

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

The days have drawn in & the classics are tucked away, being fettled with in readiness for next year. It's great to welcome new member Derek Morgan who has one such classic tucked away in his garage. His recent purchase of a beautiful 1960 Mk9 sees him return to classic car ownership and we hope to see the car and Derek at some shows next year.

Jaguars association with the film and TV industry isn't anything new but with the release of the new Bond movie it's stepped up a level and should help the brand with it's aim to appeal to a younger audience. The 2002 appearance of the ammunition laden green XKR in 'Die Another Day' was on my mind when I bought my first Jaguar and I hope that the stunning C-X75 prompts others to buy a

Jag, although sadly Jaguar are saying the C-X75 won't make production. See the full story in this magazine.

My colleague in work is buying a new car following a debacle with a Mercedes E-Class whose alloys kept slicing its own tyres – excellent design eh!!

Anyhow his choice has come

down to a BMW 4 series or Jaguar XF. He recently had a top of the range, BMW 4 series M-Sport as a test drive and I went along for the extremely bumpy ride - despite the long list of options and settings, 'comfort' didn't seem to be on the priority list.

The interior was ok, typically BMW with a lot of black plastic and very little to signify that this was supposed to be a premium executive car with an element of luxury expected. Now don't get me wrong.....I know that Jags aren't what they were with acres of polished wood and that times have moved on but you always get the feeling that you're in a luxury premium car when you step into a Jaguar – I didn't get that from the BMW. A luxury car should give you that rather special feeling when you get inside; you still get that from a Jag!

Our planning for next year's Le Mans trip is going very well and we've now booked the ferry to France, many thanks to Terry, Scott & Nigel for their help planning this.

And finally.....for those of you that have been asked by your friends and family what you'd like for Christmas, you could do worse than point them in the direction of <https://shop.jaguar.co.uk/shop-home>. Jaguar have some fantastic gifts as part of their existing range as well as the new & heritage collections – enjoy!!

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.



REGIONAL CHRISTMAS DINNER 2015

Saturday 5th December.

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.

Members, family and friends new and old all welcome.

See page 7 for more details.



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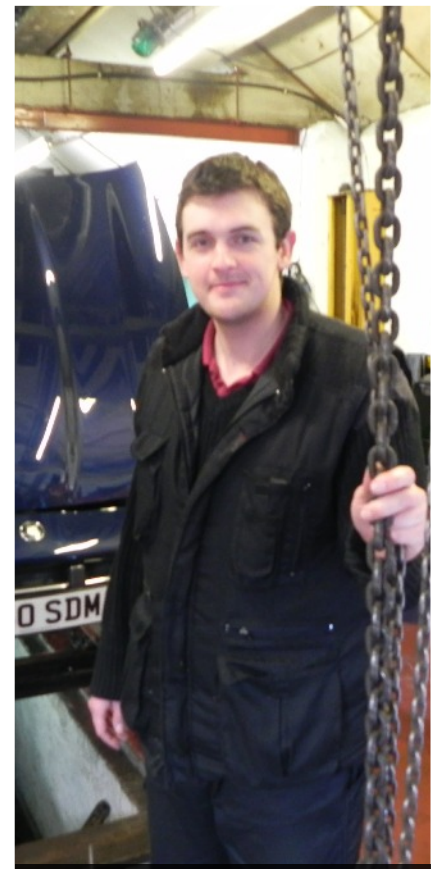
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JAGUAR INTERNATIONAL SPARES DAY

On the 11th of October I attended the Jaguar International Spares Day at Stoneleigh Park to help on the JEC Stand. This year we had altered the shape of the stand. Usually the raffle car is separate from the main JEC stand but we thought it would look much better if it was all together. The new idea worked very well and it attracted a lot of interest.

The show itself is still very busy, perhaps not like it used to be, but I think eBay and the internet is to blame, as it is so much easier to sell items on line than stand in a cold draughty agricultural building. Still it is nice to walk around meet old friends and hunt for the elusive part.

SNG Barratt had their usual stand taking up the whole of one isle with a couple of their restored cars on display. Most of the main suppliers were there as well with one of our other advertisers BAS from Cwmbran doing good business. There is such a lot of Jaguar stuff to look at that you had to walk up and down a couple of times to make sure you see it all.

The JEC stand was busy all day with Helen selling lots of items from the shop and the raffle car doing very well.

We packed up at about 4.00pm and had a good run home.

THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

This was held on the same day as Spares Day so I missed this event. I was disappointed as I have gone to this show for well over 25 years but must say that the show is much smaller than it used to be, but there is always lots of auto jumble to browse through. Some of our members attended the show and a full report is on page 14.



JAGUAR ENTHUSIAST CLUB NATIONAL AGM

On the 7th of November I attended the JEC AGM at the Jaguar Visitor Centre at Castle Bromwich. It is always great to meet up with old friends and acquaintances at these events.

The meeting started with the approval of the minutes from last year's previous meeting and then after a very interesting discussion about the finances of the club the adoption of the Financial Statement ending 28th February 2015. We then moved on to the election of Directors. Rob Jenner and Tony Ridge retired by rotation and offered themselves for re-election and were voted back in. Rob Jenner has now retired from Club Chairman after two and a half years and Peter Purdom is now the new Chairman. I would like to thank Rob for the help he has given to our region. There is never a dull moment when you go out with him.

The next issue was a proposal to increase the Annual Subscription by £1 to £44. A very interesting chart was put onto the large screen which showed the subscription fee of many other car clubs. We are by far the cheapest at £43, the E-type/XK club costing £62, the JDC £56 and even the Jaguar World magazine £55.20. After a lot of discussion it was decided by the meeting to ask for an increase of £2 to the membership fee. It may seem a lot but it still means that the JEC is cheaper than most of the other clubs and has by far the best magazine.

A considerable sum, over 6 figures, has to be spent over the next three years on a new website and support. The new website is desperately needed and this will ensure that we are at the fore front of modern technology.

A break for lunch was followed by the Directors reports from Rob Jenner, Graham Searle, Nigel Thorley, and Tony Ridge. We then had a guest speaker, Trevor O'Keefe of Jaguar Heritage who spoke about their new premises and the exciting things which were being planned.

The last guest speaker was

Martyn Raybould of Footman James, one of the Insurance companies recommended by the club. He gave us an insight into the classic insurance business and their plans for the future.

In the afternoon the Regional Representative meeting started. We had a report from Ray Searle, Tony Ridge and Keith Vincent. You will remember that the club announced that last year as the club celebrated its 30th anniversary the Directors had decided to recognize those members who had joined in the first year and had been members ever since. They received a unique pin badge together with a certificate recording the fact. This is to be carried on, rolling over each year. The meeting was then closed and we all made our way home.

SILVERSTONE CLASSIC

Silverstone Classic will be held on the 29/30/31st of July 2016.

This is always a great event with over 10000 classic cars attending and 1500 racing.

The club has its own stand on the top of the banking, and as usual we will be staying in a hotel nearby Silverstone on the Friday and Saturday nights. I have booked 8 rooms for our members. Rooms may still be available if you are quick. Please contact me on 07977 474637 if you are interested in booking a room.

To book the tickets for Silverstone please use their website www.silverstoneclassic.com.

The JEC code which will give you the car pass, to get onto the JEC stand, as well as the tickets will be announced soon. "Early Bird" tickets at a special price are available up until the 31st of March 2016.



COTSWOLD JAGUAR FESTIVAL

Next year two big shows are planned



in the south both on one weekend. It is being called "The Cotswold Jaguar Festival".

On Saturday the 21st of May 2016 we have booked Sudeley Castle at Winchcombe, a stunning venue for a car show.

Then on the Sunday, the 22 of May, Prescott Hillclimb at Gotherington has been booked.

The two events are close to each other and Hotel accommodation is available to stay overnight with a Gala Dinner on the Saturday night.

Any members who are interested please contact me and I will

see what hotel accommodation is available.

SOUTH WALES REGIONAL CHRISTMAS DINNER

This year's Christmas Dinner is again held at the St Mellons Golf Club, Cardiff, CF3 2XS, on Saturday the 5th of December, 7.30 for 8.00 pm.

I hope as many JEC members, family and friends will attend as it is always a very good night.

For anyone wishing to stay on the night, accommodation is available at St Mellons Country Club telephone number 01633 680355. The Country Club is alongside the Golf Club. I would appreciate if any members who would like to attend could contact me with their choice of meals and also payment in full as soon as possible. Please make cheques out to "Jaguar Enthusiasts Club (South Wales Region)".

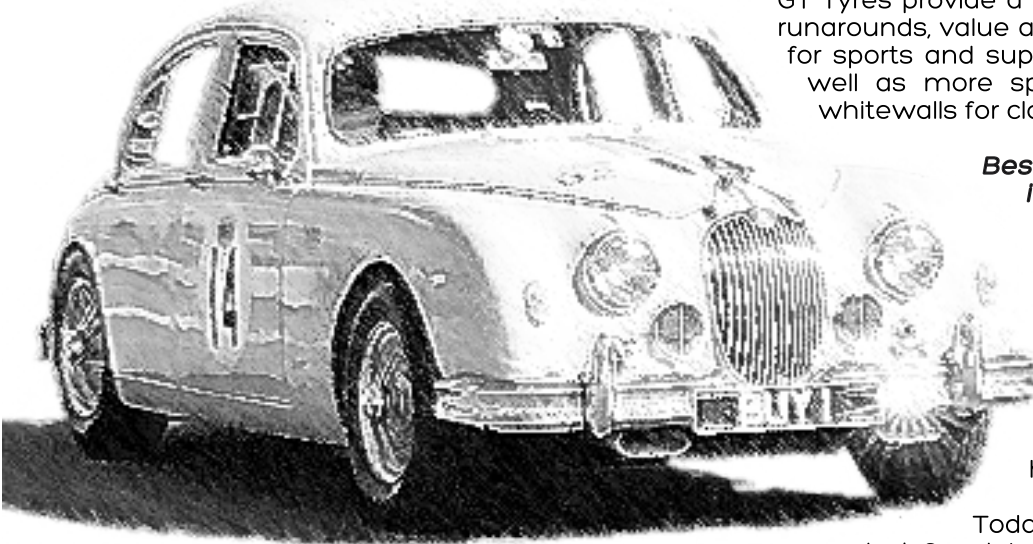
Any members attending the

next regional meeting on the 18th November can pay me then, otherwise any payments and Meal choices (menu on page 7) can be sent to me at the following address: Colin Manconi, The Cherry's, Marshfield Road, Marshfield, Cardiff, CF3 2TU. You can also call me on 07977 474637.

