

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 253 | October 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

Terry Brown

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 **November 9th**.

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!

It's been a good month for the region with bigger shows at Margam Parc, Castle Combe and the National JEC Western Day, both being well attended. There are write-ups of these shows in the magazine and it was particularly nice that new members David & Kay joined us at Bodelwyddan for their first JEC show. The XJS timeline at Bodelwyddan included some superb examples of the model and was a fitting celebration of the models 40th anniversary – this model is responsible for my love of Jaguars.....I loved the flying buttresses as a child and still do now!

The Bodelwyddan show included many more modern cars than I'd seen at previous national JEC shows. Certainly more XF's (particularly the later models) and newer XK's were in abundance



and indeed one of the cars of the show was a superb 2006 XJ Super V8. I'm not sure why this was as there's no obvious change in the clubs age demographics and the classic car market remains extremely buoyant. Could it be, that the comfort & ease of driving offered by the modern cars made the

considerable drive to North Wales more appealing for some older members, rather than the heavy gearboxes and noisier older Jags?

The local Jaguar dealership had bought along the new XF, which is the first time we had chance to see it in the skin and have a good look inside. According to designer Ian Callum the new XF is about 'Evolution not revolution' so it isn't radically different in styling, but has an updated interior and the all new infotainment system.

I have to say that even stationary & parked alongside an XE & XJ I struggled to tell the difference between the cars from the front. For a number of years Mercedes, Audi and BMW have all been criticised for the lack of differentiation between models with the common 'they all look the same' tag being given to them – the Jaguar range was always different but times have certainly changed and the saloon range now looks very similar throughout.



As you may or may not be aware from the last meeting we're organising a trip to Le Mans Classic in 2016 in conjunction with our good friends at the Usk Valley Classic Car Club led by Nigel Wilcox. Please see myself or Scott for more information if you're interested.

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.





16 JEC Western Day Bodelwyddan Castle

Editorial	2
Events Calendar	31
Committee	33
Monthly Meeting Info	33



28 Humour & Anecdotes



4 Regional News Report By Colin Manconi



8 The Motoring History Harry Kuehling



14 The BIG Welsh Car Show Margam Park



21 Jaguar XK 120, Aston Martin DBR1 and Austin Healey 100 Crash



22 Castle Combe Autumn Classic



24 The History Of Jaguar No. 7 - 1951

THE BIG WELSH CLASSIC CAR SHOW AT MARGAM PARK

The new event at Margam Park was the idea of the members of the Cardiff Branch of Leukaemia Research now called Bloodwise. In the past we have attended classic car shows at Margam Park. It is a great setting with the House in the background with lots of grass fields in front for the cars to park in. We met in the car park at Sarn Services on the M4 at 7.30am for the drive down. Different entry times had been given to the various entries. Some as early as 7.00 am which did not go down very well with some of the people. The idea was to stagger the time people would arrive so as to alleviate any queues, but with three different entry points I don't think this was necessary. The organisers had decided not to use stakes and string to mark out the various stands but to use line paint on the grass. We used this method to mark out the field at Tredegar Park but then we put in the stakes and string as the paint is very hard to see on the day.

When we arrived we were direct to a great position in front of the House. We had all been given individual entry numbers but unfortunately you could not see the numbers clearly on the grass and the lady directing us did not seem to know where we should park. We decided to park at the end of the field, put up our gazebo and argue about it later! Another club then arrived and it appeared that half their members were on our end and half of our members were on their end! We made an executive decision between us and split the field in half, us on the left them on the right. It all worked out fine in the end.

The weather was good and Paul was soon producing the bacon rolls. The stand quickly began to fill up with all different models of Jaguars. We ended up with fourteen cars on the stand, good for a new event. We then went for a walk around to look at the other cars. Lots of the usual car clubs were in attendance, including our friends from the Gwent MG Owners Club who were



parked so far away from us that they were joking that if they had known they would be so close to the sea they would have brought their "trunks". As with most of the shows now there was not a lot of auto jumble. The rise of the internet has made it much easier to sell items from home rather than stand in a cold maybe wet field! A great shame, we always used to enjoy rummaging around in old boxes looking for that elusive part. Lunch was served, a couple of beef burgers went down extremely well. During the afternoon Ruth produced another of her famous chocolate cakes and we sat around the gazebo with a cup of tea or coffee and a large slice of cake. We packed up around 4.30pm and had a lovely run home.

For their first attempt you have to accept that it was a success. It would appear that there were in excess of 500 cars attending, the weather was good, which is so important and I expect that many lessons will be learnt if it is held next year.

See write up on page 14.

JEC WESTERN DAY AT BODELWYDDAN CASTLE

This was to be the big Western Day organised by the JEC. Bodelwyddan Castle is one of the Warner Group of Hotels which the club use, as they offer good accommodation, entertainment in the evenings and most important a number of fields close by to hold the car show. It is always easier to keep the wives happy when all this comes together. I have been complaining for a long time to committee members of the JEC that our members in South Wales never have a JEC event which is close to us. I was then informed "there we are we have given you a show in Wales". Of course they didn't realise how far away North Wales is from us and

there is not an easy route to get there.

We met at a Service Station on the A470. Dave and Ruth, Andy and Heather and Jan and myself. We had a lovely run through Brecon, Builth and Newtown stopping for a comfort break on the way and then a very nice lunch at the Powis Arms. We carried on in the good weather and despite a bit of a hold up arrived at Bodelwyddan at about 4.00pm. As we drove into the hotel grounds there were Jaguars everywhere. All the parking spots were taken with Jaguars abandoned on any piece of grass verge available. We drove around and eventually turned into a small courtyard with all reserved parking spaces, well it was here or nowhere, so we parked up and waited to be told that we would have to move. Luckily that didn't happen and it turned out that we were next to our rooms so the cars stayed there for most of the weekend.

I had arranged a table for us all for dinner including Mark and Eve and David and Kay who had driven up separately. I think we all enjoyed the entertainment in the evening but it had been a long day so we were all happy to retire to bed ready for the Saturday.

The Club had asked would we help set up the show on the Saturday. It always amazes me how few people there are to set up and man the shows. I really think that a lot of members turn up at 10.00am on the Sunday and think that everything has appeared by magic and that when they leave at 4.00pm it all disappears by magic. I can assure you that that is not what happens. Many journeys to are made to measure the sites and a lot of planning goes into designing and setting out the site including arranging all the different events which run during the day. When I arrived in the field the first port





of call was our club stand. I found it was set up for 5 cars. We had 11 cars coming plus our gazebo! We ended up moving the entire stand down so we all had more room. Andy then arrived; as most of our members are aware Andy doesn't like getting up early, and gave me a hand to set up the arena. Our stand was right behind the Castle, a great spot. After a nice lunch with our wives we spent some more time in the field and then retired to our rooms to prepare for the evening. As usual the evening meal and entertainment was good and most of us had a reasonable late night.

The weather on Sunday was good. This was always the worry, being in North Wales so late in the year. Our stand looked great with a wide variety of Jaguars on it. The time line of XJS's looked magnificent and I



think we should thank Letitia Mace for all her hard work in organizing this. All the events ran smoothly except perhaps the positioning of the gentleman with the chain saw who was carving models out of wood. The concours and pride of joy entrants who were directly opposite him, with the wind blowing towards, them were not amused by the amount of wood shavings and sawdust which was being blown over their cars. The event finished around 5.00pm and we helped to take everything down and pack it away in the JEC vans. James, Graham and Helen then had to drive back to Bristol after having been running the show all day and unpack the van and be back in the JEC office for work first thing in the morning. A very long day for them and I think we should thank them for organising such a good event.

The evening meal was good. We watched some of the entertainment and then retired to the bar where we were joined by our JEC Chairman Rob Jenner and Letitia. Everyone

who knows Rob is aware that he is a great host and we spent a very entertaining few hours laughing and joking. We drove home on the Monday taking our time in the nice weather, stopping for lunch on the way.

A great event enjoyed by everyone who attended.

See write up on page 16.

CASTLE COMBE AUTUMN CLASSIC

This event gets bigger every year! We met at the old Seven Bridge and had a good run up to Castle Combe the weather being fine and dry. For the last few years we have been complaining to the organisers that they do not give us enough space for the Jaguar Stand. We have to "liberate" (steal) a piece of the stand next to us. This year Castle Combe got around this by having all tickets for the stand booked through the JEC. They would then know how much space to allocate to us. Graham had asked could we bring our gazebo to use as a point of contact for the club. We set up the gazebo and then helped park the Jaguars as they came in. We had a better place than usual, long and narrow but right along the racetrack. By 10.00am we had parked over 60 Jaguars on our stand and more came in later. The racing was good especially the Jaguar race with our old friend Grant Williams in his MK1 "BUY 1" winning his class in the race. Unfortunately Norman Dewis could not attend this year as he had had a fall at Goodwood, but he is now ok as we were talking to him at Spares Day.

