

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

A busy month on the car front despite it being winter, with both the NEC and the inaugural 'Autumn Hop' Usk Valley Classic Car Club run that's written up in the magazine.

Keep your eyes peeled folks, I've had two confirmed sightings from the lads in work of the new F-Pace on the roads being tested, both on the M4 including one in Bristol with a prototype badge on the rear – there was a blurry picture but not good enough to print!



The NEC Classic car show was a huge success for

the club with many visitors and new members signed up. We also had the great Sir Stirling Moss visit the stand to give autographs; a huge honour for the JEC. The auction was opposite us so we could keep an eye on what was happening. The same green ex Sultan of Brunei XJ220 that was auctioned last year for £245,000 was sold for £315,000 although apparently the owner had spent £20k with Don Law! A Lister Jaguar XJS 7.0 litre Le Mans Coupe was the subject of an intensely fought bidding battle, eventually selling for £57,500, more than twice its pre-sale estimate. A 1950 Jaguar XK120 Roadster fetched £86,825, more than £19,000 over its lower estimate; a 1962 Jaguar Mk.II 3.8 achieved £55,200 and a 1960 Jaguar XK150 Fixed Head Coupe also sold above estimate, for £42,837.



Our club Christmas dinner was a great event as always with excellent food, a raffle, and our friends from Bristol as well as new members. There's a further article with many pictures in the magazine but over the last few months Colin has put considerable time and effort

into this dinner organisation to ensure we all had a good night – Thank you.

I wish you all a very happy Christmas and a smashing New Years Motoring!

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.



Wishing all our members a very happy Christmas and prosperous new year!



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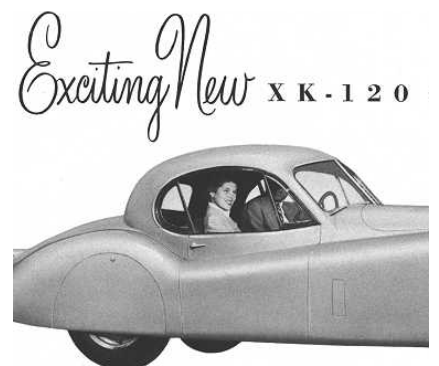
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I would just like to wish all our members a Happy Christmas and a prosperous New Year.

NEC CLASSIC CAR SHOW

The Lancaster Insurance Classic Car Show was held from the 13-15 of November at the NEC. I travelled up on the Thursday with James and Helen from Head Office to help set up the JEC stand. We then spent the Friday, Saturday and Sunday working on the stand, talking to existing members, signing up new members, helping with the shop and selling raffle tickets for the raffle car. Andy and Heather attended on Saturday and were a great help on the stand.

It was nice to see lots of our South Wales members at the show on the Friday, Saturday and Sunday. Some came up for the two days, others travelled up on a bus organised by the SWCC club for just the Saturday. The show is so large now that really more than one day is needed to see it all.

The show was a great success for the club with more new members signed up than ever before, more money taken by the JEC shop and lots of raffle tickets sold. Many members commented on our new "Cafe Barriers" with the JEC logo, which surrounded the coffee area. I think all the members appreciate this area which allows them a base to come on to the stand, sit down, have a coffee or tea and relax.

See a full report on page 24.



REGIONAL CHRISTMAS DINNER

On the 5th of December we held our JEC regional Christmas Dinner at St Mellons Golf Club. We have used this venue for the last few years as they provide us with our own room and have two excellent chefs and staff who always make us feel very welcome. The event was well attended

with 50 members and wives enjoying the dinner, raffle and speeches.

This year, due to the numbers, we used the much larger downstairs room and I have to thank the staff at St Mellons for the fabulous job they did decorating the room, as well as the great meal.

Thanks were given to Paul for all the cooking he does at our events and Ruth for her world famous chocolate cake. Michael was also thanked for the work he does editing, compiling and printing our regional magazine. Lastly we then thanked the members who help during the year at all the events.

See a full report on page 7.



REGIONAL AGM 2016

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

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.

SILVERSTONE CLASSIC

Silverstone Classic will be held on the 29/30/31 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. 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 07977474637 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.



MEMBERS ARTICLES FOR THE MAGAZINE

I would just like to take this opportunity to thank all the members who have sent in articles and jokes over the past year. These are vital to keep the magazine going. It makes it so much easier to compile the magazine if we have lots of articles. I have asked previously for any short articles on the maintenance you do on your cars. Scott has sent in some great ones on his and his father's car and I must thank him for those, but a short article on you changing the oil, spark plugs etc with a few pictures would be great. It is your magazine and with your help we can make it even better.



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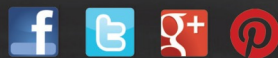
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Article by Andy Webber & Colin Manconi

REGIONAL CHRISTMAS DINNER

Fifty of us including thirteen of our friends from Bristol, attended the regional Christmas meal at St.Mellons Golf Club.

Due to the numbers, we changed from our usual room upstairs to a much more spacious room on the ground floor. The Christmas decorations were superb and provided an excellent backdrop for a relaxing evening.

The staff at St Mellons went out of their way to provide us with an excellent three-course dinner with coffee and Christmas cake to finish off.

The club provided three bottles of wine per table as a gesture of gratitude to all our members who support us during the year. I am glad to be able to tell you that the proceeds of the raffle more than paid for this.

Following a great dinner, we had a raffle to raise money for the club – thank you to everyone that donated a prize to the raffle table where wine, whisky, an XJS model car

kit, chocolates and car cleaning kits were popular. There were also two large framed hand illustrated Retro Legends Jaguar prints donated by Michael Manconi featuring the famous XJ12 Broadspeed Jaguar and the 1984 Le Mans winning TWR XJS. Unfortunately once again I missed out on a framed picture, with the XJS I wanted won by Derek Morgan.

Following the raffle there were thanks to Paul Cogdon for his fantastic travelling chef service in 2015 - all those bacon rolls and burgers take a huge amount of preparation and time throughout the shows

and it is very much appreciated.

There was also thanks to Ruth Fisher for her wonderful cakes supplied at many shows this year and appreciated by our taste buds, not so by our waistlines! Michael was also thanked for all the work he does on the club magazine.

It was great to welcome many new members to our Christmas dinner and we hope that we'll continue to see those familiar faces at meetings and at car shows in 2016. Following quite a few drinks afterwards, we said goodbye to the golf club, who had done us proud.



THE TORBAY FLYER

By Harry Kuehling



Greetings from the English Riviera

I'm pleased to report there are still lots of events going on at this time of the year with the Torbay Old Wheels Club.

CLUB RUN TO MORETON-HAMPSTEAD MOTOR MUSEUM – SUNDAY 15th NOVEMBER

This was jointly organised by Val Edgecombe (for the museum visit & lunch) and Adrian & Sue Linscott for the run itself. We met up in slightly damp weather at "Gallows Gate" just off the link road north of Torquay. On this occasion we used Natasha's "classic" Mazda 323 for the run. The run was split into two sections – a morning run with coffees at "Jacks Plants" garden centre overlooking the Teign river just west of Teignmouth and a longer afternoon run ending up at the Moretonhampstead Motor Museum just north of Newton Abbot. The run was brilliant going along some lovely wooded valleys with great views and Autumn colours. Only one error on this run – the result of, yet again, following someone else!

We then spent an hour or so looking at the exhibits in the museum. It's not particularly large or spacious! However, there were many interesting exhibits in varying condition with a couple of Jaguars – a MK 2 and XK150. I even saw an example of my 1st and only motorbike a Honda 90! The tour was followed by an excellent carvery lunch in the Union Inn, Moretonhampstead. A great run and the Mazda didn't miss a beat – and, this time, no smoke!

TOWC CLUB NIGHT – THURSDAY 26th NOVEMBER

The evening was well attended with approx. 34 members for the club's

AGM. All the usual stuff in an AGM with officers being re-elected with few changes. Julian gave us a long report on the events for the year and also presented the annual accounts as the club treasurer was unable to attend. We had a short break for a buffet and raffle before concluding the meeting.

We are now looking forward to December's meeting and being

entertained again by Dave & Kath aka "After Dark" with more songs with a Christmassy content.

ANNUAL CHRISTMAS DINNER/DANCE AT LAVENDER HOUSE HOTEL

This took place on Saturday 5th December and was organised by Sue & Adrian Linscott. For us it was a little bit



of a trek to Ashburton to get to the venue. However, the venue was very good as was the food. The service was excellent (a far cry from that of the Grand Hotel, Torquay in January!). During the course of the evening a "Conductress" split us up into different groups to sing individual lines of the song "On the 1st day of Christmas etc". Organised chaos but great fun! Later, Natasha & I even got out onto the dance floor to do some form of jiggling around – no proper ballroom dancing this time! A very enjoyable evening well organised by Sue & Adrian.



