with a clever rear suspension, is capable of both big under- and oversteer.

But there's little to learn about the XF on this smooth, perfectly surfaced track other than how balanced it feels, and that the transition into a slide is smooth and very catchable. To the road...

Up in the Pyrenees, the XF S is far more impressive than the small diesel. Not a great surprise really. The eight-speed automatic gels better, with less pronounced thumps as it shifts and, in the bumpier real-world conditions, the front-end holds on remarkably well. At the limit the XF is also agile and adjustable, even a little more lairy than you might imagine in the Trac ESP mode.

Our car was fitted with the adaptive suspension that uses the Sport rather than the Comfort springs of the two passive set ups, but it has dampers that can be set far more compliant than the latter, resulting in a good compromise. Apparently it's better still on the small 19-inch wheels but all the 3.0-litre petrol cars we drove rode on 20s.

As we climb steeper the trees die off and the scenery hardens, the road coils into the occasional hairpin. Again, left in Trac DSC mode there's a pleasing amount of slip and plenty of traction thanks to some trick torque vectoring, meaning you won't miss a limited-slip differential the spec may suggest it needs. But with one, the 332lb ft could surely be deployed yet more efficiently and entertainingly.

What's missing is an evocative soundtrack. The XF sounds great from the outside, but inside it's a little



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plain, with only a dull supercharged whine to keep you company. We're not asking for the F-Type histrionics, but it needs more than this.

Diesel Delight (!)

The next day, the climb up the Pyrenees is repeated in the 3.0-litre diesel and, well, it's preferable to the petrol. Yes, really. Aside from some very odd resonance's on our car, generally it sounds better - which is strange. Riding on a slightly smaller 19-inch wheel and tyre combo it was difficult to compare ultimate turn-in grip with what must be a lighter supercharged petrol 3.0-litre, but it didn't matter.

Even though you lose out in confidence on turn-in, the diesel's greater torque destroys the petrol on the straights and, pleasingly, works those rear tyres harder too. Finally, the diesel also has a silky-smooth eight-speed auto. The petrol V6, and earlier 2.0-litre diesel, use a more compact version of the ZF gearbox that obviously still needs some software work to even things out.

In any case, after two days' driving the new XF over some extremely challenging roads, it's clear Jaguar has proven it remembers how to make a big car endlessly entertaining and engaging. But can the



XF V6 S be recommended over Audi's mighty 450hp 4.0-litre twin-turbo V8 Audi S6? Impossible. The German would walk it in performance terms - it's almost a whole second quicker to 62mph.

Instead, if you want a faster, more enjoyable XF until the V8 SVR arrives, go along with 95 per cent of all other buyers and buy the diesel. It's the better, more enjoyable car.

JAGUAR XF V6 S

Engine: 2,995cc V6 supercharged

Transmission: 8-speed auto, RWD

Power (hp): 380@6,500rpm

Torque (lb ft): 332@4,500rpm

0-62mph: 5.3sec

Top speed: 155mph (limited)

Kerbweight: 1,710kg (EU, with driver)

MPG: 34.0 (NEDC combined)

CO2: 198g/km

Price: £49,945





Article by Colin Masterson

THREE COCKS VINTAGE RALLY

This is one of those shows where we converge from different directions so there was no meeting up before hand.

Fortunately Howard organises a specific area in the showground for both the Three Counties and South Wales Regions of the JEC to gather so we all end up together anyway. The location is at Boatfarm at Hay on Wye set on a hill with views across to the beautiful rolling Powys countryside.

Of course, as the event is organised by the Three Cocks Vintage Society it revolves around the society's steam vehicles, mainly traction engines, which had agricultural roles like threshing corn and ploughing fields, large generator machines used in fairs, and rollers for road making. There were also steam lorries and fixed steam engines performing such

jobs as sawing logs.

There was a large field with Classic Cars, Tractors, Motor and Pedal Cycles, Stationary Engines, Historic Caravans and miscellaneous exhibits in "Grandads Collection". Other attractions included the aerobatics of the Stolp Starduster home-built aircraft that the owner flies down from Scotland every year just to do the show. There was also the rather crazy Joseph Peace Fire Stunt show. Whilst setting fire to everything he has a running patter of the "remember children fire is very dangerous, don't play with it at home - play with it school!" variety. He is clearly a bit deranged as he admits that he has been admitted to the local special burns unit on several occasions. Maybe he says this to build up the crowd, half of which I suspect are hoping for something to go wrong!

There was a model, craft and

collectors tent with many precision made models and with craft demonstrations such as cake decorating, upholstery, spinning, stained glass, needlework and many others. Some of the collections are pretty bizarre – one guy had a large collection of copper and brass blow-torches but the collection that took the biscuit for me was one of assorted nails and screws. Not sure why anyone would make such a collection let alone haul it round the country to shows, but I guess it takes all sorts!

Also various other skills were to be seen around the field: blacksmithing, charcoal making, cider making, stone cutting, woodcarving, pole lathe turning etc. These together with a variety of trade stands and a car boot sale provided something to please all ages: children's fairground, fair organs, helicopter rides, archery, and a Tug of War competition!