As usual we will be running a raffle. If you could bring an item to put in the raffle it would be much appreciated.

REGIONAL AGM

Our annual AGM will be held on the 20th of January 2016 at our monthly meeting. I would urge as many members as possible to attend.



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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



2 Course

£17.00

DESERTS

Apple Crumble and Custard

Chocolate Orange Cheese Cake

Christmas Pudding

Cheese and Biscuits

Honeycomb Semi Fredo

Coffee Panna Cotta

Sherry Trifle

3 Course

£21.50



**ST. MELLONS
GOLF CLUB**

THE TORBAY FLYER

By Harry Kuehling



Greetings from the English Riviera

As it's approaching the end of the classic car show season it's been getting quieter recently. However, the Torbay Old Wheels Club has still been very active. We missed a few club events because of our holiday in Vilnius & Druskininkai in Lithuania and Riga in Latvia. I only spotted four Series 3 XJ6s and a rare Series 2 XJ6 two door coupe whilst on holiday. Apart from a 1970s Mercedes club tour (near Trakai Castle) the only other classic spotted was a 1950s Volga. The main TOWC outing missed was to the Seaton Tramway in glorious weather. We also missed the two "World's Biggest Coffee Mornings" in aid of Macmillan Cancer Support, the "Scalextric" evening in September club meeting (to be repeated in the new year) and a skittles evening in Newton Abbot.

CLUB RUN – SUNDAY 25th OCTOBER

This was organised by Bill & Val Rhodes who had previously organised similar runs. We met up at Sainsbury's Newton Abbot. The run was split into two sections – a morning run with coffees at a golf club just north of Bovey Tracey and a longer afternoon run ending up at The Wellington, Ipplepen for a carvery lunch. We used our Daimler V8 250 for the run and were followed for most of the morning by a 1980s Mercedes convertible. I later asked the occupants if they had gas masks to be able to breath through our smokescreen! We made the mistake of following other members (Terry & Lisa in a very nice 1980s Audi 200) and ended up going along the wrong route! However, we went for a landmark "Dolphin Hotel" in Bovey Tracey and easily found the golf club from there. An excellent venue for the stop with lovely views across the greens.

For the afternoon run we ended up leading Terry & Lisa and, I'm pleased to say, Natasha did not make any mistakes with the navigation! My only problem was with her pronunciation of some of the place names on signposts! We had one very brief moment of confusion when we looked for "Pear Tree Garage". All we could see was an "Isuzu" garage. This was where local knowledge came into

play as the garage was known as "Pear Tree Garage" but no such name was to be seen!

As on a previous run we ended up in The Wellington at Ipplepen for a carvery lunch. This is probably the best carvery in the area and well recommended. They certainly don't stint on the portions of meat even though we had the smaller meal! A great run and the Daimler didn't miss



a beat – just rather smokey!

TOWC CLUB NIGHT – THURSDAY 29th OCTOBER

The evening was well attended & we looked forward to seeing Dave & Kath Doyle's film of the year's events. We were not disappointed. Dave & Kath did a fantastic job of editing the films especially the section recording the very wet setting up and eventual cancellation of the annual show at Paignton Green in July. The film which included "Pearl & Dean" credits as well as subtitles throughout was hilarious. I will try to forward a copy to Colin & perhaps he can arrange for a viewing.

MY DAIMLER V8 250 – ALX442H

Not much to report this month apart from passing the dreaded MOT! I was concerned about the smokey engine. Prior to my allotted MOT time I took the car for a longer run to help "clear its throat"! This seemed to help as the smoke was not so bad. All went well during the test then the



tester took it for a short run to check the brakes. He said, as he walked past me, "I think it's time to put my rose tinted glasses on!" Anyway, he passed the car with only two advisories – a split gaiter on a track rod end and the blue smoke! Phew! The plan is to arrange for the engine to be rebuilt by an expert in the TOWC.

I also recently had a visit from a new owner (Jim Perriam from Exeter) of a similar Daimler V8 250. Jim has owned a Rover P3 for many years and was new to Daimler ownership. He had a long list of questions which I was able to answer! No doubt we will meet up at various events next year.

...and finally:

A burglar broke into a house one night. He shined his flashlight around, looking for valuables when a voice in the dark said, 'Jesus knows you're here.' He nearly jumped out of his skin, clicked his flashlight off, and froze. When he heard nothing more, after a bit, he shook his head and continued. Just as he pulled the stereo out so he could disconnect the wires, clear as a bell he heard a voice.... say, 'Jesus is watching you.' Freaked out, he shined his light around frantically, looking for the source of the voice. Finally, in the corner of the room, his flashlight beam came to rest on a parrot. 'Did you say that?' he hissed at the parrot. 'Yep', the parrot confessed, then squawked, 'I'm just trying to warn you that he is watching you.' The burglar relaxed. 'Warn me, huh? Who in the world are you?' 'I'm Moses.' replied the bird. 'Moses?' the burglar laughed. 'What kind of people would name a bird Moses?' 'The same kind of people that would name their Rottweiler Jesus.'

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By Colin Masterson

Letter from America

Well. Here we are back in the 'ol USA. The main activity over the last month or so has been the completion of the purchase of our new home in Groveland, Florida and getting out of store all of our furniture, cars and other possessions and the subsequent unpacking of all the boxes – what fun!

I mentioned last year that we were to move into this 55+ community which is very active in all sorts of sports and other activities so there should be no peace for the wicked whilst we are over here. It is early days but I have signed up for the cooking club, water colour classes in the art studio and hoping to sign up in the next few days for aqua fitness and maybe Water Polo and also Yoga Sculpt, whatever that is! I think I will give the Zumba, which is interval training to Latin music and Aqua Zumba (the mind boggles), a miss. I have also started to play Pickleball which is a sort of cross between tennis and badminton. The court is the

size of a badminton court but the perforated hard plastic ball is played with wooden paddles.

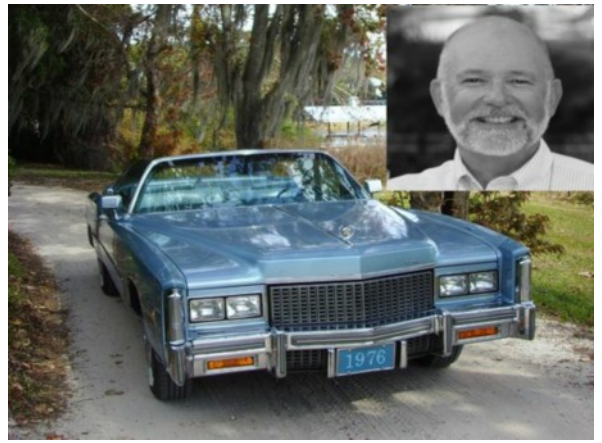
It was great to get the Cadillac back and it is going (touch wood!) like a dream. I inflate the tyres to 50lbs all round when I go home to stop flat spotting, put a fuel treatment in the tank to stop the fuel breaking down over the 6 months away and have a kill switch on the battery (it was in store for the 6 months we were away with no way of setting up a trickle charger. I found the tyres still had 47lbs all round so that was encouraging.

After a quick wash it was off to our first show – all of 2 miles to the Lakeridge winery just across the lake from us. They have 100 acres of vines there and another 400 acres not too far away and they produce 2 million bottle of wine a year as well as supplying a sister winery in St Augustine to the North East of the state.

This was a great venue as

most of the show cars were parked under a number of Live Oaks, that gave a lovely dappled shade. The temperature was 85f (29c) but, as the humidity has now dropped right back in the last week or so, it was very pleasant. As well as the cars there were a couple of bands playing on a stage during the day as well as an Elvis tribute act, which was really good, especially as he had backing singers like the Jordanaires, so the sound was much more realistic than your average tribute.

Anyway, I hear you ask, what about the cars? Well there were several interesting cars among those attending. The show had a cut-off date of 1979 so there were no moderns present. The two oldest cars were model Ts, one of 1916 with brass radiator and lamps and wooden artillery wheels. Ford produced over 500,000 of them in that year, a staggering number for one model. They had a top speed of 35mph but, as there



were hardly any paved roads in those days, just dirt roads, they probably didn't even travel that fast much of the time. 1916 was the last year for all of the brass embellishments, as the brass was needed for shell casings for the First World War. The other Model T was a later model from the twenties which had a replica body of a hotel transfer vehicle, used to bring clients up from the railway station with their luggage. The earlier car had magne-to ignition, oil sidelights and other things that seem so quaint to us now, but not 100 years ago.

I love the old station wagons and there a 1959 Ford Country Squire, quite a grand name but, looking at the size of it, a pretty grand vehicle. Plenty of room for all of the family plus luggage and then some, you could almost move house in it! There was also a cute little Austin



(Nash over here) Metropolitan with a trailer made from the rear end of an identical car.

Between unpacking cases for the new home I attended another

show this month, and it was one of my favourites, the Lake Mirror Car show. The downtown lakefront setting has a restored 1920's Art Deco inspired promenade that forms the perfect

backdrop for a car show. Some of the cars come from far and wide with over 600 on display and draws over 35,000 spectators and is a support event to the prestigious Amelia Island



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As well as the usual American 50's cars, muscle cars and big representation from some of the one model car clubs, like the Chevy Corvette club and the Ford Thunderbird club there were a lot of European cars including a bunch of Jaguars, mainly E Types. There was also a very nice 1935 Jaguar SSII Tourer.