STEAM & CAROLS – THURSDAY 10th DECEMBER

Val Edgcombe again organised tickets for this event for interested members. Natasha & I boarded the steam train, with a large group of members, at Paignton Station on the Thursday evening. We were also entertained by a group of bell ringers, the Salvation Army band and a group of male voice singers. Once on the move we were served with glasses of mulled wine and mince pies (Val supplied the clotted cream for the pies). A gentle trip south to Kingswear with a brief stop at Churston. Just a pity all was in darkness & we were unable to see the views especially across the River Dart to Dartmouth. At Kingswear we got off the train for a service, more performances by the bell ringers, Salvation Army and male voice choir as well as carol singing on the platform – thankfully under cover sheltering from the light rain! An enjoyable evening with good company.



MY DAIMLER V8 250 – ALX442H

Not much to report this month. The plan is to arrange for the engine to be rebuilt by an expert, Adrian Linscott, from the TOWC. As I've also been having problems with the automatic gearbox (never had a problem with old "JWN58E"!) Adrian recommended I have the car looked at by an automatic gearbox expert before the engine is taken out. Charlie of Autotrans (based just north of Totnes) actually came to the house to experience the symptoms. We went for a short run & checked the oil – there were metal filings in the oil.

He concluded that the gearbox needs rebuilding. Ho, hum!

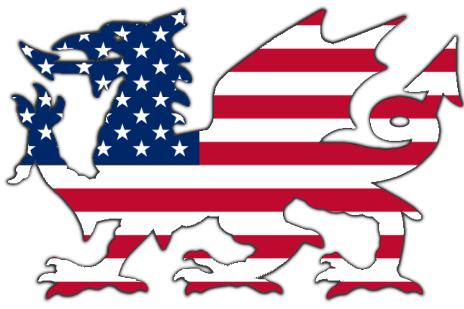
...and finally

A FAVOUR

A young woman on a flight from Mexico asked the priest beside her, "Father, may I ask a favour?" "Of course, what may I do for you?" the priest replied. "Well, I bought an expensive hair dryer for my mother's birthday. It's unopened and over my customs limits. I'm afraid they'll confiscate it. Is there any way you could carry it through for me? Under your robes, perhaps?" "I would love to help you, dear, but I must warn you, I will not lie," said the devout man.

"With your honest face, Father, no one will question you." When they reached the customs area, she let the priest go ahead of her. The official asked, "Father, do you have anything to declare?" "From the top of my head down to my waist, I have nothing to declare." The official thought this answer strange, so asked, "And what do you have to declare from your waist to the floor?" "I have a marvelous instrument designed for a woman's use, but which is, to date, unused." The official said, "Go ahead, Father. Next."

All for now and a very Happy Christmas & New Year to everyone.



By Colin Masterson

Letter from America

El Nino is playing quite a big part on controlling the weather in the US with a colder than usual spell in the West whilst out here in the East it is much warmer, probably 5+ degrees above normal with occasional rain storms occurring in the afternoons.

I spoke too soon. We move into a 55+ community with lots of sporting and fitness activities to keep us fit and now Netta has hurt her foot and I pulled a calf muscle playing pickle ball and had to rest up for a couple of weeks – typical!

However, that has not stopped me from going to the cars shows. The first one was at the Waterman Village assisted living community in Mount Dora (200 feet above sea level, 70 miles from the coast!)

The oldest car was a 1914 Studebaker, unusual in that it was very original and had not undergone a major restoration as most old collector cars do in the US. The seats were a little cracked and some horse

hair was sticking through some splits, which all added to the charm.

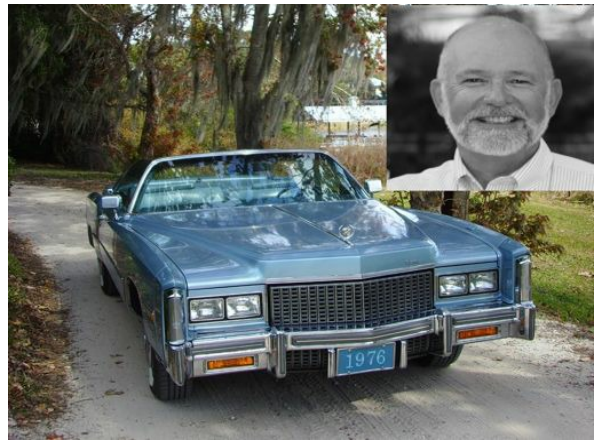
There were a number of model A Fords there too. This was the second successful car manufactured by Henry Ford. The first, of course, was the model T or “tin Lizzie” which was produced for 18 years. The Model A was built between 1927 and 1931. There was a little known model A in 1903, so they had been right through the alphabet before they made these cars. They were made in four standard colours, but not black, and 4.8 million were produced. Incidentally, the original model T could only be had in black because this paint dried quicker than other colours, speeding up the production process in the factory where moving production lines were first introduced on a large scale. This was also before the spray guns that are used today, the paint was literally poured onto the body work and allowed to flow down as someone

followed behind with a brush to smooth it out – the finish of those early cars must have been awful!

As usual there was quite a mixture of cars and I particularly liked the flowing rear lines of a light blue 1966 Buick Riviera

This is quite a special event as it benefits the folks who live here but don't get out much due to their age and frailty. This show always provides happy memories and is quite rewarding being very different from the usual. Apart from everything else it is the only show I go to where they provide the food and beer (yes beer!) free to participants. A couple of examples of the type of story it brings out is as follows:

“Grandma had a broken leg, so the little girl's dad made a stool to keep the leg elevated during the trip. Dad had just returned from the war in 1945 and the family was moving from Minneapolis to New Orleans. Mom and dad, grandma with her broken



leg, brother, sister, dog and cat, and the little girl, all crowded into the family's 1940 Chevy for a trip that was to take them 6 days. Seventy years later the little girl, now an elderly resident of Waterman, relived that "best trip she ever took" because her dad was with them and she felt safe for the first time in a long time. The now, elderly woman, relived that trip and the memories brought back as she climbed into the back seat of a beautiful 1940 Chevy participating in the Waterman show."

An elderly woman resident of Waterman swayed to and fro in front of the bandstand as the Polka Band played. A band member was serenading the woman with the song, Let Me Call You Sweetheart. The woman made no effort to hide her smile that ran from ear to ear as she was the



centre of attention before several hundred residents from Waterman enjoying all that Oktoberfest had to offer.

A delicious lunch in keeping with the Oktoberfest theme included:

brats and sauerkraut, beef sauerbraten, a German pot roast, wiener schnitzel, a veal dish, potato pancakes, giant soft pretzels with cheese sauce, apple cider or ice

cold beer on tap, and much more.

These are just a few of the memories I took away from the Waterman Village Oktoberfest, 2015. As

Continued >



my friend who organises this always says we are paying forward against the day when we are too old and decrepit to take part in car shows in the hope that the next generation will do something similar for us.

Orlando Veterans Day Parade

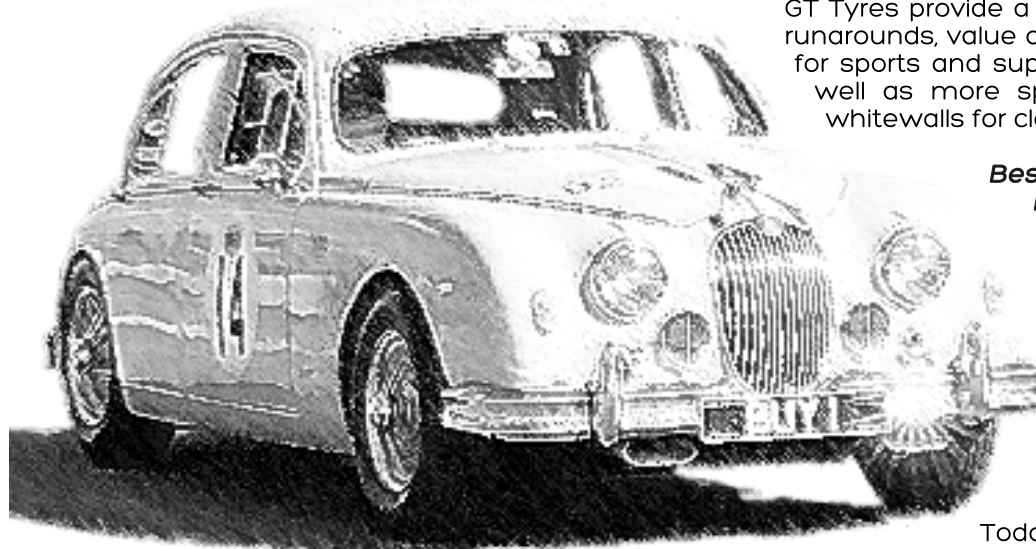
This year I was invited to take part in the Veterans Day Parade in Orlando. It offers a unique and patriotic opportunity for the Central Florida community to honour those who have served, as well as those on active duty military. More than 100 organizations participated and thousands of spectators lined the streets of Downtown Orlando and News 13 televised the parade live throughout

the Central Florida region. In recent years, various groups and organizations have participated in the parade including: veterans groups, active-duty military, City of Orlando firefighters and police officers, marching bands and high school JROTC units and youth clubs.