Just before we left the Jon Gross Memorial race was red flagged after an incident with a XK120, Healy and an Aston Martin DBR1 valued at 20 million pounds. We saw the Aston come back on a recovery truck and it did not look good.

We took down the gazebo and



had a good run home. A great event helped by the nice weather.

See write up on page 22.

STEEDS XJ12

Did you see that HH Auctions had sold the XJ12C from the Avengers TV series. It was estimated at £10-12000 but eventually sold for an astonishing £69,440 and it needed a full restoration.



OUR NEXT EVENTS ARE:

NEC CLASSIC MOTOR SHOW (Nov 14th-16th)

This 'Grand Finale' to the UK classic season celebrates all ages – veteran, vintage, classic and future classic. The JEC will have an impressive stand as usual so I hope to see you all there. This is probably the biggest indoor show of the year. It is well worth a visit and if you have not been before you will be astounded by the sheer number and quality of the cars there. Come and join us on the JEC stand for a coffee and natter.



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.

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. **Camber 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.

South Wales Region

Christmas Dinner

**December 5th at
St Mellons Golf Club.**

Members NEW & OLD very welcome.

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

STARTERS

Winter Vegetable Soup

Smoked Salmon & Prawns on Mixed Leaves & Cucumber Salad

Homemade Chicken Liver pate' with Grape Chutney

Sweet Melon & Assorted Fruit with Lime Syrup



MAINS

Roast Breast of Welsh Turkey with Lemon & Sage Seasoning, Bacon
Chipolata & Cranberry Sauce

Roast Beef with Yorkshire Pudding & Horseradish Cream

Fillet of Sea Bass with White Wine & Chive Sauce

Grilled Vegetable Tart with Melted Brie and Tomato Ragu

All served with selection of Potatoes
and Seasonal Vegetables



DESERTS

Apple Crumble and Custard

Chocolate Orange Cheese Cake

Christmas Pudding

Cheese and Biscuits

Honeycomb Semi Fredo

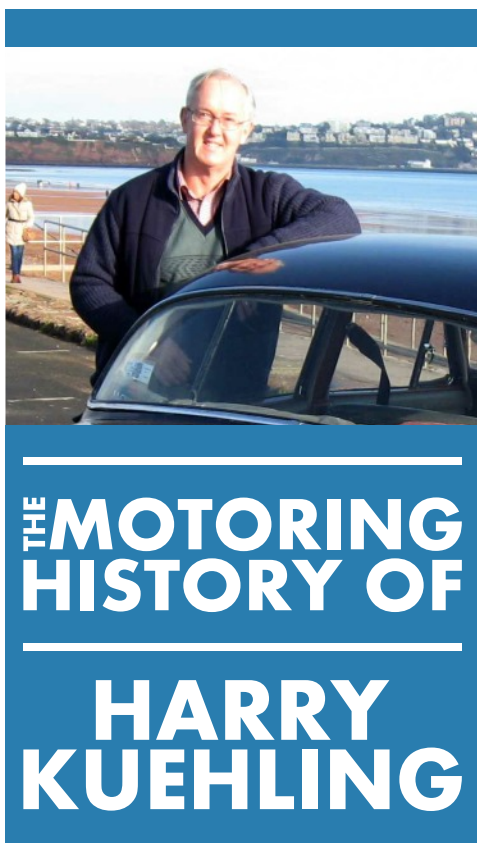
Coffee Panna Cotta

Sherry Trifle

2 Course
£17.00

3 Course
£21.50





THE MOTORING HISTORY OF HARRY KUEHLING

THE JAGUARS & DAIMLERS I HAVE OWNED

I first became interested in Jaguars when I was a schoolboy in the 1960s. I still have copies of the Motor Show magazines for 1967 and 1968 and particularly liked the E Types, Mk 2s and S Types.

My first experience of Jaguars came when my father bought a huge Jaguar 4.2 Mk 10 (LUS 66D). I well remember travelling as a passenger along the centre of the Wen-voe road at high speed with other cars moving over to let us pass! They would not do that these days! My father later changed that car for a Daimler 2.5 V8 (FTG 262C) in BRG. That car was also very fast. I can remember him doing an indicated 80mph on the motorway towing a 30 foot glider trailer!



Pictured in front of the old pits at Le Mans on the evening after the 1988 24 Hours race.

My first Jaguar – 1960 Jaguar Mk 2 (703 MTE)

I bought this car in 1976 from my father. He had acquired it from a breakers yard with the intention of converting it for use as a glider winch. While it was in his workshop I had a good look at it and saw that it was remarkably rust free and solid. I was eventually persuaded to buy it off him and drove it home – approx. two miles. That was a very harrowing experience as there were little or no brakes and the steering was only vaguely connected to the front wheels! I was shaking so much I tried to hand back the keys to my father! I was only used to driving a 1962 850cc Austin Mini (944 RNY) at that time! The Mk 2 was originally a very early 3.8 litre MOD model – the 191st one made and built in December 1959. Years later I replaced the very sweet 3.4 that was in the car (worn out at the time) for a rebuilt 3.8 engine.

Over a period of ten months I

Over the years I did approx. 70,000 miles in that car (averaging 17,000 miles per year in the first two and half years) which I owned for more than 30 years. In those days the Mk 2 was really the king of the road easily passing several cars at a time. It has also been used to travel to the Le Mans 24 hours races in 1987, 1988 and 1990 – witnessing Jaguars epic wins in 1988 and 1990! Our journey in 1988 (limping home after collapsing the rear suspension and smashing the radiator) was also an epic – but that is another story!

Jaguar No. 2 – 1966 S Type 3.8 MOD (CJD 167D)

I bought this car in 1978 for £145 and drove it home. It needed a fair amount of work to sort it out but nothing very major. Unfortunately I did not have a garage at that time and the elements conspired against me. I was running the Mk 2 and a 1971 Triumph Spitfire (KEH 519K) at



Pictured camping at the Copper Kettle Campsite, Ringwood prior to the JDC Spring Meeting at Beaulieu probably in 1978.

restored the car for normal use – certainly not to concours standards! It was always a scruffy car as it was restored on a very tight budget. In those days the scrap yards were full of Mk 2s and it was relatively easy to buy good second hand parts at reasonable prices. I bought a complete green leather interior (with the rare front reclining seats) for only £10 from CMH (now GMH) in Rumney, Cardiff!

the time and they required attention to keep them in working order. The S Type was later vandalised and used for spares. Parts from this car were used by Steve Jones when he built his concours winning S Type. The engine was rebuilt & was fitted into the Mk 2 and the all synchro overdrive gearbox went into my 1969 E Type 2+2 (see later).

Jaguar No. 3 – 1964 3.8 Mk 10 automatic (AUH 750B)

This car was given to me by my ballroom dancing teacher, Dennis Howells (New Capital Dance Centre). He

was the third owner, the second being Stefan Terleski a local MP. I nicknamed the car "Battlestar Galactica".

It had been standing for several years in his garage - with a very narrow lane entrance. In order to get it out Peter Harris and I had to jack up the rear end on a trolley jack and swing it round! The jack got crushed in the process! We used the Mk 2 to tow it to Ken Richards' garage in Usk where I spent evenings & weekends resurrecting the car.

Even though the car was huge it was very easy to drive and I will always have a soft spot for it. Many people were surprised when I won a precision driving test in the Mk 10 at a classic car show at Llanelli in 1985 (I had come 2nd in the previous year). It had a lovely blue leather interior with, of course, the large fold down picnic tables on the backs of



Collecting a vintage Bentley at Silverstone

(the first of the JEC Le Mans tours) and 1986.

Jaguar No. 4 – 1955 XK140FHC (KJM 878)

Mark 10 on the circuit at Le Mans in 1985



the front seats. I sold it in 1987 as it was kept outdoors on my driveway and I was concerned that it was deteriorating. It also suffered from a leaking gearbox, (making a mess of my drive) which was not cured even after a professional rebuild. This car also made the trip to Le Mans in 1985

For some time I had fancied an XK after seeing my first XK (a XK120 roadster in Old English White outside the Beaulieu Hotel) in 1977. In 1982 I received a small inheritance and spent it on the XK140FHC needing full restoration. This was towed back from Liverpool, again behind the Mk

2. I did a lot of work on the car but it was really beyond my capabilities. It was put into storage for many years before being dragged out for restoration by Howard Westlake a local bodywork specialist. The catalyst for this work was 'XK50' in 1998. Unfortunately it was not possible to finish the work in time for the big show at Donington. I sold the partly restored car in 2003 to Brian Stevens a restorer based in Basingstoke. At that time I was busy working on my XK140 DHC and saw little point in keeping both cars.

To my knowledge it has not yet been completed.

Jaguars No. 5 and 6 – E type Roadster (TTL 682) and Series 2 2+2 (XAX 127H)

In the mid 1980s I really wanted an E Type roadster. Unfortunately they were always too expensive or the ones I saw in "Exchange & Mart" were always sold by the time I was able to buy the paper – usually to traders who had 'inside' contacts! At this time Peter Harris decided to sell one of his roadsters. Both Allan Fogg and I wanted this car. The lucky new owner (me) was decided on the flip of a coin whilst at a JDC meeting in the Wentloog Hotel!