As usual, the most interesting thing was the cars on display and here there were far more vintage (ie 1919 to 1930) cars than at most shows. Many of the makes have died out, been taken over or transformed over the last ninety years. There were two 19201 Crossleys; a 1930 Austin Chummy which was driven from Peking to Paris in 1970, emulating the



classic road race of 1907, a distance of 8,000 miles and included a crossing of the Gobi desert; a 1938 Ford Ten tourer, only 1639 of these were made, a low number for Ford and only 6 survive. As The Automobile magazine said – "As rare as a Bugatti Royale – a pity they aren't as valuable"; and a very pretty 1925 Bullnose Morris.

Being in the middle of some excellent farming country there was a huge display of tractors, which aren't to everyone's taste unless you are from a farming background, but I always like to see the little grey

Massey Fergusens. More unusual tractors included a couple of RAF aircraft towing vehicles, one made by David Brown (of Aston Martin DB fame).

And what about Jaguars? Well we had a good selection of those from an Austin Swallow right up to the latest models with plenty of E Types, XJSs, MKIIs, XJ6s and subsequent saloons. A great turn out to what is confirmed a one of the most popular show of the year. One gets so used to seeing them all it is easy to get a bit blasé about them but there is no doubt that the public always

gets a great kick out of seeing them all together.

Thanks again to Howard for his organising efforts. Without people like him who volunteer their services we wouldn't have all of these great shows to go to. This will be the last of my reports for a while as I head for sunnier climes across the pond. Once established there in our new house I hope to be sending in my Letter from America as the car scene is now warming up there as it becomes a bit cooler after their hot summer – if you see what I mean!





J A G U A R

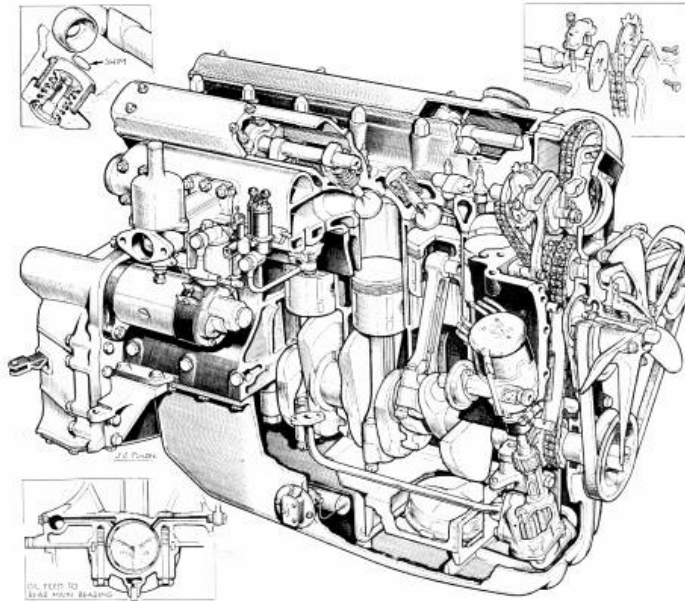
Type XK



Supplied by Colin Masterson

T H E J A G U A R X K S U P E R S P O R T S T W O - S E A T E R

SALIENT FEATURES OF THE JAGUAR TYPE XK ENGINES



Reproduced by courtesy of the "Motor"