The parade was assembled in various side streets, the military and police dressed in their no 1 ceremonial uniforms and various vehicles, military and otherwise were dressed with flags, even the old Eldorado sported a couple of flags up front. There seems to be a growing awareness in the UK of the need to celebrate the military and the sacrifices, take Royal Wootton Bassett as an example but over here every town turns out in force for veterans

parades and they can be quite moving.

Unfortunately the Cadillac let me down by dumping all of the coolant as I was travelling home on Florida's Turnpike. A block core plug had split. As the interior of the car is well insulated I didn't get the smell of escaping antifreeze until the engine was pretty dry and on the point of cooking lunching itself. Luckily I was near an exit and parked up on the off ramp, just short of a toll booth where I managed to cadge some water and, after waiting nearly an hour for things to cool off I refilled the radiator enabling me to restart the car and get back onto a main road so I could call up my insurers and get a tow to a garage. The leak was bad enough for me to only be able to



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travel a short way. This was on a Saturday afternoon after the parade so the garage in question was closed. I called them up on the Monday but they were not keen on tackling the job as they said they would have to take off one of the exhaust manifolds and were worried about shearing off one or more studs. A call to a friend of mine at another garage came up with Bob's A&J Cycles as a place I could get it fixed. Transpired that Bob used to work for Don (the first guy I took it to) and, although most of the time he fixed motorbikes he liked, and was experienced at, working on old cars. He managed to make up a tool to replace the core plug without removing the exhaust manifold. So I have managed to find someone who not only like fixing old cars but seems to have the ability to do it without having to resort to diagnostic computers – hooray! The car is now running sweetly so it looks like the overheating did no damage, thank goodness

As I shall be returning to the UK for two weeks and wont have much to report, I will include my report on the Daytona Turkey Run in next months letter. Sorry I was not back for your Christmas bash (again!) but wish everyone all the best for Christmas and the New Year.

Talking of Christmas, they love to do things “big” over here. I hope you like the picture of me alongside a Christmas Nutcracker Soldier.





Article by Andy Webber

USK VALLEY CLASSIC CAR CLUB 'AUTUMN HOP'

I met Terry at his house in Caerleon and having cranked up the e-type we drove on the dry but cloudy day on the Usk road towards the golf course.

At Alice Springs we met several other members in Austin Healeys, Triumphs, and a couple of other Jags in an XK150 and a Daimler 250 and of course Nigel's Swallow Doretti. Terry agreed to be lead car, which meant we had the pressure of navigating but we coped well and followed the directions through countless country lanes. A good experience for me and one that I hope I'll have again,

probably en-route to Le Mans next July!

Setting off from the golf club, we headed back into Usk and indeed through Usk heading past the Greyhound pub and onto Wentwood forest. We climbed steeply up into the forest enjoying the bright sun that was burning off the cloud revealing stunning views – we really do live in a very scenic country. There were countless cyclists, I really can't

believe how many cyclists were 'enjoying' the burn of those hills – rather than me! Give me a leather seat, some walnut and big engine any day!

We dropped down into Parc Seymour and onto the A48 opposite the Croes Wen pub before dropping down to Tregarn Lane and the lanes across to the Celtic Manor. This lead us back into Caerleon and back out onto the Usk road before taking the lanes



onto Llandegvedd via CroedPaen.

Nigel had organised special access and parking at the new Llandegvedd sailing venue and we cut quite a sight with our convoy. The sun was out and it was a beautifully clear day with our 4 convertibles all having the tops down. The reservoir was calm and still, with hardly a breeze in the air, although out on the water a few single dinghies were finding enough wind to weave around some markers.

We went upstairs into the new viewing area which is also a canteen/café with good cheap food – my Moroccan lamb was superb! A cup of tea and we were off home again. Thanks to Terry for driving, which allowed me to see some sights!

The reservoir will now become the UVCCC winter meeting point on the second Sunday of each month at 12.30 although details have yet to be confirmed so check with myself or Terry before setting off!





Article by Mike Duff,
PistonHeads.com

MANUAL LABOUR

JAGUAR'S MOVE TO BRING BACK THE CLUTCH PEDAL

As a penniless student I used to go to a car auction in north Manchester that was widely famed for both the grottness of its cars and the lowness of its prices.

As long as you kept your hands in your pockets it offered a cheap evening out, with plenty of amusement in both the auctioneer's cliché-ridden spiel and the generally dire quality of the cars he was trying to encourage interest in. This was the sort of place you could buy a Maestro with latticework wings and a fortnight's MOT for £50, or a Nissan Bluebird with holes where the private hire plates had been screwed being sold as having belonged to a nervous widow.

Yet sometimes out-of-place

cars did sneak in, none more incongruous than the night a Jaguar XJ40 arrived. It was clean, unrusty and without either the blue smoke or obvious signs of damage that marked out most of the auction's newer entries. Among the lines of rusty sub-bangers it shone like a glitter ball in a pigsty. How had something so nice ended up in a place like this?

All quickly became obvious when the auctioneer got into his stride. "1987 Jaguar XJ, beautiful car this, with the economical 2.9 engine that can do 35mpg all day. Also the desirable option of a manual gear-box, they didn't make many like this,

one for keen drivers. Who'll start me at £1,000?"

Nobody did. I don't remember exactly what this absolute-base XJ made, but it was a serious discount over one fitted with an auto-box and an engine with more power than a food blender. Even back then the idea of a Jaguar saloon with DIY gears seemed obviously wrong to the bargain-seeking rabble at a scuzzy car auction. Yet 20 years later and after killing off the manual gear-box entirely Jaguar is bringing it back again.

Which is why, when invited to come and drive the new XF in the UK



for the first time, my instinct wasn't to try and elbow my way into the most powerful version. Rather to find one fitted with the clutch pedal that's likely to be an option chosen less often than metallic purple paint. The six-speed manual is only being offered with the four-cylinder diesel engine in either 163hp or 180hp states of tune, and saves a useful £750 over the equivalent autobox.

Studying the list of available cars revealed the presence of my unicorn, a single 163hp 'E-Prestige' six-speeder among the V6 autos. Hopes that this would be a rare chance to drive a base press car were dashed by a serious options workout, lifting the basic £32,300 to £44,890. Good luck when this one ends up in an auction hall...

Just finding a Jaguar XF with a gearstick where the company normally fits the circular controller for the autobox comes as a bit of a surprise, as does finding a clutch pedal in the footwell. Prior to the company's recent change of heart the last Jaguar manual was the Mondeo-based X-Type, which died in 2009, the first generation XF never offered with anything other than an autobox.

The new Ingenium diesel engine is impressively quiet at idle, but resting a hand on the gearlever reveals a surprising amount of buzzing vibration; it's clear that the NVH reduction budget was mostly spent before the manual was considered. The shift action doesn't possess the sort of sharpness or accuracy to get you thinking of surgical instruments, but there's a nice weight to it and the

gears are where you expect to find them. The engine has an anti-stall function that boosts revs if you lift the clutch without pressing the throttle - tricky things, these manual gearboxes - but that doesn't make itself felt beyond car park manoeuvring speed.

The reason for that anti-stall is revealed at a T-junction, the engine lacking much in the way of basement oomph. Try to pull out without accelerating hard enough and the XF feels momentarily bogged down in a boostless hinterland. It's clearly been designed to work with a quick-witted autobox that can slip its torque converter and kick the turbo into life.

No great surprise that it doesn't feel quite as well-developed as the autobox that will outsell it by a huge margin. But over a longer drive I did find myself warming to the manual and the new-found freedom to decide which gear to be in, and the need to anticipate what happens next. While XFs fitted with the eight-speed autobox kick down under anything but the most gentle pressure on the throttle it's nice to be able to enjoy the engine's solid mid-range torque, or even take it beyond the 3,800rpm where the auto seems to shift even in kick-down if the mood takes you.

Having paid to develop a manual box for the F Type it made sense for Jaguar to also offer it in the closely related XE and XF, the three all sharing the same ZF transmission. The official logic is that this is an inexpensive way to broaden the car's



appeal into a small, but significant niche.

It's unlikely to be a mainstream choice. Audi says that a quarter of British A6 sales are still made with a manual transmission, which surprised me slightly, but that's down from a third last year. But at the other end of the scale Mercedes stopped offering a manual on UK-bound E-Class last year; apparently only one in 100 were being ordered with it. I doubt there's much pent-up demand for an XF with a clutch pedal, but it's nice to be offered the choice again.

JAGUAR XF 2.0d PRESTIGE

Engine: 1,999cc four-cylinder
Transmission: 6-speed manual, rear-wheel drive
Power (hp): 163@4,000rpm
Torque (lb ft): 280@1,750rpm
0-62mph: 8.2sec
Top speed: 132mph
Weight: 1,545kg
MPG: 70.6 (NEDC combined)
CO2: 104g/km
Price: £32,300 (£44,890 as tested)





Article by Greg MacLeman,
classicansportscar.com

HERITAGE MOTOR CENTRE REVELS BOLD NEW FUTURE



BRITISH
MOTOR
MUSEUM

It's all change at the Heritage Motor Centre, Gaydon with a new building showcasing the centre's reserve collection, and a change of name for 2016. Ian Seabrook reports.