TTL 682 an early 1961 'flat floor' roadster before restoration.

The car was a very early (175th one made) flat floor roadster. Unfortunately, I was never able to make any progress on the restoration of the roadster. I believe it would have needed a new bodyshell (from Martin Robey). I was saving up for a new shell but their prices rocketed from £4,500 to over £9,000 and later much higher again. Twenty years ago I could not save quickly enough to keep pace with the price rises! I eventually sold the roadster in 1996 and am pleased to say that the new owner restored it in less than a year.

Soon after buying the roadster, I had the opportunity to buy the 2+2 bodyshell plus gearbox for the princely sum of £235. This was tucked away in a lock up garage for a couple of years. I then spotted a small ad in the "Jaguar Driver" selling all parts

for a Series 2 E Type coupe except the bodyshell. Just what I needed to progress the rebuild of the 2+2. Peter and I travelled to Ashford in Kent and collected everything with his Sherpa van and trailer. Over some ten years this car was rebuilt and put back on the road in 1999. Ten years seems a long time but, in my defence, during this time I rebuilt the Daimler (see No. 7 below), had a new double garage built and had my MGB roadster restored!

The first major outing was to the JDC event at RAF Cosford. We had problems with the fuel pump on the way up and the clutch master cylinder on the way home. In 2001 I had an epic trip to Le Mans with Chris Juniper and Allan Fogg – three up in the E Type plus all our camping gear! The car took the trip in its stride with



no problems at all. As the car is fitted with an overdrive gearbox (from the 3.8 S Type – see above) it will cruise at 70mph at only 2,000 rpm. I ran it in according to the handbook i.e. no more than 2,500 rpm – work it out/do the maths!

Pictured at Fonmon Castle during the XK Club "Delights of Wales" tour organised by John James.



Jaguars No. 7 and 8 – This time a Daimler 2.5 V8 (JWN 58E) & Daimler V8 250 (MUF 374F)

This car (JWN58E) was bought as a joint venture with another friend (John Reese) in October 1989. The idea was to restore it quickly and sell it on at a profit. This was the time when classic cars were fetching astronomical prices. Anyway, it did not work out like that as we took too long to restore the car – and it needed rather more work than we anticipated. In the meantime the market had collapsed.



TTL 682 after restoration.

While I was working on the car, preparing it for a respray, I decided to buy out John's share. The Daimler was finished in 1992. Initially I had problems with overheating but, with use and a thorough cleaning with 'Radflush' the problems were solved. That year I took the car through France intending on holidaying in Switzerland. However I got as far as Reims (after a stop for Disney Land Paris) before the brake servo started swallowing fluid. It was only bad when the car got very hot. I decided to head west and spent a few enjoyable days at Deauville and Honfleur.

The following year another trip to France – to Le Mans again! This time with Chris Juniper and my nephew Chris Lambert. 1994 and 1995 were the epic years when the Daimler was used to compete in many historic rallies winning the over 2 litre class in the Welsh Association of Motor Clubs championship for 1995. The car was also pictured on the front cover of the "Jaguar Driver" magazine! The Daimler was also used in the first of the JDC Road Rallies when we ended up 5th overall (out of 44) beating all 17 of the E Types! Only one E Type (driven by Debbie Edwards & navigated by Colin Francis) ever beat the Daimler in a historic rally.

The Daimler has successfully taken part in two 'Entente Cordiale' tours – the first one in 1995 and the Loire Valley tour in 1999. At the end of the 1995 Entente Cordiale tour we had a couple of spare days and went south to Disney Land Paris. As



Pictured at the derelict Reims Circuit Pits in 1992.

we still had the rally plaque in place on the front of the car we were guided to a VIP car park very close to the entrances to the park! Later that same year it also took part in the very wet and windy "Manx Cat Trail" on the Isle of Man.

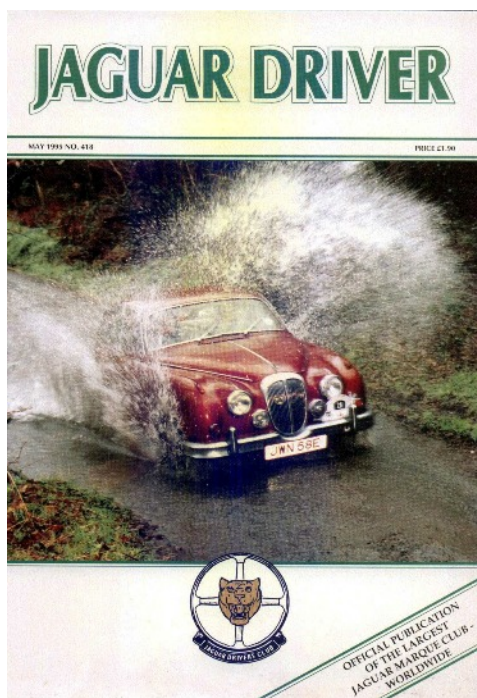


The Daimler with a display of rallying trophies won in 1995.

I could write reams on this car as I have taken part and done more things in this car than any other. It is a ticket to so many events – not just JEC and JDC but also the DLOC events. It is not the fastest car but it is the easiest car to drive and very

practical and comfortable. Long may it continue to chug along!

The other Daimler V8 250 (a later slim bumper model) was rescued from a breakers yard in Pontardulais in 1990 and used for spares for both the 2.5 V8 and the E Type 2+2. The propshaft in particular was the correct length for the overdrive gearbox conversion on the E Type. That Daimler was eventually sold as I could no longer justify paying garage rent to keep it. This car may have had an interesting history as its first registration number was '3333D' and the owner was Mr S Gibbons – possibly Stanley Gibbons? As a schoolboy I used to collect stamps marketed by Stanley Gibbons.



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.





The proud owner with the XK as bought in 1996!



The first time the car was driven out of the garage in September 2006.

Jaguar No. 9 – 1955 XK140DHC (MWS 666)

In 1996 I decided to seriously look for a XK140DHC. Of all the XKs this was the model I most wanted. It has the sweeping lines of the original XK120, the beautiful interior woodwork and the extra 'seats' (if you can call them that) in the rear. I sold both the E Type and MGB roadsters in 1996 to raise some money and spent a lot of time scouring magazines for a car. I viewed a few cars including XK150 DHCs and a LHD XK120DHC (a very pretty car) which was tempting. Jeremy & Guy Broad had a LHD XK140DHC but there was not a straight panel on the car and many good bits had been taken off!

Late on a Friday evening I spotted a small trader's add in "Classic Car Mart" for a genuine RHD XK140DHC needing restoration. At 10.30pm I rang the number not thinking I would get a reply. I did and the next morning I set off early to get to his garage near Doncaster before anyone else did. I felt as if I was in a race! Anyway the deal was done and for £8,000 the car was mine! I could not collect the car until two weeks later as Ennis Mathews and I were taking part in the centenary London to Brighton Veteran Car Run – a prize she had won in a competition following the JEC XK8 Marathon. By the time I collected the XK the dealer (Mike Ball of Beacons Hill Garages) had received approx. 36 phone calls for the car!

The car was restored over a period of some ten years and was put on the road in September 2006. The show at Tredegar Park, Newport being the first outing.

The bodywork was rebuilt by Leaping Cats of Nuneaton. The interior is by BAS and the engine was

rebuilt by VSE. The restoration was fully documented in these newsletters and the "Jaguar Enthusiast" over the last few years. I was very pleased to be invited by the Jaguar Enthusiasts Club to display the car on their stand at the NEC.

Jaguar No. 10 – This time another Daimler V8 250 (ALX442H)

At the time I bought this car JWN58E was getting a bit long in the tooth and needed a full rebuild. ALX was a local car (in St Mellons, Cardiff) advertised on eBay. It looked quite good with very sound bodywork and had been partly restored. It had not been on the road since 1992. However, a great deal of remedial work was needed before I could take it for the MOT in October 2014. So many things were c****d up! It duly passed the MOT and I did approx. 10 miles driving around Cardiff before setting off on the long 130 mile drive to Torquay! It was very nerve racking & coming out of the Gordano Services the car would not pick up very well. Very worrying as a Police car came out at the same time! The next major obstacle was the steep "Telegraph Hill" just

south of Exeter. The butterflies were churning in my stomach! Anyway the car made it OK. My thanks to good friends (Kevin & Shirley Sleight) who followed me in their car.

Since then I have used the Daimler for local club and classic car events. It is slowly improving apart from the smoke screen behind me! I have no idea if it will get through the MOT again!



My latest purchase.

Other Jaguars

I have missed out on two others. A 1968 Daimler 420 (on wire wheels) and a 1976 Series 2 XJ6 4.2. However, as they came to nothing and were broken up or disposed of very quickly I don't count them!

What's next I wonder? Watch this space!



MWS 666 on the JEC stand at NEC 2010.