There were also other popular British sports cars like the Healey 3000 and the Sunbeam Alpine and Tiger. As well as turning the British sports car the AC Ace into the AC Cobra by sticking a Ford V8 into it, the American racer Carroll Shelby did the same thing with the Rootes Group Sunbeam Alpine. Amazingly he squeezed a 4.3 litre Ford V8 under the hood (bonnet!) and created another little rocket ship, the Sunbeam Tiger. Shelby hoped to be offered the contract to produce the Tiger at his facility in America but Rootes decided instead to contract the assembly work to Jensen at West Bromwich in England, and pay Shelby a royalty on every car produced. Rootes also entered the Tiger in European rallies with some success, and for two years it was the American Hot Rod Association's national record holder over a quarter-mile drag strip. Production ended in 1967 soon after the Rootes Group was taken over by Chrysler, which did not have a suitable engine to replace the Ford V8 and they didn't want a competitor's engine in one of their cars.

There were some beautiful older cars in immaculate condition including a 1926 Rolls Royce Phantom 1, a 1929 Packard 633 Roadster, a 1929 duPont G Speedster, a 1939 Mercedes Benz 540K Roadster 9wow, (I would love to own that!), a 1939 Sampson Miller Indy Roadster and a 1937 Cord 812 SC.

As well as the cars on display there were the usual magnificent Chris Craft power boats with their sleek lines, polished mahogany decks and powerful V8 engines. At lunch time a number of them powered their way round the lake in the centre of the show and made a

splendid sight.

Hopefully there are a few car shows lined up for next month to tell you about, including the big Turkey Run at Daytona.





Article by Scott Morgan

■ THREE ■ COUNTIES

2015 CLASSIC CAR SHOW AT MALVERN

Eight of us attended the Malvern classic and mini show once again this year, held at the Three Counties showground.

We all met at the usual car park in Monmouth. Paul with his E-type, Keith with his XK140, Dave with his impressive XJR-S (on his first outing to the Malvern Show with the JEC), Dave and Ruth and myself with our

XK8's. Later in the morning Bob and Pat also joined us with their E-type.

It was a fresh Sunday morning but thankfully was milder than the previous year which some of us will remember was damp, misty and very cold! At 8.15 we left the car park and made our way to the show in convoy with Paul leading in his E-type. It is always a pleasure driving through the Worcestershire countryside to this show. On arrival it was clear it was a good turnout of cars, trucks and especially Minis. After we set the Gazebo up Paul soon got the bacon rolls on the go, which were very much appreciated by then!

The Auto Jumble had a good turnout again as always, although mainly more BMC parts than any others. One stall that always attracts attention and which I love looking at myself is the stall selling the original

adverts, brochures and handbooks for a huge variety of cars with no shortages of most Jaguar models. There was also a stall promoting a range of XPERT-60 Polishes and detailing kits which I believe to be a fairly new brand on the market as I have never heard of them before. Apparently you can buy either direct from them or via Amazon. Dave and Myself did get a good deal and bought a few items to try. Although I can't comment as to how good they are as I have yet to try them. I also paid the Fudge stall a visit which I may have regretted as it was quite expensive! I later found out Ruth also paid the same stall a visit and had a shock as how expensive fudge can be. Although no complaints as to the quality of the fudge as mine didn't last long!

If the Auto Jumble was of no



interest (& I really can't imagine why you wouldn't like an auto jumble!) the Flea market in the next field was again busy this year, and looked to be doing very well.

Looking around the show there was an impressive collection of trucks, some of which were absolutely immaculate especially one American freightliner with gleaming chrome. Then at the other end of the scale a small three wheel Scammell Mechanical Horse in Great Western Railway Livery dating from the 1930s. Many will remember the slightly later cream and maroon Scammell Scarabs which were always popular with British Rail at one time.

There was also a range of Land Rovers at the show but one that in particular springs to mind – a series 3 that looked to be expedition prepared with a roof tent and complete with a toilet seat on the front bumper! (Top Gear Style). There were also a few American classics at the show ranging from Lincoln, Mustangs and a Firebird.

A number of other Jaguars were also scattered around the field, including some very nice Mk2s, a C-type replica and another E-type. There was also a very impressive white XK150 which looked to be immaculate. A number of cars did have for sale signs including one XJR-S Convertible (very rare!), Mini's, a Mustang and a Lincoln. I have taken the phone numbers and pictures of these and will pass the information



on to our editor, Mr Webber, who we all know is always looking for a bargain!

Thankfully no Umbrellas or Wellies were needed as being the last show of the year can sometimes be expected but the weather held

be expected but the weather held out and wasn't too cold either. As the show drew to an end we packed the gazebo up, collected our Show Plaques and made our way home through the picturesque Malvern Countryside.





PETER HARRIS VISITS WILLIAMS F1 CENTRE

In October, I was invited to an annual investment seminar at the Williams F1 Conference Centre in Wantage, Oxfordshire. There was an added incentive to attend as the Conference Centre also houses Sir Frank Williams' private Williams Grand Prix Collection.

Frank Williams set up Williams as an F1 constructor in 1977 and two years later Clay Regazzoni gave the team its first win at Silverstone. Since that first win in 1979 the team has had numerous F1 driver and constructor championship wins with drivers such as Keke Rosberg, Nelson Piquet, Nigel Mansell, Alain Prost, Damon Hill and Jacques Villeneuve. A particular low point in the team's history occurred in 1994 with the death of Ayrton Senna at the wheel of a Williams car

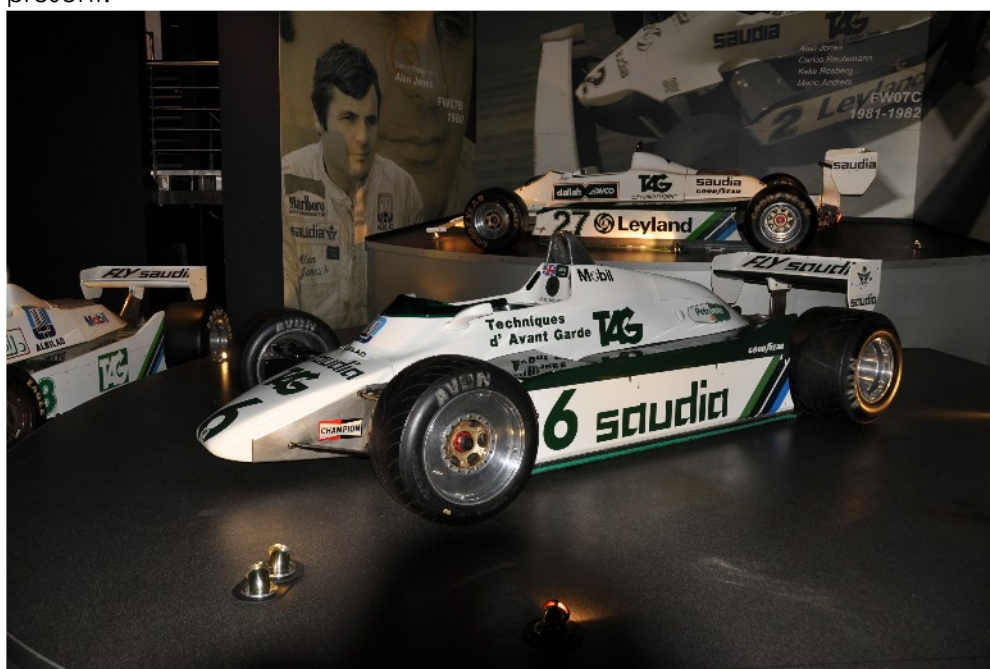
during the San Marino Grand Prix. In recent years, following several changes of engine supplier, Williams has struggled to repeat the successes of the 70s, 80s and 90s.

We spent the morning listening to Fund Managers from a number of the large UK Investment companies tell us why we should invest client's money with them. After a buffet lunch we had free access to the collection and other areas of the site.

Sir Frank Williams' collection is the largest collection of its kind in the world, spanning the history of his F1 team from the first cars in 1978 to the present.

We were given a guided tour of the collection and some insight into how the rules are interpreted to squeeze any possible advantage over the competitors. One feature used a few years ago was the 'F Duct'. This was a pipe that connected the driver's cockpit to the rear wing and passed the still air from the cockpit into the rear wing. It was originally invented by McLaren and known as the 'F Duct' because it entered the wing by the 'F' in the VODAFONE sponsors logo!

Control of the airflow was primitive – the driver had to cover the



entrance to the duct with his hand. It was eventually banned in a rule change when officials became concerned that drivers were cornering with only one hand on the steering wheel while they covered the duct with the other hand!

Another fascinating aspect was the amount of things the driver can control from the steering wheel controls during a race. Apart from separate controls for engine power and torque they can also control the differential so that behaves differently on the way into a corner than on the way out. Each of these controls

has multiple settings that are calibrated for each track. Amongst all this technology are some creature comforts, The button marked 'DRK' pumps drinking water from a bottle to a pipe in the driver's helmet!

Also situated on the same site is Williams Advanced Engineering, a cutting edge engineering company, who designed the battery that is used in all the cars in the Formula E Championship.

We were lucky enough to be allowed to photograph the Jaguar C-X75 hybrid supercar which was developed by Advanced Engineering

team in partnership with Jaguar, capable of in excess of 200mph it can accelerate from standstill to 60mph in less than 3 seconds. This is the same car that features in the new James Bond film, SPECTRE. It's a shame Jaguar didn't decide to put the car into production.

The collection opens to the public a few days every month and is well worth a visit. Even at £60 per person it seems to be extremely popular and is sold out till the end of the year. You can even buy parts, such as carbon fibre panels and wheel nuts from actual F1 cars, in the gift shop!





Supersonic Coupe

One Of Only 3 With Coachwork by Carrozzeria Ghia

State-of-the-art at the time of its creation in 1949, the XK120's William Lyons-designed body would stand the test of time, lasting in production, in only mildly modified form for the successor XK140 and XK150 models, until the E-Type's arrival in 1961.