The Heritage Motor Centre will close its doors on 30 November for a major overhaul. When the centre reopens in February 2016, it will be renamed the British Motor Museum, with visitors able to see almost every car in the collection either in the reworked museum itself, or the new Collections Centre that is nearing completion.

The two-storey building will house both the Jaguar Daimler Heritage Trust's vehicles – around 70 of them – as well as the reserve collection of the British Motor Museum. With a capacity of around 240 vehicles, there will certainly be plenty to see.

Rarities now on display include the fabulous David Bach-designed Rover P6 Coupé, Gladys,

which has not been on display in the museum for many years. There are also various Safety Research Vehicle projects from the 1970s, testing mules and development vehicles that

never saw the light of day, such as the Triumph Broadside TR7 replacement, Vanden Plas Princess 'Wedge' and the Metro saloon.

As well as static displays, the new building houses a workshop where visitors will be able to watch classics being fettled and rebuilt. Hopefully this will include the Rover P8 prototype, which requires a ground-up restoration after coming to the museum in a very poor state. The P8 was the first attempt to replace the P6 and is rather more complex than the eventual SD1.

Stephen Laing, curator at the



Heritage Motor Centre, told C&SC: "The Collections Centre is a £4m project that has been four years in the planning and one year in the building. It finally allows us to show the entire reserve fleet, apart from vehicles on loan to other museums."

On top of that, a £1.1m project will see a major overhaul of the main museum building as well as the rebranding operation. Julie Tew, Managing Director at the British Motor Industry Heritage Trust said: "The Museum refurbishment and the new Collections Centre will enrich our visitors' experience and showcase our collections to their full potential. Not only will our prized collection of 300 historic British cars be far more accessible, but our Museum will give people the chance to learn more about the past, present and future of the British motor industry, its technology and its people."



The British Motor Museum will open on 13 February 2016.





Article by Scott Morgan

MK9 EBAY ROULETTE

The 15th October was a bright and sunny morning and we were nervously awaiting delivery of a car my father had just bought blind from the dreaded eBay (the cause of many divorces and arguments I'm sure!).

It all started a few weeks before where one evening as usual he was surfing eBay (something I'm sure many of us do, even if we're not looking for anything in particular) and there, by chance, he came across a 1960 MK9 Jaguar in two tone, black on cream with red leather originally from New Zealand. It was being sold by a wedding car hire company in Edinburgh, who were downsizing some of their fleet to make room for some new cars, for in our opinion a very realistic price as I'm sure many people will agree that many cars are way over priced and ask a fortune for some. So the seed

was planted!

On the morning of the 3rd of October at Castle Combe just before Paul was about to put the bacon rolls on for breakfast, I have a phone call where, much to my surprise, my father explains how he's just been having a chat with a man in Scotland who owns the MK9 Jaguar. I instantly knew my father must be serious about possibly buying the car to have actually rang the seller and was thrilled at the prospect of him finally returning to Jaguar ownership and buying a decent car!

The seller was a very honest and helpful chap. He insisted we come and see the car due to his

idea of good condition may differ from ours. But unfortunately due to our work commitments and other obstacles it would prove difficult, and would not be able to travel to Scotland until at least a couple of weeks later. He explained how the car was painted around five years ago so was not freshly painted hiding any nasty surprises under the paint. He was very fair and accurate how he described the car and explained the automatic gearbox was giving trouble now and again, the power steering box had a serious oil leak and the engine was not the original but would include the original engine in the sale to make it a matching



numbers car, one petrol tank had been removed to be repaired and not been refitted and a couple of other little gremlins. The main thing was the body was very good and very solid, as any mechanical aspects of the car would not cause us any trouble as we can do the necessary work.

So the next part of the conversation was about money as the car was on an auction on ebay, but my father is very reluctant to get involved in bidding wars as prices can sometimes go berserk and not to mention the fact you can lose an auction by being outbid in the last second which is very Frustrating! But thankfully as the seller was aware and from past experience knows there are many time wasters on eBay, so to save time and hassle the seller and my father agreed on a price (still unknown to my mother and the rest of the family as its top secret apparently!) and the car was sold outside of eBay. Then when the money was transferred all that was left was to await delivery on the 15th October.

So on that sunny morning of the 15th around 11 o'clock a recovery truck turned into our street carrying the awaited MK9 Jaguar and I must say it looked fantastic! In all fairness the seller was spot on with his description and as we said to the seller we know what to expect especially as the car is 55 years old without having any extensive restoration work so is very original but obviously



needs a few things doing here and there.

The engine sounds in very good condition and started first time without hesitancy on the recovery truck without any nasty rattles or smoke and sounds like it would quite happily burble away all day long. The condition of the interior is very good, it obviously has been reupholstered at some time as the leather is excellent as is the wood although a few pieces need attention as they don't seem to have been reassembled correctly. The paintwork is not concours but is more than presentable, especially as it's been used as a wedding car in recent years, but is perfect for us as we want a usable car and not a concours one (I use the terms "us" and "we" as I'm hoping I'll have authorisation from the boss

to drive the car too!).

The majority of the chrome is in very good condition. The chassis is in superb condition as is the underside of the body. There is only evidence of one small patch of welding that we can see. We're not sure whether all the oil leaks has preserved the underside of body over the years or whether its due to the fact the car has spent the majority of its life in New Zealand, either way structurally it is fantastic for a 55 year old car.

The car has quite an interesting history too. It turns out that the MK9 was sold new to the managing director of HMV in New Zealand, and according to the history we have, he later sold it to a German Doctor who then imported the car in to Germany, then the car found its way to Belgium, Holland, Devon, Edinburgh

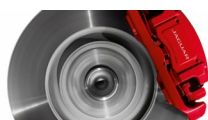


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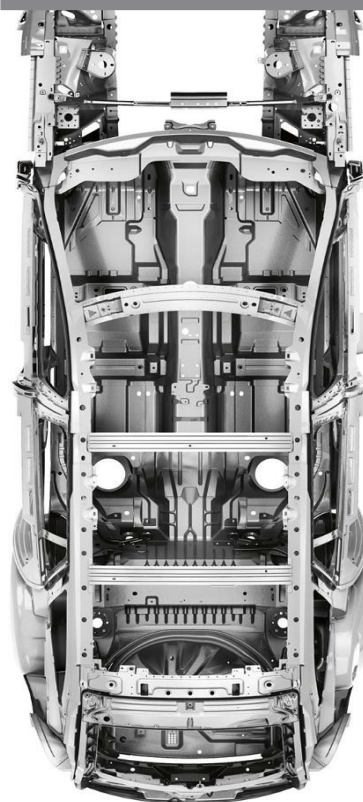
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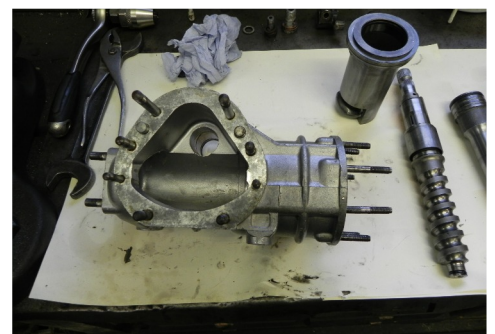
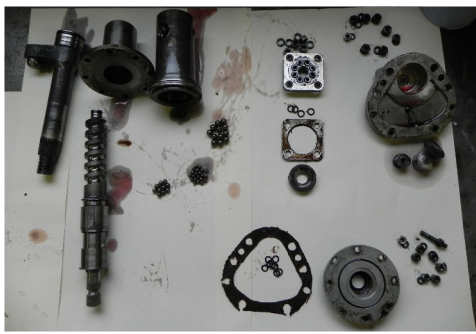
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and finally to Pontypridd in sunny Wales!

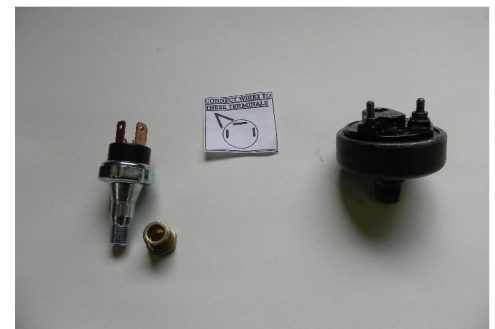
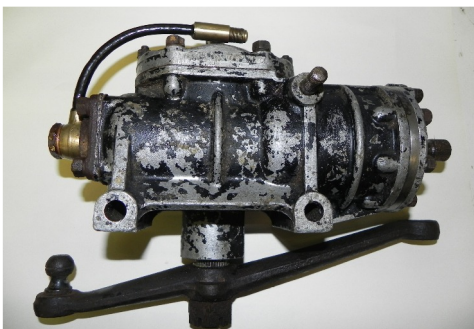
The first thing we have had to do is to stop the oil leaks as the power steering box was pouring fluid everywhere. The power steering box is a Burnham unit and apparently the MK9 Jaguar was the first production Jaguar to be fitted with Power Steering and four-wheel servo-assisted Dunlop disc brakes.