Article by Andy Webber

MARGAM PARK

2015 CLASSIC CAR SHOW

Opening the garage on a rather brisk and misty morning I was unsure whether to keep the hood down on the XJS but with Dave Fishers comments in mind regarding losing the instructions to it I kept it down.

The previous day I'd washed it and took the top down to go and fill it up confident that the weather would be good the following day.

I saw Tony from the Usk club

in his Lotus en-route to Margam & met Terry & his son in Caerleon before hitting the motorway on what was now a clear morning. However, the clear sky didn't last long and before we knew it, we were in fairly thick fog.....no going back now though and following a quick stop in Cardiff to meet Scott we pushed on to Bridgend to meet JJ, Bob & unexpectedly Nigel Wilcox. Onward to Margam and as we got off the motorway the fog cleared giving us some sun as we entered Margam and drove to the stand that was already busy with cars and the gazebo. I was ready for my cup of tea and bacon roll as it got a tad chilly on the motorway.

A quick stroll around the field confirmed that the usual clubs were in attendance with many familiar faces and cars. There was a central

arena being run by a local radio station and even a small parade of cars that were encouraged to make as much noise as they wanted to! This message was met by a cacophony of raucous V8 exhausts from an AC Cobra and rather tired looking Trans-AM – we're not sure what happened but there were some weird noises from the Trans-AM and it broke down just after exiting the arena. The radio station compere clearly knew nothing at all about cars, but obviously had good taste, explaining that his favourite car in the parade was a V12 Daimler Century. 100 of these cars were made but only 50 in V12 format with the others having the straight six engine. This particular car needed some attention to the bodywork but had covered over 120,000 miles.

Tucked away behind our



stand and the Rolls Royce's was a black 6Ltr Trans-AM with full 'Smokey & the Bandit' firebird decals together with the Sheriff & the Bandit! They even had the theme music playing and the empty beer cans in the car as evidenced in the film. I remember watching the film as a kid and thinking what a cool car it was! A quick chat to the owner (the Bandit!) and it turns out that it was trailered from Surrey to attend a show at Pembrey and the Margam show over the same weekend. Previously the owner had driven it but extreme petrol costs meant a trailer this time - £70 of petrol didn't even get him from Surrey to Bridgend!

Paul's delicious burgers provided lunch and once again I offered to buy the ice-creams taking the miserly treasurer and the riff raff to the ice-cream van for 99's! I don't know where they'd be without me!

This event has been labelled as the replacement for the successful Tredegar Park show that so many of us attended for so many years. Based on it's inaugural show it's got a bit to go to reach that size, although it showed great promise. There were circa 500+ cars there on the day with some stalls and an arena with extra entertainment. The organisation had been questioned and I know that some car clubs weren't happy but on the day it worked well, with the great backdrop of Margam House. Hopefully it'll grow year on year like Tredegar Park did, to become a 'must do' on the calendar.





JEC WESTERN DAY

BODELWYDDAN CASTLE

Heather and I met Colin and Jan at Marshfield & travelled up the A470 to Dave and Ruth just north of Pontypridd on a glorious Friday morning.

With the cars washed and loaded to the rafters we were ready to take the windy roads through the heart of our country heading north – and what a great drive it was!

Travelling up on the A470 through Brecon, Builth and up to Newtown, I admired the beautiful scenery perfectly accompanied by the sun. We stopped just north of Welshpool at the 'Powis Arms' for a cracking lunch before continuing to head north. I'm ashamed to say that I'd never been north of Builth before and was totally taken aback by the

amazing scenery and the fantastic twisting roads! Me & H will definitely be driving through the valleys more often in the future. It was great to drive 4 hours with just a handful of miles on the motorway! We followed Dave who directed us well through the countryside and even kept the speed down so that myself and Colin could keep up – Dave & Ruth commented that she could actually see things..... everything's usually a blur she said!!

Arriving at Bodelwyddan Castle we were greeted by the usual sight at a JEC weekend - many many

Jaguars, so many in fact that regular parking had long been used up and grassed areas and alleyways were now filling up fast. After a scout around we found a little courtyard and parked in reserved parking spaces..... befitting of our big precious cats. It turned out that this courtyard was next to our rooms so it worked out well.

Our convoy then enjoyed dinner & drinks with Mark & Eve, and new members David & Kay before catching up with John & Janet, Nev & Stella, Bob & Pat, & Stuart & Jen who had travelled up slightly later in



the day on a similar route. The evening ended with the girls jiving on the dance floor surrounding Nev who had wound back the clock and was testing his knees to the full with some old school moves! You've still got it Nev!

Saturday was a more relaxing day with a long breakfast, refreshing dip in the pool and some detailing work on the cars. Bill, Alan and John had joined us on the stand from the SWCCC with the fabulous series 2 XJ6, and XJS' respectively. We cleaned the cars in the beautiful Welsh sunshine, to ensure they looked good for Sunday. This always takes longer than you think with much banter and many laughs! We then helped the JEC team put the show field together for Sunday – we really do more than our bit for the national shows - Well done all!

Sunday started with blue skies and a real sense of excitement – who'd have thought the weather would be this good in north Wales in late September! Cars started to arrive from 7.30 and the field quickly filled up. The XJS timeline taking pride of place in the middle of the field with some absolutely tremendous examples including a white 6Ltr Lister convertible, a resprayed early 1976 model in BRG and number plate 'XJS 1', as well as a simply stunning white V12 1996 convertible with chrome alloys. With a 21 year lifespan this model created many variances and it was great to see them all in one place.

Also in the XJS timeline was a 1989 Lister Coupe in 'signal red' with



just 14k miles on the clock. I was told by the owner of the fabulous white Lister convertible mentioned above & that the red Lister Coupe was £108k new and still with the same

something a bit different.

Rarest car of the show was a 1 off model XJS. I, like many others I spoke to, never even knew it existed, including XJS boffins like Howard



owner. It's still a huge amount of money to spend on a car but in 1989 you could have had your pick of most supercars for that money – obviously the owner wanted

Harper! The car in question was an XJS Daimler Double six bought by Jaguar Heritage. This car was a prototype to see if a removable hard top was an option for the XJS prior to





R ENGINEERING is a family business run under the watchful eye of Mark Greenwood the well known former Jaguar Sports and Motor Sport technician.

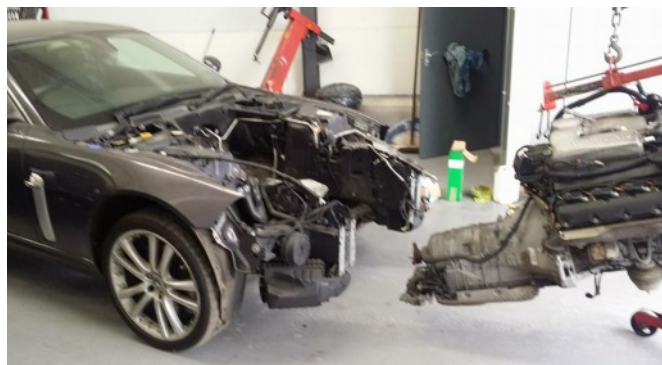
We have a fully equipped modern workshop with the latest diagnostic equipment which enables us to carry out jobs quickly and efficiently. We undertake jobs most other don't such as full engine, gearbox and axle rebuilds and refurbishments. We also offer additional services such as climate/ air conditioning re-gassing and repairs along with electrical fault finding and repairs, MOT testing, general repairs, maintenance and servicing. In short making your Specialist Car ownership as stress free as possible.

As independent specialists in all premium marquees of motor vehicles we are not restricted to offering one alternative to a problem, we can source OEM and aftermarket parts to suit your vehicle needs and more importantly your pocket.

We carry out servicing, diagnostics and repair work on classic and modern exotica such as Jaguar, Daimler, Aston Martin, Ferrari, Lamborghini, Bentley, Porsche's BMW, Audi.

We pride ourselves in offering an excellent service at affordable prices, so give us a call today and see how we can help keep your pride and joy on the road without breaking the bank.

**SERVICING | PARTS | MECHANICAL WORKS |
ENGINE & GEARBOX REBUILDS | ELECTRICAL |
AIR CONDITIONING | ELECTRICAL | DIAGNOSTICS
| MOT TESTING | PRE PURCHASE INSPECTIONS |**



CALL US TODAY ON: 07495 074434

UNIT 12 WENTLOOG BUILDINGS | WENTLOOG ROAD | RUMNEY | CARDIFF |



the convertible being launched. The bootlid and grille had the fluted Daimler design as well as a different B pillar badged with 'Double Six'. The design department created the car in 1985 but the project was shelved in 1986 with the US audience more concerned in the full convertible. The car never even got to the stage of having a Daimler bespoke interior fitted and although it has a basic interior fitted there is no radio/cassette. The car was retained by the styling studio Jaguar Heritage bought it back and its been hidden away for some time. The car has never been registered and reads just 300miles!