Few owners can have had any cause for complaint about the car's looks, and only a relative handful of XK120s was supplied in bare chassis form for bodying by independent coachbuilders. This car here is a rare example of an XK120 fitted with bespoke, non-factory coachwork, being one of only three XK120s bodied in 'Supersonic' style by the renowned Italian coachbuilder, Carrozzeria Ghia.

Carrozzeria Ghia was founded by Giacinto Ghia in Turin in 1919, soon establishing a reputation not

just for luxury coachwork but also for bodying competition cars. Despite its founder's death in 1944 and wartime damage to the factory, Ghia

resumed its place at the forefront of Italian coachbuilding after WW2, providing the training ground for many of Italy's rising-star designers: Michelotti, Boano, Frua and Savonuzzi all making a contribution to its continuing success. Ghia has collaborated with many of the world's leading car manufacturers, producing memorable models such as the Volkswagen Karmann Ghia, Lancia Aurelia B20 and FIAT 1500 and 2300 Coupés.

The 1950s decade was a period when automobile stylists the world over were influenced by



developments in aircraft technology, in particular the coming of the 'Jet Age'. This influence would reach its zenith in the United States in the decade's latter years and is perhaps best exemplified by the outrageous tail fins of the 1959 Cadillacs. European designers too fell under its seductive spell, as this car clearly illustrates. The work of Giovanni Savonuzzi at Ghia, the 'Supersonic' body design first appeared on a Conrero-tuned Alfa Romeo 1900 entered in the 1953 Mille Miglia. In addition to the solitary Alfa and three XK120s, the Supersonic design also appeared on an Aston Martin and a number of FIAT 8V chassis.

This left-hand drive Jaguar XK120 Supersonic, chassis number '679768', is one of two ordered via the French Jaguar importer in Paris, Royal-Elysées, by a Lyonnais businessman, a Monsieur Malpelli. The other Malpelli XK120, finished in blue, is known to exist in France while the third example's whereabouts are unknown. There are numerous detail differences between the coachwork of the red and blue Supersonics, while the car, '679768', is the only one fitted with a cylinder head modified by Virgilio Conrero to accommodate three twin-choke Weber carburettors instead of the standard twin SUs. The engine is reputed to produce 220bhp.

After completion, '679768' was exhibited at the Paris and



London Motor Shows in 1954 and took part in the Concours d'Elegance competitions in Montreux and Cannes. Originally registered '69 BJ 75' and subsequently '66 BJ 75', it was retrieved by Royal-Elysées following the disappearance of the mysterious Malpelli, remaining with the company until 1969 when proprietor Charles Delecroix ceased importing Jaguars. When Royal-Elysées sold up, the Supersonic was bought by Philippe Renault and subsequently sold by him to Roland Urban, who displayed the car at his motor museum devoted to special-bodied

Jaguars in Montlhéry. When the current owner, a prominent Jaguar collector and member of the French Jaguar Drivers' Club, bought the car from Roland Urban in 1994 it had recorded only 9,400 kilometres from new.

These unique XK120 based cars represent not only an important piece of Jaguar history, but also a milestone in the development of Italian coachbuilding in the innovating post-war years.

Supersonic Coupe





Article from Piston Heads

FOLLY OR FABULOUS? A PH HERO RETURN PERMITS A SECOND CRACK OF THE WHIP FOR JAGUAR'S FLAWED GEM.

My 17-year-old self would happily have sold his granny, donated a couple of vital organs and then mortgaged his soul to the prince of darkness to be sitting here, in the cockpit of what appears to be a factory fresh Jaguar XJ220. The turbocharged V6 is idling buzzily behind me and there's an empty track visible through the windscreen. Even two and a bit decades on it's a genuine pinch myself moment.

It might have been an unfashionable choice, but the XJ220 was always 'my' supercar, the one I felt the closest connection to as a pimply teenager with both a fresh driving licence and a 45hp Nissan Micra. The first reviews of Jaguar's long-awaited supercar were published a couple of months after I passed my driving test, and I believed every bit of the hagiographic hype. This was the Brit to beat Ferrari at its own game, the

fastest production car in the world; right up there with the jet engine, the Thermos flask and the Kiss Me Quick hat in terms of significant UK achievements.

Even when, a couple of years afterwards, it was decided the XJ220

was actually one of those glorious British failures I kept most of my faith. Just looking at its chunky form makes me feel like a teenager again. I've been lucky enough to drive many of the cars I grew up lusting after, but I've never even sat in an XJ220 until today.

Split Personality

So which was right - those original praise-laden roadtests, or the received wisdom that has followed that the XJ220 was an also-ran, the wrong car at the wrong time? It might have briefly held the Top Trumps bragging rights of quickest car in the world (an official 213mph),



but most attention has always been focused on its struggle to find buyers.

The timing could not have been much worse. The original XJ220 concept was shown at the 1988 British Motor Show (alongside the Ferrari F40) and featured a mid-mounted V12 engine, four-wheel drive and gullwing doors. It wasn't intended for production, but there was enough interest to make Jaguar press the green button, development of the production version then taking another four years. This emerged after the speculative bubble in supercar prices had collapsed, meaning that many of those who had paid deposits desperately tried to get out of purchasing one. Their cases helped by the fact the production XJ220 was powered by a twin-turbocharged V6 engine, was rear-wheel drive and had even lost the upward hinged doors that contemporary supercar buyers seemed to expect on everything. Only 280 of the planned 350 run were built, with several languishing unsold for years.

Yet the rehabilitation has long since started. Values are still nowhere near those of the McLaren F1, obviously - or even the Ferrari F40 - but they have started to rise in recent years; new blood is clearly being attracted. Hindsight also suggests the XJ220 was well ahead of the curve in other ways, with its combination of a high output V6, rear-drive, lightweight construction and advanced aerodynamics making it look like a blueprint for the forthcoming Ford



GT, 25 years ahead of time. And regardless of whether you believe the top speed was anything other than a marketing priority, it's hard to argue with the engineering credentials of a car that held the Nordschleife production lap record for eight years.

As good as new

Driving most older cars means making allowances for wear and tear and what classic dealers like to call 'patina', but this privately-owned XJ220 is in truly immaculate condition. Apart from some cracking on the driver's seat bolster it's like it's 1992 and I've been thrown the keys to a brand new one, only without the need to wear stonewashed jeans. This opportunity has come about as part of a wider story about Jaguar's

newly launched Heritage Division, and our discovery that many XJ220s have been 'works serviced' by Jaguar at Browns Lane since they were new. The owner of this one has very generously allowed PH to have a go while it's in for some routine maintenance, despite the fact that every mile we do will add appreciably to the 1,680 showing on the odometer. It's a proper turn, too - with exclusive use of Jaguar's newly acquired Fen End track in Warwickshire, previously Prodrive's test track (and before that Girling Brakes'). It's not a race circuit, but it does offer the chance for some decent speed and some big stops. After that the plan is that I'll get to experience the car on road by driving it back to Browns Lane. Beyond a polite reminder there's no traction control, power steering, ABS or even



continued on page 22 >

a brake servo I'm told to go and enjoy myself.

Dialled in

The conventionally hinged doors don't open very wide and getting in means negotiating a fat sill, but the heavily bolstered seat feels instantly comfortable and the cabin feels functional and well finished. There's plenty of chance for parts bin bingo; every switch and vent started life in something more modest, but the clean design has aged well. There aren't any digital display screens, but no shortage of info with eight supplementary dials, four of which are housed on a separate binnacle on the driver's door. And none of which will receive more than a cursory glance once underway.



It's hard not to feel initially short-changed by the V6 engine, which is loud and tappety at idle - distinctly uncultured compared to the sonorous charms a V12 would have delivered. Yet it's also a reminder that the XJ220 is basically shipping a reworked version of the engine that Austin Rover developed for the Metro 6R4 rally car; proper Group B pedigree - considerably more competition heritage than most supercars of the period.

It takes less than half a lap to confirm that men were definitely expected to be men back then; this is a seriously physical driving experience. The unassisted steering stays

heavy even once the car is moving, and the non-servoed brakes are equally macho. A solid shove on the middle pedal produces more muttered expletives than actually retardation, a proper stop requiring a full stamp. The long-throw gearshift needs to be guided carefully between its planes as well - I'm conscious that one journo infamously buzzed and destroyed an engine during the original press launch.

But I stop noticing almost everything else as the engine wakes up. The V6's initial responses have felt slightly anaemic, apart from the need to treat the race-spec clutch like an on-off button you can trundle an XJ220 without feeling like it's a caged animal while you do so. But once the turbos start to spin its personality changes instantly, and this

The engine's narrow power-band also shows up the transmission's relative lack of options: with only five speeds and the need to deliver that 220mph top speed there are some chasm-like gaps between the ratios. On slow corners that means counter-intuitively shifting down into first. I also learn quickly that it's best to have the front wheels pointing straight well before the boost arrives, the jolt of torque being more than enough to kick the tail wide in low-speed turns. On a wide, dry track this is amusing; on a rain-sodden Alpine pass, possibly less so.

Yet trust is also quick to build, thanks in large part to the accuracy and communication of the heavy steering. Beyond giving a mild upper-body workout, the lack of



really is one of those fabled flick-of-a-switch engines. At 3,999rpm you'd swear it was naturally aspirated, at 4,000rpm it feels like it's on full boost, and you're hanging on for dear life.

Even after two decades it still feels seriously rapid, with the binary power delivery making it feel faster still. For perspective the XJ220 boasts the same power output as the notably untardy XKR-S Coupe, but weighs 400kg less. Even with the sort of ultra-cautious braking point dictated by the unproven stoppers I still see 130mph on the speedo on Fen End's (not especially long) main straight, and this is on what's meant to be a sighting lap.

assistance isn't an issue - there's lots of feel and enough caster to help keep the front wheels pointing in the intended direction, even when the rear tyres briefly relinquish grip. It does understeer in slower turns if you try and carry in too much speed, but on the faster stuff it feels properly epic once turned in, with more than enough traction to cope with the power. After a few laps I'm even starting to build some confidence in the brakes; the sheer weight you need to put into them means there's little feel, but they haul off speed effectively enough providing they're given enough space.