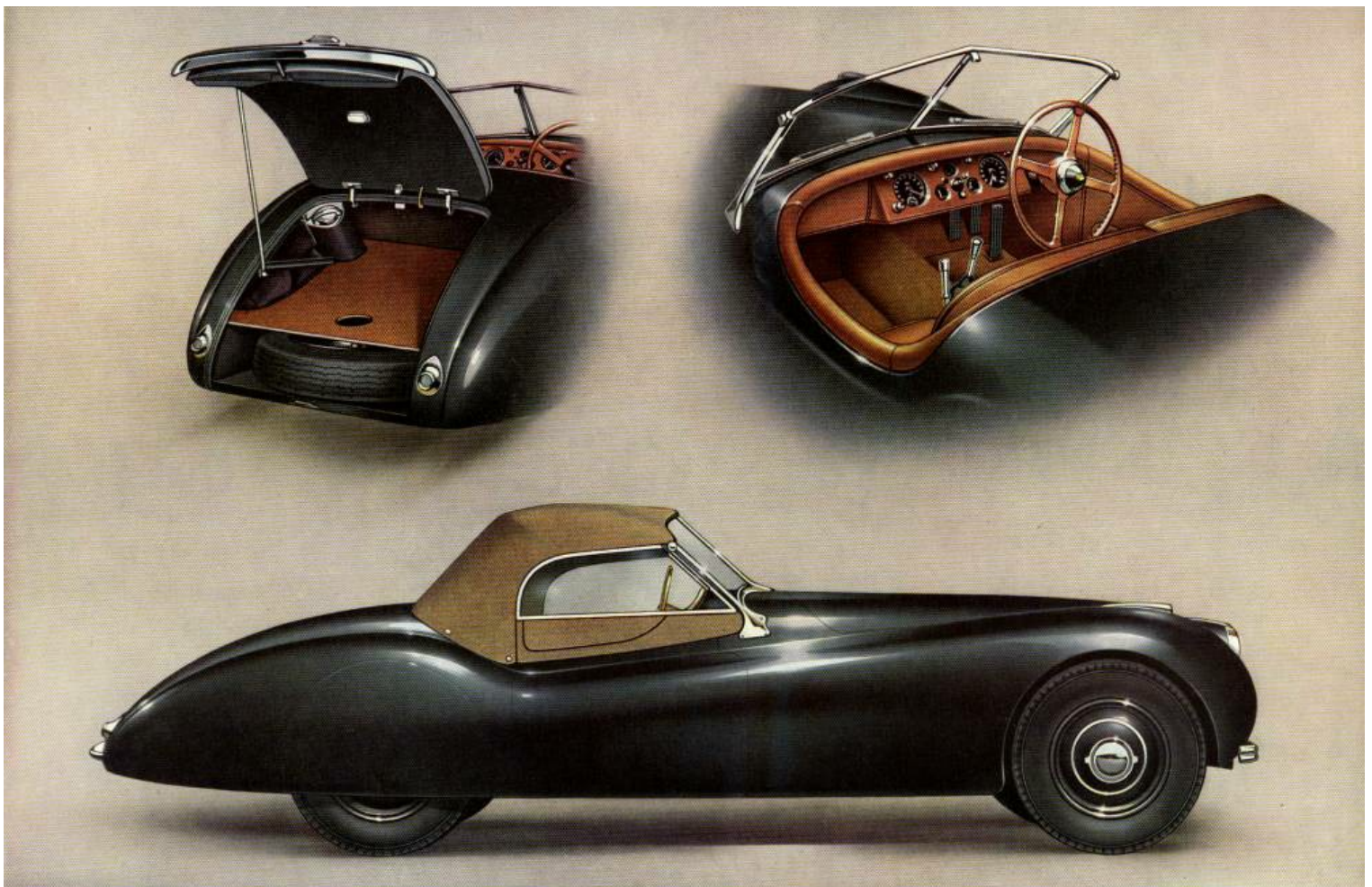
In this new range of Jaguar engines all compromise in design has been eliminated. Each engine can be truthfully stated to incorporate all the most advanced technical knowledge available to-day on naturally aspirated petrol engines. Tests carried out on the completed units have shown the wisdom of the decision taken by the Jaguar Company nearly nine years ago to develop an engine on these lines.

In addition to bench tests, totalling many thousands of hours, extensive road tests at home and abroad have been carried out and it is significant that the 2 litre engine, loaned to Colonel Gardner when he broke the world speed record in the 2 litre class at 176 miles per hour, is a completely standard unit with the exception of modified pistons to give a higher compression ratio.

From the following condensed resume of the more important features of the Type XK engine, it will be seen that no reliance has been placed upon the use of new or untried inventions. Instead, a blend of known and proved detail designs of the highest efficiency has resulted in the creation of a production engine of unparalleled quality and performance.

The following are some of the more important points:—(1) Hemispherical head of high strength aluminium alloy. (2) Valve seatings of special high expansion cast iron alloy are shrunk into the combustion head. (3) Induction system, including the valve ports, were designed in collaboration with Mr. Harry Weslake, generally accepted as the foremost expert in this particular science. (4) Twin overhead camshafts, driven by a two-stage chain, act directly on the valves through floating tappets. (5) Oiling system—exceptionally large capacity oil pump with large diameter oil galleries, a feature which ensures an adequate supply of cool lubricant and eliminates frothing. (6) Exhaust valves of high grade austenitic steel immune from lead attack. (7) Water circulation—direct flow across the head from a high pressure pump. The head is fed by a gallery alongside the block which ensures equal distribution between all cylinders. The cooling to the block is controlled at a constant temperature by means of restricted circulation. (8) The crankshaft is a 65 ton steel forging, adequately counterweighted; the main bearings in both four and six cylinder engines are 2½" diameter. These bearings are larger than have ever been previously used on passenger car engines of similar capacity, and are responsible to a large degree for the exceptional smoothness with which these engines deliver their power, which is maintained up to the high maximum r.p.m. of which these engines are capable. The four cylinder has three bearings and the six cylinder has seven bearings. The bearings themselves are of the Vandervell thin shell type and have shown on test to have practically unlimited life. (9) Pistons are of Avelite aluminium alloy, fitted with chromium plated top rings, which tests show give over 100 per cent. increase in life to the bores.