Car of the show was an XJ6 Coupe that many members had seen before followed by a 2006 Super V8 Daimler X350 that looked

superb in a royal blue – there were many more modern cars (1990's+) in the final judging arena than I have seen before and overall less classics (See Eds comments).

I was very pleased to be asked to be part of the 'pride & joy' judging team, evaluating cars from the mid 80's to 1999. These included XJS, X300, XK8's & X308's from the early 80's through to 1999. A beautiful early Daimler X308 came runner up to a LWB X300 daily driver that looked superb and gained many points from it's high mileage between MOT's. I loved speaking to the drivers and finding out more about their car and their love of Jaguars. It was obvious that some had taken a lot of time preparing the cars and really took the competition seriously – well done chaps!



A huge thanks to the JEC for organising such a superb event. Our region was also thanked by the Chairman & event committee in separate emails following the event in recognition of our help before, during and after the event.

We had a great drive home in more sunny weather stopping for lunch just outside Builth Wells before leaving the gang and continuing back to Newport via Abergavenny.





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.

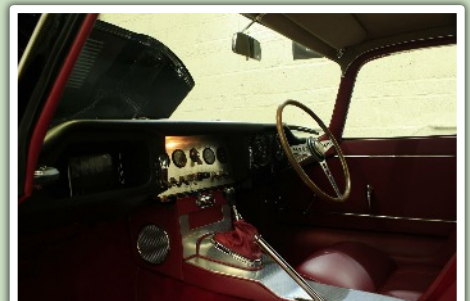
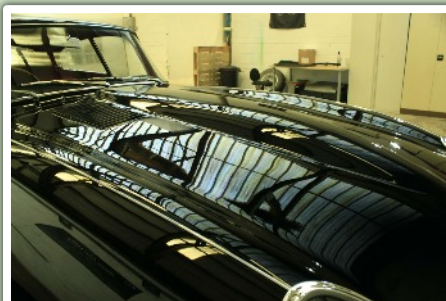
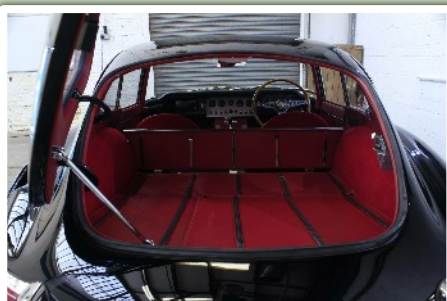
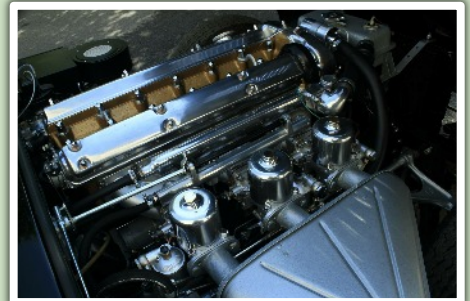
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



Full Body | Mechanical | Interior | Restoration Service



This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or replaced and re-fitted to create this concours example of a British icon.



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





Sir Stirling Moss's Aston Martin involved in bizarre classic car racing crash

A "priceless" Aston Martin once driven by Sir Stirling Moss was involved in a bizarre racing crash - thought to be one of the most expensive smashes ever.

The Aston Martin DBR1 worth at least £20million, a classic Jaguar XK 120 and an Austin Healey 100 piled into each other during supercars of 1950s race.

Hundreds of thousands of pounds worth of damage was caused after the Aston suffered serious damage when it crashed on lap 10 during the annual "Autumn Classic". The Jaguar XK 120 is thought to be worth around £100,000 and the Austin Healey 100, between £50,000 and £60,000.

The former "works" car, once

driven by Stirling Moss and finished 2nd at Le Mans in 1959, was ignominiously returned to the paddock at Castle Combe, Wiltshire, on the back of a recovery truck.

Now owned by venture capitalist Adrian Beecroft, who has invested in the likes of Wonga, the car featured on a programme on Aston Martins on Sunday night.

The 30-minute race was called to a premature end on lap 12 following the incident at around 3.15pm on Saturday.

John Moon, media relations officer for the circuit, said: "Whilst the accident to the Aston was very unfortunate, to say the least, the fact owners like Adrian Beecroft are brave enough to race their famous and almost priceless cars and provide us with such entertainment, is wonderful.

"The Aston was built to race and it would be just as much of a tragedy if it was locked away in a museum.

"Thankfully, almost any damage is repairable and no doubt the car will be returned to its original state very soon. The main thing is no-one was injured."





Article by Terry Brown

CASTLE COMBE AUTUMN CLASSIC

The usual suspects assembled on a fresh but calm and dry morning at the 'Old' Severn Bridge lay by, just to the North of the M4 near Chepstow. Colin must have checked the weather forecast carefully as the XJ220 was out in her full glory; Paul and myself were driving the E Types, Keith's chosen ride was the XK140, Scott and Dave in the reliable XK8's while Andy and Heather drove the recently resprayed XJS.

The convoy set off at 08.00 hrs and headed up the M4 at a brisk pace, Dave braved the cool morning air with the roof down and, presumably, the heater on at full blast. Many admiring glances were observed from the early morning motorists as we cruised up the M4 to the Bath turn off where we headed along the A class roads to reach Castle Combe by opening time.

The cars were duly parked on

the grass verge next to the armco and facing the race track. Graham Searle had arrived earlier and reserved a pitch for the gazebo which was hastily erected by the now hungry motorists. The well practiced exercise of erecting the camping table, firing up the gas cooker and sizzling the bacon was swiftly executed. Bacon butties were then consumed as quickly as the Chef du Jour could throw them out. Having satisfied the early morning hunger pangs,

folk started taking stock of their surroundings.

The JEC turnout was comprehensive and the cars on show included XK140's, Mark 8, E Types, Mark 2's and a range of members cars throughout the decades to the modern age. Overall, the general turnout of all classics was commendable with particularly good showings from the Lotus, Healy and Bristol car clubs.

The on track qualifying races started early with the pre war sports cars. The Jaguar qualifying race for pre 1966 was next up with cars competing for the Norman Dewis Trophy. Local interest in the Jaguar 'B' class was provided by Grant Williams



driving his well known Mark 1 car registered as 'BUY 1'. Grant is well known to most of the club members and always provides feedback to how the car performed on the track. Talking to him in the paddock later he thought the car was a bit down on power; didn't seem like that to a novice like me the way he drifted around Tower and Camp corners in his usual flamboyant style!

The paddock, as always, provided a great viewing spectacle with an interesting range of historic racing vehicles on show. Of particular interest this year was the classic racing car display in the Danco display marquee with cars from the National Motor Museum at Bealieu and other private collections.

Of particular interest was the V16 BRM driven to victory at Castle Combe by Ken Wharton back in 1953. It's the most amazing piece of engineering; a 1.5 litre 16 cylinder unit producing in excess of 550 BHP in standard format and 'up to' 800 bhp when supercharged. It was enough to gain acclaim from some of the greatest drivers including Fangio who said "I consider it to be, basically, the best Formula One car ever made. All it needs is improvement in certain details. No car has ever given me such a thrill to drive, or a greater sense of absolute mastery. I will stand by it". Amongst others, Stirling Moss and Mike Hawthorn also drove the car but mechanical issues, lack of funding and FIA rule changes eventually made it obsolete. I was lucky enough to see these rare cars perform at Silverstone before the 1987 British Grand Prix and can still remember that incredible engine note to this day.



After lunch, the track became the focus of attention once more as the competitors lined up for the Jaguar sponsored Norman Dewis Trophy race. The weather was fair with high cloud and provided perfect racing conditions. Such was the intensity of the racing, several competitors were black flagged but, much to the spectators delight, the drivers did not notice the penalties and some great racing followed. I was pleased to see that the two E Types conquered all and sundry to claim the top two places overall! Grant Williams provided some great racing entertainment and deservedly came home to win the Class B event.

Revisiting the paddock, one of the most eccentric and unusual cars on display was 'Whistling Billy' an American steam driven car built originally by the White Sewing Machine Company. Presumably that's where Singer evolved from also? Quite an

amazing car which virtually floated around the track at a 'whisper'. The acceleration out of the bends was quite astounding presumably because of the steam pressure built up during deceleration into the corner.

After meeting some interesting characters in the paddock I returned to the JEC camp to check on the rest of the crew. I was astounded to find the gazebo gone, my chair and flask standing by itself looking very lonely and my E Type standing on a patch of grass looking like the last one on the Planet. I quickly checked my watch to see it was past 5 o'clock and I was left thinking where all that time went. It was a great day out and an event I will certainly come back to next Year.