It was all going so well

I'm about to start another lap - the one where I'll take at least five seconds off the Fen End lap record, obviously - when something catches my eye in the rear view mirror, looking over the top of the engine compartment. It takes half a second to focus and for the image to process: a wisp of smoke. Cue a full anchors-down stop and a very rapid exit with visions of somebody else's irreplaceable supercar burning to the ground in front of me. Fortunately not - it's just oil dripping from a newly-sprung leak in the rocker cover seal onto the hot exhaust. But it's definitely game over for the day, with the problem being that we haven't taken any pictures of the car actually moving yet.

Cue a remarkable bit of fixing as the Jaguar PR team manages to



borrow an almost identical XJ220 to finish the shoot in the time it takes to have a coffee and eat a sandwich. And many thanks to the Jaguar Daimler Heritage Trust for lending us



their car and getting it to Fen End so quickly (yes, we did swap the plates for continuity). It's been scrambled in a hurry, is overdue a brake service and is riding on tyres that are probably not much younger than the car. Even at a respectful photography pace it doesn't feel like the sort of car I want to be trying to make serious progress in, and maybe there's a wider lesson here about the different views that have developed over the XJ220's merits. I'd certainly love a chance to see what a good one could manage on a stretch of derestricted Autobahn.

Although values have been creeping up, the XJ220 still looks like a bargain by the standards of its contemporaries - prices are still barely a third those of the far more numerous Ferrari F40 and small change compared to a McLaren F1. History hasn't been kind to the Jaguar, but a well-sorted one does feel like a very serious car. You can't fault the engineering, but it does feel like it was built to answer a question that very few

owners would ever ask - for the highest top speed rather than deft performance around a track, or much in the way of everyday usability. But I feel hugely honoured to have finally driven one.

Jaguar XJ220

Engine: 3,498cc twin-turbo V6
Transmission: 5-speed manual, rear-wheel drive, limited-slip differential
Power (hp): 542@7,000 rpm
Torque (lb ft): 475@4,500 rpm
0-60mph: 3.6sec
Top speed: 213mph
Weight: 1,470 kg
On sale: 1992-1994
Price new (1992): £470,000
Price now: £300,000 - £400,000





XK GEARBOX REBUILD

BY SCOTT MORGAN

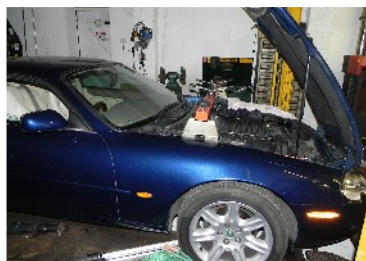
The story starts one Monday Lunchtime in April when I was making the weekly trip to the bank, which was uneventful and completely problem free until I returned home and pulled up outside the entrance of our garage.

I got out leaving the engine running, opened the Garage doors ready to drive in, got back in and selected drive but much to my surprise nothing happened. I gently touched the throttle (which was probably a mistake as I should have released something was very wrong!), the car lurched forward which could only be described between a loud bang and a judder. I instantly knew this was going to be a serious and expensive problem! So I managed very gently to creep the car forward onto the ramp in the back of our garage until further investigation.

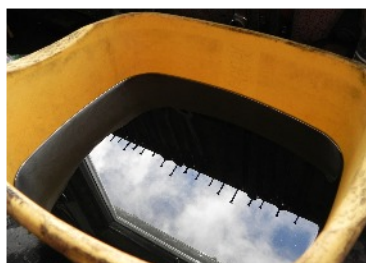
After further inspection it was apparent that the gearbox had given in, which is not unheard of on XK8s and XJ8s. I'm only glad the car got me back home rather than being left stranded, so I started making a few enquiries. After hearing rumours of Jaguar wanting around £3500 + VAT and other gearbox companies wanting over £2000 I started to consider whether I should do it myself as we have all the facilities needed and most the tools. The only thing missing which was proving very difficult to find was a ZF Repair Manual for the 5HP24 Gearbox as it had been discontinued and was no longer in print, but thanks to the internet I managed to find a PDF version which I downloaded. I decided to print the manual out as I much prefer working from a book instead of referring to a computer. So after printing the entire manual out and emptying our printer of all its ink, all that was left was to remove the gearbox, which I must say was not as easy as I first thought.

So as I had predicted every evening and weekend from now on or any spare five minutes for that matter was now taken up working on the XK8.

There is quite a number of things needed to be removed before the gearbox can be, starting with disconnecting the battery for safety reasons, the exhaust (which can prove tricky as it cannot be removed in one but must be completely dismantled section by section. And after 17 years of age may need some persuasion!). Then the prop shaft, disconnect gear selector cable, gearbox mountings (the rear of the engine must be supported first), catalytic converters (as they cover the side bell housing bolts), the lambda sensors must be disconnected which again is tricky as any access around the gearbox and top of the engine is very limited). There's also a bracket holding the wiring loom in place running along the top of the gearbox which is held with two 8mm bolts, this I must say is one of the most difficult things to access, the only way I could do it was to lower the engine and gearbox slightly away from the bulkhead and stretch my arms from underneath onto on top of the gearbox and feel for the 8mm bolts. Very time consuming!

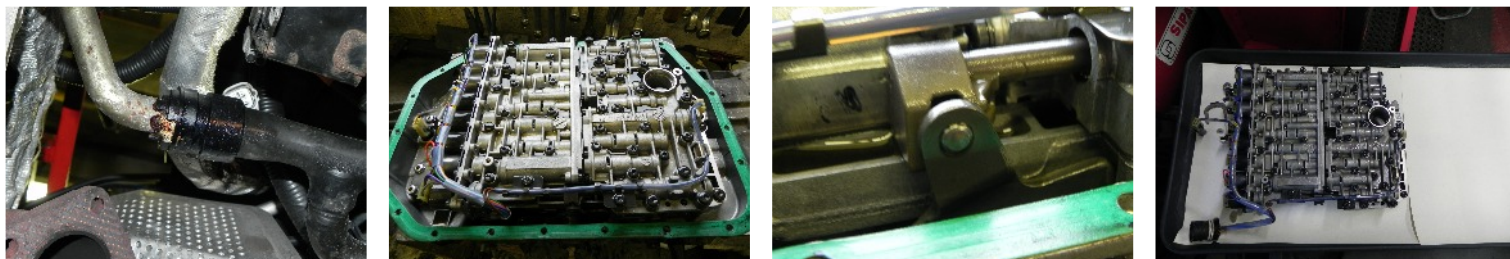


Once the gear oil is then drained the two gearbox oil cooler pipes must be disconnected which should be a straight forward operation but as usual in the motor trade things don't always go to plan. The oil cooler pipe unions are aluminium and are very soft, the top one undone easy but unfortunately the bottom one would not undo and therefore was damaged beyond repair being removed, leaving me to have to order a replacement pipe costing £110. Needless to say I was not amused that day. So once all of the bell housing bolts and torque converter bolts are eventually removed the gearbox was removed gently, making sure the torque converter also slid back with the gearbox and not stuck to the flexi plate (flywheel), which is very important as if that ever happens due to the torque converter still retaining most of its oil, even though the gearbox has been drained, you could end up getting soaked in gear oil! Due to the weight of gearbox it really needs two people to be done safely, even though a transmission jack is used its still advisable to have a second person to hand. Luckily my father was always to hand who as you can see from the photo can't wait to help.



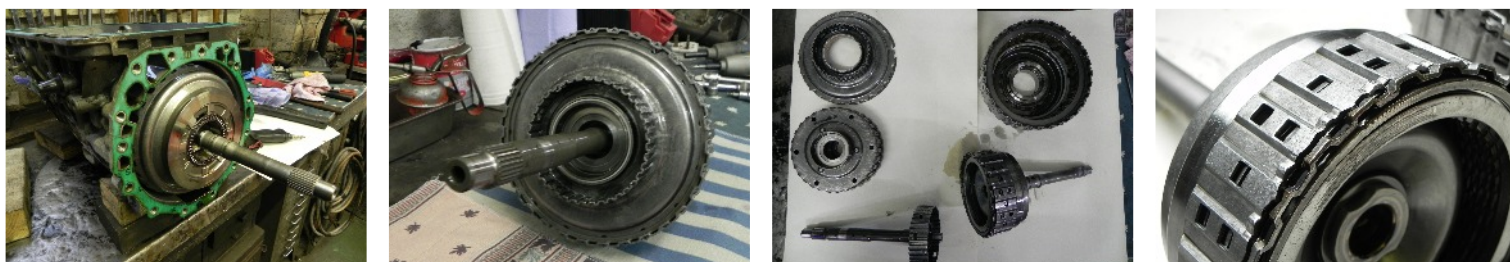
Once the gearbox was removed I found yet another slight problem, although it does explain as to why I was having to top my coolant up every few weeks, a small water leak on one of the coolant pipe couplings, which really needed replacing as the plastic coupling was split and the steel pipe was badly corroded where it was connected.

Now the fun part was about to start, dismantling the gearbox. I do apologise if this starts to get a bit boring as I may go into too much detail in some places but I did think it may be of some interest what lurks in this ZF gearbox as it is found in many jaguars of this age. Firstly the Torque converter was removed from the gearbox.



After the gearbox sump and filter are removed the valve body needs to be removed which does take some time as there are many Torx bolts to undo. Everything within an automatic gearbox MUST be kept as clinically clean as possible. Then the bell housing including the oil pump was removed so "tower 2" containing clutches A and B could be removed. This was where the problem was hiding. Once "tower 2" was dismantled the problem was obvious, much to my relief!

The drum containing the input shaft and clutch pack A had split. The reason for this as far as I can see is all the tension from the cup spring under the clutches is held in with a snap ring within the edge of this drum and where it has split is where the snap ring fits. The replacement drum appears to be made slightly thicker and therefore stronger (hopefully).