Page Four



continued >

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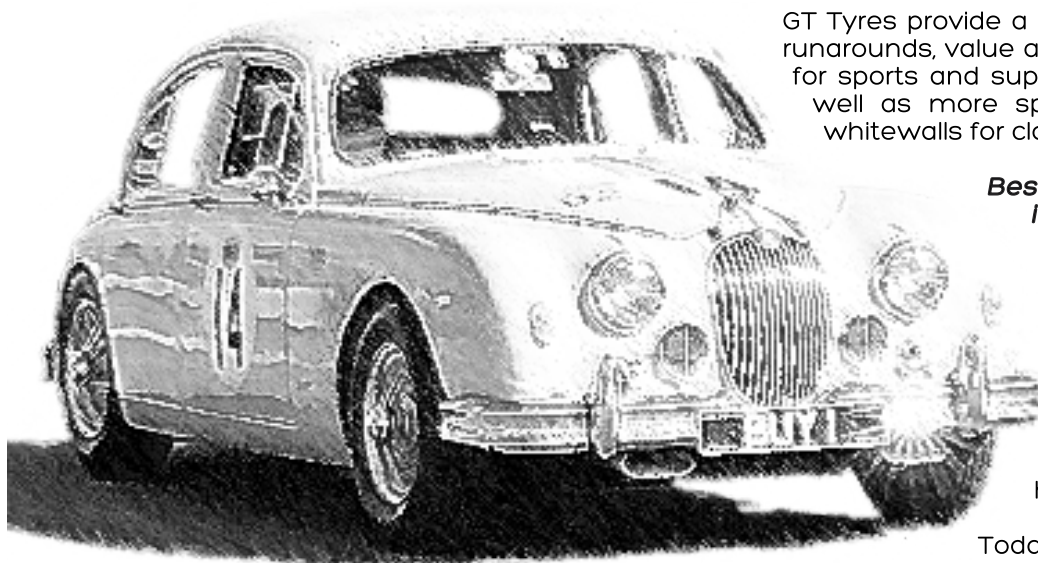
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S P E C I F I C A T I O N S

3½ LITRE TYPE XK 120 MODEL

2 LITRE TYPE XK 100 MODEL

ENGINE. Six cylinder 3½ litre Jaguar engine 70° twin overhead camshafts driven by a two-stage duplex roller chain; 83 mm. bore x 106 mm. stroke; 3,442 c.c. developing 160 h.p. at 5,000 r.p.m.; large non-adjustable directly operated valves and austenitic cast iron seats; compression ratio 7 or 8:1; high grade chrome iron cylinder block, cooling by pump circulation with by-pass thermostat control; cylinder head of high tensile aluminium alloy with spherical combustion chambers; aluminium alloy pistons; steel connecting rods; forced lubrication throughout by submerged pump with full flow filter and floating gauze intake; twin S.U. horizontal carburetors with electrically controlled automatic choke; 2½ ins. diameter counterweighted crankshaft carried in seven large steel backed precision bearings.

FRAME. Straight plane steel box section frame of immense strength, torsional rigidity ensured by large box section cross members.

TRANSMISSION. Four-speed single helical synchromesh gearbox, ground teeth gears running on needle bearings, synchromesh on 2nd, 3rd and top. Gear ratios: 1st 12.29; 2nd 7.22; 3rd 4.96; top 3.64. Optional axle ratios: 3.27, 4.0, 4.5. Hardy Spicer propeller shaft in needle roller bearings, Borg & Beck 10 ins. diameter single dry plate clutch, central gear lever with remote control.

SUSPENSION. Independent front suspension incorporating transverse wish-bones and long torsion bars with Newton telescopic type hydraulic shock absorbers. Rear suspension by long silico-manganese steel half elliptic springs controlled by Girling PV.7 hydraulic shock absorbers. Rear springs totally enclosed in gaiters fitted with grease nipples.

BRAKES. Lockheed full hydraulic two-leading-shoe front and 12 ins. drums, friction lining area 208 square inches. Front drums fitted with cooling ducts, central fly-off handbrake operating on the rear wheels only through a separate linkage.

STEERING. Burman re-circulating ball type steering, positive and accurate at all speeds, 17 ins. Blumel adjustable wheel. Left or right hand steering optional.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels with wide base rim and Dunlop 6.00 x 16 ins. road speed tyres. petrol filler cap concealed and fitted with lock and key. 25 gallon tank optional.

ELECTRICAL EQUIPMENT. Lucas de luxe throughout, 12 volt 64 amp. capacity, twin batteries with constant voltage controlled ventilated dynamo, 10 hour discharge, flush fitting head lamps and wing lamps, stop light, reverse light, twin rear lights, panel light, twin blended-noise horns, twin blade screen wiper, cigar lighter, starter motor, vacuum and centrifugal automatic ignition advance.

INSTRUMENTS. 5 ins. diameter 140 m.p.h. speedometer, 5 ins. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, petrol gauge with warning light, electric clock.

CAR HEATER. An interior car heater can be supplied as an optional extra.

BODY. Aerodynamic two-seater body upholstered throughout in finest quality leather hide, floor is thickly carpeted over felt underlay. A Mono Screen is provided for competition work and is interchangeable with the Touring Screen.

SEATING. Divided seat and squab, folding forward for access to hood and battery, seats adjustable for reach. A tonneau cover is provided.

HOOD. Finest quality mohair material concealed behind seats when folded, fitted with unbreakable rear light and removable for competition work. Detachable side screens stored in a tray in the hood compartment.

INTERIOR APPOINTMENTS. Instrument panel and garnish rails finished in first quality leather, capacious pockets in the doors.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools and jack are carried in a special container fitted to the side of the luggage compartment, and the wheel brace is housed in the spare wheel compartment.

LUGGAGE ACCOMMODATION. Ample accommodation is provided in a capacious rear locker, provided with an automatic light.

EASY JACKING. A central jack on each side of the car raises both wheels simultaneously with the minimum of effort by means of a special easy-lift jack.