So after buying the seal kit I dismantled the power steering box and replaced all the necessary seals and gaskets, but due to further inspection the steering box looked as though it has had many poor repairs previously which had caused much damage to the aluminium housing and other various internal parts so we later bought a replacement second

hand unit from Simon at Worcester classic spares, who I might add has been very helpful in sourcing parts. I then also replaced all the seals and gaskets in that unit as Simon advised the condition of the second hand unit was unknown, it was then fitted back to the car leak free! The next oil leak we tackled was the oil coming from what appeared to be the rear of the automatic gearbox which turned out to be an Anti Creep Switch leaking. This too has evidence of someone attempted to repair by smearing sealant all around the switch, which needless to say didn't work. So after another phone call to Worcester Classic Spares a new modern replacement for the Anti Creep Switch was fitted and

therefore successfully solved another oil leak.

Some things on the "to do next" list are refitting the offside petrol tank, all new suspension parts including Shock absorbers and all bushes front to back, all new brakes including brake pipes, a few things to tidy up around the engine, a few wiring gremlins to sort out, window seals and various other bits and bobs. Hopefully all this will be done in time ready to attend Coleford the first show of many next year, so many evenings and weekends will be spent working on the MK9 until then I'm sure! But all in all, considering the cars well travelled history and age it really has weathered very well.





THE LANCASTER NEC CLASSIC CAR SHOW

Held over the weekend of the 13th to the 15th of November. I was asked to help set up the stand on the Thursday and man it Friday, Saturday and Sunday.

I met James and Helen with the two JEC vans, both full with all the equipment needed for the stand and shop, at the Strensham services on the M5 at about 7.30 on the Thursday morning. After a coffee and bacon roll we carried on up the M5/M42 to the NEC. The plan was that I would park in the Hotel car park, check on our rooms and then walk over to the NEC while James and Helen drove the vans into the Hall ready to set up the stand.

The Hotel was fine but when I got to the NEC new rules were in place! I think I met one of the most awkward stewards on the entrance of Hall 1. His first words to me were "Have you got your Health and Safety Form". This was something new but luckily James had e-mailed one over to me so I passed it over. "Have you signed it" Yes I had. "Have you read it". Now it was an A4 size piece of paper with very small writing, of

course I hadn't read it. "Yes I have" I responded. "Where is your yellow jacket" he asked. "What yellow jacket I said". "You haven't read the form have you". What could I say! Well I said our vans have just gone in I will walk in and get one. No you won't he said you will have to ring them and get them to bring one out to you. It seems that once these men get a fluorescent jacket the power goes to their head.

Anyway I left him and walked up to Hall 2 where our stand was and met a lovely young girl who was looking after the entrance. I said you look fed up. She answered I have been on since 6.00am I just want a cup of coffee, so I said go on then I'll look after the entrance for you. She laughed and I handed her the Health and Safety form, "have you got your jacket" she asked I said "no, it is on the Jaguar vans which have just come in". "Go on in and get it" she answered. Isn't it nice when common sense prevails?

I found the area where our stand should be but there was no sign of James or Helen but more to the point no carpet! We have to



purchase the carpet from the NEC.

Silverstone Auctions were right behind our stand so while I waited I walked over to see what cars were in the auction. I was particularly interested as I knew that a green XJ220 was in the auction. The 220 was in the middle with the bonnet up and they were just about to take the large alloy panel off in front of the bulkhead. I enquired what was the problem! The battery was flat. I said you won't find it behind there it is behind the passenger seat in a special compartment. With a set of jump leads we soon had it running.

James and Helen then arrived without the vans. They were not allowed in yet and had to park about a mile away. After much discussion with the organisers it was agreed that yes we had paid for the carpet and they would get it laid. The carpet fitters turned up after 12.00 so the whole morning had been wasted. James went to get one of the vans but half an hour later walked in saying that another attendant on the entrance, in his fluorescent jacket, had said that it was now too late to bring the vans in and they would have to be parked outside about 30 metres away and everything carried in. Now there is some really heavy stuff in the vans, but no amount of arguing that it was their fault the carpet had not been laid would change their mind so we had to carry everything in.

The two coffee machines again have to be rented from the NEC and we have to pay for a power supply to connect up to them. When the coffee machines were switched on it kept blowing the trips on the supply. This was eventually solved with a bit of bribery. We offered the electricians as much coffee as they wanted if they got the machines to work! It is amazing what a few cups of coffee at the end of a day can achieve.

We normally have the stand finished by 2.00pm and then just have to position the cars as they come in. We were still working on the stand at 5.00pm but decided that we would come in early the next day and finish it off. It had been a long frustrating day and we were glad to get back to the hotel. As you can see even the best laid plans can go wrong.

An early dinner, a few drinks and then off to bed ready for an early start the next day.



After a good breakfast we were in the hall by 8.00 ready to get the stand ready for the opening at 10.00. This year we had organised a series of "Café Barriers" to enclose our seating area. It worked really well and we had a lot of members comment on it.

As it was the 40th anniversary of the XJS this year we had two beautiful examples on the stand. One was a very early XJS Coupe and the other a late Celebration Convertible. We also had an excellent MK1 and rounding it off a fabulous XK120 which had just been restored. The raffle car took pride of place on one corner with the shop in the middle of the stand. The stand looked great and we had Bob Bate and Gavin and Ian from XJK Jaguar Specialist on hand to give technical advice to any member who required it. Jaguar Heritage had a massive stand alongside us. It was easily the biggest there. They had Jaguar on one side and Land Rover on the other. I was particularly interested on the



fully restored E Type V12 engine they had on a stand. I was talking to Stuart Kilvington the Restoration and Service Manager and it was very interesting to hear that they are now producing new original panels for E Types.

As I said previously we were opposite Silverstone Auctions and we watched some of the results which were amazing. A 1985 Ford Escort RS Turbo went for £60,188 and a 1987 Ford Sierra Cosworth RS500 went for £90,000. A number of Jaguars were in the auction, a 1965 Series 1 Fixed Head Coupe went for £56,500, a 1972 series 3 E Type V12 convertible, not a very nice car, went for £70,313, a 1969 Series 2 E Type convertible for £58,000, a 1974 series 3 E type convertible for £73,125 and a 1963 Daimler 2.5 V8 for £26,488. The XJ220 which had been sold at this auction last year for £245,000 sold this time for £315,000.

Friday used to be the quietest day of the weekend but recently it has become much busier. The stand





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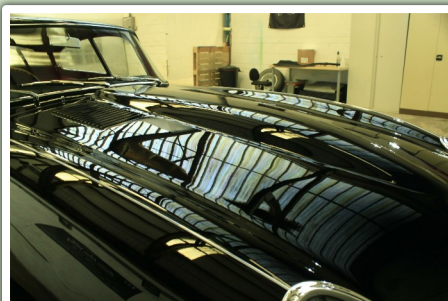
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was busy all day. We signed up lots of new member, the shop did very well and we sold lots of raffle tickets for the charity car.

Saturday is always the busiest day. It is also the longest with the show opening at 9.00am and closing at 6.30pm. Andy and Heather arrived to give us a hand on the stand. Dave Fisher came up early in the morning with some friends and stayed overnight so he could spend two days at the show. Bob, Stewart and John arrived having travelled up by coach arranged by the SWCC and many other South Wales members stopped on the stand for a coffee and a place to sit down. By 6.30 we had all had enough and were glad to retire back to the hotel. I think that they will have to spread the show into another few halls. It was so busy on Saturday that on times you could not move along the isles.

In the evening ten of our German members joined us for dinner at the Hotel. After dinner we all retired to the bar for a few drinks before bed.

I had a quick walk around first thing Sunday morning before the show opened and there were some fabulous cars for sale with the dealers One that caught my eye was an 1949 alloy bodied XK120 for sale at £317,00. Nice price if you can get it?

On Sunday we push the sales of the tickets for the charity car. We sold 6500 tickets over the 3 days.

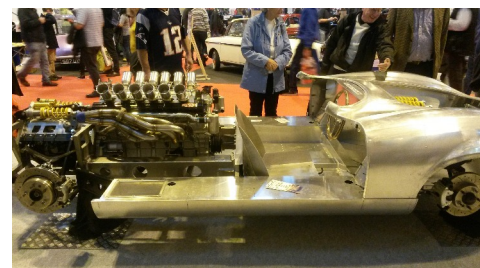
Stirling Moss came onto the stand and spent half an hour signing autographs and having his picture taken. He is great with the children letting them take "selfies" with him.

At 4.30pm Fuzz Townshend of "Car SOS" made the draw for the club. Fuzz is always good at attracting

the crowds. The winning ticket was no.00526 the winner living in the West Midlands.

One of our members Nigel Wilcox who has numerous Jaguars also has a very nice Swallow Doretti and he set up the Swallow Themed stand and won "Best Themed Stand" of the show. Congratulations Nigel. The club shop did well over the 3 days taking more than last year and we signed up a lot more new members. The show closed at 5.30pm but then we had to pack up the stand and wait for all the cars to leave before the vans are let in.