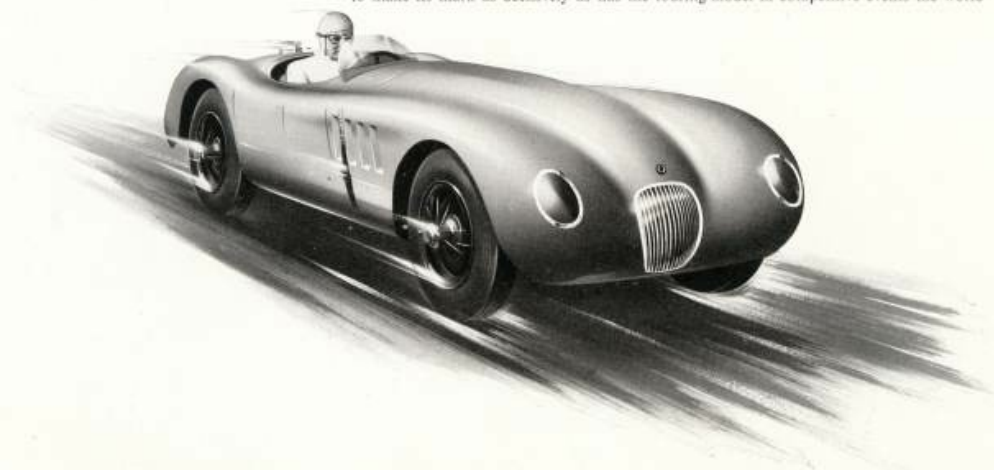




J A G U A R

Introducing JAGUAR XK120 "C" TYPE

THE "C" Type Jaguar XK120 model has been introduced to fulfil the demands of large numbers of sports car enthusiasts for a Jaguar competition model. Based on the phenomenally successful touring model with its long list of triumphs in international races and competitions, the "C" type has been specially designed to provide a higher power-weight ratio than is possible in a car designed primarily for normal touring purposes. The utter reliability of the Jaguar XK engine has been proved beyond question and, whilst no basic departure has been made from its original design, the continuous development which has been carried out on it has resulted in the attainment of an even higher power output. With every consideration directed towards one end—performance—the stringent testing which the "C" type Jaguar has undergone has demonstrated that here is a car which is destined to make its mark as decisively as has the touring model in competitive events the world over.



MANUFACTURED BY JAGUAR CARS LIMITED · COVENTRY

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

ENGINE. Six cylinder 3½-litre Jaguar engine. Twin overhead camshafts driven by a two-stage duplex roller chain: 83 mm. bore × 106 mm. stroke: 3,442 c.c.; large directly operated valves and austenitic cast iron seats; high grade chrome iron cylinder block, cooling by pump. 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; S.U. horizontal carburettors; large diameter counterweighted crankshaft carried in seven steel backed precision bearings.

FRAME. Frame is of steel construction.

TRANSMISSION. Four-speed synchromesh gearbox, Hardy-Spicer propellor shaft, Borg and Beck single dry plate clutch, central gear lever, hypoid rear axle.

BRAKES. Full hydraulic front and rear. Handbrake operates on rear wheels only through separate linkage.

STEERING. Rack and pinion type.

WHEELS AND TYRES. Dunlop 16 in. diameter knock-on wire wheels on splined hubs. Tyre section 6.00, 6.50 or 7.00. Spare wheel carried in tail.

ELECTRICAL EQUIPMENT. Lucas 12-volt system. Headlamps recessed and fitted flush into wings.

BODY. Two-seater body with bucket seats.

SUSPENSION. Independent front suspension, hydraulic shock absorbers front and rear.



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

ENGINE. Six cylinder 3½-litre Jaguar engine. Twin overhead camshafts driven by a two-stage duplex roller chain: 83 mm. bore × 106 mm. stroke: 3,442 c.c.; large directly operated valves and austenitic cast iron seats; high grade chrome iron cylinder block, cooling by pump. 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; S.U. horizontal carburettors; large diameter counterweighted crankshaft carried in seven steel backed precision bearings.

FRAME. Frame is of steel construction.

TRANSMISSION. Four-speed synchromesh gearbox, Hardy-Spicer propellor shaft, Borg and Beck single dry plate clutch, central gear lever, hypoid rear axle.

BRAKES. Full hydraulic front and rear. Handbrake operates on rear wheels only through separate linkage.

STEERING. Rack and pinion type.

WHEELS AND TYRES. Dunlop 16 in. diameter knock-on wire wheels on splined hubs. Tyre section 6.00, 6.50 or 7.00. Spare wheel carried in tail.

ELECTRICAL EQUIPMENT. Lucas 12-volt system. Headlamps recessed and fitted flush into wings.

BODY. Two-seater body with bucket seats.

SUSPENSION. Independent front suspension, hydraulic shock absorbers front and rear.



continued >

JAGUAR PARTS FOR MODERN & *Classic...*

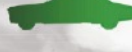
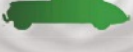
EXPERIENCE & KNOWLEDGE

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
www.sngbarratt.com

SPECIALIST



+44 (0) 1746 765432



+1 800 452 4787



+33 385 201420



+31 13 521 1552



+018 01 833 833

(GERMANY ONLY)

Introducing JAGUAR XK120 "C" TYPE

THE "C" Type Jaguar XK.120 model has been introduced to fulfil the demands of large numbers of sports car enthusiasts for a Jaguar competition model. Based on the phenomenally successful touring model with its long list of triumphs in international races and competitions, the "C" type has been specially designed to provide a higher power-weight ratio than is possible in a car designed primarily for normal touring purposes. The utter reliability of the Jaguar XK engine has been proved beyond question and, whilst no basic departure has been made from its original design, the continuous development which has been carried out on it has resulted in the attainment of an even higher power output. With every consideration directed towards one end—performance—the stringent testing which the "C" type Jaguar has undergone has demonstrated that here is a car which is destined to make its mark as decisively as has the touring model in competitive events the world over.

INTERNATIONAL SUCCESSES OF THE XK ENGINE...

JABBEKE, BELGIUM, 1949

In 1949, within a few months of its introduction, an entirely standard stock model Jaguar Sports Two-seater attained a speed of 132.6 m.p.h. over a measured mile running on ordinary pump fuel. This performance was officially observed and certified by the Royal Automobile Club of Belgium and represents the highest speed ever achieved by a stock production car.

SILVERSTONE, ENGLAND, 1949

In the One Hour International Production Car Race, Jaguars were placed first and second, winning the race outright irrespective of class, and returning the fastest lap speed of the race.

PALM BEACH, FLORIDA, 1950

At the race meeting promoted in January, 1950, by the A.A.A., the production car race was won by a Jaguar, which also gained the special award for the best performance by a British car.

INTERNATIONAL ALPINE TRIAL, 1950

This, the most severe of European Trials, extends over five days and covers the worst mountain roads

and passes of Switzerland and France for a distance of 2,000 miles. In the face of determined opposition from over 100 competitors, driving 30 different makes of cars, a Jaguar returned the best performance of any car, irrespective of class or size, and won the coveted Alpine Cup. It was also placed first in its class, returned fastest time in the flying kilometre, fastest time in acceleration and braking test, fastest time in timed climbs and won eight other awards.

QUEENSLAND (AUSTRALIA) ROAD RACING CHAMPIONSHIP

This Stock Car Race, held in Queensland, was won by a Jaguar, which also returned fastest speed by a production car.

SILVERSTONE, ENGLAND, 1950

Jaguars again triumphed in the One Hour Production Car Race at this meeting, for, in addition to finishing 1st, 2nd, 4th and 5th in the Unlimited Class, they won the Team Prize also.

TOURIST TROPHY RACE, N. IRELAND, 1950

The R.A.C. Tourist Trophy Race, Britain's most

famous Sports Car Race, resulted in Jaguar sweeping the board. Not only did a Jaguar win the race and the trophy outright, but Jaguars were placed 1st, 2nd and 3rd in their class, won the Team Prize and also the award for greatest distance covered.

MONTLHERY, FRANCE, 1950

Driven in three-hour spells by two drivers, a Jaguar was driven for 24 hours at an average speed of 107.46 m.p.h. on October 24/25th. In the final hour, after 23 hours' faultless running, an average of 112.40 m.p.h. was returned, with one lap at 121.40 m.p.h. This performance was officially observed by the Automobile Club de France.

WORLD WATER SPEED RECORDS, 1950

Further indication of the power and stamina of the Jaguar XK engine is provided by the following world water speed records set up on Lake Windermere by an 800 kg. craft fitted with a standard Jaguar XK engine. One Hour Record at 55.58 statute m.p.h. (previously held by Germany); Twenty-four Nautical Miles Record at 63.53 m.p.h. (previously held by Germany); Three Hour Record at 51.62 statute m.p.h. (previously held by Italy).

MANUFACTURED BY JAGUAR CARS LIMITED · COVENTRY



humour

Members jokes & anecdotes

MAFIA BOOKKEEPER

A Mafia Godfather finds out that his bookkeeper, Guido, has cheated him out of \$10,000,000. His bookkeeper is deaf. That was the reason he got the job in the first place. It was assumed that Guido would hear nothing and would therefore never have to testify in court.

When the Godfather goes to confront Guido about the missing \$10 million, he takes along his lawyer, who knows sign language.

The Godfather tells the lawyer, "Ask him where the money is."