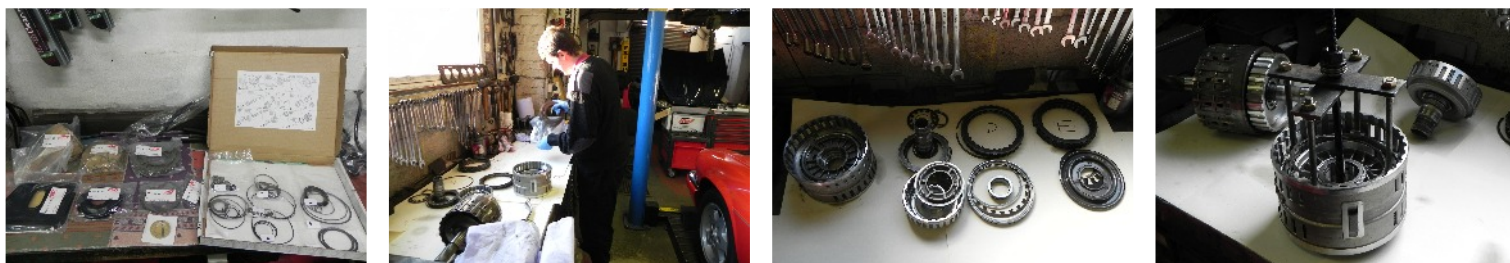


As I had gone this far I thought instead of just replacing the broken part I may as well replace all the clutches and seals and so a full rebuild kit was ordered With JPAT (JP Automatic Transmissions Ltd) who I do recommend as they were very helpful.

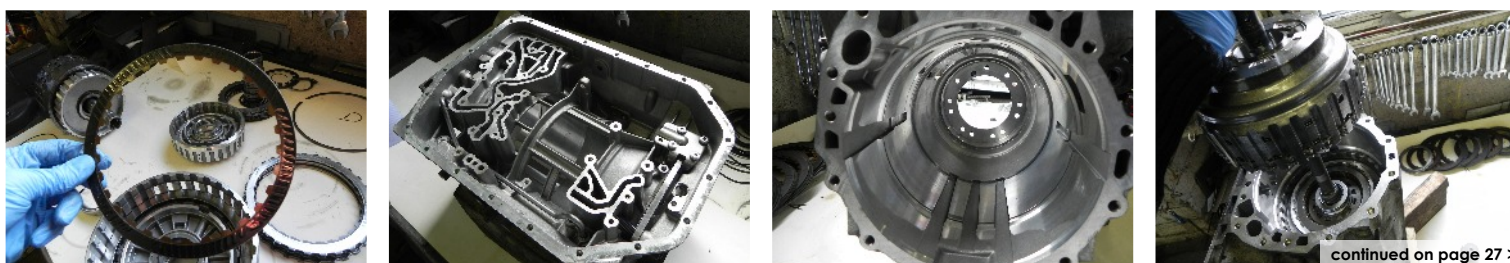
I more or less asked what they thought would be a good idea to change while the gearbox was out so they advised me to all the parts I should replace which were known to give problems. They also tested and reconditioned the torque converter as they have all the facilities.

Now all the parts were present there was no excuse to get started, so needless to say many more evenings where spent working in the garage again.

So "tower 1" brakes D, E and Clutch C was removed and dismantled. Many special tools are required really but luckily I managed to improvise with various pullers and tools to compress the clutch springs.



So once all of the clutch packs and seals were changed the gearbox is then reassembled checking clearances and tolerances with a DTI as you go along. I must admit to ensure tower 1 was placed back into the gearbox safely and accurately I needed to use the chain block as it is quite heavy.



continued on page 27 >



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

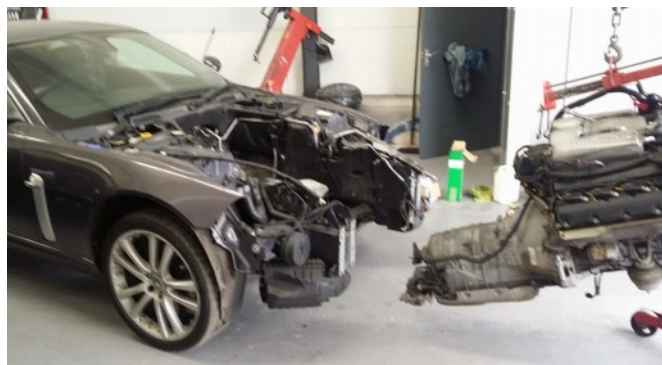
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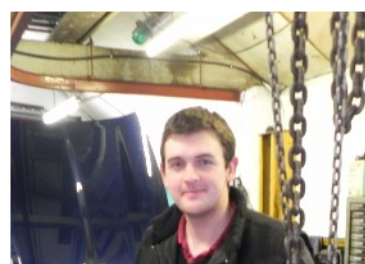
UNIT 12 WENTLOOG BUILDINGS | WENTLOOG ROAD | RUMNEY | CARDIFF |

Now the gearbox was reassembled, before I could fit it I first needed to fit the new oil cooler pipe that I damaged and also fit the leaking coolant pipe which was quite a job. I also changed two coolant pipes that run under the inlet manifold which are known for problems. But obviously to gain access the inlet manifold was removed.

So while the inlet manifold was off I thought I may as well change the plastic thermostat housing and thermostat for a modified aluminium one. But once that was finished I thought enough is enough and thought I had better start putting the car back together before I found anything else that needed doing.



After a few more hours work the gearbox was finally back in the car. Everything was refitted in reversal to how it was removed (as the manuals always say!) The gearbox was then filled with the expensive original Esso LT71141 which again JPAT Ltd supplied along with the parts. This can also be a tricky job as the filler is a small plug just above the exhaust, and as this is checked with the engine running the exhaust does get hot, especially with the final level needing to be checked with the gearbox oil being between 30 and 40 degrees C but obviously by then the exhaust is very HOT!



So after many hours work, bags of patience and maybe a little cursing here and there, the car was finally finished and was back on the road again, and better still I finished just before the first show of the year, Coleford which I'm sure many will agree was a fantastic day. And I'm very pleased to report with a big sigh of relief that the car ran beautifully.

I think I should say I'm not suggesting to anyone to take this on as a DIY job as it can be a very complicated and involved job that the smallest mistake could cause disaster, or at the very least, an expensive mess. Many special tools are also needed that luckily we had and if not we were lucky enough we could improvise with other tools and even making a few. I am certainly saying it's not impossible but I don't want to give anyone the false impression it's an easy or cheap task to attempt.



THE HISTORY OF **JAGUAR** BY BROCHURE

No. 8
1951 MK VII

THE S.M.T. SALES & SERVICE CO. LTD.,
VIADUCT GARAGE,
CARLISLE.

The **JAGUAR** *Mark VII Saloon*

POWERED BY THE WORLD FAMOUS JAGUAR XK120 ENGINE



THE 3½ LITRE JAGUAR MARK VII SALOON

Supplied by Colin Masterson

Specification...

ENGINE DIMENSIONS. 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 carburettors with electrically controlled automatic choke; 2½ in. 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 in needle bearings; synchromesh on 2nd, 3rd and top. Borg & Beck single 10 in. dry plate clutch. Gear ratios: 1st and reverse, 14.4:1; 2nd, 8.56:1; 3rd, 5.84:1; top, 4.27:1; central remote control gear lever.

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

BRAKES. Girling Dewandre, vacuum servo-assisted, self-adjusting hydraulic; brake drum diameter, 12 ins.; friction lining area, 202½ square ins.; handbrake lever flush between front seats.

STEERING. Burman re-circulating ball type steering with 16 in. diameter adjustable steering wheel. Left or right hand steering optional.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels with wide base rim and Dunlop 670 x 16 in. super-comfort low pressure tyres.

FUEL SUPPLY. S.U. electric fuel pump; fuel capacity, 17 imperial gallons in two separate tanks of nine and eight gallons capacity respectively with turn-over control switch on instrument panel.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt 64 amp. capacity battery with constant voltage controlled ventilated dynamo, 10 hour discharge, flush fitting head lamps and wing lamps, stop lights, reverse light, twin rear lights, panel light, automatic and manually controlled interior lights, twin blended note horns, twin blade screen wiper, cigar lighter, starter motor, vacuum and centrifugal automatic ignition advance.

INSTRUMENTS. 5 in. diameter 120 m.p.h. speedometer, 5 in. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, fuel gauge, electric clock, self-cancelling trafficators with warning light.

HEATER AND AIR CONDITIONING. Built-in heater with controlled warm air flow and incorporating windscreen de-froster. Large scuttle vents for additional cooling in hot weather.

BODY. All steel full five-seater (six-seater optional) with sliding roof; four doors; special security locks to rear doors for child safety; upholstered in finest quality Varnel leather over foam rubber; polished walnut instrument panel and interior garnishings; two glove compartments with locks; five ashtrays; padded armrests; deep pile carpets over thick felt underlay.

LUGGAGE ACCOMMODATION. The extraordinarily capacious luggage locker enables four large suitcases, four sets of golf clubs, also rugs, holdalls and other travelling sundries to be carried in its totally enclosed interior. The area provided for the carrying of luggage is 17 cubic feet.

SPARE WHEEL. Fitted with tyre and tube and carried in luggage compartment with necessary tools for wheel changing.

TOOLS. A complete set of hand tools and small replacement items are carried in special flush fitting compartments concealed in the front doors.

EASY JACKING. Exterior jacking slots, conveniently placed, enable the car to be lifted with minimum effort by means of jack provided.

PRINCIPAL DIMENSIONS. Wheelbase, 10 ft. 0 ins.; track front, 4 ft. 8 ins.; track rear, 4 ft. 9½ ins.; overall length, 16 ft. 4½ ins.; overall width, 6 ft. 1 in.; overall height, 5 ft. 3 ins.; ground clearance, 7½ ins.; turning circle, 36 ft. 0 in.; dry weight, 33 cwt.

Page Four



(Left)
The handsome polished walnut instrument panel fitted with large, easily read instruments.

(Right)
All this luggage can be packed comfortably in the all-enclosed rear locker of 17 cubic feet capacity.