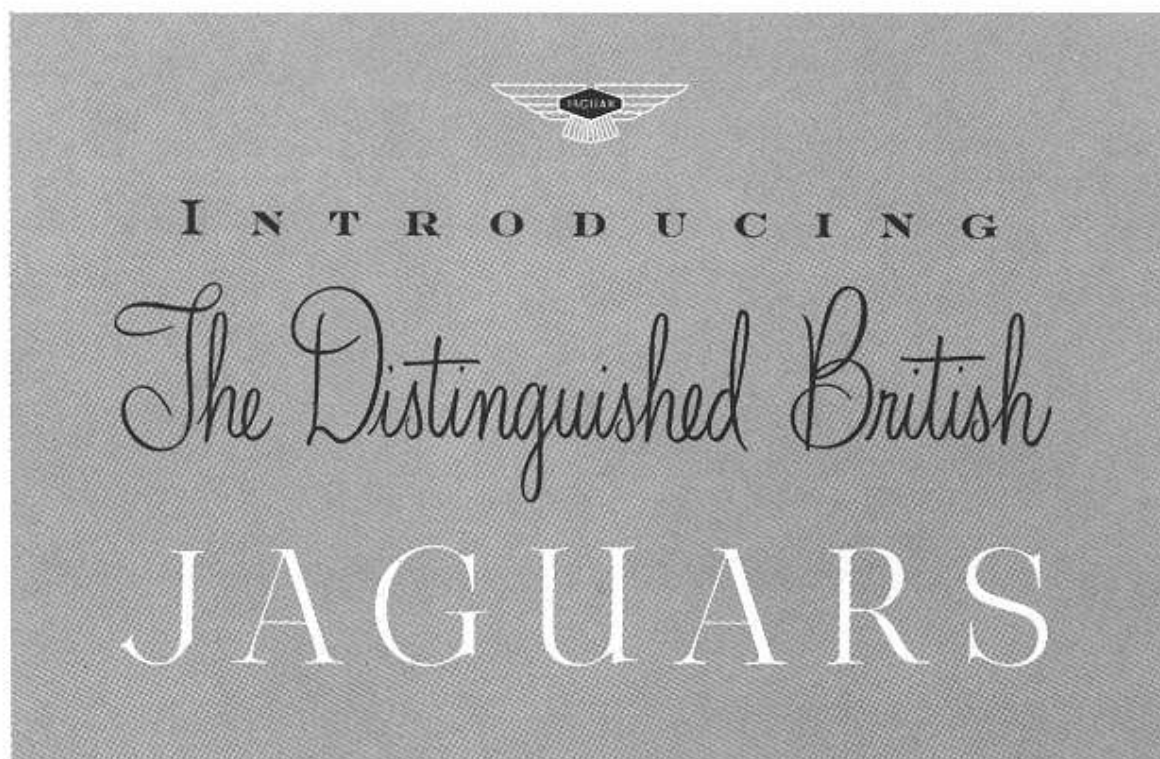
I always go scavenging for food when the show finishes. It amazing what discounts you can get from the food stalls when they realise what's left has to be thrown away. I came back with 15 pies and pasties and about 40 muffins and sticky cakes. We had so many we ended up sharing them with the JDC stand alongside. Rob Jenner has now given me a new name. I am now to be known as the "Hunter Gatherer".



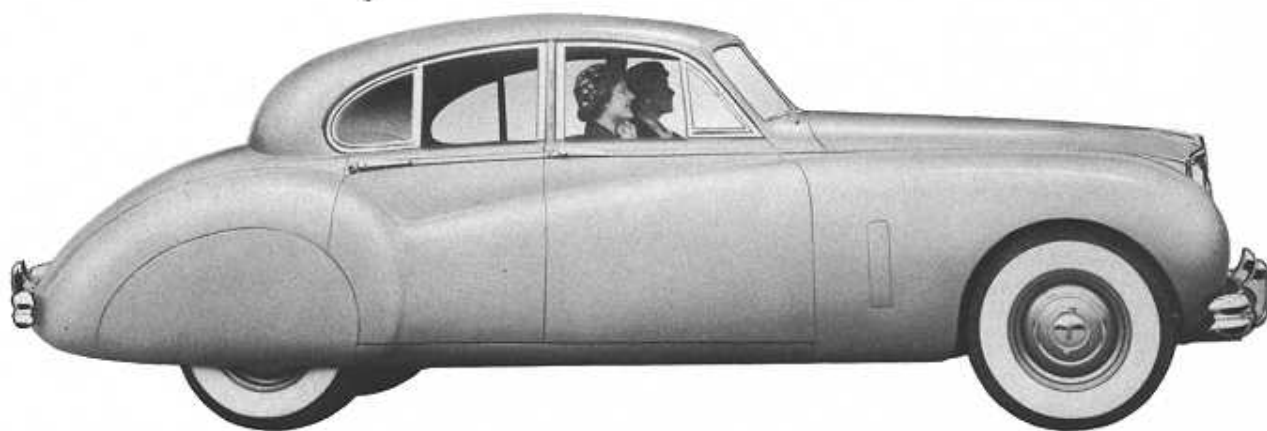
By the time we had loaded the vans and walked back to the hotel to collect our cars it was after 8.30 pm. We then had the long drive home.

The show attracted 69,000 people over the 3 days with over 2,500 of the best classic cars on display, over 250 classic car clubs, lots of auto jumble, an auction, live displays, insurance companies and part suppliers. If you have not yet attended a show put it in your diary for next year. It is being held on the 11-13 of November 2016. Hope to see you there.





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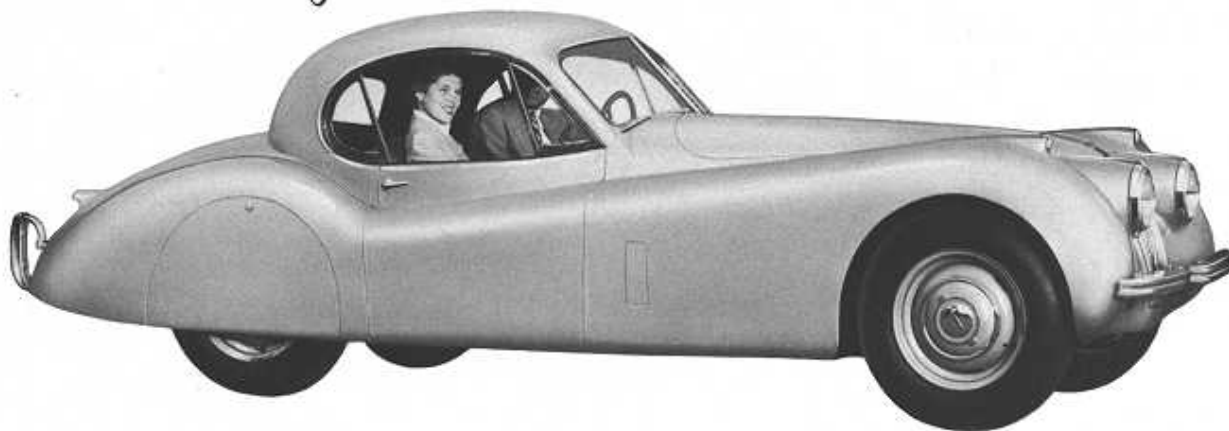