PRINCIPAL DIMENSIONS. Wheel base, 5 ft. 6 ins.; track front, 4 ft. 3 ins.; track rear, 4 ft. 2 ins.; overall length (over bumpers), 14 ft. 5 ins. approximately; overall width, 5 ft. 1½ ins.; overall height (over hood), 4 ft. 4½ ins.; (over windscreen), 4 ft. 11 ins.; ground clearance, 7½ ins.; unladen turning circle, 31 ft. 0 ins.; dry weight 24 cwt.

ALTERNATIVE EQUIPMENT. For sporting events an alternative 24 gallon fuel tank and two spare wheels can be supplied. This is not generally recommended owing to the considerable reduction in luggage accommodation.

ENGINE. Four cylinder 2 litre Jaguar engine 70° twin overhead camshafts driven by a two-stage duplex roller chain, 83 mm. bore x 91 mm. stroke; 1,970 c.c. developing 105 h.p. at 5,000 r.p.m.; large non-adjustable directly operated valves and austenitic cast iron seats; compression ratio 7 or 8:1; high grade chrome iron cylinder block, cooling by pump circulation with by-pass thermostat control; cylinder head of high tensile aluminium alloy with spherical combustion chambers; aluminium alloy pistons; steel connecting rods; forced lubrication throughout by submerged pump with full flow filter and floating gauze intake; twin S.U. horizontal carburetors with electrically controlled automatic choke; 2½ ins. diameter counterweighted crankshaft carried in three large steel backed precision bearings.

FRAME. Straight plane steel box section frame of immense strength, torsional rigidity ensured by large box section cross members.

TRANSMISSION. Four-speed single helical synchromesh gearbox, ground teeth gears running on needle bearings, synchromesh on 2nd, 3rd and top. Gear ratios: 1st 13.79; 2nd 8.1; 3rd 5.59; top 4.3. Hardy Spicer propeller shaft in needle roller bearings, Borg & Beck 9 ins. diameter single dry plate clutch, central gear lever with remote control.

SUSPENSION. Independent front suspension incorporating transverse wish-bones and long torsion bars with Newton telescopic type hydraulic shock absorbers. Rear suspension by long silico-manganese steel half elliptic springs controlled by Girling PV.7 hydraulic shock absorbers.

BRAKES. Lockheed full hydraulic two-leading-shoe front and 12 ins. drums, friction lining area 208 square inches. Front drums fitted with cooling ducts, central fly-off handbrake operating on the rear wheels only through a separate linkage.

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WHEELS AND TYRES. Pressed steel bolt-on disc wheels with wide base rim and Dunlop 6.00 x 16 ins. road speed tyres. petrol filler cap concealed and fitted with lock and key. 25 gallon tank optional.

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INSTRUMENTS. 5 ins. diameter 120 m.p.h. speedometer, 5 ins. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, petrol gauge with warning light, electric clock.

CAR HEATER. An interior car heater can be supplied as an optional extra.

BODY. Aerodynamic two-seater body upholstered throughout in finest quality leather hide, floor is thickly carpeted over felt underlay. A Mono Screen is provided for competition work and is interchangeable with the Touring Screen.

SEATING. Divided seat and squab, folding forward for access to hood and battery, seats adjustable for reach. A tonneau cover is provided.

HOOD. Finest quality mohair material concealed behind seats when folded, fitted with unbreakable rear light and removable for competition work. Detachable side screens stored in a tray in the hood compartment.

INTERIOR APPOINTMENTS. Instrument panel and garnish rails finished in first quality leather, capacious pockets in the doors.

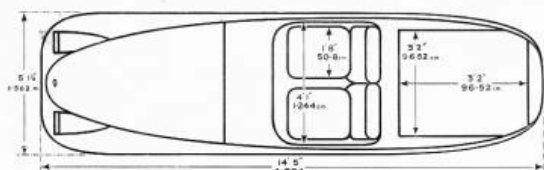
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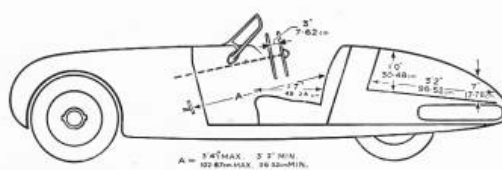
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ALTERNATIVE EQUIPMENT. For sporting events an alternative 24 gallon fuel tank and two spare wheels can be supplied. This is not generally recommended owing to the considerable reduction in luggage accommodation.



Page Six



132.6 M.P.H. ON PUMP PETROL . . .

On May 30th, 1949, an entirely standard Jaguar 3½ litre XK 120 Sports Two-Seater, running on pump fuel, attained a speed of 132.6 m.p.h. over a flying mile on the Jabbeke-Aeltre Road in Belgium. This speed was officially timed by the Royal Automobile Club of Belgium and is the fastest ever recorded by a standard production unsupercharged car.



humour

Members jokes & anecdotes

NO SEX AFTER SURGERY

A recent article in the West Australian newspaper reported that a woman, Mrs. Maynard (pictured) has sued a Perth Hospital, saying that after her husband had surgery there, he lost all interest in sex.

The hospital spokesman replied:

"Mr. Maynard was admitted for cataract surgery. All we did was correct his eyesight."