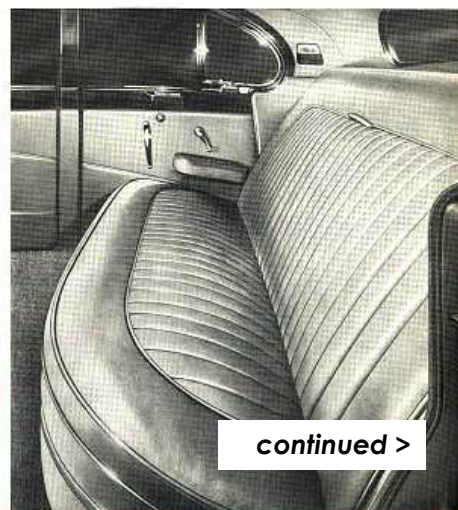
(Centre below)
Hand tools are accommodated in flush fitting compartments concealed in both front doors.



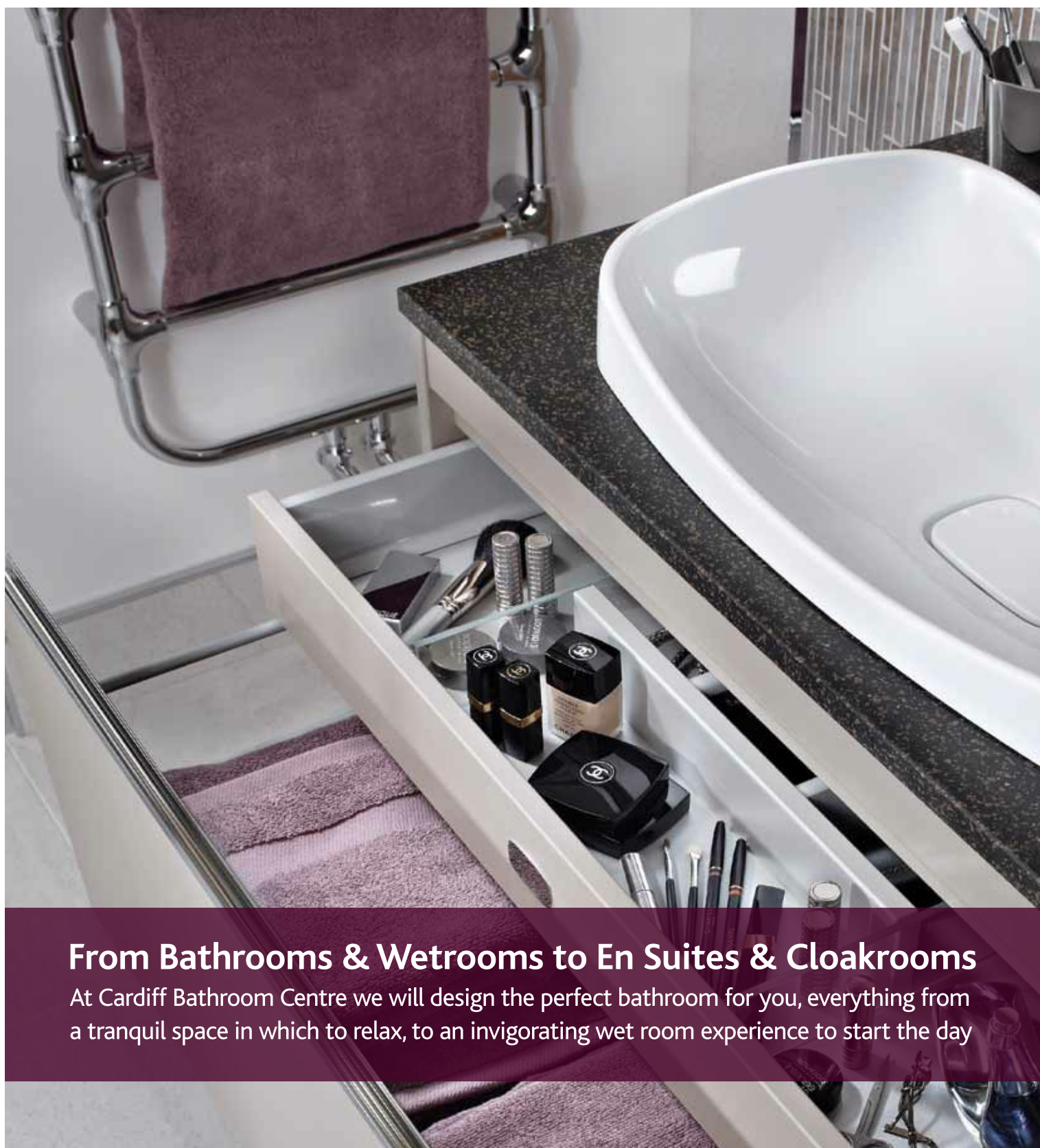
(Left)
Individually adjustable for height and reach, the front seats afford maximum comfort for driver and passenger.



(Right)
The rear compartment is deeply upholstered in soft leather and provides luxurious accommodation for three passengers.



continued >



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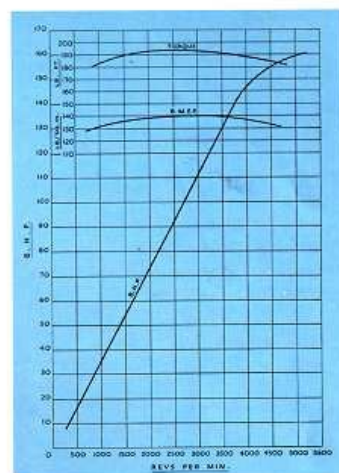
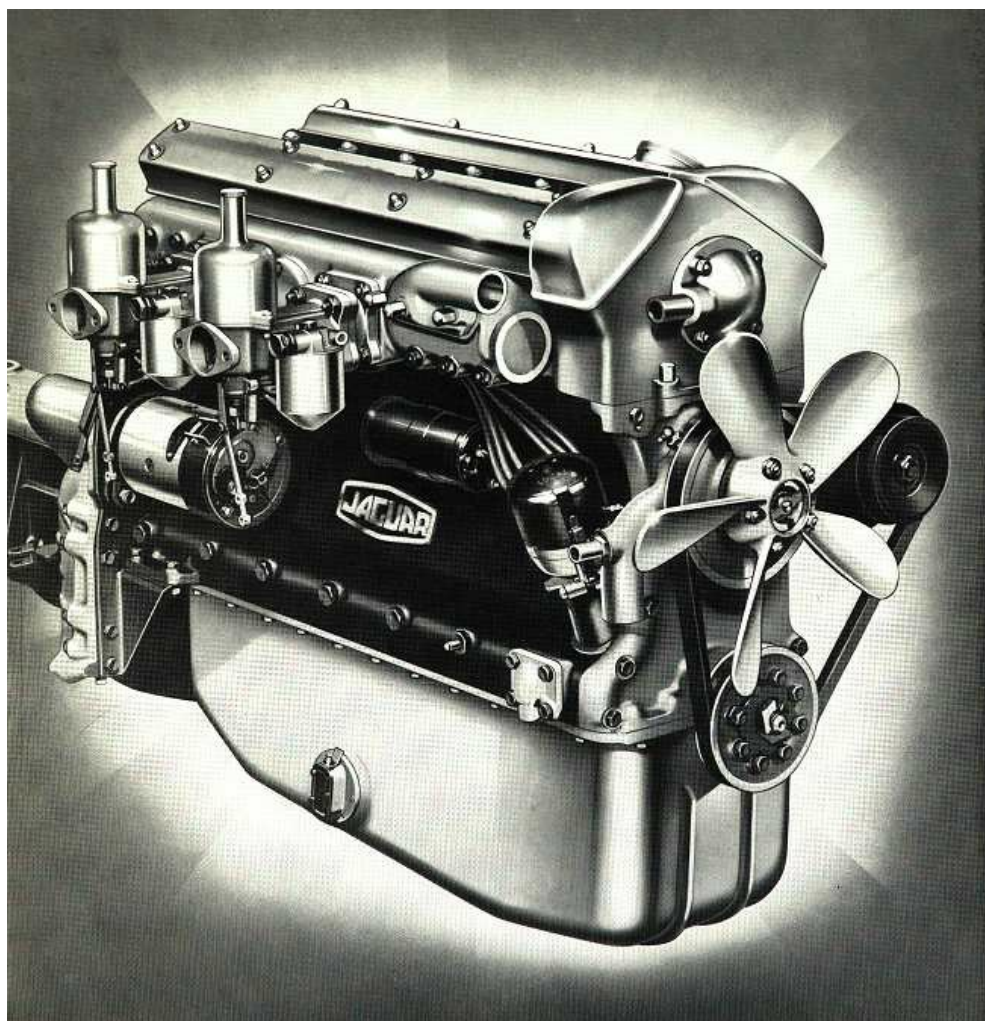


Simply add water...

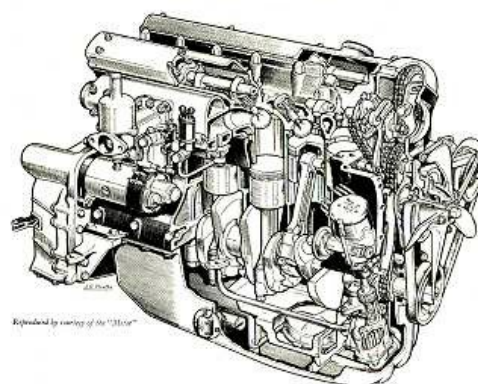
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Web: www.cardiffbathroomcentre.co.uk



The graph above shows the power curve of the famous Jaguar XK engine. To the left is a general view of the engine showing the twin carburetors. Below is a partially sectioned drawing which shows the arrangement of the drive for the twin over-head camshafts.



Page Seven



humour

Members jokes & anecdotes

FAMILY TRENDS

Two guys were discussing popular family trends on sex, marriage, and Family values.

Bill said, 'I didn't sleep with my wife before we got married, did you?'

Larry replied, 'I'm not sure, what was her maiden name?'