The lawyer, using sign language, asks Guido, "Where's the money?"

Guido signs back, "I don't know what you are talking about." The lawyer tells the Godfather, "He says he doesn't know what you are talking about."

The Godfather pulls out a pistol, puts it to Guido's head and says, "Ask him again or I'll kill him!"

The lawyer signs to Guido, "He'll kill you if you don't tell him."

Guido trembles and signs back, "OK! You win! The money is in a brown briefcase, buried behind the shed at my cousin Bruno's house."

The Godfather asks the lawyer, "What did he say?"

The lawyer replies, "He says you don't have the balls to pull the trigger."

Don't you just love Lawyers?

A DARK STORMY NIGHT

Bob Hill and his new wife Betty were vacationing in Europe.... as it happens, near Transylvania . They were driving in a rental car along a rather deserted highway. It was late and raining very hard. Bob could barely see the road in front of the car. Suddenly, the car skids out of control! Bob attempts to control the car, but to no avail! The car swerves and smashes into a tree.

Moments later, Bob shakes his head to clear the fog. Dazed, he

looks over at the passenger seat and sees his wife unconscious, with her head bleeding! Despite the rain and unfamiliar countryside, Bob knows he has to get her medical assistance.

Bob carefully picks his wife up and begins trudging down the road. After a short while, he sees a light. He heads towards the light, which is coming from a large, old house. He approaches the door and knocks.

A minute passes. A small, hunched man opens the door. Bob immediately blurts, "Hello, my name is Bob Hill, and this is my wife Betty. We've been in a terrible accident, and my wife has been seriously hurt. Can I please use your phone?"

"I'm sorry," replied the hunchback, "but we don't have a phone. My master is a doctor; come in, and I will get him!"

Bob brings his wife in.

An older man comes down the stairs. "I'm afraid my assistant may have misled you. I am not a medical doctor; I am a scientist.. However, it is many miles to the nearest clinic, and I have had a basic medical training. I will see what I can do. Igor, bring them down to the laboratory."

With that, Igor picks up Betty and carries her downstairs, with Bob following closely.. Igor places Betty on a table in the lab. Bob collapses from exhaustion and his own injuries, so Igor places Bob on an adjoining table.

After a brief examination, Igor's master looks worried. "Things are serious, Igor. Prepare a transfusion." Igor and his master work feverishly, but to no avail. Bob and Betty Hill are no more.

The Hills' deaths upset Igor's master greatly. Wearily, he climbs the steps to his conservatory, which houses his grand piano. For it is here that he has always found solace. He begins to play, and a stirring, almost haunting melody fills the house.

Meanwhile, Igor is still in the lab tidying up. His eyes catch movement, and he notices the fingers on Betty's hand twitch, keeping time to

the haunting piano music. Stunned, he watches as Bob's arm begins to rise, marking the beat! He is further amazed as Betty and Bob both sit up straight!

Unable to contain himself, he dashes up the stairs to the conservatory.

He bursts in and shouts to his master:

"Master, Master!.....The Hills are alive with the sound of music!"

STATE VISIT

Air Force One arrives at Heathrow Airport , President Obama strides out to a warm and dignified reception from the Queen.

They are driven in a 1934 Bentley to the edge of central London, where they change to a magnificent 17th century carriage hitched to six white horses.

They continue on towards Buckingham Palace , waving to the thousands of cheering Britons; all is going well.

Suddenly, the right rear horse lets out the most horrendous earth shattering fart ever heard in the British Empire . The smell is so atrocious that both passengers in the carriage, must use handkerchiefs over their noses. The fart shakes the coach, but, the two dignitaries of State do their best to ignore the incident.

The Queen politely turns to President Obama and says: "Mr President, please accept my deepest regrets... I am sure you understand there are some things that even a Queen cannot control."

Obama, always trying to be Presidential, responded: "Your Majesty, do not give the matter another thought... Until you mentioned it, I thought it was one of the horses."

TERMINAL 5

I was standing at the bar of Terminal 5 Heathrow International Airport when this small Chinese guy comes in, stands next to me and starts drinking a beer.

I asked him, "Do you know any of those martial arts things, like Kung-Fu, Karate or Ju-Jitsu ?"

He says "No, why the Heck did you ask me that? Is it because I am Chinese? Are you a racist?!"

"No", I said, "It's because you're drinking my beer, you little prick."

LEVELS OF ALERT

The English are feeling the pinch in relation to recent events in Syria and have therefore raised their security level from "Miffed" to "Peeved." Soon, though, security levels may be raised yet again to "Irritated" or even "A Bit Cross." "The English have not been "A Bit Cross" since the blitz in 1940 when tea supplies nearly ran out. Terrorists have been re-categorized from "Tiresome" to "A Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from "Pissed Off" to "Let's get the Bastards." They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from "Run" to "Hide." The only two higher levels in France are "Collaborate" and "Surrender." The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralysing the country's military capability. Italy has increased the alert level from "Shout Loudly and Excitedly" to "Elaborate Military Posturing." Two more levels remain: "Ineffective Combat Operations" and "Change Sides."

The Germans have increased their alert state from "Disdainful Arrogance" to "Dress in Uniform and Sing Marching Songs." They also have two higher levels: "Invade a Neighbour" and "Lose."

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels.

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia, meanwhile, has

raised its security level from "No worries" to "She'll be right, Mate." Two more escalation levels remain: "Crikey! I think we'll need to cancel the barbie this weekend!" and "The barbie is cancelled." So far no situation has ever warranted use of the last final escalation level.

Regards, John Cleese, British writer, actor and tall person.

And as a final thought - Greece is collapsing, the Iranians are getting aggressive, and Rome is in disarray. Welcome back to 430 BC!

DURING THE WAR

An elderly Italian man who lived on the outskirts of Palermo, Italy, went to the local church for confession.

When the priest slid open the panel in the confessional, the man said: "Father during World War II, a beautiful Jewish woman from our neighbourhood knocked urgently on my door and asked me to hide her from the Nazis. So I hid her in my attic."

The priest replied: "That was a wonderful thing you did, and you have no need to confess that."

"There is more to tell, Father. She started to repay me with sexual favours. This happened several times a week, and sometimes twice on Sundays."

The priest said, "That was a long time ago and by doing what you did, you placed the two of you in great danger, but two people, under those circumstances can easily succumb to the weakness of the flesh. However, if you are truly sorry for your actions, you are indeed forgiven."

"Thank you, Father. That's a great load off my mind. I do have one more question."

"And what is that?" asked the priest.

"Should I tell her the war is over?"

SHARING EVERYTHING

The old man placed an order for one hamburger, French fries and a drink.

He unwrapped the plain hamburger and carefully cut it in half, placing one half in front of his wife.

He then carefully counted out the French fries, dividing them into two piles and neatly placed one pile in front of his wife.

He took a sip of the drink, his wife took a sip and then set the cup down between them. As he began

to eat his few bites of hamburger, the people around them were looking over and whispering.

Obviously they were thinking, 'That poor old couple - all they can afford is one meal for the two of them.'

As the man began to eat his fries a young man came to the table and politely offered to buy another meal for the old couple. The old man said, they were just fine - they were used to sharing everything.

People closer to the table noticed the little old lady hadn't eaten a bite. She sat there watching her husband eat and occasionally taking turns sipping the drink..

Again, the young man came over and begged them to let him buy another meal for them. This time the old woman said 'No, thank you, we are used to sharing everything.'

Finally, as the old man finished and was wiping his face neatly with the napkin, the young man again came over to the little old lady who had yet to eat a single bite of food and asked 'What is it you are waiting for?'

She answered.. 'THE TEETH.'

England getting ready for the quarter finals



WE NEED YOUR JOKES!

Please email all your jokes and funnies to:

editor@jecsouthwales.co.uk



FOR ALL YOUR FINANCIAL NEEDS

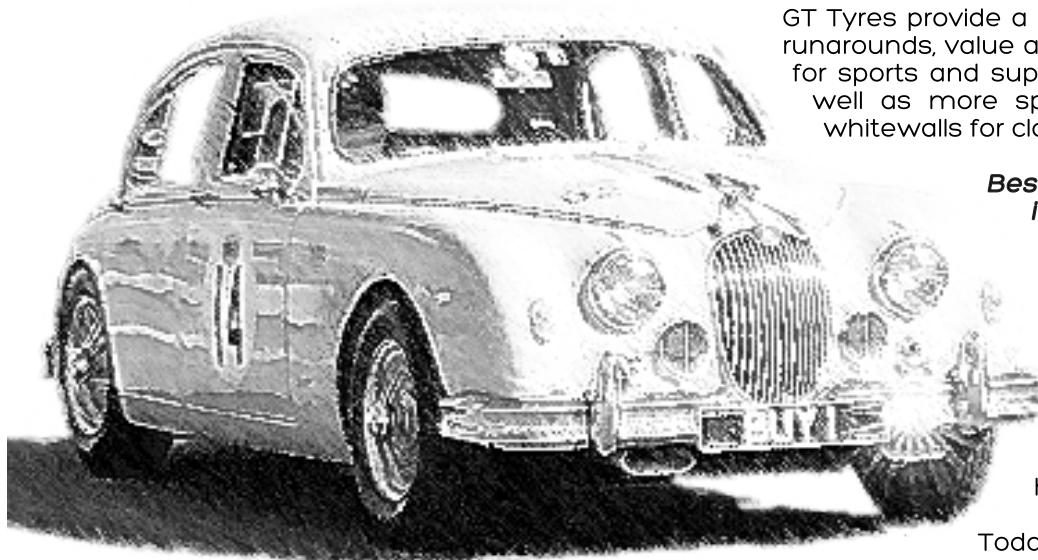
Pensions, Retirement Planning, Investments,
Inheritance Planning, Protection, Mortgages

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



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

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. Also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series.