THE OLD & YOUNG PRIEST

The elderly priest, speaking to the younger priest, said, "You had a good idea to replace the first four pews with plush bucket theater seats. It worked like a charm. The front of the church always fills first now."

The young priest nodded, and the old priest continued, "And you told me adding a little more beat to the music would bring young people back to church, so I supported you when you brought in that rock 'n roll gospel choir."

Now our services are consistently packed to the balcony."

"Thank you, Father," answered the young priest. "I am pleased that you are open to the new ideas of youth."

"All of these ideas have been well and good," said the elderly priest, "But I'm afraid you've gone too

far with the drive-thru confessional."

"But, Father," protested the young priest, "my confessions and the donations have nearly doubled since I began that!"

"Yes," replied the elderly priest, "and I appreciate that. But the flashing neon sign, 'Toot 'n Tell or Go to Hell' cannot stay on the church roof!"

THE MEDICAL JOURNAL

There is a medical distinction between the masculine terms; "Guts" and "Balls". We've heard colleagues referring to people with "Guts", or with "Balls". Do they, however, know the difference between them? Here's the official distinction; straight from the British Medical Journal: Volume 323; page 295.

GUTS - Is arriving home late, after a night out with the lads, being met by your wife with a broom, and having the "Guts" to ask: "Are you still cleaning, or are you flying somewhere?"

BALLS - Is coming home late after a night out with the lads, smelling of perfume and beer, lipstick on your collar, slapping your wife on the bum and having the "Balls" to say: "You're next, Chubby."

I trust this clears up any confusion.

ROMANTIC DINNER

A man and a woman were having a quiet, romantic dinner in a fine restaurant. They were gazing lovingly at each other and holding hands.

The waitress, taking another order at a table a few steps away, suddenly noticed the woman slowly sliding down her chair, under the table and under the table cloth but the man stared straight ahead.

The waitress watched as the woman slid all the way down her chair and totally out of sight under the tablecloth. Still, the man stared straight ahead.

The waitress, thinking this behaviour a bit risqué and worried that it might offend other diners, went

over to the table and, tactfully, began by saying to the man:

"Pardon me sir, but I think your wife just slid under the table."

The man calmly looked up at her and said: "No, she didn't she just walked in."

BIRTH CONTROL FOR GRAN

The doctor that had been seeing an 80-year-old woman for most of her life finally retired. At her next check-up, the new Doctor told her to bring a list of all the medicines that had been prescribed for her.

As the young doctor was looking through these, his eyes grew wide as he realized Grandma had a prescription for birth control pills.

"Mrs. Smith, do you realize these are BIRTH CONTROL Pills?"

"Yes, they help me sleep at night."

"Mrs. Smith, I assure you there is absolutely NOTHING in these that that could possibly help you sleep!"

She reached out and patted the young Doctor's knee...."Yes, dear, I know that. But every morning, I grind one up and mix it in the glass of orange juice that my 16 year old Granddaughter drinks... And believe me, it definitely helps me sleep at night."

BIOLOGY EXAM

This is straight from Scotland. Students in an advanced Biology class were taking their mid-term exam. The last question was, 'Name seven advantages of Mother's Milk. The question was worth 70 points or none at all.

One student, in particular, was hard put to think of seven advantages.

However, he wrote:

- 1) It is perfect formula for the child.
- 2) It provides immunity against several diseases.
- 3) It is always the right temperature.
- 4) It is inexpensive.
- 5) It bonds the child to mother, and vice versa.
- 6) It is always available as needed.

And then the student was stuck. Finally, in desperation, just before the bell rang indicating the end of the test, he wrote:

- 7) It comes in two attractive containers and it's high enough off the ground where the cat can't get it.

TAKING A TAXI RIDE

A woman and her twelve-year-old son were riding in a taxi in Detroit. It was raining and all the prostitutes were standing under awnings.

"Mom," said the boy, "what are all those women doing?"

"They're waiting for their husbands to get off work," she replied.

The taxi driver turns around and says, "Geez lady, why don't you tell him the Truth? They're hookers, boy! They have sex with men for money."

The little boy's eyes get wide and he says, "Is that true Mom?"

His mother, glaring hard at the driver, answers in the affirmative.

After a few minutes, the kid asks, "Mom, if those women have babies, what happens to them?"

"Most of them become taxi drivers," she said.

PIRATE IN A BAR

So a pirate walked into a bar, and the bartender said,

"Hey, I haven't seen you in a while. What happened? You look terrible."

"What do you mean?" said the pirate, "I feel fine."

"What about the wooden leg? You didn't have that before."

"Well," said the pirate, "We were in a battle, and I got hit with a cannon ball, but I'm fine now."

The bartender replied, "Well, OK, but what about that hook? What happened to your hand?"

The pirate explained, "We were in another battle. I boarded a ship and got into a sword fight. My hand was cut off. I got fitted with a hook but I'm fine, really."

"What about that eye patch?"

"Oh," said the pirate, "One day we were at sea, and a flock of birds flew over. I looked up, and one of them shit in my eye."

"You're kidding," said the bartender. "You couldn't lose an eye just from bird shit."

"It was my first day with the hook."