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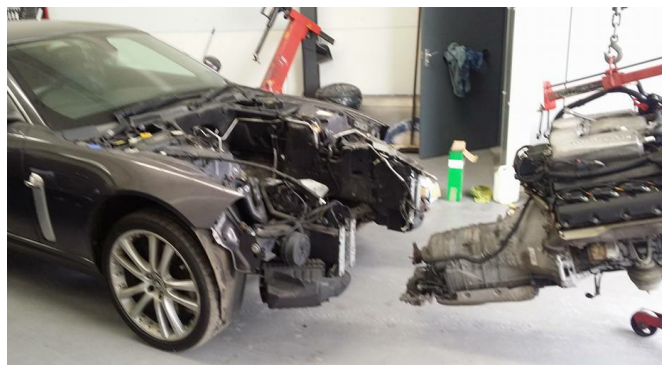
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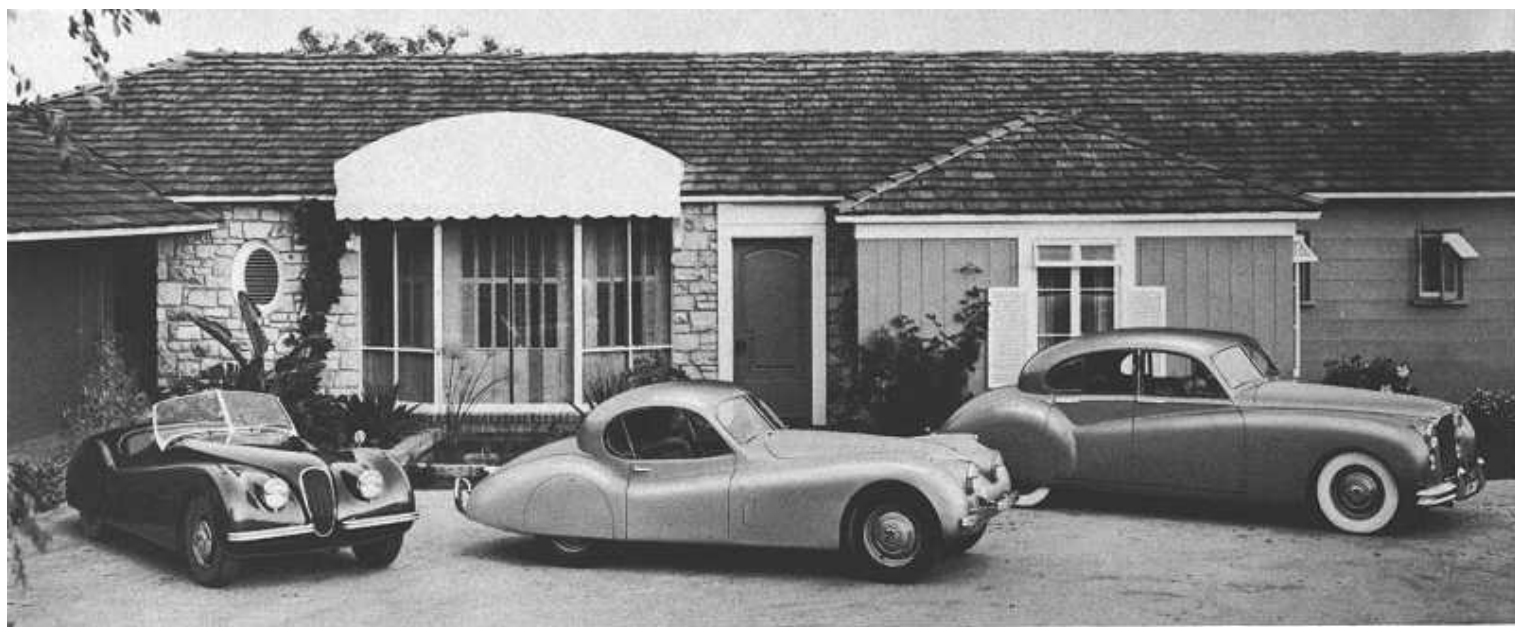
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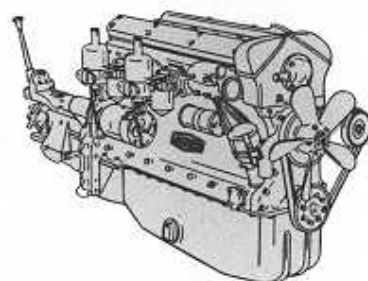
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humour

Members jokes & anecdotes

A WELSH STORY

A man went into a Birmingham supermarket and tried to buy half a cauliflower.

The young greens-produce assistant told him that they sold only whole cauliflowers.

The man persisted, and asked to see the manager, and the boy went to find him.

Walking into the stock room, the boy said to his manager, "Some idiot out there wants to buy half a cauliflower."

As he finished his sentence, he turned to find the customer standing right behind him, so he added, "And this gentleman has kindly offered to buy the other half."

The manager approved the deal, and the man went on his way.

Later the manager said to the boy, "I was impressed with the way you got yourself out of that situation earlier. We like people here who think on their feet. Where are you from, son?"

"Cardiff, sir," the boy replied. "Why did you leave Cardiff?" the manager asked.

The boy said, "Sir, there's nothing there but prostitutes and rugby players."

"Really?" said the manager. "My wife is from Cardiff."

"You're kidding?" replied the boy. "What position did she play?"

ON HIS DEATH BED

Doug Smith is on his deathbed and knows the end is near. His nurse, his wife, his daughter and 2 sons, are with him. He asks for 2 witnesses to be present and a camcorder be in place to record his last wishes, and when all is ready he begins to speak:

"My son, Bernie, I want you to take the Mayfair houses."

"My daughter, Sybil, you take the apartments over in the east end."

"My son, Jamie, I want you to take the offices over in the City Centre."

"Sarah, my dear wife, please

take all the residential buildings on the banks of the river."

The nurse and witnesses are blown away as they did not realize his extensive holdings, and as Doug slips away, the nurse says, "Mrs Smith, your husband must have been such a hard-working man to have accumulated all this property".

Sarah replied... "Property?... the arse-hole had a paper round".

BECOMING A DOCTOR

When I was young, I thought I wanted go to Medical School and become a doctor.

At the entrance exam we were asked to rearrange the letters PNEIS and form the name of an important human body part, which is most useful when erect.

Those who answered spine are doctors today, while the rest of us are sending jokes via email.

MEN'S HELP LINE

"Hello, you have reached the 'Men's Help Line. My name is Doug. How can I help you?"

"Hi Doug, I really need your advice on a serious problem. I have suspected for some time now that my wife has been cheating on me. You know, just the usual signs: The phone rings and when I answer, the caller hangs up. Plus she goes out with 'the girls' a lot. I usually try to stay awake to look out for her when she comes home, but I always fall asleep. Anyway, last night about midnight, I woke up and she was not home. So, I hid in the garage, behind my boat and waited for her. When she came she got out of someone's car, buttoning her blouse, then she took her panties out of her purse and slipped them on. It was at that moment, while crouched behind the boat, that I noticed a hairline crack in the outboard motor mounting bracket." "Is that something I can weld, or do I need to replace the whole bracket?"

IN THE SHOWER

A man is getting into the shower just as his wife is finishing up her shower, when the doorbell rings.

The wife quickly wraps herself in a towel and runs downstairs. When she opens the door, there stands Bob, the next-door neighbor.

Before she says a word, Bob says, 'I'll give you \$800 to drop that towel.'

After thinking for a moment, the woman drops her towel and stands naked in front of Bob, after a few seconds, Bob hands her \$800 and leaves.

The woman wraps back up in the towel and goes back upstairs.

When she gets to the bathroom, her husband asks, 'Who was that?'

'It was Bob the next door neighbor,' she replies. 'Great,' the husband says, 'did he say anything about the \$800 he owes me?'

PSALM 129

A priest offered a nun a lift.

She got in and crossed her legs, forcing her gown to reveal a leg.

The priest nearly had an accident.

After controlling the car, he stealthily slid his hand up her leg..

The nun said, 'Father, remember Psalm 129?'

The priest removed his hand. But, changing gears, he let his hand slide up her leg again. The nun once again said, 'Father, remember Psalm 129?'

The priest apologized, 'Sorry sister but the flesh is weak.'

Arriving at the convent, the nun sighed heavily and went on her way.

On his arrival at the church, the priest rushed to look up Psalm 129. It said, 'Go forth and seek, further up, you will find glory.'

Moral of the story: If you are not well informed in your job, you might miss a great opportunity.

CHEATING HUSBAND

A married man was having an affair with his secretary.

One day they went to her place and made love all afternoon. Exhausted, they fell asleep and woke up at 8pm.

The man hurriedly dressed

and told his lover to take his shoes outside and rub them in the grass and dirt.

He put on his shoes and drove home.

'Where have you been?' his wife demanded.

'I can't lie to you,' he replied, 'I'm having an affair with my secretary. We had sex all afternoon.'

She looked down at his shoes and said: 'You lying bastard! You've been playing golf again!'

THE PROPER WAY TO CALL SOMEONE A BASTARD

A guy was getting ready to tee off on the first hole when a second golfer approached and asked if he could join him.

The first said that he usually played alone, but agreed to the twosome.

They were even after the first few holes. The second guy said, "We're about evenly matched, how about playing for five bucks a hole?"

The first guy said that he wasn't much for betting, but agreed to the terms.

The second guy won the remaining sixteen holes with ease.

As they were walking off number eighteen, the second guy was busy counting his \$80.00.

He confessed that he was the pro at a neighbouring course and liked to pick on suckers.

The first fellow revealed that he was the Parish Priest.

The pro was flustered and apologetic, offering to return the money.

The Priest said, "You won fair and square and I was foolish to bet with you. You keep your winnings."

The pro said, "Is there anything I can do to make it up to you?"

The Priest said, "Well, you could come to Mass on Sunday and make a donation.

And, if you want to bring your Mother and Father along, I'll marry them.

TEXTING IS DANGEROUS

THE FIRST TEXT MESSAGE:

Hey Bill ---- This is Alan next door. I'm sorry buddy, but I have a confession to make to you. I've been riddled with guilt these past few months and have been trying to get up the

courage to tell you to your face, but I am at least now telling in text as I can't live with myself a moment longer without you knowing.

The truth is, I have been sharing your wife, day and night, when you're not around. In fact, probably more than you. I haven't been getting it at home recently, but that's no excuse I know. The temptation was just too much... I can no longer live with the guilt and I hope you will accept my sincerest apologies and forgive me.

I promise that it won't happen again. Please come up with a fee for usage, and I'll pay you.
Regards, Alan.