JANUARY 2016

Sun 10th SWCCC Chilly Willy Run

MARCH 2016

5-6th Practical Classics Restoration Show

Sun 20th Jaguar Spares Day Stoneleigh

Mon 28th Coleford Carnival of Transport

APRIL 2016

Sun 24th Annual Drive it Day

30-2nd Donington Historic Festival

MAY 2016

TBA Monmouth Steam & Vintage Show

TBA SWCCC Annual Classic Car Show

21 - 22nd Beaulieu Spring Autojumble
National Motor Museum, Beaulieu.

TBA Vale of Glamorgan Classic Car Show

JUNE 2016

TBA Barry Festival of Transport

TBA Berkely Castle Car Show

Sat 18th Bristol Classic Car Show

TBA Castle Combe Classic & Retro Action Day

Sat 25th Porthkerry Classic Car Show

23 -26th Goodwood Festival of Speed

JULY 2016

8-10th Le Mans Classic

TBA Pontardulas Classic Motor Club
Show

TBA Vintage Festival At Pembrey
County Park

Sun 17th Sherborne Castle Classic Car
Show and Rally

22 - 24th Silverstone Classic

AUGUST 2016

6-7th South Gloucester Show

Sun 14th Three Cocks Steam & Vintage Rally

SEPTEMBER 2016

3-4th Beaulieu International Autojumble

9-11th Goodwood Revival

TBA Margam Park Show

OCTOBER 2016

TBA Castle Combe Classic Action Day

TBA Malvern Classic Car Show

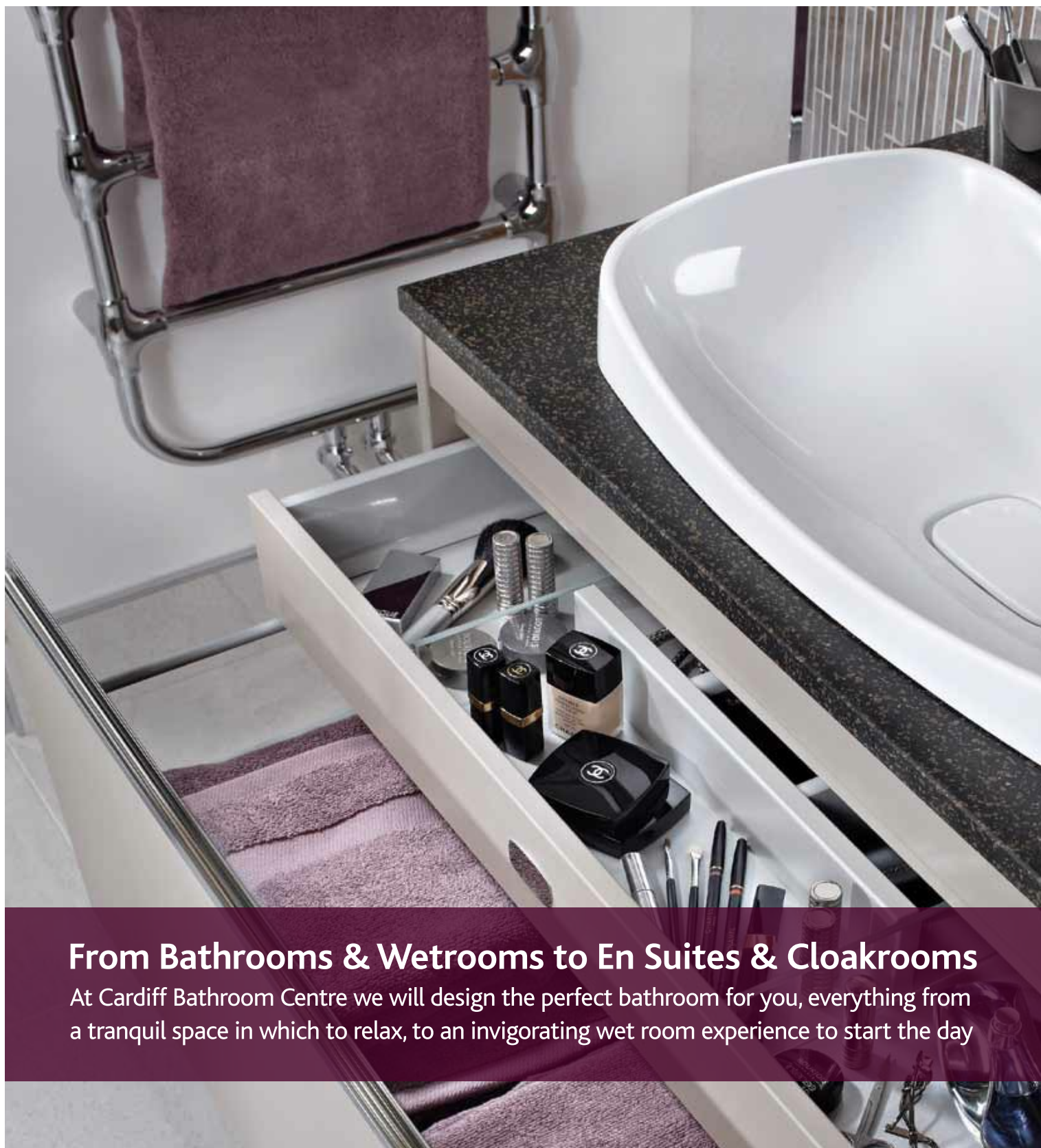
DECEMBER 2016

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



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

cardiff
bathroom
CENTRE



Simply add water...

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

Tel: 029 2034 0861

Web: www.cardiffbathroomcentre.co.uk

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 18th November

Wednesday 16th December

Wednesday 20th January

Wednesday 17th February

Wednesday 16th March

Wednesday 20th April



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

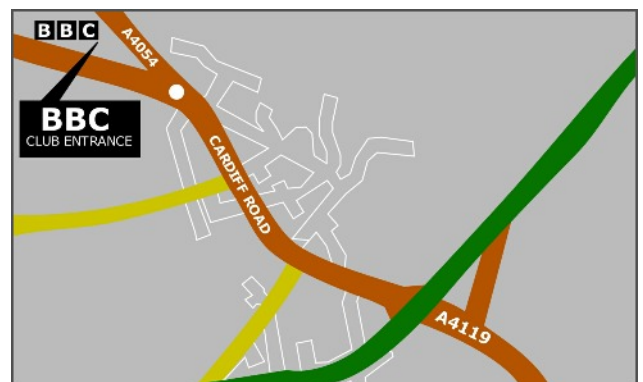
HOW TO FIND OUR MEETINGS:

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...

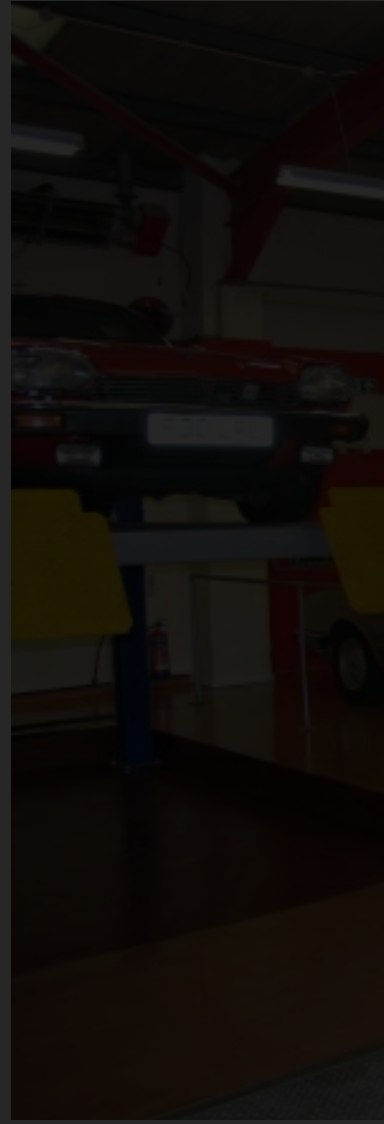


Established in the late 1990s, Cardiff Jag & Performance Ltd is set in a prime location on the outskirts of Cardiff with easy access to junction 30 of the M4 motorway.

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