GOLFING & MERCEDES

On a golf tour in Ireland, Tiger Woods drives his Mercedes into a petrol station in a remote part of the Irish countryside.

The pump attendant who knows absolutely nothing about golf, greets him in a typical Irish manner completely unaware of who the golfing pro is.

"Top of the mornin' toyer, sir" says the attendant.

Tiger nods a quick, 'hello' and bends forward to pick up the nozzle. As he does so, two tees fall out of his shirt pocket on-to the ground.

"What be those?" asks the attendant.

"They're called tees," replies Tiger.

"Well, what on this God's earth are dey for?" inquires the Irishman.

"They're for resting my balls on when I'm driving," says Tiger.

"Fookin Jaysus," says the Irishman, "Mercedes think of everything!"

NICE MAN ON THE BUS

A man was riding a bus, minding his own business, when the gorgeous woman next to him started to breast-feed her baby. The baby wouldn't take it, so she said, "Come on sweetie, eat it all up or I'll have to give it to this nice man next to us."

Five minutes later, the baby was still not feeding, so she said, "Come on, honey. Take it or I'll give it to this nice man here."

A few minutes later, the anxious man blurted out, "Come on kid. Make up your mind! I was supposed to get off four stops ago!"

TRIPLE FILTER TEST

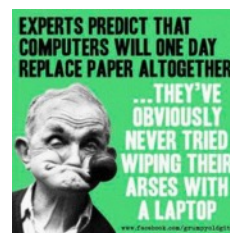
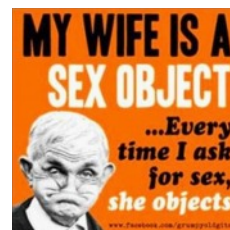
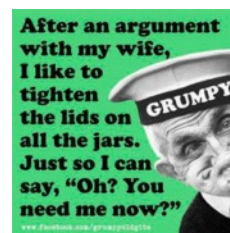
In ancient Greece (469 - 399 BC), Socrates was widely lauded for his wisdom. One day an acquaintance ran up to him excitedly and said,

"Socrates, do you know what I just heard about Diogenes?"

"Wait a moment," Socrates replied, "Before you tell me I'd like you to pass a little test. It's called the Triple Filter Test."

"Triple filter?" asked the acquaintance.

"That's right," Socrates continued, "Before you talk to me about Diogenes let's take a moment to filter what you're going to say. The first filter is Truth. Have you made absolutely



sure that what you are about to tell me is true?"

"No," the man said, "Actually I just heard about it."

"All right," said Socrates, "So you don't really know if it's true or not. Now let's try the second filter, the filter of Goodness. Is what you are about to tell me about Diogenes something good?"

"No, on the contrary..."

"So," Socrates continued, "You want to tell me something about Diogenes that may be bad, even though you're not certain it's true?"

The man shrugged, a little embarrassed. Socrates continued, "You may still pass the test though, because there is a third filter, the filter of Usefulness. Is what you want to tell me about Diogenes going to be useful to me?"

"No, not really."

"Well," concluded Socrates, "If what you want to tell me is neither True nor Good nor even Useful, why tell it to me or anyone at all?"

The man was bewildered and ashamed.

This is an example of why Socrates was a great philosopher and held in such high esteem.

It also explains why Socrates never found out that Diogenes was banging his wife.

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Please email all your jokes and funnies to:

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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.

SEPTEMBER 2015

5 - 6th	Beaulieu International Autojumble
11 - 13th	Goodwood Revival
Sunday 20th	Margam Park Show
Sunday 27th	JEC National Western Day at Bodelwyddan Castle

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
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DECEMBER 2015

Saturday 5th	Regional Christmas Dinner at St Mellons Golf Club
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Colin Masterson

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

MONTHLY MEETING DATES 2015

From May 2014 our monthly meeting has changed to the **3rd Wednesday evening in the month**. This has become necessary due to the venue now closing at 9pm on a Monday. By switching to a Wednesday it allows us to stay later as we have always done.

The venue remains unchanged: **BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ.**

2015/ 2016

Wednesday 21st October
Wednesday 18th November
Wednesday 16th December
Wednesday 20th January
Wednesday 17th February
Wednesday 16th March



MONTHLY MEETING

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

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

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

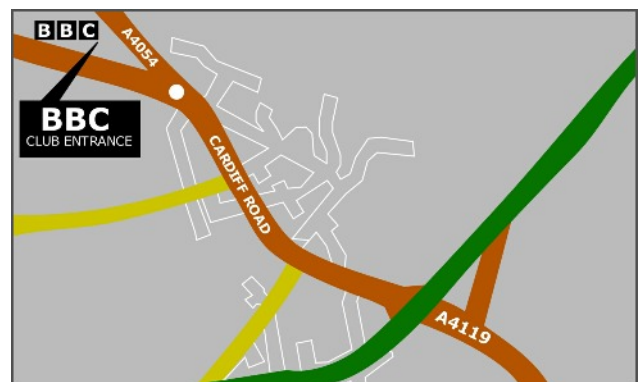
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