INTELLIGENCE

A little boy went up to his father and asked: 'Dad, where did my intelligence come from?'

The father replied. 'Well, son, you must have got it from your mother, 'cause I still have mine.'

DIVORCE COURT

'Mr. Clark, I have reviewed this case very carefully,' the divorce Court Judge said, 'And I've decided to give your wife £775 a week.'

'That's very fair, your honor,' the husband said. 'And every now and then I'll try to send her a few quid myself.'

EMERGENCY ROOM

A doctor examining a woman who had been rushed to the Emergency Room, took the husband aside, and said, 'I don't like the looks of your wife at all.'

'Me neither doc,' said the husband.. 'But she's a great cook and really good with the kids.'

OFF TO SEE THE WIZARD

An old man goes to the Wizard to ask him if he can remove a curse he has been living with for the last 40 years.

The Wizard says, 'Maybe, but you will have to tell me the exact words that were used to put the curse on you.'



The old man says without hesitation, 'I now pronounce you man and wife.'

RED NECK MURDERS

Two Reasons Why It's So Hard To Solve A Redneck Murder:

1. The DNA all matches.
2. There are no dental records.

GOT RELIGION

Moe: 'My wife got me to believe in religion.'

Joe: 'Really?'

Moe: 'Yeah. Until I married her I didn't believe in Hell.'

FOUR LETTER WORDS

A man is recovering from surgery when the Surgical Nurse appears and asks him how he is feeling.

'I'm O. K. But I didn't like the four letter-words the doctor used in surgery,' he answered.

'What did he say,' asked the nurse.

'Oops!'

VACATION CLOTHES

While shopping for vacation clothes, my husband and I passed a display of bathing suits. It had been at least ten years and twenty pounds since I had even considered buying a bathing suit, so I sought my husband's advice.

'What do you think?' I asked. 'Should I get a bikini or an all-in-one?'

'Better get a bikini,' he replied. 'You'd never get it all in one.'

He's still in intensive care.

AIRLINE SPECIAL

An Airline introduced a special package for travelling Business men.

"Buy your ticket, get your wife's ticket free!"

After great success, the airline company sent letters to all the business mens wives asking how the trip was.

72% of them gave the same reply..."What trip?"

FLYING BIRDS

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity. The idea was to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the windshields of their new high speed trains.

Arrangements were made, and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken shot out of the barrel, crashed into the shatter-proof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two. and embedded itself in the back wall of the cabin like an arrow shot from a bow..

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the Windshield and begged the British scientists for suggestions.

You're going to love this..... Rolls Royce responded with a one-line memo...

"Defrost the friggin chicken".

RELIGIOUS SIGNS

Sean is the vicar of a Protestant parish in Southern Ireland, and Patrick is the priest at the Roman Catholic Church across the road.

One day they are seen together, erecting a sign which says: "THE END IS NEAR. TURN YOURSELF AROUND NOW BEFORE IT IS TOO LATE."

As a car speeds past them, the driver leans out his window and yells, "Leave people alone, you religious nutters. We don't need your lectures."

From around the next curve they hear screeching tires and a big splash.

Shaking his head, Father Patrick says "Dat's da terd one dis mornin'."

"Yaa," Sean agrees, then adds, "Do ya tink maybe da sign should just say....."

"BRIDGE CLOSED"?

MODERN TECHNOLOGY

When I bought my Blackberry, I thought about the 30-year business I ran with 1800 employees, all without a cell phone that plays music, takes videos, pictures and communicates with Facebook and Twitter. I signed up under duress for Twitter and Facebook, so my seven kids, their spouses, my 13 grand kids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

That was before one of my grandkids hooked me up for Tweetee, Tweetree, Twhirl, Twitterfon, Tweetie and Twitterific, Tweetdeck, Twitpix and something that sends every message to my cell phone and every other program within the texting World.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Noble talking to my wife and everyone within 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean the GPS looked pretty smart on my dash board, but the lady inside that gadget was the most annoying and rudest person I had run into in a long time. Every 10 minutes she would sarcastically say, "Recalc-u-lating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then if I made a right turn instead. Well, it was not a good relationship.

When I get really lost now, I call my wife and tell her the name of the cross streets and, while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I lose three phones all at once and have to run around digging under chair cushions, checking bathrooms, and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them with me.

Now I toss it back to them. When they ask me, "Paper or plastic?" I just say, "It doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look. I was recently asked if I tweet. I answered, No, but I do fart a lot."

If you are over 60 this will all make sense to you!



JAMIE & PADDY

Into a Belfast pub comes Paddy Murphy, Looking like he'd just been run over by a train. His arm is in a sling, his nose is broken, His face is cut and bruised and he's walking with a limp.

"What happened to you?" asks Sean, the bartender.

"Jamie O'Conner and me had a fight," says Paddy.

"That little twit, O'Conner," says Sean, "He couldn't do that to you, He must have had something in his hand."

"That he did," says Paddy, "a shovel is what he had, And a terrible lickin' he gave me with it."

"Well," says Sean, "you should have defended yourself. Didn't you have something in your hand?"

"That I did," said Paddy. "Mrs. O'Conner's breast, and a thing of beauty it was, but useless in a fight."

TYPICAL WELSH MAN

He'll never forget how happy he was when he saw his wife walking down the aisle towards him.

His heart was beating fast and the excitement was unbearable. It seemed to take ages, but eventually, there she was, standing beside him.

He gave her a loving smile and said, "Get that trolley over here, Love. They're doing 3 cartons of beer for the price of 2!!!"

SAFE SEX

Condoms don't guarantee safe sex. A friend of mine was wearing one when he was shot by the woman's husband!

FROM THE WIFE

Dear Mother-in-law,

"Don't teach me how to handle my children, I'm living with one of yours & he needs a lot of improvement."

VISITING GRANDMA

We all went to visit Grandma. She was so pleased to see us all again.

She is getting old, vision waning and we want to be a great part of her life, have quality time with her and enjoy our visits to remember her.



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2016 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



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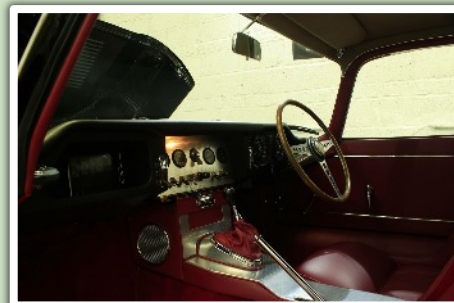
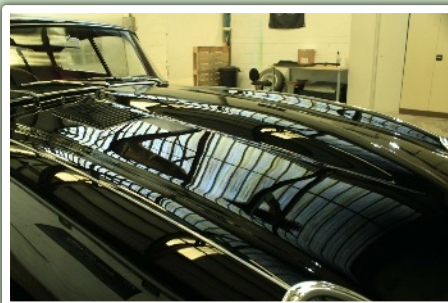
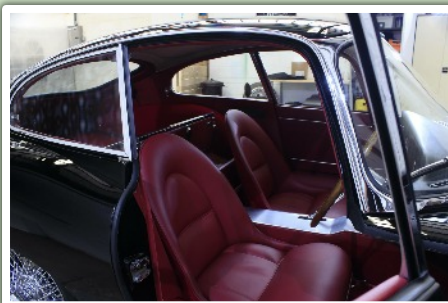
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Telephone: 07771 852703

Colin Masterson

email: colin.masterson@jecsouthwales.co.uk

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

MONTHLY MEETING DATES 2015

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

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

2015/ 2016

Wednesday 16th December

Wednesday 20th January

Wednesday 17th February

Wednesday 16th March

Wednesday 20th April

Wednesday 18th May



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

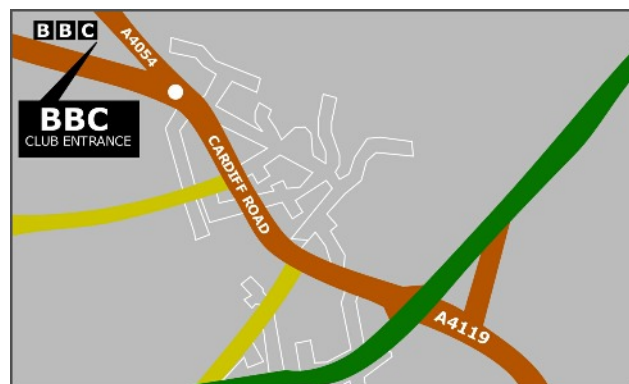
HOW TO FIND OUR MEETINGS:

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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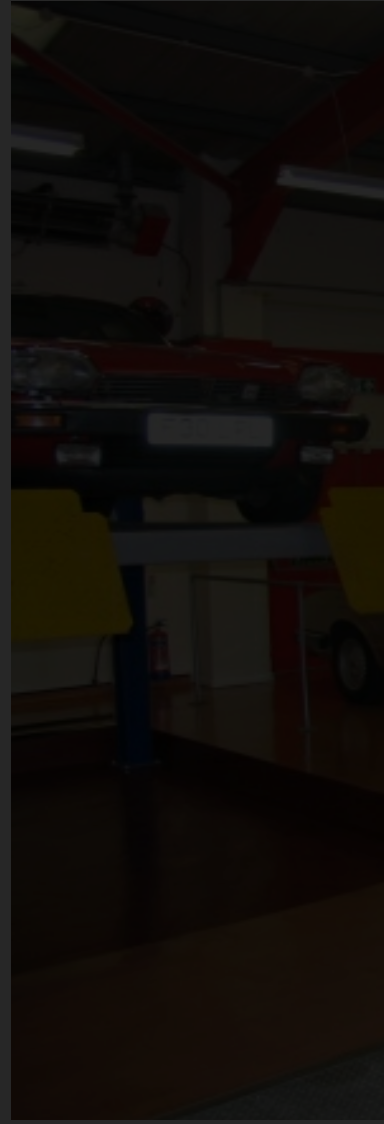


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So next time your pride and joy needs some TLC, give us a call or pop in for a chat, we would love to add you to our growing list of satisfied customers. *We look forward to seeing you soon.*

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