THE ACTION:

Bill, feeling insulted and betrayed, grabbed his gun, and shot his neighbour Alan dead. He returned home where he poured himself a stiff drink and sat down on the sofa.

He took out his phone where he saw he has a subsequent message from his neighbour.

THE SECOND TEXT MESSAGE:

Hey Bill --- This is Alan next door again. Sorry about the slight typo on my last text. I know you'll figure it out anyway, but I'm sure you noticed that my autocorrect changed 'WiFi' To 'Wife'.

Technology hey?!? Hope you saw the funny side of that.
Regards, Alan.

THE AMERICAN

In a train from London to Manchester, an American was berating the Englishman sitting across from him in the compartment.

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

The Englishman lowered his newspaper, looks over his glasses and replied, "How very sporting of your mother!"

THE ITALIAN LOVER

The Italian Lover, a virile middle aged Italian gentlemen named Guido was relaxing at his favourite bar in Rome

when he managed to attract a spectacular young blonde woman. Things progressed to the point where he led her back to his apartment and, after some small talk, they retired to his bedroom where he rattled her senseless.

After a pleasant interlude, he asked with a smile, "So, you finish?"

She paused for a second, frowned, and replied, "No..."

Surprised, Guido reached for her and the rattling resumed. This time she thrashed about wildly and there were screams of passion. The sex finally ended and, again, Guido smiled and asked, "You finish?"

Again, after a short pause, she returned his smile, cuddled closer to him and softly said, "No..."

Stunned, but damned if he was going to leave this woman unsatisfied, Guido reached for the woman yet again. Using the last of his strength, he barely managed it, but they ended together screaming, bucking, clawing and ripping the bed sheets.

Exhausted, Guido fell onto his back, gasping. Barely able to turn his head, he looked into her eyes, smiled proudly and asked again, "You finish?"

Barely able to speak, the beautiful blonde whispered in his ear..... "No...., I'm Norwegian.

...

A sales rep, an administration clerk, and the manager are walking to lunch when they find an antique oil lamp. They rub it and a Genie comes out. The Genie says, 'I'll give each of you just one wish.'

'Me first! Me first!' says the admin clerk. 'I want to be in the Bahamas, driving a speedboat, without a care in the world.' Puff! She's gone.

'Me next! Me next!' says the sales rep. 'I want to be in Hawaii, relaxing on the beach with my personal masseuse, an endless supply of Pina Coladas and the love of my life.' Puff! He's gone.

'OK, you're up,' the Genie says to the manager. The manager says, 'I want those two back in the office after lunch.'

Moral of the story: Always let your boss have the first say.



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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

Sun 1st Monmouth Steam & Vintage Show

Sun 22nd 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

Sun 19th 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

29 - 31st 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

Sun 18th 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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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 20th January
Wednesday 17th February
Wednesday 16th March
Wednesday 20th April
Wednesday 18th May
Wednesday 15th June



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

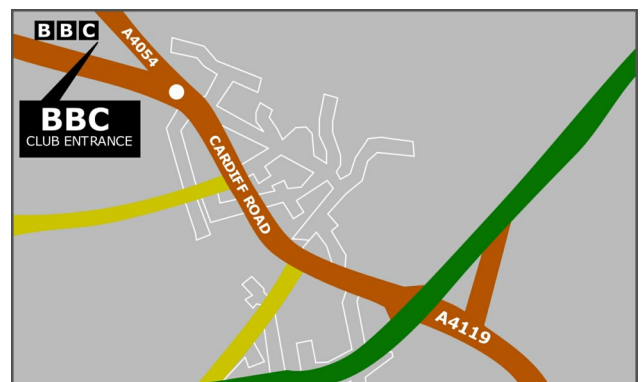
HOW TO FIND OUR MEETINGS:

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 then turn right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

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





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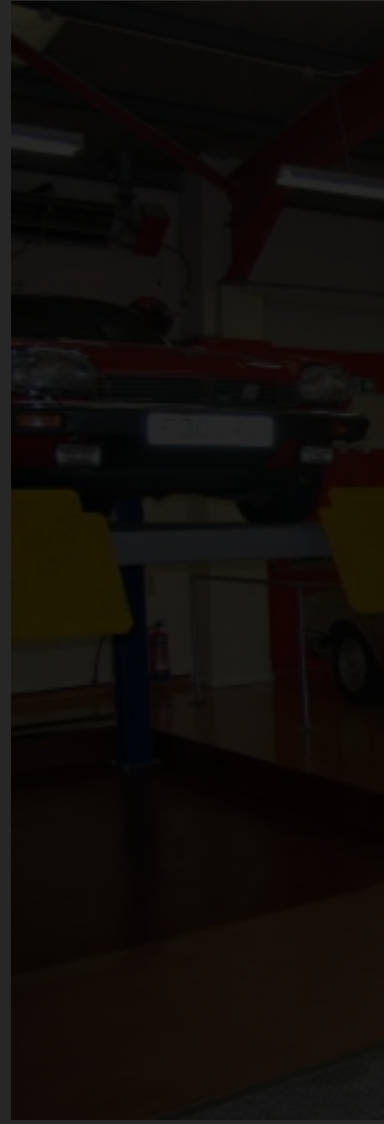
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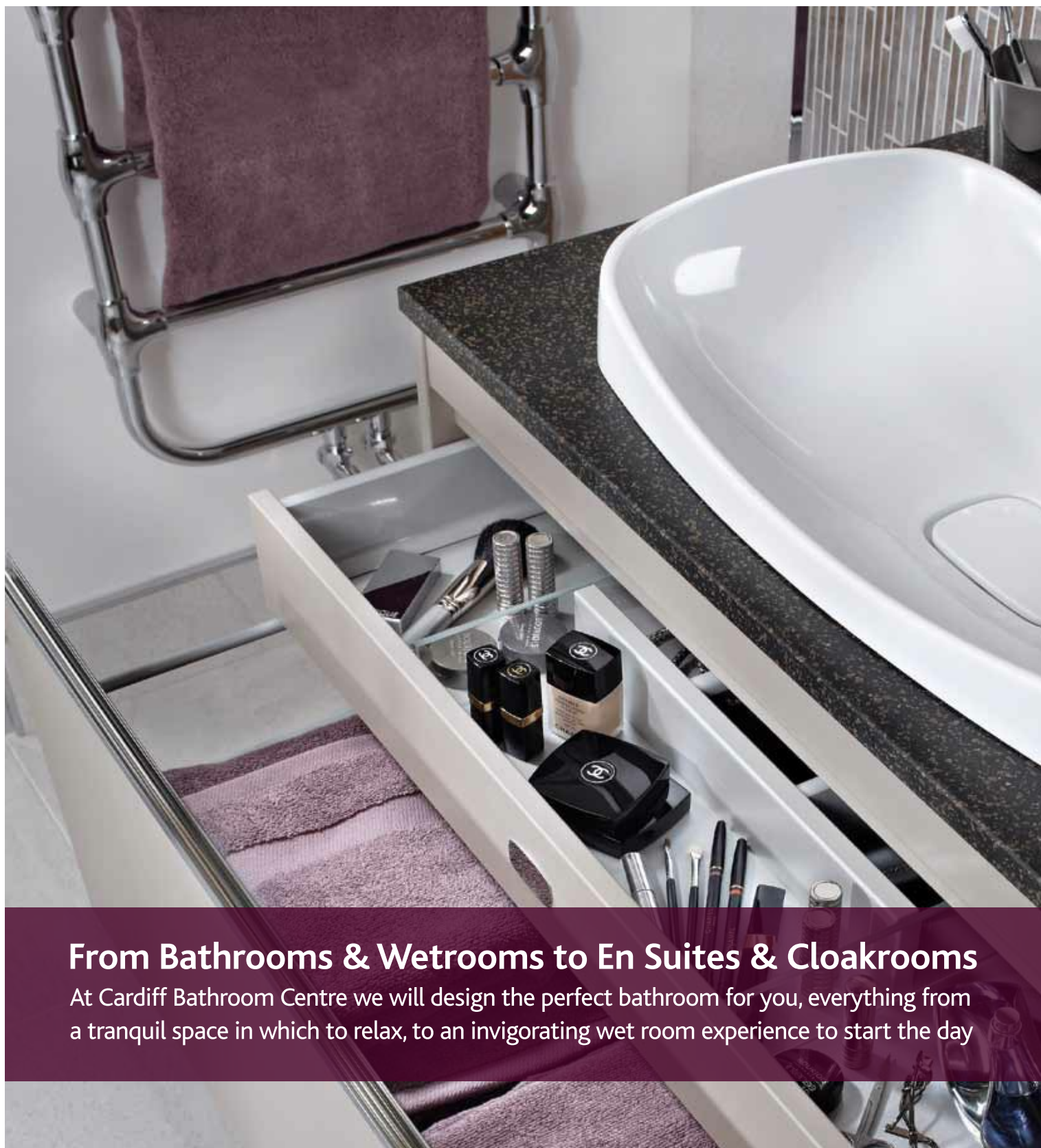


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