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

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

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





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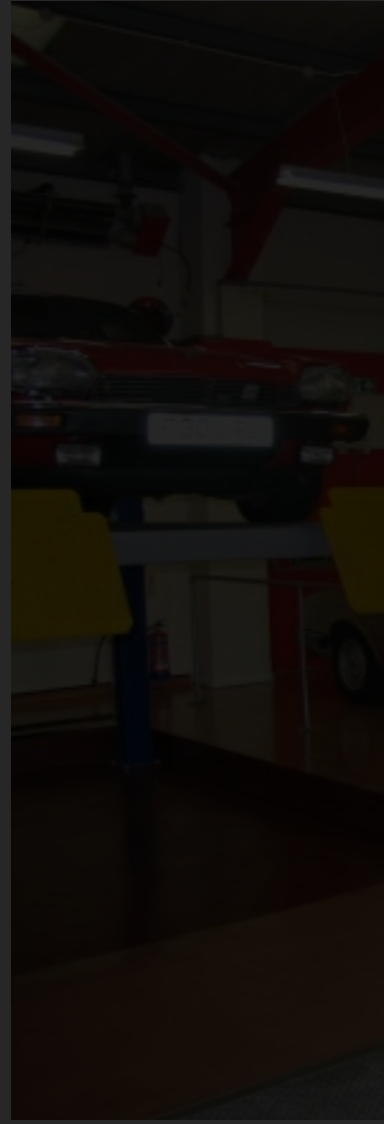


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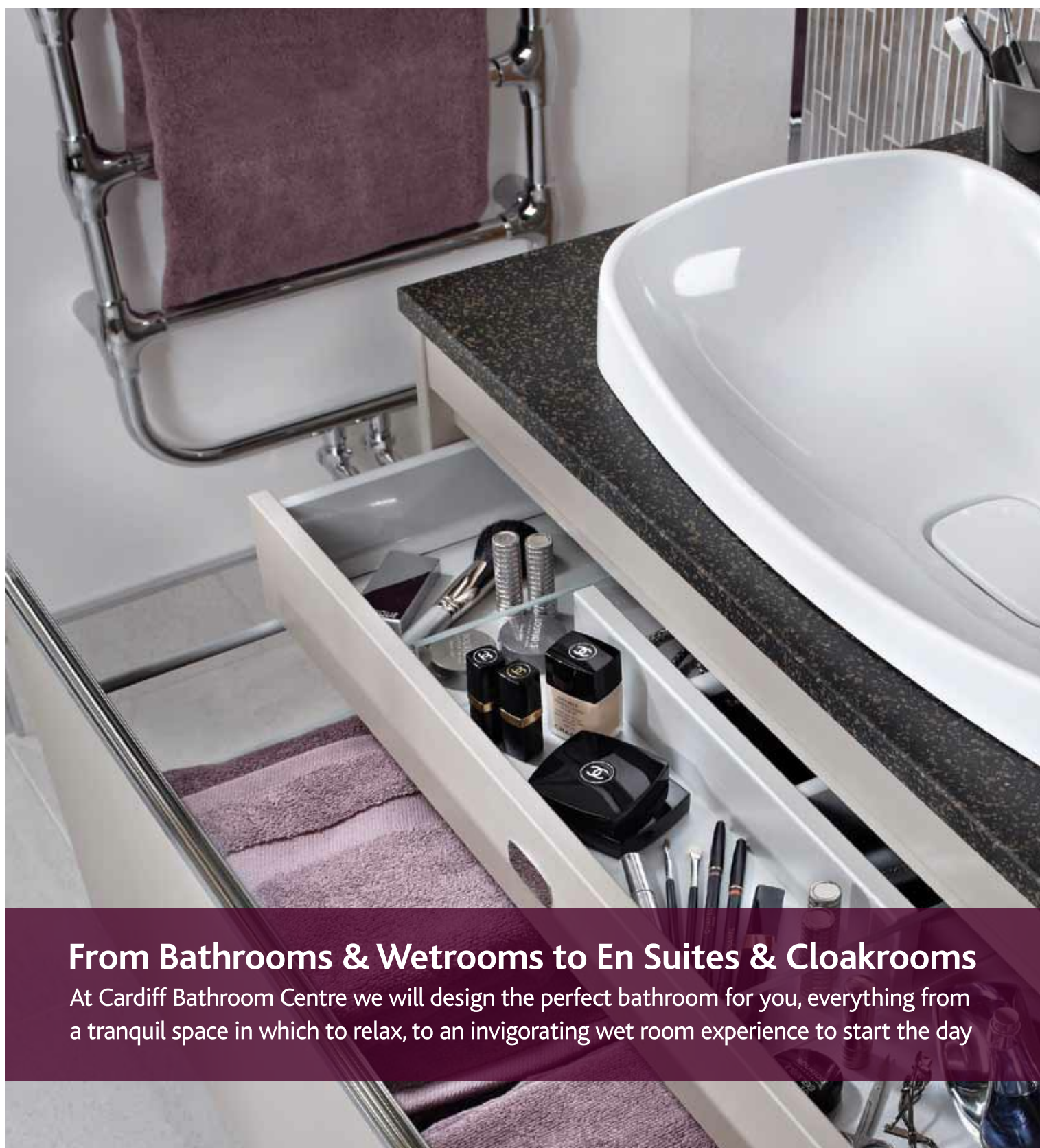
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